

TIMELINE OF MOTOR CYCLING

Volume Ten

1945- 1949



**Compiled & edited by
Dave Richmond**

Compiled, edited and written by Dave Richmond
motorcyclimeline.com

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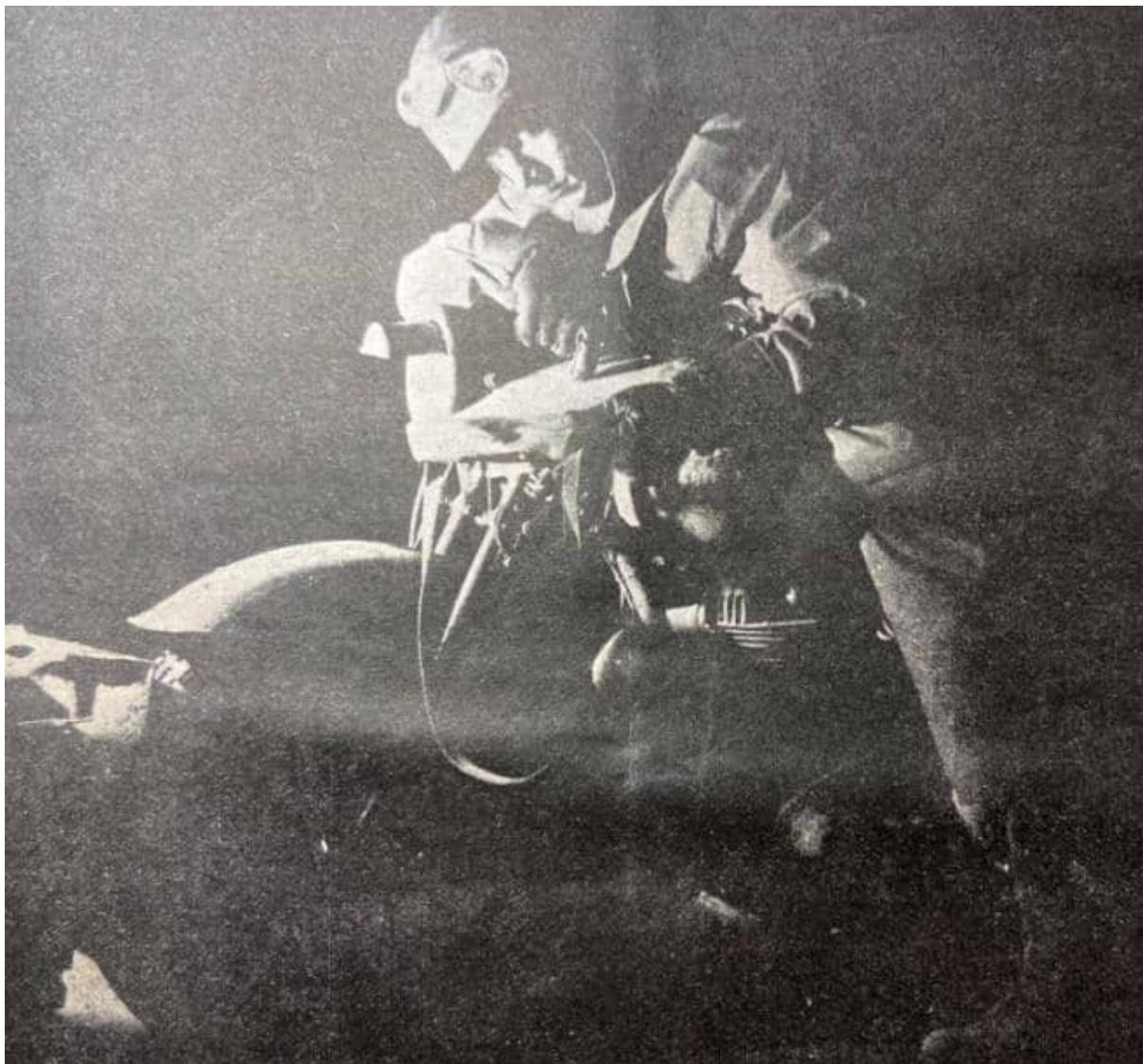
1945

"WITH THE BLACK OUT lifted and full lighting—peacetime lighting!—restored to motor vehicles, 1945 is ushered in for those at home with the feeling that 'It should not be long now.' That this is also the feeling of men at the battlefronts is shown in many of the letters we receive. We will not attempt to prophesy. Hopes we have—many of them, and in matters motor cycle as well as those of greater importance. Among those matters affecting motor cyclists as motor cyclists, none, of course, has caused so much speculation as the probable date of the reintroduction of the basic petrol ration. Various dates have been prophesied. The one most frequently averred was January 1st, and that, like so many others, has now passed! The next to have gained widespread credence is March 1st. As we have just remarked, we do not propose to prophesy. It seems to us, however, that unless there are overriding considerations the Government will see that petrol is restored before, rather than in, the period when in normal times every owner of a motor vehicle embarks upon the open road—will do so in order to prevent any sudden maelstrom of traffic. Maybe the decision to allow a basic ration will be reached when it is least expected. Who for one moment thought that the restrictions on head lamps would be lifted at this juncture? Only a comparatively few weeks ago it was stated that there could be no relaxation. The sudden change in front is at least a precedent!"—Ixion

WITH THE NEW YEAR came an end to blackout shields on headlights and traffic lights. There was still no petrol for civvy bikes, although service personnel home on leave were entitled to enough coupons to cover 300 miles.

IXION REPORTED THAT British bikes had been banned from American tracks: "a tribute to which there is only one precedent—the ban on Zenith Gradua machines in British hill-climbs many years ago."

"I WONDER WHICH Continental people those of our readers who tour abroad have most enjoyed meeting? Personally, I say the Dutch. As long as I live, I shall never forget the really superb hospitality with which they always load us British visitors at the Assen TT. I went there first many years ago as an entire stranger. I was met at the station. They refused to let me stay at an hotel, but gave me the best guest room at a local magnate's, assigned me a saloon car and chauffeur for the period of the races, and fed me like a fighting cock. On the Press stand a waiter in evening dress brought me a mighty hamper, complete with champagne and cigars. I never met nicer and kindlier people. So my heart is heavy at their present tribulations—starvation, torture, executions, thousands of their finest polders so drenched with sea water that they will grow no real crops for years to come. May their deliverance be swift."—Ixion



"The DR must be a good map reader. Riding at night over strange roads in a strange country calls for accuracy, confidence and quick judgement in following a route, beside high technique in riding. This picture showing an Ariel was taken on the Western Front."

"TAKEN AS A GENERAL tribe, motor cyclists are as companionable a lot as you will ever run across. There seems to be a higher quality to the friendliness developed by years of laughing at each other's misfortunes and helping with the other man's troubles. Where else do you find the same companionship of the road?—Detroit clubman's philosophy."

WHILE UNDER THE NAZI yoke the Jawa factory was used to make munitions for the Reich – all except for a single workshop reserved for major repairs of DKW DR bikes. And in a quiet corner of that workshop a group of Jawa diehards built five prototypes of the 250cc twostroke single they planned to produce as soon as the war was over. The bikes were painted and kitted out to look like DKWs and smuggled out to remote areas for roadtesting. A great yarn, but let's not forget that those brave Czechs faced a nightmare fate if caught.

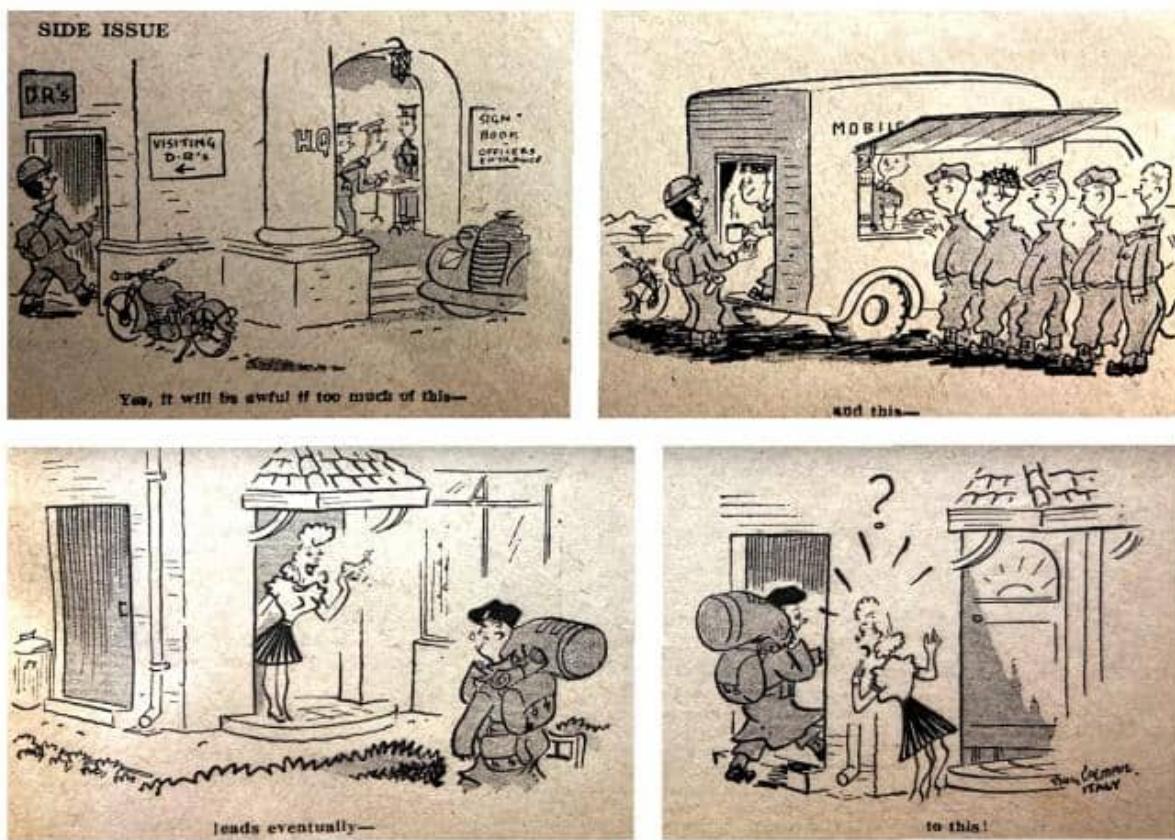
"REAR NUMBER PLATES must again be illuminated now that head lamps are unmasked. Although the new Order will not be enforced until March 29th, motor cyclists 'on the road' are advised to comply with it as soon as possible."

"PROVISIONAL REGULATIONS issued by the Ministry of War Transport postpone until January 1st, 1946, the prohibition of towing or drawing of trailers by solo motor cycles that would otherwise have become operative at the beginning of 1945."

"I TILL GET more of a thrill out of motor cycling than I do out of bombing Germany, which is, incidentally, extremely hard work.'—Opinion of a US clubman turned airman for the duration."

"PETROL IS ALL BUT non-existent...In the heart of the cognac country some FFI cars are actually running on a mixture of 85% cognac and 15% petrol.—From a News Chronicle account of FFI's fight with 75,000 Germans still in liberated France."

"THE 'OFF WITH MASKS' announcement was timely and welcome. Now comes news that traffic lights are also being unmasked. A start has been made in London."



WHAT A BOLT from the blue the decision that head lamps may be unmasked! Briefly, the position is that we are back to peacetime as regards our lights, but are advised carefully to store our masks in case their further use should prove necessary. May they never again be required! Bear in mind that, as in peacetime, head lamps must be switched off when vehicles are stationary other than for traffic exigencies. What made the decision

such a surprise was, first, that only a few weeks previously it had been stated that there could be no relaxation of the restrictions on motor vehicle lights and, secondly, another Ministry—that of War Transport—had been showing signs of wanting masks per because of the dazzle question. The reason given for the change by the Ministry of Home Security was ‘urgent operational necessities’—Service vehicles having to be used without masks—but I cannot help thinking that an added reason was the new haphazard lighting of towns causing difficulties and dangers. Of course, I hope that post-war we shall not have all (and more than) the dazzle of pre-war days: that there will be better palliatives and more courtesy.” The ‘dazzle problem’ was taken seriously enough to be discussed in Parliament. A meeting on the subject in Birmingham, hosted by the ACU, the Institute of Automobile Engineers and the Illuminating Engineering Society, attracted more than 200 interested parties including Lucas, the General Engineering Co and the RAC. The chairman harked back to “the soft light afforded by acetylene” and concluded: “It is a foul thing if you do something which causes the other man discomfort or to take evasive action.”

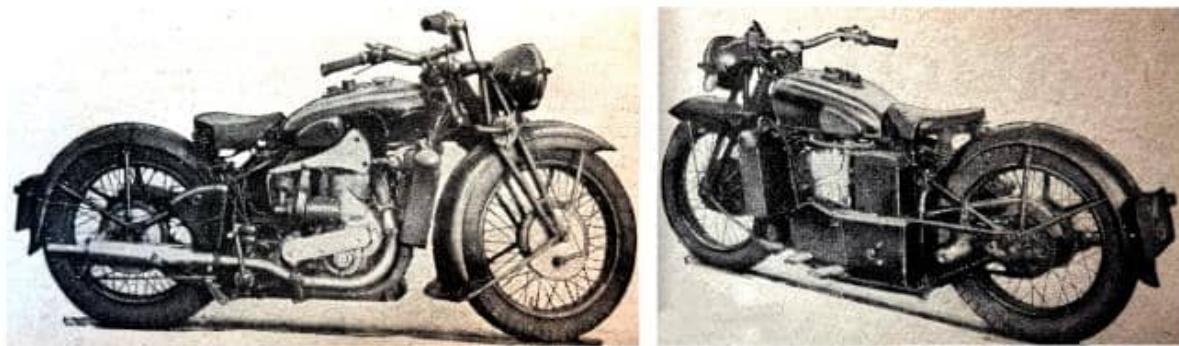
“TO-DAY, IF YOU WANT to go in for trials and scrambles, it seems that there is only one thing to do, that is get posted overseas! I have just been reading of a scramble—a real 100% affair. The course consisted mainly of wet lava dust—the lava dust of Vesuvius, and was six miles long. A disused reservoir formed the start and the bank of the reservoir, with its loose, steep double step, formed Excitement No 1. From the top the competitors dived down a steeper bank, dropping some 50ft, and then set off on the course proper, which wound among vines and fruit trees, with many steep ups and downs, bumps, shallow watersplashes, stretches of ‘loose’ and so on. Thirty took part in the first of what promises to be a big series of scrambles. Standard WD machines, with standard tyres but minus head lamps (if desired) were the requirement, and there were heats (two laps) and a final over three laps (18 miles). One whose name is well known to motor cyclists won the final—Sgt FM Rist (350cc ohv Triumph), with Lt T Sheasby (G3/L Matchless with normal forks) second, and Cpl Ballantyne (Ariel) third. Rist averaged about 26½mph. Shades of post-war trials organisation; there were armoured fighting vehicles stationed at strategic points along the course! These were peacefully (and helpfully) linked to a loudspeaker van in the reservoir that formed the start and kept spectators there informed of the racing.”



"Not, as might be thought, some new form of dirt-track racing, but the start of a scramble held not 1,000 miles from Vesuvius. To-day it is the folk overseas who have motor cycle sport!"

"WHO IS THERE who does not recall the remarkable 1,056cc mile-eating vertical twin which was built for less than £20? The enthusiast who was responsible for the one and only RGC Special Norton has built several bitzas. To-day there is news of an Austin-engined model, his second. Building it, he says, began some time ago, and at the date of writing it has been in use about a month—so far with but minor faults. 'First, let me explain that it is not in my possession now,' (he continues). 'It came about in this way. A friend of mine sent an acquaintance of his (a total stranger to me) to see a 600cc 'Beam that I had for disposal. However, when he saw the bitza he lost all interest in this model, and asked me to let him have the bitza, although it was far from finished. I wasn't at all keen, but after much persuasion I agreed. This agreement meant one or two alterations, for I had built the engine to rev and accelerate quickly, with but little thought to tickover, pottering, etc. The fellow buying it wanted a good tickover, to be able to potter along in top gear, but with something up his sleeve if necessary. The machine that I have converted was a 1932 550cc side-valve enclosed New Hudson. It was selected because it had a good sturdy frame and forks, although quite small in size. It will be noted that

there was no thought as to whether the engine would go in the frame. This may appear rather careless, but as a matter of fact, with a few modifications to the crankcase, the Austin seven engine can probably be coaxed into the smallest of two-stroke frames—that is, were they strong enough. Incidentally, the most suitable types of Austin Seven engine are the coil-ignition jobs produced between 1930 and 1936. Those previous to 1930 have magneto ignition, with the mag platform in a rather awkward place for fitting in a motor cycle frame...Austin Seven engines built later than 1936 have the crankcase and cylinder block cast in one piece, and are heavier than the older models. The engine used for my bitza was a 1933 job. It will be noticed that the engine is set- across the flame with its centre exactly in the centre of the frame, in other words, balanced."

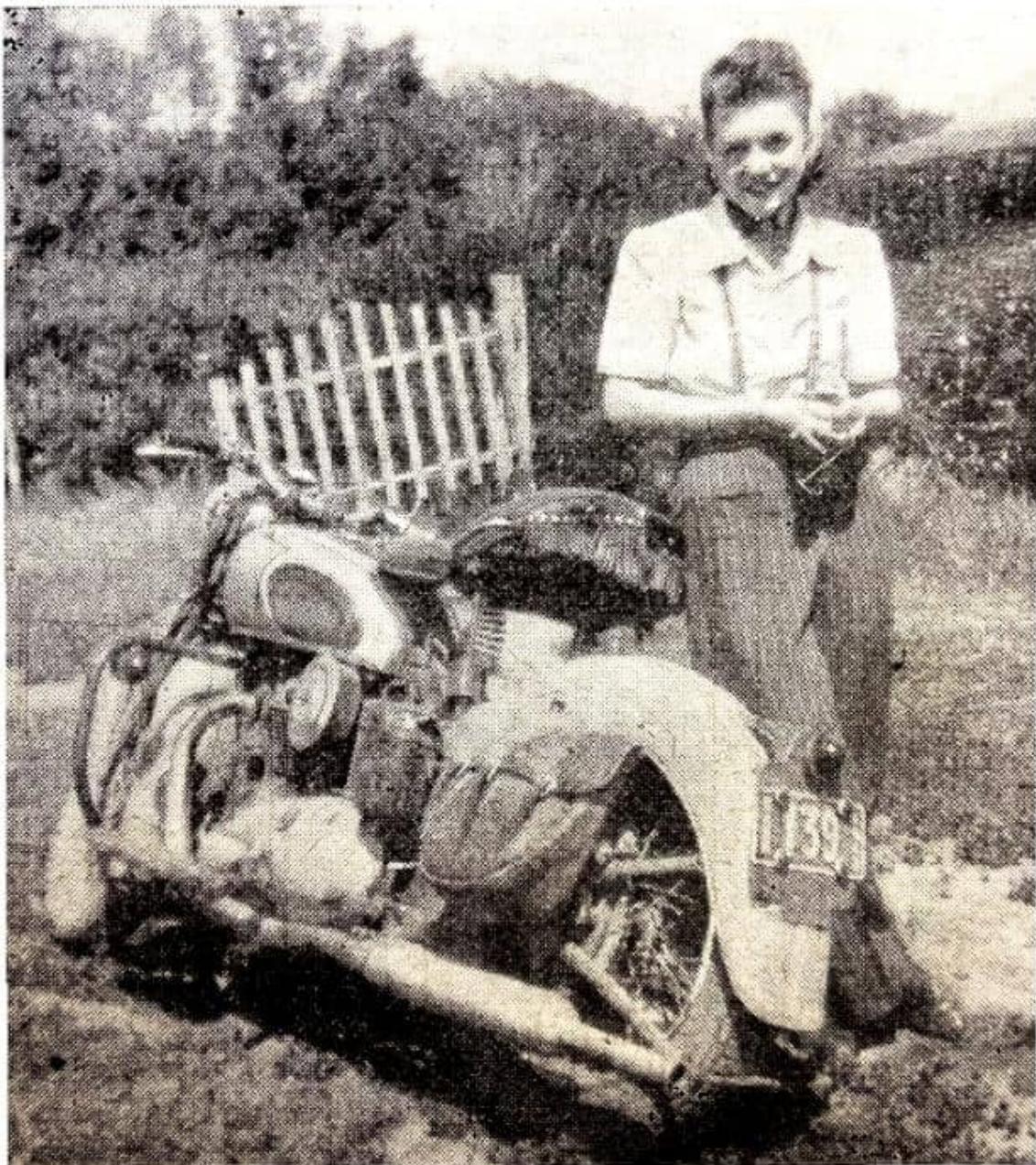


"The finished machine—a truly handsome bitza. (Right) A near-side view of the Special which shows the handsome tank, the excellent shielding and mudguards, and the car battery. The weight of the machine (with fuel, etc) is 4481b."

"AS A CANADIAN recently arrived in your country I am enclosing herewith a photo of my much modified machine, in the hope that it may be of interest to your readers. Prior to the war I was connected with the motor cycle trade in Canada as a mechanic, and the work afforded me a unique opportunity to test both British and American machines; my machine very obviously reflects the influence of this experience. I am at a loss to understand the apparent antipathy of English riders toward crash bars; personally, I consider them indispensable and the best form of insurance. Certainly they have saved myself, and many other riders of my acquaintance, damage to both machine and rider. In the photograph you will note also the lamps (red-green) welded to the crash bars to act as clearance. lights. American Buddy seats adapted to English machines were becoming quite the wear, and were even offered fitted to new machines. The Triumph tank does not afford the best opportunity for mounting as the saddle height becomes rather too much. On my return to civvy life I am contemplating rather drastic alterations to the tank in order to lower the seat. After experimenting with footboards I intend to return to the English 'pegs', as they are more comfortable and give a better riding position, their only disadvantage being the inability to shift the feet around on long trips. Saddle-bags slung to the rear fender offer the neatest and best means of carriage available. Other innovations are the installation of an air-cleaner (home made) and a car type oil filter. Perhaps the best recommendation I can make for their adoption is the

condition of the machine which was stripped after 9,000 miles' running with these fittings installed. Cylinder wear was negligible and not even new rings were required; this as against a rebore job and general recondition for the initial 11,000 miles. In addition it was not found necessary to change the oil for this period as it remained quite clean the whole time; the only addition being for topping up purposes—approximately one quart. I should perhaps qualify the above statement with the information that I acquired the machine after having done 9,000 miles and it has received somewhat better care since. I am now looking around for a spring heel to graft on to my 'pride and joy', during which process—dare I confess it—I intend. to lengthen the frame two inches or so. In future, any machine which I may acquire, save only the smallest, must have a spring frame; and in this connection I consider the Velocette design as providing the closed to my specification to date. Here lies one explanation as to the why of 'heavy, cumbersome' American machines, as any English rider on unsprung machine would realise if he attempted a 100- to 500-mile journey on one of our Western Canadian highways which consist of a series of pot-holes interconnected with pimples. One has to be a red-hot enthusiast to retain a desire for motor cycling under such conditions. It has afforded me no little amusement to read in your journal that a spring frame is required not so much for comfort as for road holding. Well, maybe so, but not where I come from, so let us at least have optional spring frames—for comfort. While on the subject of springing, let me offer full marks to the OEC Duplex steering. This type seems to me to offer, with a little development, every advantage of telescopic steering with many more in addition. In closing, may I say that I am looking forward with pleasurable anticipation to reading, in your excellent magazine, of the new designs forthcoming after the war. It shall be my aspiration to ride many of those to come.

LAC M Mitchell, Canadian Forces."

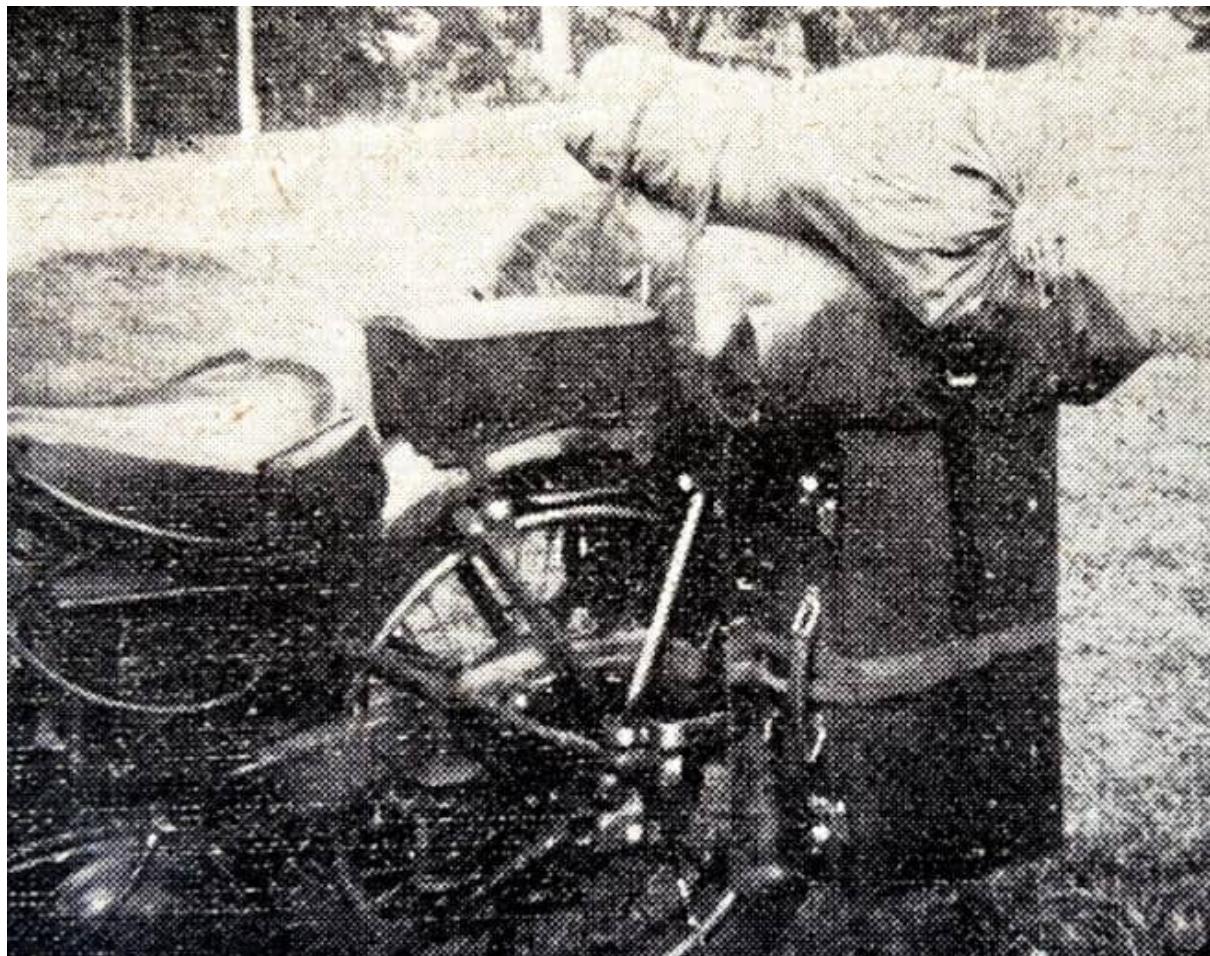


"Mr Mitchell's Triumph, on which he has incorporated crash-bars, American mudguards, footboards and pillion seat."

"IT IS GOOD to be able to air one's views on a subject nearest to one's heart in such an energetic journal as the good old Blue 'Un. Since quite a number of readers mention the Enfield quickly-detachable rear mudguard, and to stress that this idea in standard practice would be a great advantage to touring motor cyclists, I enclose a snap of the rear end of my Enfield with week-end camping kit aboard. It goes without saying that it is a god-send to be able to lift mudguard and luggage intact in the event of trouble; and it is also possible to pack up away from the machine, which is sometimes an advantage. I may add that this idea will go a long way towards the decision when I am considering a

change of, bikes.

G Gittens, Shrewsbury."



"The writer of the accompanying letter stresses the advantages of a quickly detachable mudguard for touring machines. Here is his fully loaded Enfield."

"BLING A REGULAR reader of *The Motor Cycle*, I have read many letters regarding the ideal machine. During my extensive tour of duty in the desert, Italy, and now Europe, I have seen and ridden various models, and never yet have I come across one to equal a Zündapp, which some of my pals found intact at Tripoli. This machine was similar to the famous BMW, having a transverse twin motor, shaft drive to rear wheel, and to sidecar wheel also. What interested me most was the fact that it had 5in tyres, hydraulic brakes, and also an auxiliary gear box, giving eight forward and two reverse speeds. It was really and truly designed. Parts were fitted, not stuck on here and there, like with so many English bikes. Then one day we had to hand in our 'dream' and get back to machines with chains, etc—meaning a lot more adjusting, snatching and swearing. Another point I should like to raise is the use of legshields, windscreens, shaft drive, and spring frames. During the past eight weeks I have covered 5,000 miles on my Ariel. Most of this has been on convoy duties, negotiating the worst terrain one could find—ploughed fields, bomb craters, and pot-holed roads shot up by Typhoons. I have been plastered with mud, and wet through to the skin. The rain has beaten into my face like machine-gun

bullets, and I have been jolted and tossed about something terrible, owing to the lack of a spring frame. Now I'm really looking forward to the days when English manufacturers will give us all the above-mentioned items as standard equipment. Maybe, if designers would listen to us everyday, every-weather riders, instead of to the week-end dry-weather merchants, we might get these items—and also bikes would appeal to a lot more would-be riders. They are not luxuries, they are necessities.

L/Cpl D Chown, RASC."



"A picture taken in Holland—a Guzzi in Holland! The machine was picked up in a badly damaged condition on the advance through France and made serviceable. In the saddle is S/Sgt Jimmy Lomas; on the right, S/Sgt Gordon Dee and on the left, a Dutch policeman in mufti."

"A RESOLUTION WAS PASSED urging all clubs in the Centre to give bigger money prizes and to help promising riders financially.' There is an ominous ring in this sentence from the report of the meeting of the Ulster Centre, Motor Cycle Union of Ireland. We imagine that what is in mind is grass-track racing, for the motion was put forward by a representative of the Ards MCC, whose fixtures have been mainly grass-track meetings. This view is strengthened by the fact that the two MCUI Centres at their Inter-Centre Conference are to consider a suggestion put forward by the same club to the effect that the value of awards in reliability trials should be limited. Grass-track racing is often akin

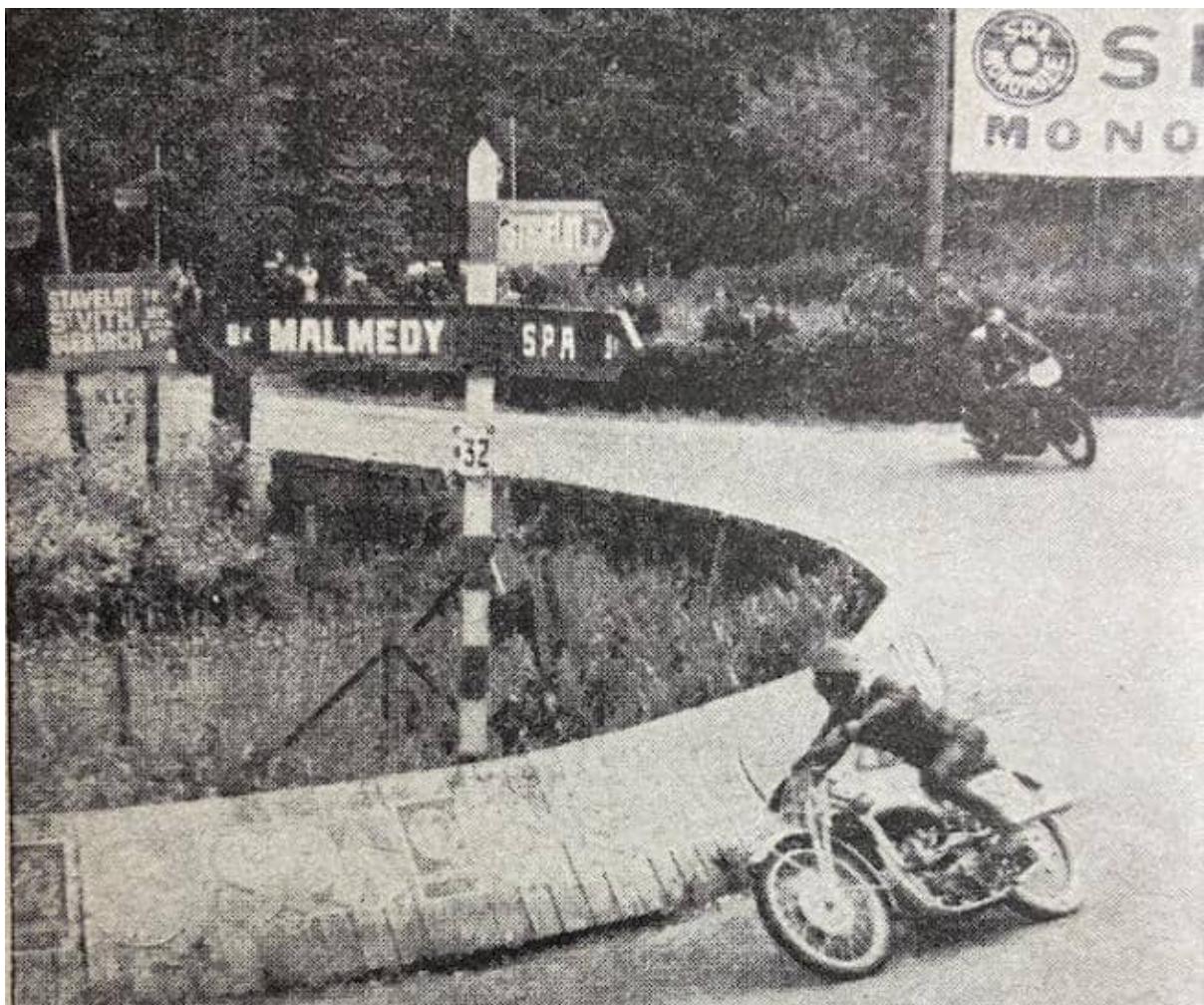
to dirt-track or so-called 'speedway' racing and, with admission charges and the general commercial atmosphere that is apt to surround it, can differ radically from other forms of motor cycle activity. By its nature it is perhaps almost inevitable that the cash aspect looms large. There is undoubtedly a danger that when a club embarks upon something which is or is allowed to become a commercial venture those connected with the club will start to regard motor cycle sport as a money-maker. We were therefore very pleased to see that the Ards Club is pressing for a limitation on the value of trials awards—sport, not cash, or something which may have a large cash value. The less commercialism permitted in club life and club events the better in our opinion. There is a further point of importance. In normal club events it is only by keeping the cost of the awards and of the organisation low that the cost of entering can be small. Club sport should be available in its fullness to those with small purses and not merely to those who are moneyed or supported by, say, factories. We welcome all moves to this end."

"DURING THE CURRENT WEEK I have heard from a parapsychologist in Cornwall who has devoted his leisure for the past two years to reconditioning and modernising a Silver Hawk, and from a sergeant hunting for a four-cylinder Henderson (date and condition immaterial), on which he desires to base his peace hobbies. (No, I don't know what 'parapsychologist' may be, but he definitely is not a psychiatrist who heals nerve-stricken troopers.) The industry is correct in complaining that they have seldom sold enough four-cylinders at round about £100 to justify matters. But both the bitza merchants and these more cautious resurrectionists prove that there is a keen demand for fours at a price. I seem to remember that Ford used to market a 22hp four-cylinder car at £77...How about a mass-produced popular four-cylinder motor bicycle?"—Ixion

"AT THAT TIME I was a definite lone eagle, enjoying only my own company. I was puzzled when other motor cyclists waved at me, being unaware then that motor cyclists comprise the largest un-organised fraternal group in the world.'—An American clubman."

"A MOTOR CYCLE CLUB has been started in Baghdad, and is known as the Aces MCC. We have started a club down here in the sandy wastes of the desert—the Base Workshop MCC. A trial is being held next week, but there will be no mud-plugging—our rainy season doesn't start till March.'—From a letter received by the Ards MCC."

"A NUMBER OF British motor cyclists at home have been able to build up a particularly vivid picture of the Battle of the Bulge. Stavelot, Malmèdy, St Vith...they know the wooded slopes of the Ardennes; they have raced over and around them, acted as pit managers or mechanics, or, like myself, visited them merely to watch. Those names convey much. It was here that the Belgian Grand Prix was held; it was here that Stanley Woods crashed and all wondered whether his hand would be up to road racing again. Beside the course there is a little granite memorial to the AJS rider, JW Hollowell, which the lads—the 'Continental Circus' they used to be called—visited each year."



"These names make news! Last Saturday the Americans launched an attack in this district—on the northern shoulder of the 'bulge'."

"MEMBERSHIP OF THE LONDON Motor Cycle Clubs' Discussion Group, which was ten when the Group was first announced, has now sprung to nearly 50. This emerged from last Sunday's meeting of the Group in the large committee room at the Royal Automobile Club. Applications for membership were accepted from the mighty Civil Service Motoring Association, the Amateur MCC, the Berkhamsted MCC, the Watford and DMC and LCC, and the Amateur Motor Cycle Association, which had 16 or 17 clubs operating under its aegis at the outbreak of war. Once again it was a case of a packed house, with members using the window sills as well as the 120 and more seats." There was widespread support for the formation of a single governing body to be known as the United Motor Cyclists' Association.

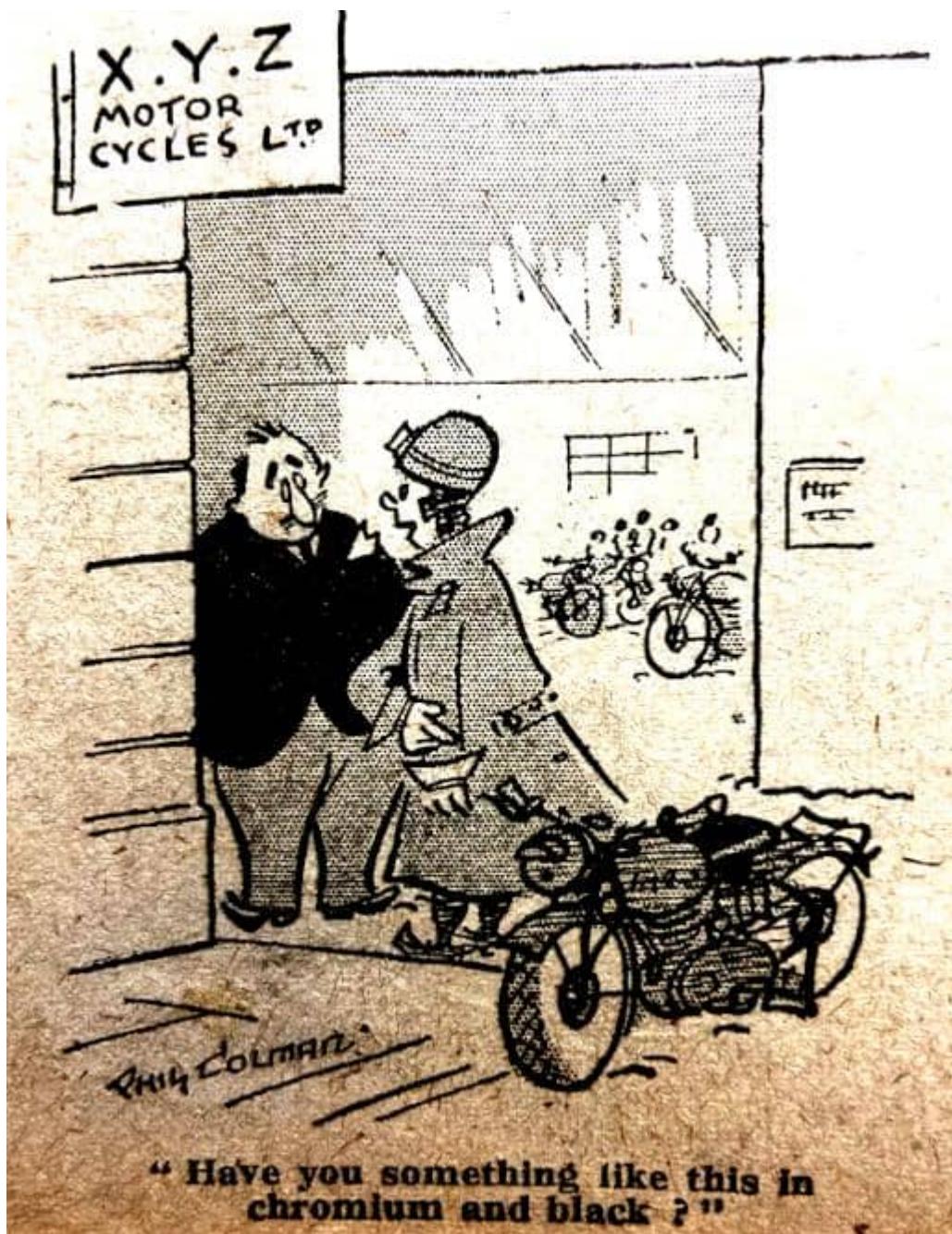
"YOU HAVE READ of the grass track racing in Italy. One of the machines is almost the king of bitzas. This is its specification: Frame, WD Royal Enfield; front end, Matchless 'Teledraulic'; rear wheel, Royal Enfield with 18in rim and 4.00in 'knobby' tyre; WD Norton crank-case with hand reground cams; Sertum (Italian) connecting-rod; BMW cylinder barrel and head off a 750cc ohv sidecar outfit; gear box, Royal Enfield;

transmission, guarded chains; mudguards, trials type. The machine, the major who tells me about it says, is quite a work of art and looks 'very useful.'

"CARRY ON, RAF! From a letter containing a request for back issues: 'The squadron to which I belong (Typhoons) has formed a club—which we hope will carry on after this war.'

"ALL-GIRL CLUB. Roving Lassie MCC is the title of a new all-girl club formed in New Jersey. A report of the first meeting says, characteristically, 'We discussed many things, such as our colours for our uniforms, which are black trimmed with gold.'

"ALL LIT UP. 'The clubhouse front yard is lighted by floodlights, and we will soon have a lighted sign, so any riders passing the club on the Saratoga Road cannot help but spot our layout. Riders are welcome to visit us.'—US club note."



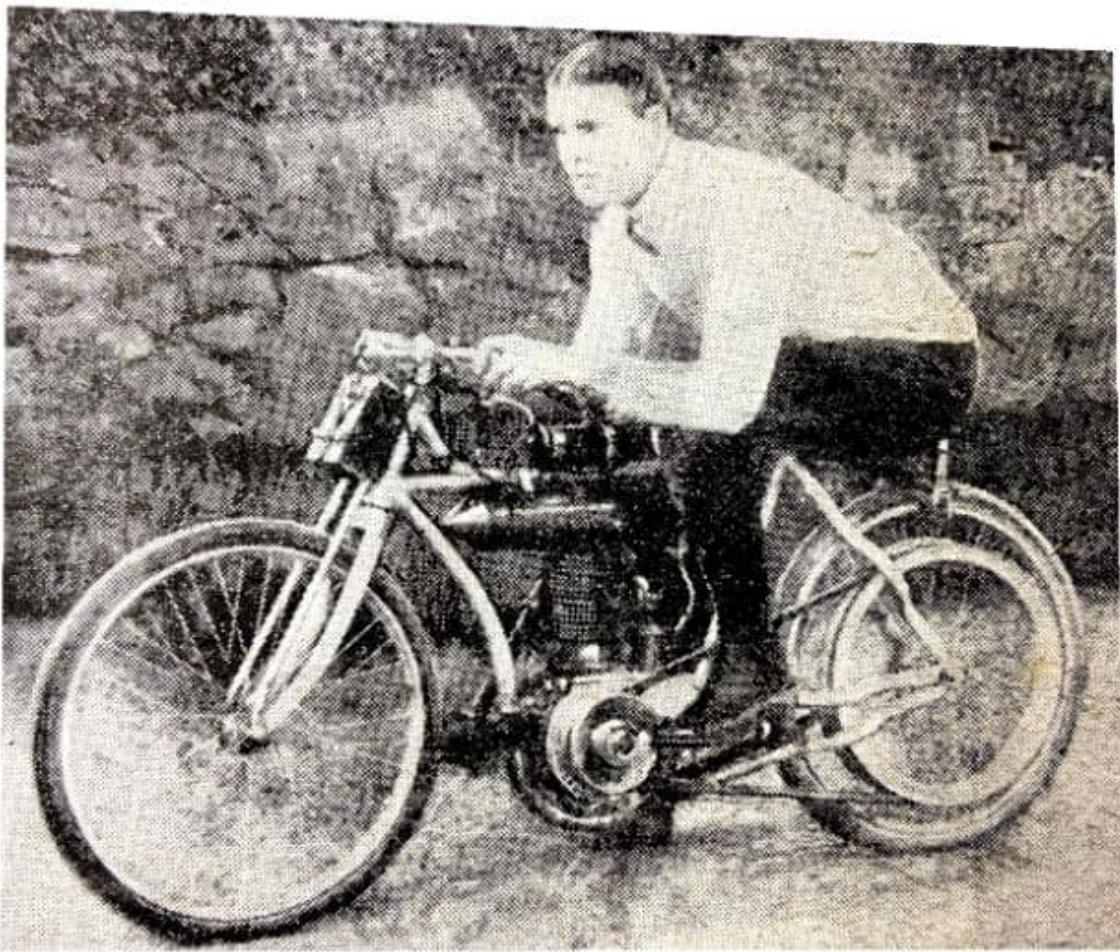
"Have you something like this in chromium and black?"

"DOUBTS EXIST WHETHER when civilian models can be marketed again there will at first be any chromium for plating. There is no gainsaying the sales appeal of lustrous appearance such as chromium can provide and if, what is so important to the nation, a large export trade is to be achieved such finishes are essential...In all too many cases in the past, within a year or two the chromium surface has become flecked with rust; in some instances the plated surface has taken on a hammered appearance. The reason can only be that one or other of the processes has been skimped or insufficient care employed. Good chromium plating will last indefinitely, but it is expensive—there is the rub. We will not harp on the beauty of good enamel—of, say, black lined with real gold leaf, the finish so many motor cyclists have extolled—but suggest that in chromium plating only the best is good enough."

"THE FIRST HOUR RECORD has always been a bit of a disappointment to me as I could have done a considerably bigger mileage had I known at the time that the record was involved. What actually happened was that I found I had a big lead early on in the race, and as a consequence eased up a lot. On November 2nd, 1909, with the same engine in another frame, I broke the 50- and 100-mile records and covered 107 miles 1,385 yards in the two hours, which also beat record. Perhaps some details of the machine may interest present-day readers: 484cc plain-bearing, side-valve JAP; loop frame; dry battery ignition, with plain coil; rigid forks; tyres, 26x2in back and front; weight of the machine all on, 1221b! On the track the machine did 96 miles to the gallon.

Transmission was by $\frac{3}{4}$ in V-belt, and the gear was 4 to 1. One of my few disappointments (I am glad to say) was also in an Hour race in 1911. I won this race, covering over 60 miles in the hour and only missing Surridge's record by a bit over 100 yards. I was, therefore, I believe, the second man to cover over 60 in the hour. I know I was very proud at the time, as I weighed over 15 stone and my engine was only 484cc. I have found an old photograph taken just before the Hour Record. I think a good title for the Hour Record would be 'The Elusive 60 Minutes'—at any rate for me! I still ride a 350 Sunbeam for work when the weather is good.

FA McNab, Chart, Surrey."



“A flash-back to the days when racing models did 96mpg and weighed 122lb! Here is FA McNab with his Hour record-breaker.”

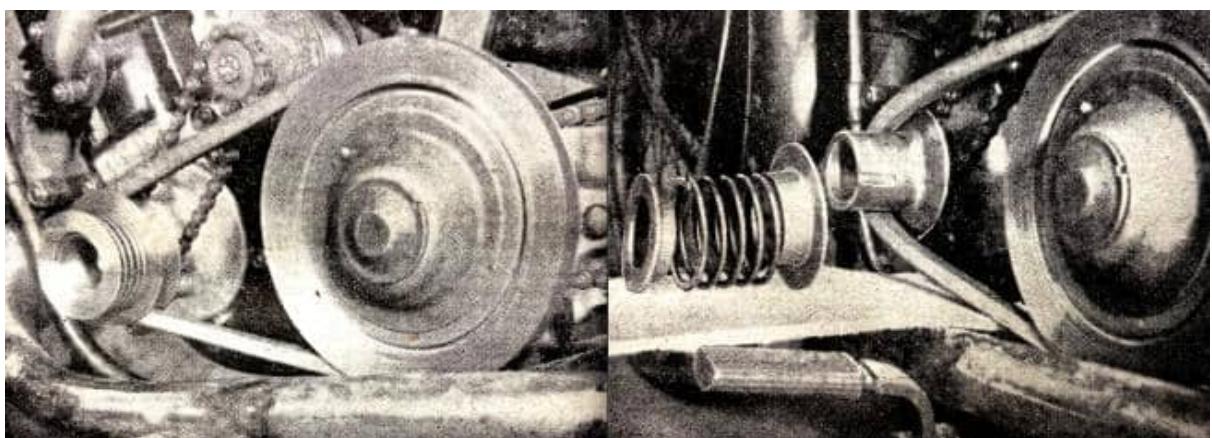
“RUSSIAN MOTOR CYCLISTS are well forward in the new, staggering Soviet offensive. In one place a number of these riders were just in time to prevent the Germans from burning down their village. In a cottage they found a tempting meal. It was found to be poisoned.”

“MALMEDY DOWN TO STAVELOT is probably the fastest stretch on any road-racing course in Europe. Tanks will have been battering down this leg of the Belgian GP course.”

“SEEN NEAR DORSET HOUSE—a parked 60ft Service trailer, loaded with motor cycles due for repair. The driver is having lunch, and in the saddles of three of the machines are some irrepressible Cockney youngsters. One is announcing to all passers-by: ‘I’m going to have one when I grow up!’

“THREE OF US, all keen motor cyclists, were discussing dazzle before a log fire. The argument came to a dead end, and somebody turned on the wireless, which emitted a gentle, low-speed staccato. ‘Motor bike!’ we cried, increasing the volume. Yes! Leon Lion, in a thriller by Margaret Gore Browne, was playing a murderer, using his sidecar to dispose of his wife’s corpse in a river after dark. Home Guard exercises

confronted him with frequent challenges. We all noticed, however, that his sidecar machine started up without effort every time, that his brakes squealed at every stoppage, that his engine seemed to be of the 1901 single-speed type, that the control room faded down his exhaust to render conversations more audible, and that either he never changed gear or, if he did, changed it instantaneously, noiselessly, and without varying the throttle setting. The corpse interested me, as she turned out to be Gladys Young, who played with me at my first (and last) appearance on the variety stage. When the play was over we fell to speculating precisely how the BBC 'effects' man imitates a motor cycle exhaust and brake-squeal. We had a good argument, but went to bed without answering our own questions."

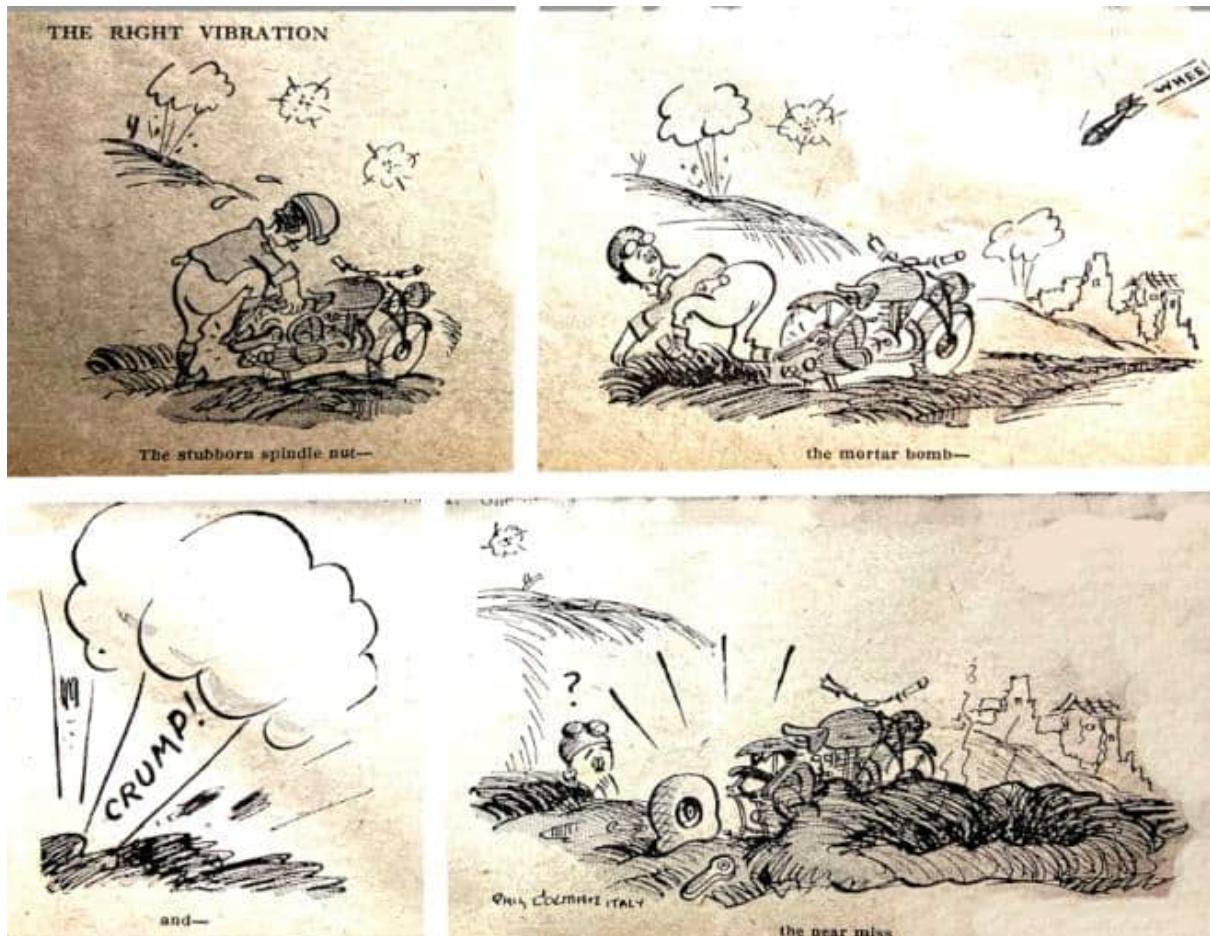


"A CLOSE-UP of the V-belt primary drive on the 225cc Royal Enfield with which Ferodos are experimenting. For ideal conditions both engine and gear box pulleys should be of approximately the same size." (Right) "The engine pulley has a detachable, spring-lorded outer flange."

"MAY I TAKE a little of your valuable space in support of Mr D Brooks's letter? I have in my possession a 1933 BSA 499cc side-valve outfit, which ran continuously up to the end of the basic period. This machine embodies all the assets that he mentions, and also several other good features, viz, tank panel embodying lighting switch, ammeter, oil gauge and panel light, with extension wires for an inspection lamp; sump lubrication (no external pipes); left-hand twist grip; ignition control; coupled brakes which really are brakes; easily adjustable rear wheel, and hinged rear mudguard. It is also possible to remove the cylinder head without removing the tanks. The clutch merits mention—no slip, no drag, and it is possible to remove it in one piece. The riding position is really comfortable, as long runs have proved; there is no saddle soreness or weary feelings; in fact, a nice compact machine. The only thing against it, in some people's view, is the hand change, but this feature never worries me, although it is not so snappy as foot change. We older hands who like 'woolly' side-valves don't bother about snappy starts, stops and gear changes. I am sticking to the Beeza until I see what post-war models are like. Will they embody all these desirable features? 499 Beeza, Huddersfield."

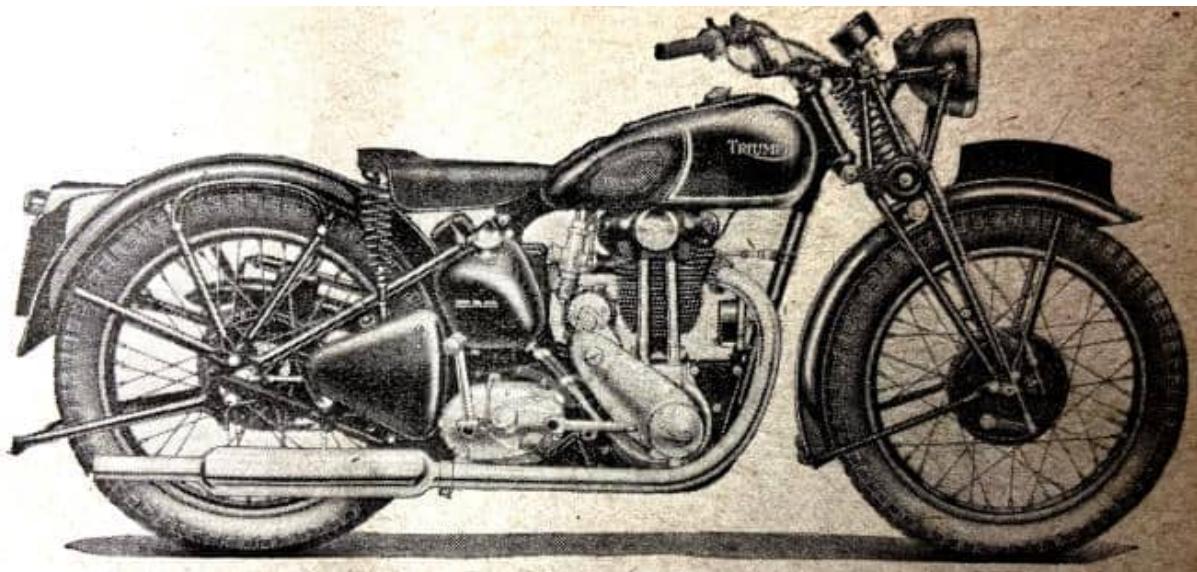
"AS A REGULAR READER since 1913 and an ex-racing motor cyclist whose name and photograph have from time to time appeared in your paper, may I congratulate you on your country's splendid achievements and help in the liberation of my country? May I also tell you that The Motor Cycle stands foremost among the many essential things which I have badly missed since 1940. Wishing you the best of luck.

EDM Claessens, Liege, Belgium."

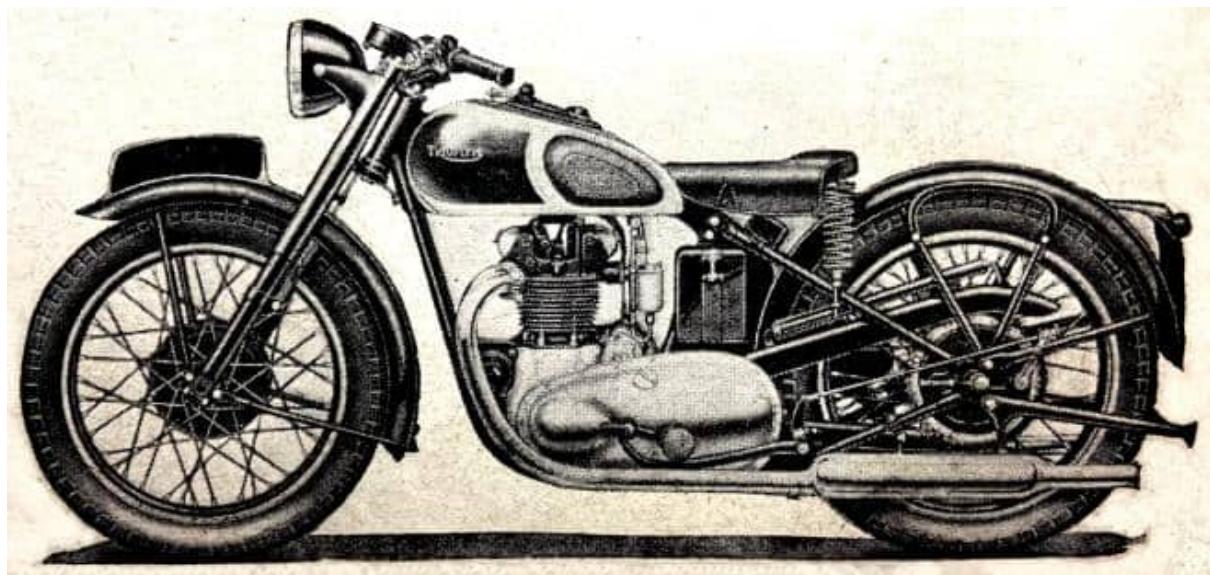


"FOUR VERTICAL TWINS—two of 500cc and two of 350cc—and one 350cc ohv single are to comprise the immediate post-war Triumph range. How long will it take to get into production with them? The factory's answer is that they will be ready to deliver within a month to six weeks of normal business being sanctioned by the authorities, and that this applies to the main range—the twins—as well as to the single. What will the prices be? The official answer is that these cannot be indicated at the present juncture, but they will be strictly competitive and as reasonable as the firm can make them. Cost of manufacture, it is pointed out, is at least 45% above pre-war, and there is the unknown quantity, Purchase Tax, which at the moment 33½%. A further question readers will naturally ask is whether the range is to be construed as containing the factory's *magnum opus*. The answer is that the programme is that of the immediate post-war period. As will be seen, the programme is of the tried, proved variety, with designs that have proved outstandingly successful made still more appealing. The 3H

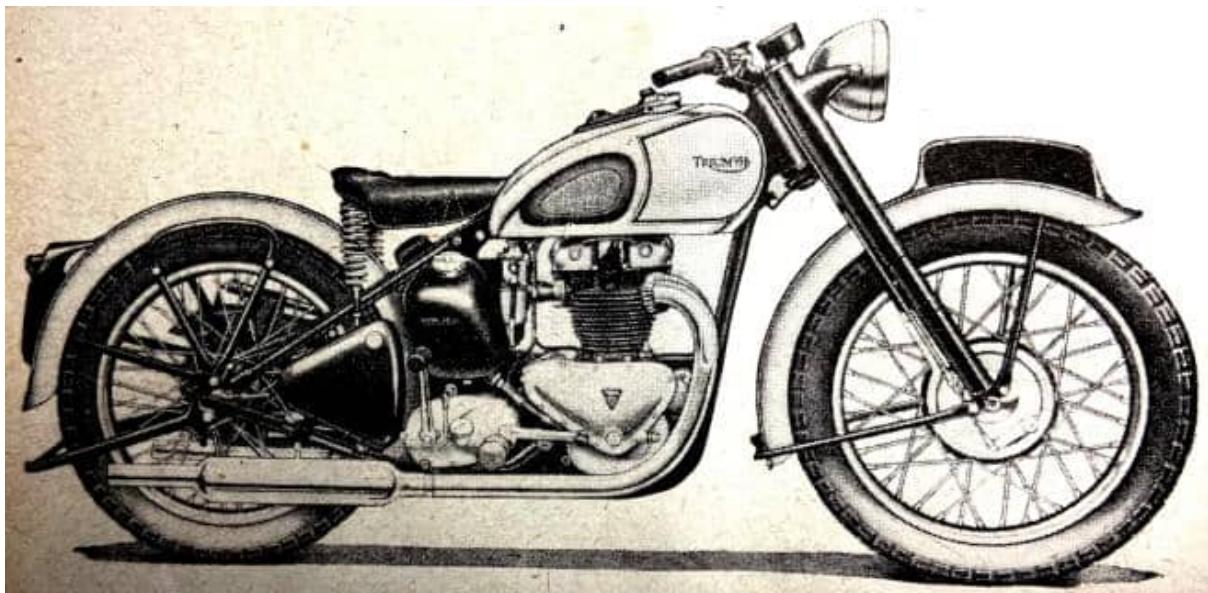
350cc ohv single is the current Triumph army machine, the 3HW, with a peacetime [black-and-ivory] finish and different gear ratios. This is a straight-forward sports-touring mount very much on the lines of the pre-war Tiger 80 and 3H, but with a new cylinder head in which the rocker boxes are cast integrally, thereby obviating oil leaks and improving the rigidity of the rocker mountings. It is felt that many will be anxious to obtain a sound, reliable machine with a minimum of delay, and since so many of the parts are interchangeable with those of the army model, obviously this mount, the new 3H, can be available in quantity very early indeed. In its civilian finish of black, lined with ivory, and with its polished timing cover and gear box end cover the machine looks attractive—a sight for sore eyes after all the khaki. The gear ratios are 5.5, 6.6, 9.5 and 14.0 to 1. As in the case of the other four models, the clutch is of cork-insert type running in oil. Other features of the specification are: 3.25-19 tyres, Lucas Magdyno lighting, central-spring girder-type front forks with hand-adjustable friction shock absorber on the off side, 3½-gallon petrol tank and ¾-gallon oil tank, mudguards and wheel rims lined in ivory, speedometer driven from the front wheel and mounted on the forks, pressed-steel oil-bath primary chain case and guards over the top and bottom runs of the rear chain, which is lubricated by an adjustable valve mounted on the rear of the oil bath. The price of the 1939 3H, incidentally, was £55. Coming now to the main range, the four twins, the most noticeable feature is the new telescopic front forks. These slim-looking straight-line forks give the machines a new and most appealing appearance—a decidedly rakish appearance. Full details of these forks, which are fitted to all the twins, cannot be given because of the position over patents [presumably something to do with the Teledraulic forks fitted to the Matchless WD G3L]. Outwardly similar to other telescopic forks, the Triumph fork, it is stated, is entirely different in construction. Although looking so slim the fork has main tubes of no less than 1¾in diameter, for the springs, of low rate, are inside the main tubes—not outside. There is a total up-and-down movement of 6in, hydraulically damped. The rake and trail, it is stated, are the same as previously, but with the greater rigidity of these front forks in comparison with the girder type and the lower unsprung weight there is a marked improvement in road-holding at high speeds.”



"Present-day Army model—the 350cc ohv single—in its civilian guise."



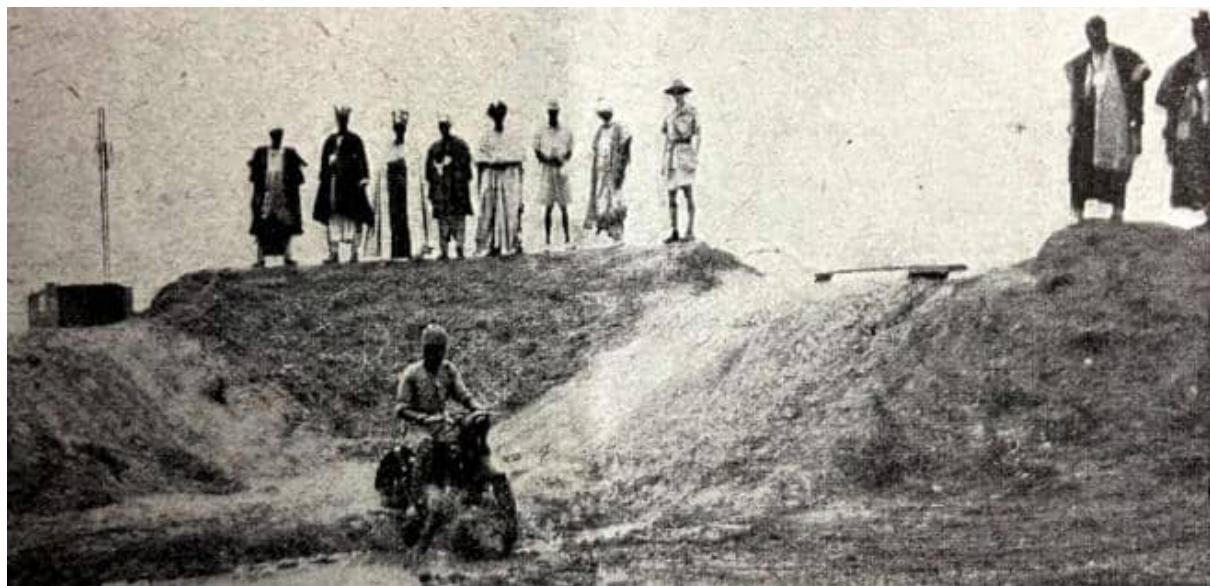
"A 'soft', likeable touring mount with a lively performance—the 350cc de Luxe 3T vertical twin. All the twins have the new front fork."



"A cleaner and very rakish appearance is given to the post-war 498cc vertical-twin Tiger 100 by its slender-looking hydraulically controlled telescopic front forks. These latter have 1 $\frac{3}{8}$ in diameter main tubes with the springs mounted internally, and provide 6in of movement."

"THE COURSE OF TRUE LOVE proverbially is rough, but never was it more precarious than in the early days of motor cycling. The possession of any sort of motor was a gigantic asset in the first stage of a love affair, which a golfer might call the 'approach'. Your inamorata had a definite vantage whereby to swank over other maidens, whose boy friends were peds or mere push-cyclists. At that point the theoretic vantage died a swift death. When my first girl took the bait, I owned a prehistoric Ariel tricycle of the gear-driven, two-wheel-astern type, and tried to coax her to stand on the rear axle steps, with which a push-hop start was effected, but she found it uncomfortable. A proper trailer with an upholstered seat cost more than I could afford (£30!). In this emergency I discovered a novel trailer formed simply of the stern half of a lady's pushbike, minus front wheel. It converted the tribe into a four-wheeler of 'diamond' plan, and the attachment cost no more than £4 new. Entirely without forebodings I invited Daisy to come for a jaunt on it, not without secret, if unworthy, reservations that she could use its pedalling gear whenever we arrived at a nasty hill. Ten miles out Daisy burst into tears. When I stopped in natural agitation, she jumped off, and insisted on returning to Mummy by train. One look at her explained—and justified—her conduct. She had dolled herself up in her best summery attire to grace the occasion. Tar was unknown on British roads, and the rear mudguards of the Ariel were short, narrow and flimsy. Her costume had collected most of the dust churned up by three heavily scolloped tyres plus a fair smattering of manure—the modern will never realise how filthy our roads were before the cleanly motor had superseded the uncleanly horse. Her face had collected a considerable weight of dittoes. Her hair—in those days long hair was still a woman's crowning glory—had long since shed every clip and pin originally fitted, and was

streaming lankily in the wind. Her semi-Gainsborough hat was wrecked. Whilst I laboured to assuage her tears, she was suddenly very sick on the grass by the roadside. I ascribed this inelegant performance to her tears; she accounted for it by saying that my treasured Ariel engine stank like a midden. Maidenly modesty restrained her from speaking of the torture she endured from the seat, but I realised this when next day I tried it. Her next boy friend was a pushbike enthusiast. She duly married him. I hope they lived happily ever after.”—Ixion



“THE GOLD COAST CHIEFS seen in the back. ground travelled hundreds of miles by train and lorry to see their men training at an Army instruction school. Here they are keenly watching a West African undergo rough-stuff training.”

“WHEN [REOWNED ABC DESIGNER Granville] Bradshaw gave his talk on *Motor Cycles, Past, Present and Future* to the Motor Sports Club of the Bristol Aeroplane Company last week, who should he find as the President of the Club but an old ABC enthusiast—Capt KLG Bartlett, a director of the Bristol Company, who began a long association with Mr Bradshaw’s designs before the last war. Capt Bartlett, in addition to riding ABCs of pre-last war and the ‘Oil Boilers’ [Belsize-Bradshaw cars powered by Bradshaw-designed oil-cooled 90° V-twin engines], handled the French-made 398cc ABCs. Yes, and broke records and won races on them in France during the early 1920’s.” Bradshaw recalled the birth of his fascination with motor cycles: “At that time my elder brother had a 1½hp motor cycle, with a twisted belt and a surface carburettor, which he allowed me to ride from time to time on the condition that I cleaned it for him. I quickly developed a wild enthusiasm for motor cycling, and my aim for weeks had been to get to that Blackpool meeting. My mind was now made up, and I cycled over morning and night before and during the race days I remember the big Napier Samson with its six cylinders with copper water jackets. But I lost all interest in the cars when I saw what I thought to be the one and only motor cycle in the world. It was a 14hp Peugeot, ridden by a Frenchman named [Henri] Cissac. It was a V-twin, and its cylinders appeared to be

of enormous dimensions. It had automatic inlet valves, as they had in those days, and this may be why it was geared about 1½ to 1. It had no brakes, since the rider wanted to go—and go fast—but it had a very big carburettor, I remember. The tyres were pedal-cycle path-racing ones of about 1½in section, and were bound with tape round rim and the tyre. A fresh wheel was fitted after every attempt. How clearly one can remember things that happened 40 years ago and forget more important things that happened only a year past! Last week I 'phoned the Editor of *The Motor Cycle* to ask him if he could look up any description of Cissac's machine and, sure enough, my memory had not failed me. The engine was 100mm bore by 112 stroke. The machine weighed 1101b all on with an engine of 1,700cc capacity. I doubt if there is any motor cycle engine of 1,000cc capacity to-day which does not weigh more than the whole of that motor cycle. Here is an extract from *The Motor Cycle* of 1905: 'On receiving the word "go", Cissac ran his machine for about 30 yards and, after jumping on, he dropped his exhaust-valve lifter. The machine gave three snorts and stopped dead. Cissac quietly turned round and, hobby-horse fashion, pushed it back without getting off the saddle. The second and third attempt met with the same fate, but at the fourth attempt the machine gave one or two kangaroo-like leaps, gathered way and vanished into the distance like a projectile from a big gun.' The record he achieved was just under 90mph, which will seem tame to the modern generation, but the crowds lining the course were only a few feet away from the rider and that makes all the difference. There was a white line painted along the centre of the promenade, and Cissac kept his head down, staring only at this line and waiting for the large coloured patch to indicate that he had completed his run, after which he had three miles to slow down in. I can well imagine that he was far safer without brakes with his taped-on tyres! However, the incident obsessed my thoughts day and night, and I made up my mind that I would accept no career but one of engineering. So I became an apprentice in a factory. A few weeks later I spotted a motor cycle with a 2½hp Peugeot engine in it, and I persuaded my brother to swap his 1½hp machine for it. Then I set about tuning this machine up to get some real speed..." It was the start of an illustrious career which included the first ohv Panther engine, a derivative of which powers my beloved 1936 M100 Redwing. Nice one, Granville.

"GRANVILLE BRADSHAW'S INTERESTING reminiscence of Cissac's 14hp V-twin will bear a little expansion. About the year 1903 the French dominated the motor racing world, and they arbitrarily fixed speed the 110lb weight limit for international events. There were no cc limitations, and you just piled as much engine as possible into the weight. Since nobody then understood anything about design or tuning for speed or power output, you used featherweight tyres, drilled as much leather as possible out of a pushbike saddle, and concentrated every available ounce in the engine. At the first Auto Cycle Club racing event in the Isle of Man—that is, before the ACC became the ACU—most entrants produced machines of this type, and reliability naturally touched 'bottom ever'. We all found ourselves at a great disadvantage with the French, who had already

evolved giant V-twin engines for pacing push-bike racers on their big tracks; a perilous sport with which we merely toyed on our small tracks at Canning Town and the Crystal Palace.”—Ixion



“IN LAST WEEK’S LIST of Army awards for gallant and distinguished services in NW Europe there was the award of the OBE to Col MAW McEvoy, REME. Many will recall the big-twin McEvloys and their exploits at Brooklands and other speed venues.”

“WHEN A MAN accused of unlawfully obtaining an Army leather jerkin produced an advertisement showing that a London store was offering ‘reconditioned Army jerkins’, the magistrate stopped the case. These jerkins were, of course, favoured wear among Home Guard DRs. The War Office is looking into the matter of their sale.”

“FROM AN ARTICLE in the *Leader*: ‘The first talkies produced 200 different kinds of noise faults. One of them was known as ‘motor-boating’, a deep throbbing sound. It started badly in one famous cinema...The operators searched in vain...Eventually it was found that junior had hauled his motor bike up on to the roof and was running it loudly to check the oil!’”

“THE ROAD TRANSPORT Lighting (Cycles) Bill required pushbikes used after dark to be fitted with rear lamps, reflectors and white patches. The Bill was on the brink of becoming law when lobbying stopped it in its tracks. The Blue ‘Un was impressed: “At the eleventh hour the cyclists had won or, at least, secured a respite. It is impossible not to be impressed by the achievements of organised cycling. It is true that the number of cyclists is large—how large is unknown, there being no means of checking how many bicycles are actually in use—but organised cycling which is forever wielding the big stick is small. The present membership of the militant Cyclists’ Touring Club is only just over 37,000—not one in 200 of the alleged ten million cyclists. Assuredly there are lessons from this. Indeed, may it not be suggested that it would be a good thing for the motoring world to take lessons?”

“SEVERAL TIMES LATELY when being shown the drawings of proposed post-war engines we have asked, ‘What about oil leaks?’ Unless or until engines are hidden by, say, plastic shields this matter of oil leakage and seepage will loom large in the minds of motor cyclists and, what is also important, those of the public at large. It is impossible to assess the damage to motor cycling that has resulted from motor cycles being regarded as ‘dirty, messy things’. That they need not leak oil has been proved by more than one manufacturer, but unless the matter is raised now it is to be feared that oiliness will continue to be an attribute of the majority of engines.”

“THE BASIC PETROL RATION for motor cyclists in New Zealand has been increased to one gallon a month.”

THE TOTAL NUMBER of road accidents during 1944 was 6,416, compared with 5,796 in 1943. The increase of 620 is partly explained by increased traffic necessitated by the invasion of Europe.”

“IT IS TOO BAD, all things considered, that the American Motor Cycle Association is not affiliated with the FICM. The US possesses the world’s finest record-breaking ground at the Bonneville Salt Flats...It is certain that international records could be boosted notably at Bonneville.’—A Detroit Club note.”

“OVER 100,000 MOTOR CYCLES have been produced for the Services by the BSA company, the chairman (Sir Bernard Docker) revealed last week.”



Princess Elizabeth aboard a C10 Beeza. Sadly, BSA was not granted a royal warrant.

“EVERY TIME I walk past a petrol pump out here, the sweet fumes of petrol carries one back to far happier days!” —A clubman writing from India.”

“WILL IT BE POSSIBLE to make lavish use of chromium plating on post-war models? At the moment the position seems uncertain, since all supplies of chromic acid are earmarked for war contracts. The general use of nickel-plating, however, will be resumed in all probability in a few months’ time.”

“A NORTON MOTOR CYCLE found in a West Country river is believed to have been used by one of the German prisoners who escaped from a camp at Bridgend (Glamorganshire).”

“THE DUST ON the roads, inches deep, plays havoc with cylinder bores...My 350 ohv Triumph is still motoring well. I have fitted an elaborate air-cleaning system in one of the

pannier bags, with an inlet pipe about 3ft long—it works nicely, too.'—A Ravensbury clubman serving with SE Asia Command."

"OVER 750 AFFILIATED motor cycle clubs are still functioning in the US, reports the American Motor Cycle Association. In 1941 the Association issued 2,000 permits for all types of competition; 33,000 riders took part.

"I WAS VERY INTERESTED to hear from one of our engineers—a Dane, and also an enthusiast—that British machines were very popular in Denmark before the war. He tells me that Nortons were known as "the machines with the long legs" due to the good averages you can keep up over long distances.'—Extract from a letter received from a ship's radio-officer."

"FOLLOWING A GREAT DEAL of investigation, there now seems a strong possibility that US and British screw threads will be standardised in the near future. When an ideal thread form has been established, it will remain to simplify the existing thread series."

"SIXTY MILLION GALLONS of tinned petrol were got ready for the invasion of Europe, it was officially disclosed in Parliament."

"PLANS ARE BEING made by an air trans-port company to start an aerial car ferry from Portsmouth to Ryde (IOW). The cost is not likely to exceed the present steamer ferry, it is stated. So it looks as if we shall soon be flying our models over to the IoM for TT week!"

"USED MOTOR CYCLES were selling here for double their new price, but the Government has put through ceiling prices.'— Extract from a letter from the US."

"There were 106 pounds of delicious chicken fried to perfection...there were 27 pies mostly of the pumpkin type, plus about two gallons of thick whipped cream to go with it. Can't ya' just taste it?'—American club's description of its 'annual chicken fry'."

"SEEN RECENTLY after over five years' interval—the street-lighting maintenance man riding through the streets of a London borough on his big-twin Matchless and sidecar, seeing that the lamps are working satisfactorily."

"THE DESPATCH RIDERS, hastening along with perhaps an urgent vital load of nuts and bolts, were praised in an excellent BBC feature dealing with the construction of the mighty Mulberry prefabricated ports in Britain."

"PLANS ARE UNDER WAY now for the purchase of a few acres of land on which to erect a clubhouse in the near future. We intend to have it completed and ready for the day when our members now in Service return home again.'—A US club's note."

"IN ADDITION TO my British wife, I am determined to take a good British bike back to Oregon with me after the war.'—Extract from a letter by an American volunteer serving with the RAF."

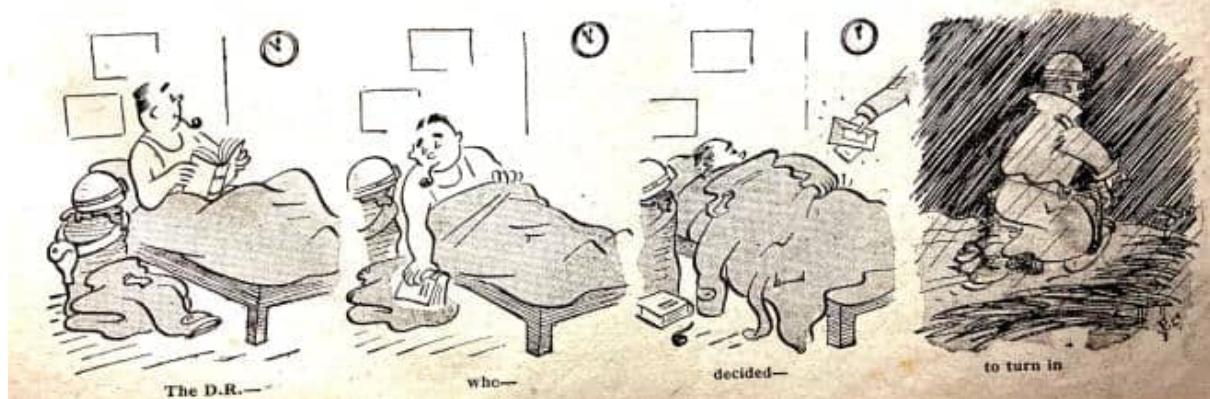
"ARMY MOTOR CYCLISTS are being used to guard road convoys of lorries loaded with demobilisation suits in transit from factory to depots, it is reported."

"SEEN IN SOUTH LONDON—a man cheerfully pedalling along on an autocycle which had had its engine taken out of the frame. No doubt the engine will be refitted when basic returns. Until then..."

"THE ALLIED AIRBORNE landing last week-end was in the neighbourhood of Groningen—in other words, the area of the Dutch TT."

"THE AMERICAN MOTORCYCLE Association now has the largest membership in its history—with 26,843 members. Of this number, 15,620 are serving in the Armed Forces."

WRONG TURNING



"WHEN TUNED UP and treated properly it is truly remarkable what the autocycle will do, and I certainly think there is a big potential market for this little machine. But—with great emphasis on this word—the trade will have to be prepared to offer service after sale if this market is to be developed and maintained. Otherwise it will just follow the defunct scooters referred to by Mr [Granville] Bradshaw some time ago, who, when reading a paper, described autocycles as 'toys for old men in overcoats'. Undoubtedly the war, and in its train, the call for economy in the use of petrol, has brought these machines to the front, and if the opportunity to develop their sale is allowed to drop, then the motor cycle trader will have only himself to blame. This is how the picture presents itself to me. Your potential market can be divided into two classes: (1) Those mechanically minded; (2) those who are not. The first mentioned are in the minority—a very small minority, too, at that, but they can be trusted to do their own servicing, their mechanical instinct will never allow them to ill-treat any machine, and personal pride will look after the cleanliness. The second class mentioned are those causing the designer and manufacturer the largest of large headaches....The trade must be prepared to offer service—a maintenance service on a proper basis. After all, we have it in scores of other ways (in normal times) with every form of domestic appliance, none of which is subject to weather conditions and stresses such as are applied to autocycles. As far as design is concerned, I personally do not think much can be done to improve these

machines. In my own case I have removed the saddle springs and fitted a pair of good motor cycle saddle springs, and this has made a remarkable difference in the comfort. I have also added $\frac{3}{8}$ in of padding underneath the saddle cover, ie, between that and the horizontal seat; this makes for warmth on a long journey. Now a word about keeping the machine in good condition. My James autocycle has already given me 22,000 miles. It is, of course, fitted with a Villiers engine. Every week I clean the plug and check the points, keeping them 0.020, and rinse the gauze clean on the carburettor air intake. About once a month I check the contact breaker for 0.015 clearance and polish the platinum points, and rinse out the base of the silencer. Chains are greased every 14 days and watched for tension. Every 7,000 miles I take off the cylinder head and thoroughly clean, then every 2,000 miles de-coke, check piston-ring gap, wash the chain, dry, and re-grease in hot Vaseline. I carefully watch tyres and dress every 3,000 miles. Points to remember: Keep to the plug points clearance advised by the makers, and do not vary the quantity of oil when mixing petrol, ie, half-pint to the gallon of petrol. This, if anything, slightly over-lubricates. Watch the oil level in the clutch case and change at every de-coke (2,000 miles). I should add that I have a spare engine and use them alternatively every 8,000 miles, otherwise the machine is the same in every respect. With the attention mentioned above a five-yard push is all that is necessary to start up on every occasion without exception, and very rarely does it four-stroke. I mention these details to show that servicing is necessary. To many it would be just a bore, but I get a lot of pleasure out of it and service in return. Speed I am questioned about very frequently, and would therefore say seldom do I exceed 25mph. Similar service, I suggest, could be offered by the trade in normal times by a monthly visit, taking, say, a little over an hour, remembering that one machine properly serviced will sell another, and two well-serviced machines will sell two more, and so on, to the benefit of the motor cycle trader. Streamlining, leg-shields and windshields will surely only add to the cost. As a final word I would say—leave the autocycle alone, subject to minor improvements.”



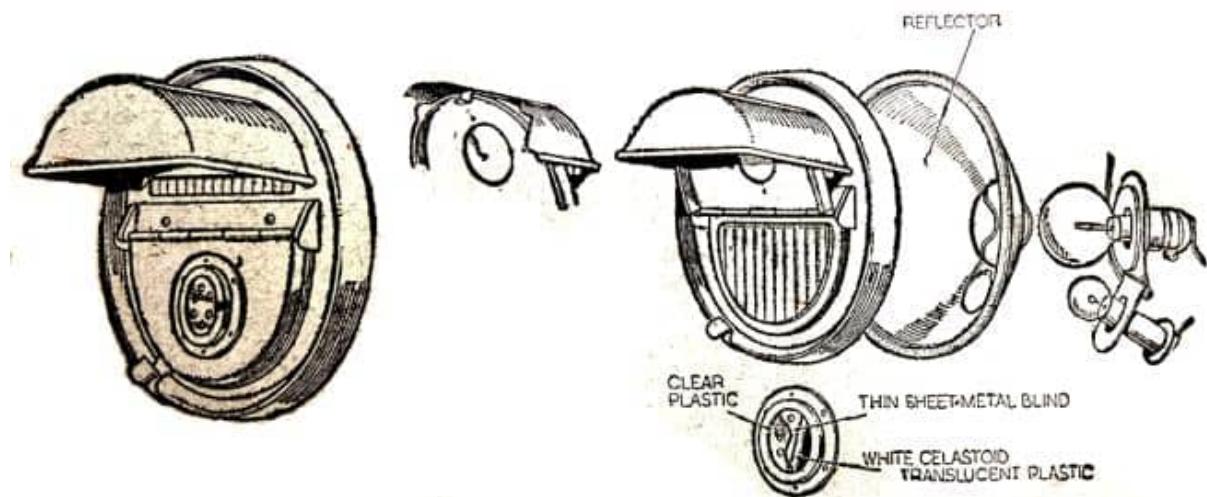
The author and his James autocycle, on which, in four years, he has covered 22,000 miles. The pedals of the machine are fixed in the same position and used as footrests only, the pedalling chain and sprocket being removed."

"EN LEA—NOW LT EN LEA—gave a talk on TT racing to Bar-None MCC members in the Middle East recently. He will be remembered by older enthusiasts as winning the 1929 Junior Amateur Road Race in the IoM at over 65mph. He was second in the Senior Race the same year. Another notable visitor to the club was Miss Blenkiron (ATS); she gave a talk on her trans-African journey with a Panther and sidecar. [Read all about it in 1936—*Ed.*]

"EVERY NOW AND AGAIN a writer bewails the inadequacy of modern sidecar construction. Some have even attempted to show the manufacturers a thing or two in the way of ample accommodation. Six years ago I was faced with an addition to the family, making us four in number. This made me look dubiously at my 500cc machine and open sports sidecar. Then I saw a Watsonian Warwick in a showroom, and my wife was delighted with its roominess; so was I, but I didn't think the motor cycle would be, so I wrote to the makers for advice. Would the load be too heavy? Not a bit, was the reply. But I didn't think it would look right, so I bought a big twin, which was a disappointment. I used this machine for about three months until one day on the

Clacton road a sidecar passed us—a Warwick, with the name load aboard. Then we saw the machine—a Panther Redwing 100. I tried to keep up with it, but gave up. Within a fortnight I had one, and it did everything I asked of it and more. It was then that I persuaded my mother to have her first ride in a sidecar. After that I had a job to keep her out of it. She was 75 years of age and 12 stone in weight, and got in and out of the Warwick quite easily. Two adults and two children in the sidecar, and two adults on the bike—that was my usual load. The petrol worked out at 60 miles to the gallon, without sticking to 30mph. And what is more, the Panther makes light work of it. What more could anyone want from an outfit? If it is still not good enough for some, I don't think it's a sidecar they need. In conclusion, I would like to point out that the Warwick has all the refinements and comfort of a large car. Box-sprung upholstery, opening Triplex screen, sliding side windows, two doors with car locks, good luggage accommodation, and perfect weatherproof qualities without the fumes.

H Ives, Collier Row."



"Constructional features of the new-type WD head lamp mask. As will be seen, use of the hinged flap changes the lamp from one of the flat-topped beam type to the fully 'blacked-out' type, or vice versa. In the blacked-out form it is similar to the Lucas 'Maxlite'."

"I QUITE BELIEVE the statement by MT Sergt CMF about a 350cc Matchless doing 74mph. When Africa I rode a 350 Matchless which could do this easily. I myself tuned the machine for our CSM. I took out the thick compression plate at the base of the cylinder barrel to raise the compression, fitted an aero plug which I got from a local scrap dump, and set the point at 20 thousand, and the magneto points at 12 thousand. After finding the best carburettor needle setting I took it on the road just outside Algiers, and am prepared to swear that the machine did over 80mph. The speedometer needle was away past all markings on the dial. I have since checked the speedometer with several other machines and found it OK. The greatest fault I can find with the Matchless is the tendency to roll on the Teledraulics—almost akin to a wobble—when you reach

above 70mph solo. I wonder if any other riders of the Matchless have experienced this. I would very much like to receive letters from other Matchless lads giving me their views on this machine.

(Sig) B Cole, CMF."

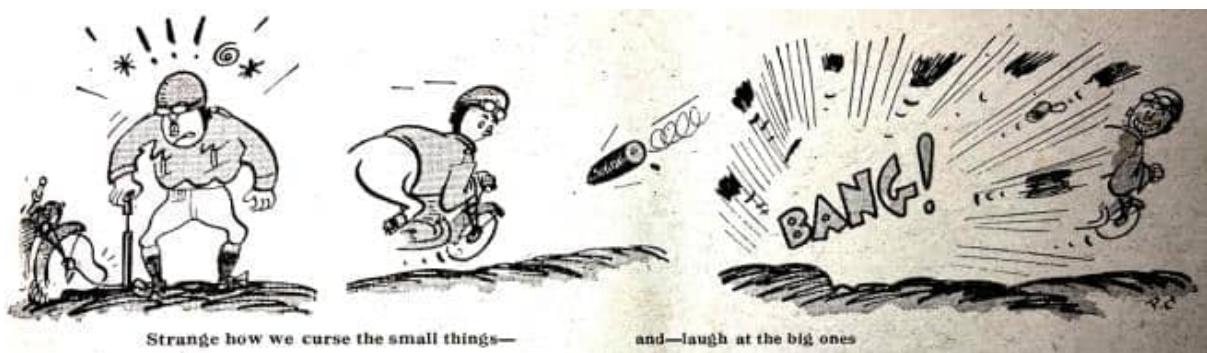
"MANY THANKS FOR THE 'BLUE 'UN'. It does one good to have some printed words again on the subject of our much-talked-of topic. Reading the letters gave me courage to raise my voice about three modifications which brightened my DR's life: (1) I took two lengths of strong elastic and fastened their ends to wire-hooks. These I hitched close to the seating of the four tank-screws, provided to hold the knee-pads. So I have two lengths of rubber running across the tank, which I only have to pull upwards to tuck under them a fully packed satchel, wrapped in a groundsheet. This solves the 'too small a tool-bag' problem as it easily holds all the tools provided plus one space inner tube, plus one tin of bully-beef and 50 cigs. It stayed securely fastened on over 1,000 miles of bumpy roads. (2) A further little job was to cut off the rear mudguard close under the rear light, replacing the amputated part by material, fixed to the rest of the mudguard and hitched (again with elastic and hooks) to the lower rear part of the pannier bag carrier. To make good the loss of hold to the pannier carriers, I fixed a U-bent iron firmly on to the rear of the mudguard carrier, with the two arms of the U coming down and screwed on to the rear of the pannier bag carriers. This simplified rear wheel removal, for it did away with six, mostly mud-covered screws, two of which were endowed with the additional curse of non-accessible counter-nuts. The time for removal (though it is still nothing to boast about) was cut to 40% of what it was before. Lastly, I am getting improved wheelgrip by using rope wound around the rear wheel. The grip improved my riding over pure snow, wet cement, compressed snow, wet asphalt, ice-bound roads and wet wood-blocks.

(Pte) F Peters, Czechoslovak Forces."

"HAVING BEEN A MOTOR CYCLIST since about 1909, and derived much interest from reading other riders' views, I thought I would like to make a little contribution myself. I started with a very ancient MMC Bat, and after a few other more modern models, I saw in 1914 a machine that was, without any manner of doubt, the goods. My pocket being shallow it was not until 1922 I was able to buy a very second-hand model of this make; but since I have owned seven of this brand, all very second-hand, and said good-bye to the early days of roadside tinkering. I have lived on my machines all my spare time and seen every corner of my own country, yet my total expenditure on transmission was about £1 10s. I have never bought a sprocket, except to lower the gear ratio, and never seen the inside of a gear box except through the inspection cover. I should, of course, tell you that all these seven models had rear chain cases—add to these facts only seasonal chain adjustments, an absence of noise, a quickly detachable back wheel and cleanliness. What can our shaft drive fans offer more? Perhaps the most fascinating of these seven models was the little 1928 350cc side-valve. It was certainly the most

economical, capable of 120mpg on a long run, and no one could class this little model as a 'thumping single'. Well, sir, we've all got different ideas. I might, if I could afford it, buy new every year, but by the time I could purchase they would be about three years old, with a chorus of whines, jingles, clicks and rattles, while time John Marston Sunbeam, five years, eight years, or ten years old, would pass by with its light mellow exhaust, absence of fuss or noise, its original mudguards still in place, and its glossy enamel almost as new. To go back to the start of my letter, I found when I joined the ranks of the motor cyclists I had indeed entered a big brotherhood of real friends, a great union with no other bonds but common interests. I found, also, a sure means to gain health and keep old age at bay, and although this war may put paid to an active part I shall keep in touch with the boys through *The Motor Cycle* for a long time to come.

Model 9, Abingdon."



"YOUR contributor Ixion, in reply to L/Cpl Chown asking for windscreens and legshields, shaft drive and spring frame as standard fitments, states that during the last 20 years he could have had windshields and legshields as desired. I was DR in the last war and have been interested in motor cycles ever since, but I have not yet come across a really satisfactory windshield yet. They were either not wide enough, tall enough, or had not a satisfactory apron, or the fittings were poor; some good legshields there may have been. No doubt L/Cpl Chown is envious of riders of the American DRs' machines, and I am not surprised; he is not the only one.

C Slocombe, RAF."

"I CONTINUE TO RECEIVE reports of real hardship suffered by motor cyclists on essential jobs through the decease of their 1939 riding kit and present coupon shortage. The Motor Cycle has repeatedly tackled the Board of Trade on the subject, though so far without success. Here are two samples. My own waterproof riding coat was purchased in 1939, and is probably the toughest and most expensive on the market, being really too heavy except for the very worst weather. It has not been hard worn, and has suffered no mechanical injury, but is no longer fit for use after just under six years. A Cowes reader has just worn out his Stormgard and waders, almost exclusively in his work as a marine engineer. Twenty-seven coupons—ie, three more than his six months' ration for all purposes—are required to replace them. He has vainly advertised for second-hand coupon-free replacements. Agricultural workers receive waterproof coats free of

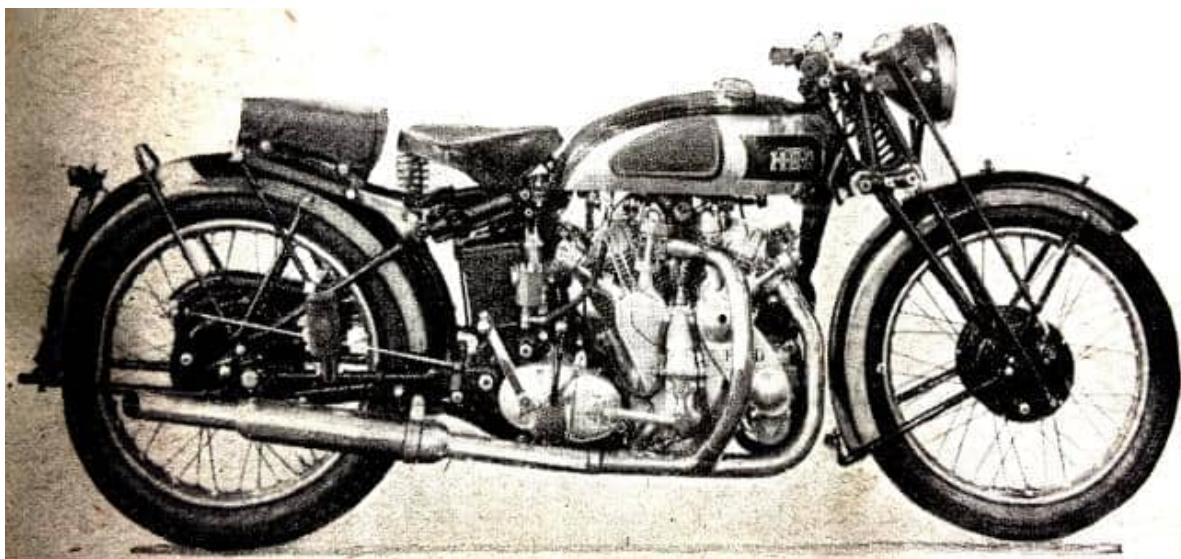
coupons. Individual applications of a determined character have been known to secure a compassionate grant of six coupons after repeated bombardments of the B of T with aid from the local MP. But an offer of six coupons is merely an insult, for we all know that unless a man luckily possessed a lavish wardrobe when clothes rationing was first introduced, he is already at his wits' end to maintain his street and indoor clothing."—Ixion



"STRANGE CARGO: It is not often that an Army motor cyclist is seen with a civilian on his pillion. The man Sgt Park has on his pillion, however, is a German soldier in civilian clothes captured during the clearing of Cleve, the Siegfried defence town. Sgt Park is taking him in on his Ariel." (Right) "On the Western Front—a gendarme gives a helping hand."

"FOR SOME TIME it has been known that Vincent-HRDs intend to produce the Rapide, their thrilling 998cc roadster, after the war—to do so in a lighter and still more exhilarating form. What will surprise many, however, is that immediately the war is over they will be concentrating on this model. In their opinion, this 998cc big-twin constitutes such a huge advance over their 500cc singles that the singles will no longer be listed. Moreover, the evidence, they say, is that there will be such a world-wide demand for the Rapide that they will have no surplus production capacity for singles. While the machine will, of course, be founded on the pre-war model it will have many important differences. First and, perhaps, foremost, light alloys are to be used to an extent never approached on pre-war standard motor cycles. The weight of the complete 998cc fully equipped big-twin, it is stated, will be around the 400lb. mark and may come out a little less. Secondly, the machine is to be as cobby a big-twin as has ever been marketed, for the wheelbase is being reduced to only 56in, which is that of the pre-war TT Replica model—the TT 500cc single. A further big change is that the machine will employ unit construction of the engine and gear box. The latter is of Vincent-HRD design and manufacture. It is of four-speed type with ball bearings throughout. Primary drive is by a triplex roller chain. Previously the Rapide had a duplex primary chain. A new type of

clutch, specially designed, like the gear box, to take the mighty torque of the semi-ohc twin, will be fitted. So far as the reciprocating parts of the engine are concerned these will be similar to pre-war. The valve gear will be on the same principle, with its high camshafts—semi-ohc—and two guides per valve, but much cleaned up and, it is said, should prove 100% oil-tight. Freedom from oil leaks is to be made a feature of the whole machine. Incidentally, all oil pipes, other than the two to the oil tank—the feed and the return pipes—are being eliminated. The oil pump, it will be gathered from this, will no longer be mounted on the timing cover, but built-in, although readily re-movable. The works state that they are quite satisfied with the steering and handling of the Rapide in the past and do not know how a long-action front fork would function on a machine of the Rapide's speed capabilities. They propose, therefore, keeping to the parallel-ruler-type front forks they used before the war. The spring frame, too, will be of the well-known Vincent-HRD hinged type. There will, generally speaking, be the same 'Duo' brakes—two brakes per wheel—and the same, frame. Almost needless to state, the quickly detachable wheels, removal of which involves the use of no tools, are being retained. 'Nitor', it may be recalled, once timed the removal of a Vincent-HRD rear wheel by stop-watch; it took less than 45 seconds. What the works 'have endeavoured to do over the new Rapide is to redesign *ab initio* those things owners or they themselves did not like about the old model. The result, apart from major changes already touched upon, is a large number of new detail features. Some of these, it is stated, are of such a nature that publication at this date might give too much away. Separate magnetos and dynamos are to be employed with the latter of at least 50-watt output. Still wider use is to be made of stainless steel. It was employed for tanks, brake rods and other fittings pre-war and is now to be used instead of chromium plating wherever possible. It will be recalled that the machine, in addition to its remarkable steering, roadholding and braking, was notable in the past for its combination of great power and speed with good traffic manners. There was nothing of the high-compression monster about it, for it had only the compression ratio of 6.5 to 1, that of the Meteor, their most 'touring' 500 in the range. For after the war there is still to be this Jekyll and Hyde behaviour, but, with the new exceptionally high power/weight ratio and the shorter wheelbase, a still more thrilling performance."

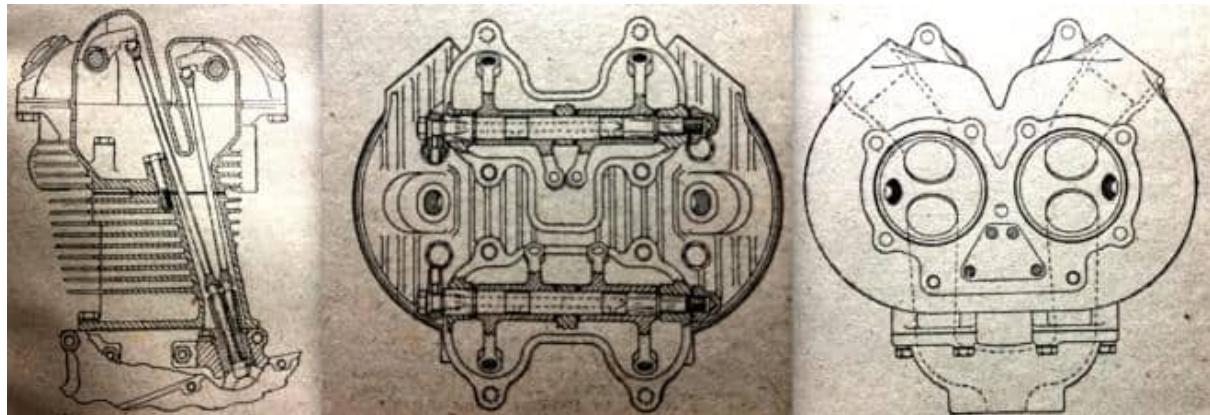


"This was the pre-war Vincent-HRD Rapide. The post-war model is to be lighter, much neater and have unit construction and a shorter wheelbase."

"READERS HAVE WEIGHED IN marvellously with old issues of the 'Blue 'Un" and with offers to send their issues to a Serviceman week by week if only we will say the word, but we have come to an end of all the thousands of old issues sent in and of all the offers of our weekly issues. At this very moment there are roughly 100 letters from wives, sweethearts, mothers, fathers, uncles, etc, saying, 'Please can't you help?' They cannot buy the paper locally; we cannot accept a subscription because that would be robbing Peter to pay Paul, and we are, of course, printing up to the very limit of the paper we are allotted. Hence the only way to help these lads in the Forces, and the many others in their units and neighbouring units who would like to have a look-see, is by asking you if you can help. If your issue is not going on to someone in the Forces, or is available after it has been read by your little crowd, may we send you the name of someone who is crying out for a weekly issue? And have you any old issues—perhaps really old ones—tucked away? If so, will you send them, well-thumbed ones and all, to us? We despatched over 1,000 issues under this scheme only last week, and now we are skinned right out. Please help, and remember that it is never a case of merely giving pleasure to the man to whom the issues go, but to scores—sometimes, according to letters, hundreds—of others."

"AN OHV VERTICAL TWIN in which all four push-rods are actuated (through the medium of tappets) by a single camshaft is the subject of a patent (Specification No 567,029) just published under the names of The Birmingham Small Arms Co and Mr Herbert Perkins. Driven by suitable gearing from the crankshaft, the camshaft is arranged across the front of the engine; four conventional tappets in guides are actuated by the cams. The cylinders are cast in one block, and the cylinder head is also in one piece. Between the tappets and overhead rockers are cup-ended push-rods which extend upwards and rearwards through a cored passage in the cylinder and head castings. The inlet and

exhaust rocker spindles are arranged in separate compartments in such a way that there is a transverse air space between the two compartments for most of their depth; they are connected at the bottom, of course, by the cored passage in the head." [And this, my masters, marks, if not the birth, then the conception of the post-war A7 that in turn grew into the plunger A10 Golden Flash that has been part of my life for more than half a century—Ed.]



"A transverse view showing how the two pairs of push-rods extend through a cored passage in the cylinder and head castings." (Right) "Inverted plan view of the cylinder head. Note the spacing of the two pairs of push-rods, shown in section."

"**BSA TWIN PATENT:** In last week's review of the BSA patent covering an ingenious method of operating the four overhead valves of a vertical twin by means of a single cam-shaft there was a misunderstanding. The camshaft is arranged across the rear of the engine, not the front."

"**YOU HAVE 30 SECONDS** to describe your narrowest squeak and to explain exactly why it was the other man's fault. Why don't you like being passed? Does it give you a thrill when you overtake? If so, what thrill does it give you? What has been your most embarrassing experience? What is the most important single improvement required on post-war motor cycles? You have a flat tyre, are unable to repair it and are some miles from home; what would you do? These are some of the questions the chairman put to the Syx Don R Club last week, and a most amusing evening resulted. Before putting them, the chairman, Capt Archer, divided the meeting into syndicates and later awarded marks for the best replies. My purpose here is to dangle the idea before other clubs in the hope that they will have an equally uproarious evening. I will, however, give part of an answer to the 'narrowest squeak' question. The gentleman concerned was in collision with a car at a cross-roads on the Brighton road. He had been looking at a pretty girl standing at the far side. Why was it the other man's fault? Because he was looking at the girl as well!" [Confession is good for the soul, and that yarn dragged up a memory from nigh on half a century ago. I was a photo filing clerk for Motor Cycle Weekly and was dispatched to Suzuki HQ at Beddington Lane to collect a 125 for roadtest. A cute blonde ped distracted me; a large Vauxhall emerged from a side road. I

got away with a broken collar bone, the Suz, with fewer than 10 miles on the clock, was a write-off. I feel better now—Ed.]

“A VISITOR LAST WEEK discussed two-strokes. He rather shook me for he proceeded to quote figures of over 50 brake horse-power per litre. These, it seems, are not just flash readings on the brake taken on one super-special engine, but figures to which his firm is now accustomed. What about the possibilities of such engines in motor cycle forms and sizes? Methinks, a two-stroke twin of 500cc developing 26bhp would cause a flutter among four-stroke fans as well as two-stroke enthusiasts.”

“AN IMPORTANT STEP is under consideration by the Motor Cycling Club. This famous organisation, which was founded in 1901 and runs, among other events, the Exeter, Land’s End and Edinburgh trials, is enquiring into the question of affiliation to the Auto Cycle Union. As the report which is being placed before next Wednesday’s AGM states, the chief reason for the moves the Club has made regarding the ACU and RAC is the need for a united front, a need which is likely, to be especially pressing post-war in view of the problems that may confront motor sport. Over many years the MCC, which is older than the ACU, worked on its own. Latterly it has been termed an ‘Approved Non-constitutional Club’. It was still not affiliated to the ACU, but in a number of directions worked in liaison with it. That this great club has decided that the desirability of a united front is paramount may lead many other clubs to make similar moves. The time has come for clubs to sink any personal differences and all pull together. A healthy sign in this connection is the many new clubs that have affiliated and are affiliating to the ACU.”



“CLUBS CERTAINLY SEEM to be in the news at present. Maybe you have heard of the recently formed Normandy MCC—the Normandy that lies between Guildford and Aldershot. It was born of Paddy Johnston’s (winner of the 1926 Lightweight TT) Home Guard DRs. In addition to usual club activities it aims at assisting novice and would-be motor cyclists to learn and understand motor cycles—teaching them to ride (all branches) and to carry out roadside repairs. A series of classes is being started using a complete motor cycle and an engine, carburettor, etc, in pieces for demonstration purposes...So far, so good, but what about private ground on which to teach the lads

when basic [petrol ration] returns? Paddy has been in touch with the War Office explaining, the position—how they had placed ground at his disposal for training HGs and asking if he could now have it for training motor cyclists of the future. He had a very nice reply and the ground—a magnificent piece of trials country—has been placed at the disposal of the Normandy MCC. Full marks! Further than this, Mr Vokes, of air-filter fame, has agreed to the use of 80 acres of private land by the club, subject to the approval of his directors. That is not all the news of this go-ahead club. It has a savings side. The idea is that some of the younger members may have a job meeting sundry expenses, such as tax, insurance and repairs, so the club is encouraging them to pay in so much a week.”

A NAVAL OFFICER last week mentioned instrument panels in the tank top. He does not like them, but said that he had overcome the objections to his by having a tap at each end of the U-pipe connecting the two halves of the tank and fitting a pin-type connector—a multi-pin one—as a junction box for the electrical cables. There is no speedometer in his tank-top or he might grouse about condensation occurring. Another reader, in a letter, urges that tanks should be made so that they hinge and can be swung out of the way when one wants to get busy on the engine. Certainly, it is more than time that tanks were made quickly detachable and arranged so that removal does not involve draining, which can be a curse to the ordinary man.”

“WHEN BRITISH TROOPS enter a German town and have a little time on their hands before they are due to assault the next enemy strongpoint, their reactions are varied. Some amuse their comrades by wearing Nazi party armbands and queer student caps and giving an imitation of Hitler, others borrow any odd musical instrument which might be lying around and proceed to regale all and sundry with impromptu song and dance acts. The mechanically minded elements, after warily testing for booby-traps, inspect captured or knocked-out German vehicles with as much interest as they would have displayed over new models at Earl’s Court in the piping days of peace and plenteous petrol. By far the most popular of these enemy vehicles are the two-wheelers; enthusiasts will pore over German motor cycles for as long as time permits and, after a spot of ‘tinkering’ usually manage to get them running. Sometimes the owners find time to wreck them completely before leaving, sometimes they content themselves with removing a wheel or some other essential part which is likely to be hard to replace. The bikes are put to useful work by the fitters whose job it is to make a tour of inspection of irreparably damaged vehicles with a view to cannibalising any parts which might be relatively undamaged on a car or tank which is otherwise a write-off. These spare parts are sometimes a trifle difficult to obtain in forward areas in the midst of a battle and with roads to the rear, as is often the case, flooded or otherwise blocked to the passage of supplies. I have seen a couple of fitters, one driving and the other perched on the pillion, making a rapid tour of knocked-out cars and tanks, removing a Jeep wheel here and a wind-screen wiper there. Thus captured German bikes can serve a useful purpose

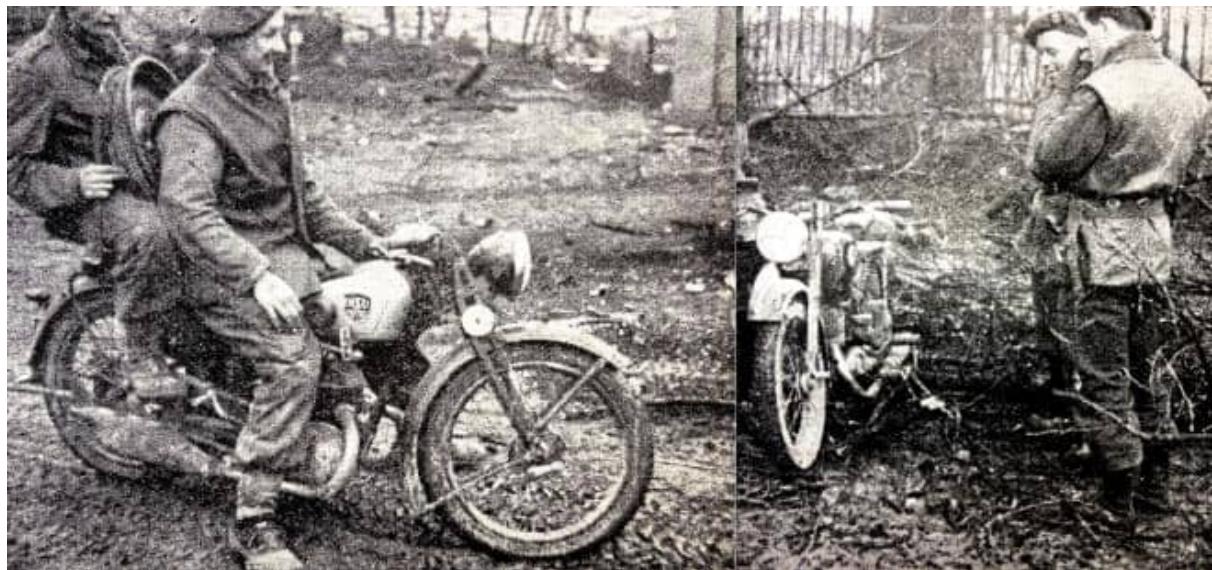
in assisting the swift collection of such 'spares' with the minimum expenditure of petrol. Sometimes, as in the case of my recent drive through the Reichswald area with an



"Just a short joy-ride on a captured enemy machine." (Right) "Sometimes a German or Belgian ultra-lightweight is found fitted with a 98cc Villiers engine. Here is one minus the back wheel."

armoured, car regiment, one comes across German or Belgian ultra-lightweights fitted with 98cc Villiers engines, and I have known these power units to be used to provide the 'urge' for dynamos with which batteries are re-charged at every halt. The army has a very efficient little unit, known as a 'chore horse', which is specially designed for this job and is compact, light and invariably a 'one-pull' starter. Lighthearted enthusiasts among the occupying troops might, if they have a little time to spare, have short 'joy-rides' on captured enemy bikes. This practice, although probably officially frowned on, provides a good deal of harmless amusement to men who have recently fought their way through all the horrors of modern war to take their objective, and it is usually tolerated by front-line officers, who wisely turn a blind eye. Some lads, as you know, are so 'sold' on certain features of German mounts that they wish they could take them back to Britain with them. This, of course, is impossible, and the bikes are handed over to the care of Civil Affairs officers when they arrive on the heels of the fighting troops. The most amusing incident I can recall in this connection happened when I was in Brussels very shortly after the liberation. The Belgians at this time were almost delirious with joy over their new-found freedom and were willing to give anyone in khaki the 'top brick off the chimney', so to speak. I was just getting ready to leave my hotel for the airport when an acquaintance rushed up to me and asked if I could take a BMW, complete with Steib chair, back to England with me. Apparently a grateful Belgian had presented him with the outfit and he was quite willing to 'jettison' the chair if I would only get the bike back to England for him. I pointed out that this was quite impossible and he departed sadly, muttering that all his life he had wanted an outfit like this and now he'd got one he was

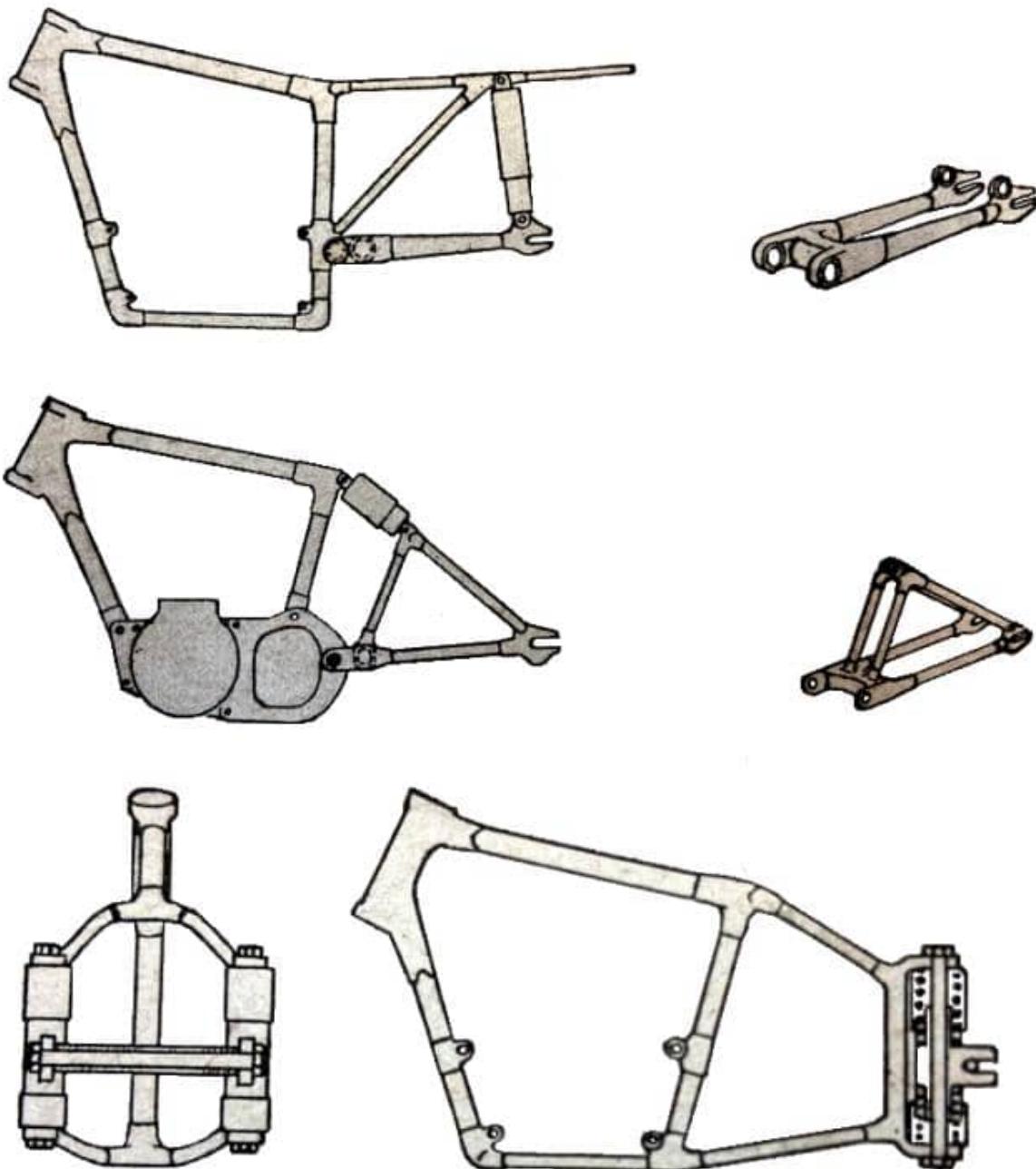
unable to send it home. I had a good laugh, but could not help feeling sorry for the would-be importer of BMWs—I should have been a trifle mortified in similar circumstances.”

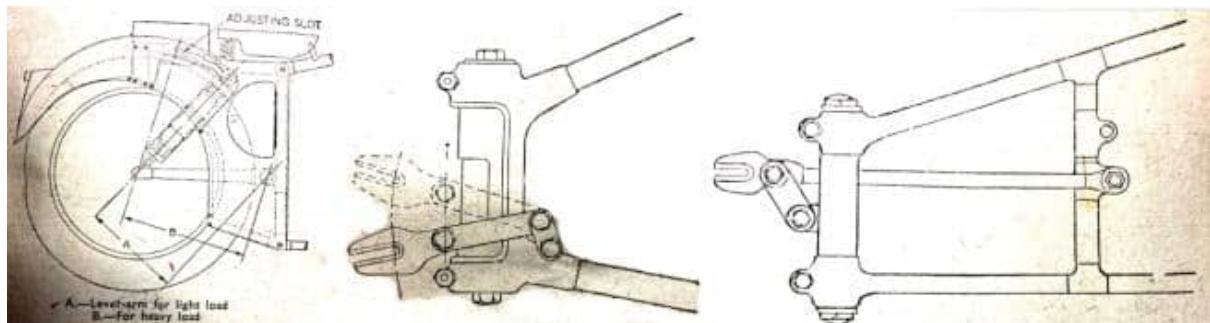


“Two unit fitters return from a rapid ‘cannibalising’ tour of irreparably damaged vehicles. Their mount is a captured two-stroke NSU.” (Right) “Longing eyes on a captured BMW.”

DESIGN MAESTRO PHIL IRVING took an in-depth look at rear suspension which was to come into its own when peace broke out. Here’s a short excerpt from his review: “Quite early in the history of the motor cycle the desirability of springing the rear wheel as well as the front wheel was recognised, but the difficulties peculiar to the design of a really satisfactory spring frame were frequently not fully appreciated. As a consequence, comfort was gained at the expense of greater weight and complication, and, more serious still, of impaired handling qualities, due to the inability of the suspension to keep the wheels in track. Sporting riders became very suspicious of any sprung design, and the demand fell almost to vanishing point until rear-sprung machines finally became pre-eminent in road racing. Motor cyclists being notoriously influenced by competition results, this new development stimulated the demand. There remains, however, a large number of those holding the view that large tyres plus an efficient saddle will furnish all the comfort that a motor cyclist requires, without any added complication, but the matter goes much further than the mere question of comfort. Given proper design, a frame with rear suspension will steer better, particularly on rough corners, and can be braked more heavily than a rigid frame, on account of the enhanced degree of rear-tyre contact, and thus the general safety of the vehicle is improved. The size and proportions of a motor cycle, the disposal of its live load, and the dynamics of the transmission make the design aspect far from simple, and several points must be observed to obtain a frame which is satisfactory under all conditions, and will remain so without attention for years. Put briefly, those which concern the springing, as such, are (a) Amount of sprung movement to be permitted. (b) Spring rate and provision for over-

load. (c) Compensation for varying loads. (d) Damping. Mechanically, the following requirements have to be considered: (e) Control of wheel to ensure movement strictly in the centre plane of the frame. This is of paramount importance. (f) Minimum weight of unsprung components, and also of machine as a whole. (g) Reduction of bearings and routine attention to a minimum. (h) The effect of suspension geometry on the transmission, and vice versa. (j) Springing of pillion seat and rests. (k) Provision for quickly detachable wheel. (l) Sidecar attachment."





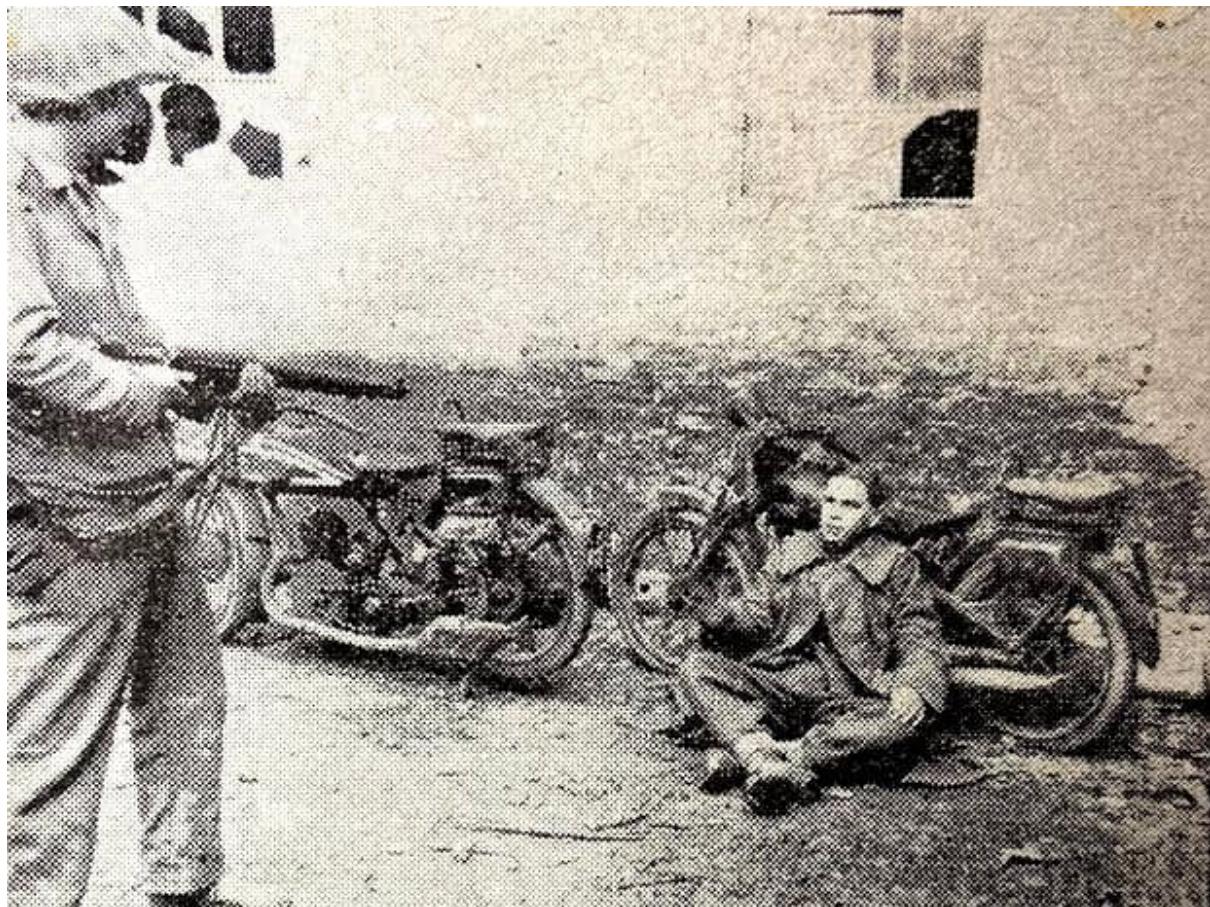
"IF EVER YOU FEEL inclined to grumble for any reason whatsoever about the fore or aft suspension of a motor cycle, digest a point made by PE Irving of Vincent-HRD. Bear with me if I restate it graphically. A friend of mine weighs 15st. His middle-aged missus scales rather over 12st. Gross weight of the couple when they go a-pillioning, about 380lb. This is almost identical with the dead weight of the motor bicycle which they own. The dead weight of a certain baby car, ready for the road, is about 16cwt. How would its suspension behave with ten 12-stone men aboard? Yet that is approximately the hard fate of John and Mary's motor bike—it is carrying its own weight in flesh. To put the same point in another way, a baby car conveys a variable live load, normally ranging from about $\frac{1}{12}$ to $\frac{1}{4}$ of its own dead weight. But the suspension of a typical motor bike must cope with a live load ranging from one-half of its own dead weight upwards. It is therefore marvellous that either our forks or our spring heels are as good as they actually are."—Ixion

"ROUND THE CLUBS: A motor cycle club in the **Warrington** (Lancs) district is to be formed. Interested persons are asked to get in touch with Mr Robert J Mann, 2, Waverley Avenue, Dingleway, Appleton, near Warrington, Lancs. **Bradford Vagabonds MC** fixture: Monday, March 26th, social evening, Napoleon Hotel, Wakefield Road, 7.30pm. **Sheffield & Hallamshire MC** fixture: Friday, March 23rd, social evening, Norfolk Vaults, Market Hall, 8pm. **Birmingham City Transport MC&LCC** hope to arrange a series of talks by various motor cycle personalities in the near future. The social secretary, Mr TM Sloane (8, Finnemore Road, Birmingham, 8, invites other Midland clubs to visit HQ for a social evening. **Sunbeam MCC** will hold a tea-party on April 15th at 9, Aylmer Court, East Finchley, N2. Those members able to attend are asked to send a postcard to the secretary or ring Mountview 7745. In order to restart the **Cambridge Centaur MCC**, a general meeting of all past members and other Cambridge enthusiasts is to be held at the Anchor Hotel, Silver Street, Cambridge, on Saturday, March 24th, at 7pm. Acting secretary is Mr EC Thompson, 20, Woodlark Road, Cambridge."

"I HAVE read Mr Bradshaw's '*Leaves from a Designer's Life*', in which he suggests that the note of the V-twin may appeal to our primitive instincts. I think he may be correct in his surmise, as to my mind the sound is akin to syncopated music, which has the accent on the unaccented beat. I think you will agree that syncopated music appeals to

most of us, even the highbrows, and that most modern music has a touch of the jungle about it, so what? It makes you wonder whether our remote ancestors, when signalling to their friends, beat a tattoo on their chests like a V-twin, a barking-single or a four-cylinder bike. And did the female of the species transmit the fussy sound of a two-stroke? I ask Mr Bradshaw.

Chas Y Spence, Edinburgh.



"The nonchalant Nazi. One wonders whether he would have adopted this somewhat supercilious attitude in front of a Russian soldier instead of a good-humoured American. The couple of German motor cycles with their high pillion seats look like commandeered civilian mounts."

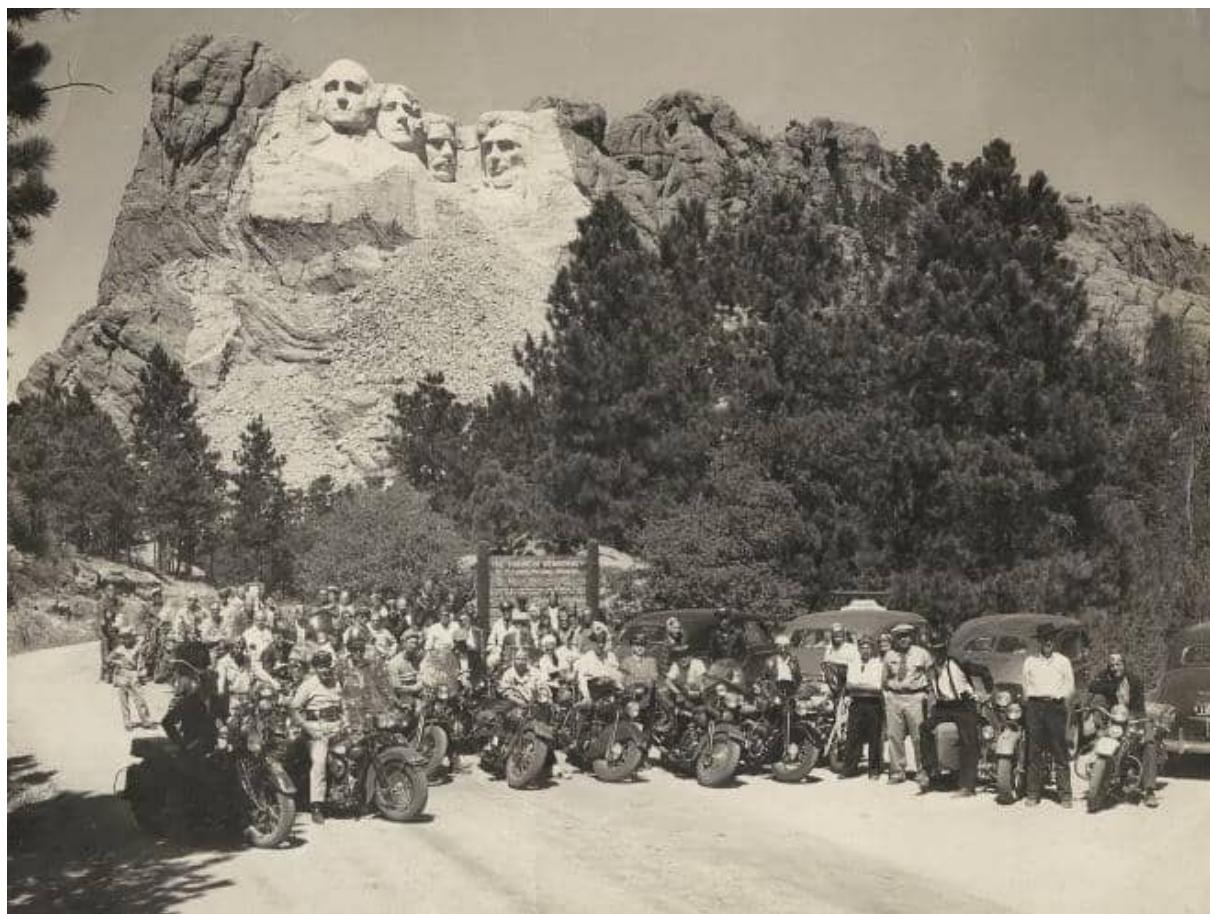
"IN A RECENT ISSUE of *The Motor Cycle* I noticed a photograph of an electric motor cycle designed by Mr W Barnes, of Preston. It was stated that this machine could cover 50 miles at 25mph for one penny—the cost of charging the four batteries which provided its motive power. If these figures are correct, this machine would be a much cheaper machine to run than the autocycle if it were put into production. It also has the same speed as an autocycle and would be much easier to keep in good running order.

JJ Gay, South Cave, Yorks.

"AFTER READING THE LETTER on shaft drive by Mr J Culligan, one of my English friends asked for my opinion—from my Continental viewpoint—about shaft drive. I have

experience with the following shaft-driven motor cycles: FN—Belgian four-in-line, 500cc, air-cooled, sv, built about 1914. Nimbus—Danish four-in-line, 750cc air-cooled, sv, built 1926. KG—German 500cc ohv built 1929. Windhoff—German four, 750cc liquid-cooled, sv, built 1926. Stock—German single, 200cc two-stroke, built 1932. Praga—Czechoslovak single 350cc ohc, built 1932. Garabello—Italian water-cooled four, 1,000cc ohv, built 1927. Jawa—Czechoslovak, single, 500cc ohv, built 1931. Baker—English single, 250cc, two-stroke, built 1930. Zündapp—German, 500cc sv, 500cc ohv, 600cc ohv twins and 800cc sv fours, built between 1933 and 1939. BMW—German, 200, 250, 300, 350, 400cc ohv singles and 500cc sv, 500cc ohv, 600cc sv and 750cc sv and ohv twins, built between 1924 and 1939. Gnome Rhône—French, 500cc sv twin, built 1933. My opinion, from the viewpoint of a sporting rider, is that shaft drive is satisfactory only for twins and fours, and not for racing. I should not commend it for motor cycles under 350 c.c. As a technician I say 'Yes' to shaft drive, but it must be well designed and made from the best of materials.

'Wheelbarrow', Czechoslovak Forces, BLA."



American enthusiasts at the annual Sturgis rally.

"AFTER READING LETTERS on the phenomenal speeds and fuel consumptions to be had by little work, I decided to have a shot myself, and I feel my experience may be of interest to your readers. I had a 1929 BSA 500ohv to make my experiments on. First I cleaned the plug (found in a cowshed). Then I moved the ignition forward, and fixed it so

that I could remove the lever on the handlebar. Then I removed the airslide cable and lever to make things easier still. I then filed down the carburettor needle instead of fitting a larger jet (cheaper). Then the piston had two rings removed to stop friction, the cylinder barrel had half-an-inch sawn off to raise the compression. The exhaust system was then removed to make a nice noise. The petrol tank was removed, and the oil tank used in its place to lighten the load. Mudguards and seat were removed and a cushion fitted. It was then tested on the road. Flat out, lying on the tank on a downhill with a stiff wind behind, I actually got 27mph; not liking this, I solved the matter by stepping up the ratio of the speedometer drive, and I now get 120mph in bottom, and about 470 miles per gallon.

James Jackson, Kettering."

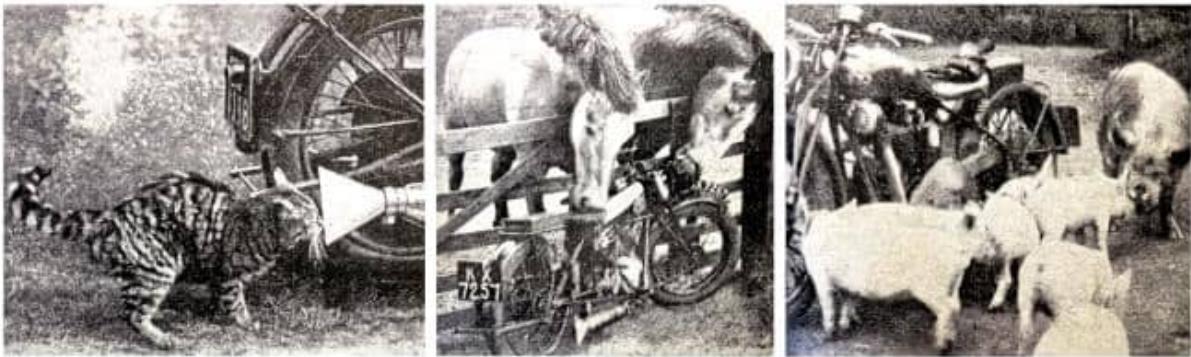
"FOR THE PAST three years I have been a fitter in the RAC and have had experience with most vehicles in the Army, including tanks, both petrol and diesel, and also the radial-petrol. My experience is that the magneto is still the best way of producing sparks. During the five months I was working on Grant and General Lee type tanks I don't ever remember one of them needing anything more than points cleaned on the 100-hour checks. In my humble opinion, if we had the static winding type magneto there would be no argument about the speed of the armature. Now for a different subject, which is weight. I have ridden various machines from 150cc to 1,000cc, and in my own case I have found that the heavy bikes are much better as regards road holding, steering and comfort. The last I had was a 1937 Rudge Sports Special, which, if I remember rightly, scaled 410lb—pretty heavy for an ordinary 500cc. This bike was one of the best I've had both for comfort and road holding. I personally prefer a good hefty capacity tank, as I detest having to stop for petrol on a run of less than 200 miles. I have had my name put down for an HRD Rapide and here is what I'm going to have, all being well, even if it costs extra: all-black tank, mudguards, frame and head lamp. I also want their extra large petrol tank. This, of course, is only one person's ideal, and I think that rather than criticise others who have different views it would be much better if we remembered the old saying, 'Live and let live'. I will end by thanking you and your staff for giving us a good, interesting weekly journal.

NW Hutchman, CMF."

"I HAVE READ several letters criticising Brooklands track, but very few correspondents say a good word for it. I have been to dozens of meetings there and have enjoyed every one. I noticed, too, that most other people seemed to be quite happy, the atmosphere seemed to me to be just right, and the roar of those healthy motors was a real tonic after a week's work in a stuffy toolroom. One got good sport and fresh air at the same time. I never found it very difficult to get a good view of all I wanted to see, including the models; the Bemsee boys were a most friendly crowd and always answered my somewhat amateurish questions in a helpful and cheerful manner. I competed at the track myself on 'Clubman's' day in 1939, and without a doubt that day was the most

enjoyable one I have ever spent on two wheels, and I hope to be on the starting line at the first post-war meeting, and let's hope that won't be long. The track may not be all that is to be desired, but let's get cracking again; no doubt the directors have plans for improvements when the time comes; the thing to do is to show them that we want the track open as soon as possible after the cessation of hostilities.

CH Pritchard, Edmonton, N18."



"Why do human bipeds love these strange beasties so much? Here are a few quadrupeds bent on finding the answer. Probably mother-pig (on the right) is telling her son always to give the motor cycle a miss."

"WHEN THE DEPRESSION hit the world and its full impact was felt by motor cycle manufacturers, the industry in general decided that the one market for their wares which would persist was the enthusiast market—men who would give up all else that they might motor cycle. As a policy it was probably sound then, and it is a fact that the game was only emerging from the Doldrums as the war came along. Go back to the period 1920-1930; then the motor cycle world was far from being entirely composed of the enthusiast type. In my opinion it will be the same after the war so long as the machines offered are not only 'sporty bhoy' ones—there are really appealing other types in addition. Gone, I hope, will be any tendency towards the tourist and roadster types being poor relations—ugly sisters."

"FREQUENTLY PLEAS ARE ADVANCED for greater accessibility in motor cycles. Almost as numerous are requests that future motor cycles shall be designed as a whole instead of being assemblies of components or, in motor cycle parlance, 'a collection of bits and pieces'. These demands seem incompatible. How can a motor cycle be of smooth, homogeneous design and retain the boon of accessibility? The symmetry will be wrecked if there are cover plates, with attendant fixing screws, to give access to this and that. Thoughts, therefore, are inclined to dwell upon the possibilities of quickly detachable enclosing shields, made, perhaps, of plasticised, non-resonant material. There are fresh opportunities in this direction, thank to wartime developments, but many motor cyclists dislike the idea of enclosure, even when the latter is confined to the lower half of the engine and the gear box. They fear weight, rattle, resonance and inaccessibility—quite unnecessarily, we think. By far the biggest problem, with crank-

case shielding, is likely to be engine cooling. Certainly, by one means or other, motor cycles must be made cleaner in appearance, cleaner to ride and easier to clean. With shielding this should be possible and accessibility not merely retained but greatly improved. The fixings can be of a type that makes the shields removable in seconds and, because the 'working parts' are not revealed to the public at large, it is no longer necessary to sacrifice their accessibility and ease of maintenance in an endeavour to achieve some degree of neatness."



"YES, THEY'RE THERE! Here's the picture we've long been waiting for—of British Army motor cyclists crossing the Rhine. These motor cyclists—somehow, their very backs look confident—are crossing a pontoon bridge on their way to what has been one of the most hotly contested areas—the Wesel sector."

"BIG-TWINS, SOLO motor cycles with V-twin engines of 1,000cc, were extremely popular in the years following the last war, but lately they have seemed to be a dying 'race'. A few, a very few, have upheld the honour of the type. Our announcement of a post-war programme which is to consist of one big-twin model suggests that the effortless, high-geared V-type of power unit may be about to stage a come-back. We believe that the 1,000cc twin-cylinder solo will do so if it is light and 'handleable'. There is no doubt about the appeal of riding a large-capacity twin which develops its power at low engine speeds. Many have suggested that this is motor cycling at its best, but where these machines—where nearly all big machines—have been apt to fail in recent years is that they lacked the 'nippiness' of smaller machines. For all their power and effortless engine behaviour, they were, on average speed, in many cases slower, rather than faster, than the more handleable mounts of less cc. It is largely a matter of weight and wheelbase."

“I WAS SADDENED to hear of the death of Etienne Boileau, who was London editorial representative of this journal when its head office was still in Coventry. Scion of an old French family, Boileau was appointed by the ACGB and I (now RAC) to the original committee of the Auto-Cycle Club (later the ACU), where he fought manfully for all motor cycling interests. A passionate fan, his favourite motor cycle was the original Lagonda tricar, sponsored by Wilbur Gunn, who drove like a fiend and sang like a seraph. I can still see Boileau tipping open its deck-trapdoor, and starting his engine by a *pas seul* on its concealed pedal gear. Something of an aristocrat, Boileau used to survey with a slightly disdainful air of surprise the rather grubby mechanics who bulked so large in the vanguard of our hobby. He was very anxious to prevent motor cycling from becoming the hobby of a single stratum of British society, and did his best to enrol recruits of the old school tie brigade, the services, the varsities and even royalty.”—Ixion



“Members of the Winnipeg Roughriders Motorcycle Club at the Miami-Thompson Trail near Winnipeg. Manitoba.”

“I HOPE YOU ALL NOTICED...a brief sentence which, in my opinion, may mark the dawn of a new era in motor cycling. The new automatic advance Lucas and BT-H mags are said by Triumphs to furnish a terrific spark at low speeds and render the starting up of the new Triumph twins almost miraculously easy. Tickle-starting at last, eh? Nothing has so much obstructed the popularisation of motor cycles as the pitifully frequent spectacle in the past of sturdy male riders kicking away and panting over a sulky engine.”—Ixion

“NO DOUBT, LIKE nearly every member of our clan, you glue your nose to the windows of tool shops. Recently the selection of tools seems to have become much wider, though the prices of many of them appear decidedly steep in comparison with pre-war

figures. The other day I even saw Starrett 'speed indicators' in a shop window. You may recall that a few months ago Torrens was after one in order to check the tick-over speed of the 'Victor', the special Scott that refuses to four-stroke. He found one after much difficulty, but had to pay £1 for it, and here they were at 9s or, with ebonite 'handle', 11s, all brand new. Definitely it is an instrument for the enthusiast to own in peacetime, or shall we have rpm indicators driven from our engines and acting as speedometers, too? As you know, the speedometer on the 500cc Triumph twins at the outbreak of war was a combined 'rev-counter' and speedometer, but was driven from the front wheel. The outside or main set of figures was miles per hour, the next gave the rpm in top gear, then came rpm in third, and, lastly, the innermost ring of figures were the revs in second. With the instrument running off the engine one could have the outside 'ring' giving rpm and the inner ones the speeds in the various gears, but there would be no satisfactory means of counting the miles—only the revs—so, methinks, the idea would not appeal overmuch."

"ALTHOUGH SPEEDWAY RACING on a full national basis will not start until 1946, at least four speedways will be holding meetings this year, namely, Belle Vue, Bradford, Newcastle and New Cross. The Press Association states that the Speedway Control Board has also received applications from Exeter and Reading."

"THERE ARE SEVERAL 'shorts' from the speedways. The 1945 season at Belle Vue, Manchester (where they have been carrying on throughout the war) has already opened, with racing every Saturday. Bradford's opening meeting at Odsal Stadium is fixed for the evening of Saturday, June 23rd...I gather that the track is to have banked bends (shades of Stamford Bridge!) and an inside measurement of approximately 375 yards. Mr AJ Elvin, Wembley's managing director, has arranged, for June 19th, a round-table conference of promoters and Control-board members to discuss plans for the revival of speedway racing on a national basis in 1946. Meanwhile Major Alec Jackson, who is expected back at Wembley before the end of this month, will waste no time in opening the Rye House track to try out as many as possible of the lads who have written to Wembley asking for an opportunity to show what they can do. Many of these are still overseas, but it is Wembley's intention to use Rye House as a testing ground until all have had a chance of showing their paces. New Cross Speedway may see some racing shortly. Mr Fred Mockford is trying to come to an acceptable arrangement with a number of riders at present available."—Talmage.

"FLIPS ON FOUR very different captured motor cycles. Examining more than a dozen enemy motor cycles. All this and more in a single day. Where was I—somewhere in Holland, Belgium or Germany? No. I was in England at the Wheeled Vehicle Experimental Establishment, the organisation which, in the days it handled tanks, was called 'Meewee', and is now 'Weevee'. Many Army motor cyclists and other Servicemen in the course of the war have enjoyed themselves on Germany's or Italy's choicest

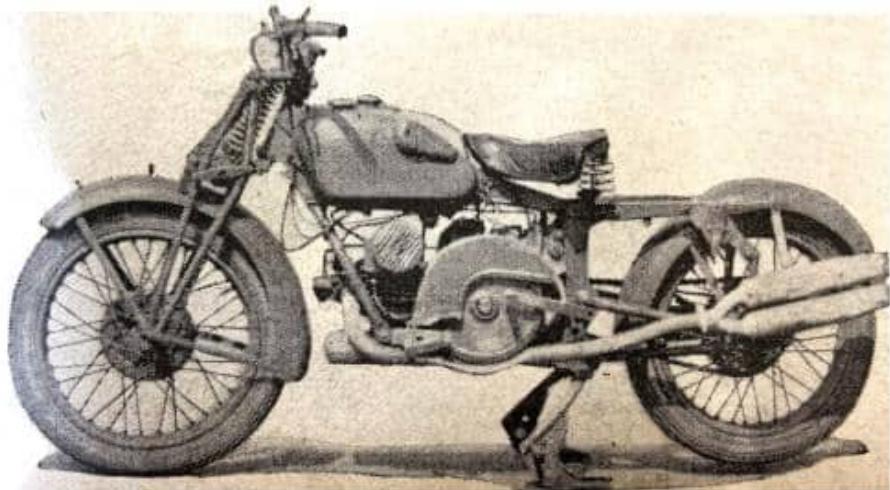
motor bicycles. Some who fought with the 8th Army captured both Hun and Itie machines in the course of a day. For a week—perhaps a month or more—the machines were theirs. Were you one of these? If so, did you enthuse, if not about the machine as a whole, about various features of it—the shaft drive, perhaps; the many cogs in the cog-box; the suspension; the brakes—and did you wonder why the British Army did not provide such fare? Further, did you, and do you, wonder whether those responsible for the design of the motor cycles issued to you realise how good the BMWs, Zündapps, Guzzis and so on, are? Should your answer be 'No!' and you have 'owned' one of the more exclusive-type models, you are probably one of the few. The fact is that the authorities know each of the models readers have quoted in their letters. They have analysed them, tested them, and, in some directions, learnt from them. They also know something that is probably news to nearly all British motor cyclists. For six months and more Germany has ceased making her elaborate sidecar outfits, the BMW and Zündapp, and has stopped the manufacture of her super solos. In place of the sidecar-wheel-drive outfits there is the four-wheel-drive Volkswagen. For her solos she has concentrated on the new 125cc DKW and the 350cc DKW. In short, at the end of some five years of war, Germany adopted the sincerest form of flattery; she copied the British policy. The latter, as you well know, has been to use the jeep, the 125cc two-stroke lightweights and medium-weight four-



"The commanding officer, Lt-Col R Vernon C Brook, known to many as Vice-President of the ACU and Chairman of the Speedway Control Board, trying out a Matchless fitted with skis." (Right) "Torrens at the helm of an NSU three-'wheeler', an ingenious vehicle that will negotiate mud impassable to a four-wheel-drive car, even one fitted with chains."

strokes. Could there be greater confirmation of the wisdom of those who have been responsible for the policy which Britain has followed? I think you will agree that after all that has happened and been said the news is almost stunning. Please do not read into this that the authorities have been satisfied and feel in any way smug regarding the

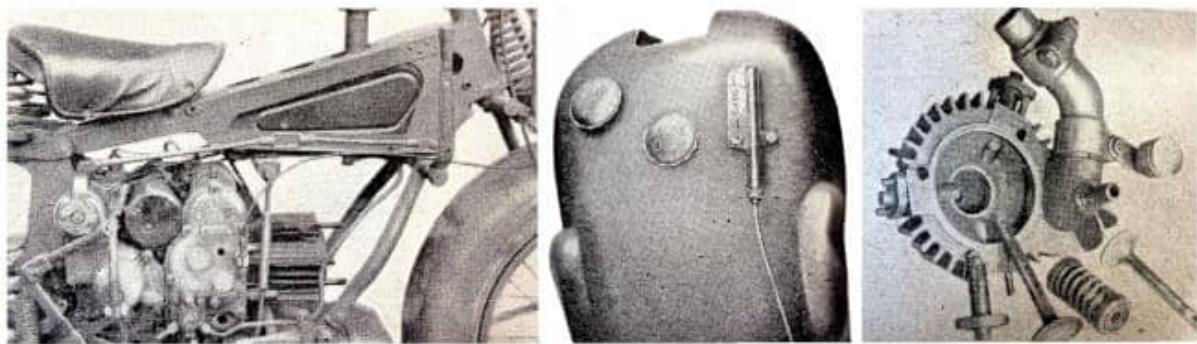
motor cycles that have been issued to our Forces. They are sure their policy has been the correct one, but wish it had been possible to provide machines still more suitable for use in the field—the many fields. Their hands have been tied...there was a period when this country was 55,000 motor cycles short. Their plans for a single general-purpose solo had to go by the board; it was imperative to carry on with the machines that were in production, or the position would have become still worse. No doubt you remember the special military models that were built early in the war—the ultra-light 350cc vertical-twin Triumph and the 300lb 350cc ohv BSA. The intention was to standardise one or other of these machines, but it was out of the question, and I fear that not until the war is over can the special military motor cycles become available. The 125cc two-strokes, the Royal Enfield and the James-Villiers, you also know about. Following a demonstration the Editor gave to Airborne, they were adopted first for airborne work, and then used, in addition, for the assault troops on D-day, for controlling the unloading of supplies on the beaches and for all manner of work under extreme conditions. Germany's change of front regarding motor cycles would seem to dispel interest in captured motor cycles, and it is a fact that the sole machines for which the authorities yearned at the time of my visit to 'Weevee' were the new 125cc DKW and the latest 350cc DKW. (Note the capacity of the lightweight: 125cc, like ours, not 97.5, which was the size of the famous little DKW of pre-war days.) The only reason they are not interested in the other makes and models is that they already know just about everything concerning them...What the enemy uses—learning all about their armies and equipment—is a matter of Military Intelligence. The Directorate of Military Intelligence collects captured material. When it is a 'vehicle, wheeled' and appears to be of any interest, the Directorate informs TT2 Ministry of Supply, and asks for a report on it. Occasionally, TT2, as the department responsible, among other tasks, for motor cycle design, will ask that a particular machine be obtained, if possible. There may be some feature, or some performance characteristic, in which they are specially interested. When the vehicle arrives it is passed to the Wheeled



"Aboard the Alce or military model Guzzi, a machine with a very high footrest position

and a decidedly low saddle." (Right) "Rolling-type central stands, as on the Guzzi, are a feature of Italian machines. The footrest is on a level with the bottom of the flywheel cover. Note the brake pedal position."

Vehicle Experimental Establishment. TT2 and 'Wee-vee' examine it...the official report on the Guzzi 500cc civilian and military models runs to 14 foolscap pages. Not only were the Italian machines tested and the results logged, but they were tried out against a standard G3/L WD Matchless...Where a machine is of exceptional interest, or the materials used in it are in any way novel, the Ministry of Supply may obtain the co-operation of a manufacturer with special knowledge of the particular aspect. For example, tyres will be passed to Dunlops for examination and to check, perhaps, the proportion of synthetic rubber employed...What will give you some idea of the extent of the study of enemy vehicles is that up to the time of my visit no fewer than 91 captured vehicles had been examined. The motor cycles have comprised two 750cc BMW sidecar outfits (the elaborate job with differential and twin-wheel-drive), 500cc civilian-type Guzzi 500cc 'Alce' (military) Guzzi, the 750cc sidecar-wheel-drive Zündapp (probably the more interesting and 'advanced' of the German sidecar outfits), an R61 solo BMW, two 250cc ohc Benellis, a 500cc Benelli, a 250cc ohv NSU, a side-valve Gilera, and a Bianchi. Whether the three-quarter track NSU—the 'three-wheeler' with a motor cycle front-wheel assembly and tracks for the other 'wheels'—can be called a motor cycle I am not sure...once the examination and tests of the various machines have been completed the latter are available to manufacturers; they can browse over them to their heart's content...Let us run through what occurred over the two 500cc Guzzis...The civilian type was probably imprest by the Italian Army and is over 60lb heavier than the Alce military model, the weights being respectively 420 and 356lb...These figures compare with 368lb for the G3/L Matchless, against which the Guzzis were tested. The civilian-type Guzzi had an ohv, engine and very high close-ratio gears—425, 5.7, 7.3 and 9.8 to 1—while the Alce...has a side inlet and overhead exhaust valve, with pins protruding spider-like into the combustion chamber to catch the head of the exhaust valve if its stem breaks and to prevent the valve hitting the piston...while the machine was interesting, there was extraordinarily little to learn from it. Our authorities...remark upon the low-speed pulling of these horizontal singles with their very low compression ratios (4.8 to 1 for the ohv; 4.7 to 1 for the Alce) and extremely large outside flywheels. The actual official comment was, 'The engine characteristics. are remarkably suitable for WD purposes, balance and slow-



L-R: "A close-up of the military Guzzi showing the built-up top frame member with its inserted oil tank, the positive hand gear-change and the external kick-starter segment." "Simple, tank-mounted gear indicator." "In the military model Guzzi three stepped steel pins protrude into the combustion chamber to 'catch' the valve head!"

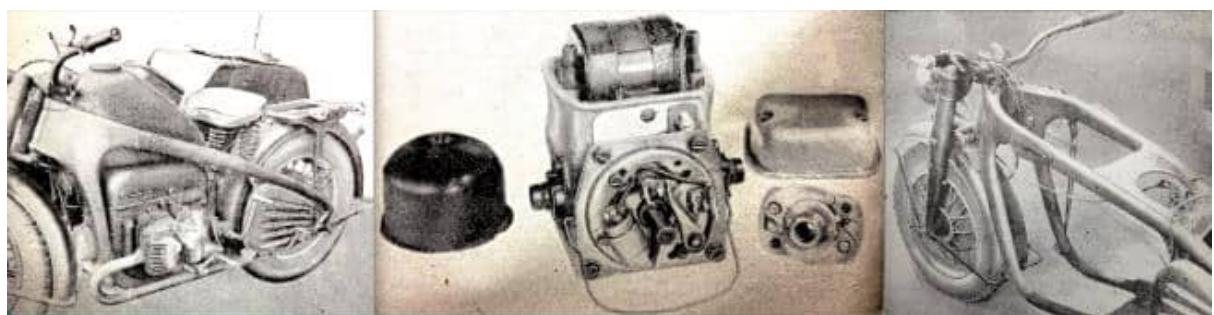
pulling power being definitely superior to those of any contemporary British WD type.' I will list the performance tests so that you can gain an inkling of the very thorough manner in which the British authorities delve into matters. Here are the main headings: Controlled descent of in 10.45 gradient at 8mph for 1/4 mile; retardation on steep gradient from 5mph, both front and rear brakes (1 in 4 concrete gradient and 1 in 2.25 concrete gradient); restarting on 1 in 4. and on 1 in 2.25 ; speed up 515 yards of 1 in 10.45 (with flying start and with standing start); speed over level 1/4-mile from standing start; fuel consumption over 100 miles road circuit at an average speed of 30mph; climbs (sometimes attempted climbs) of gravel hills with gradients of 1 in 3.88, in 3.18, 1 in 2.98, 1 in 2.74 and 1 in 2.43, and of those concrete-surfaced hills with gradients of 1 in 2.25 and 1 in 4.0; negotiation of a special two-mile cross-country circuit to determine suspension, stability and steering under rough-stuff conditions; maximum speed; minimum speed. Add to all this a detailed analysis of the design rather on the lines of a description of a new model when we have the space really to spread ourselves, plus 'Observations and Conclusions'—made with military purposes firmly in mind—and you have an idea as to what goes on behind the scenes. The official report points out the lack of rigidity in the rear portion of the sprung frame. This shows itself in the form of slight weaving when the machine is on the road—a fault in Italian machines that was commented on in the International Six Days Trials. It was also found that the rear springing was too lively for rough cross-country work. I rode the Alce round the 'houses'. The saddle is low and the footrests are high—very high. A monkey-on-stick is not in it with this machine, a point duly brought out in



"On the road with the 750cc Zündapp sidecar-wheel-drive outfit. In the somewhat battered sidecar is Sgt Tracey."

the official report. The gear change was of the 'crash' type. Definitely, not a very clever motor cycle. What were the speeds and fuel consumptions? The maximum of the ohv civilian-type Guzzi was 72mph; the military model, 57; and the G3 /L, 62.1; the respective consumptions were 66.6. 61.3 and 65.33 respectively—not exactly Civvy Street figures of the old days. The great point, methinks, is that the Guzzi engines have the right characteristics for military work. Those characteristics count for much. Technically, the most interesting of the many captured motor cycles that have undergone examination and test at the Wheeled Vehicle Experimental Establishment is undoubtedly the Zündapp sidecar outfit. This is a case of a sidecar machine developed almost to the nth degree in an endeavour to make it still more a military-purpose vehicle. It will be recalled that the Hun started the war with military sidecar outfits—very large numbers of them—which had horizontally opposed trans-verse twin-cylinder

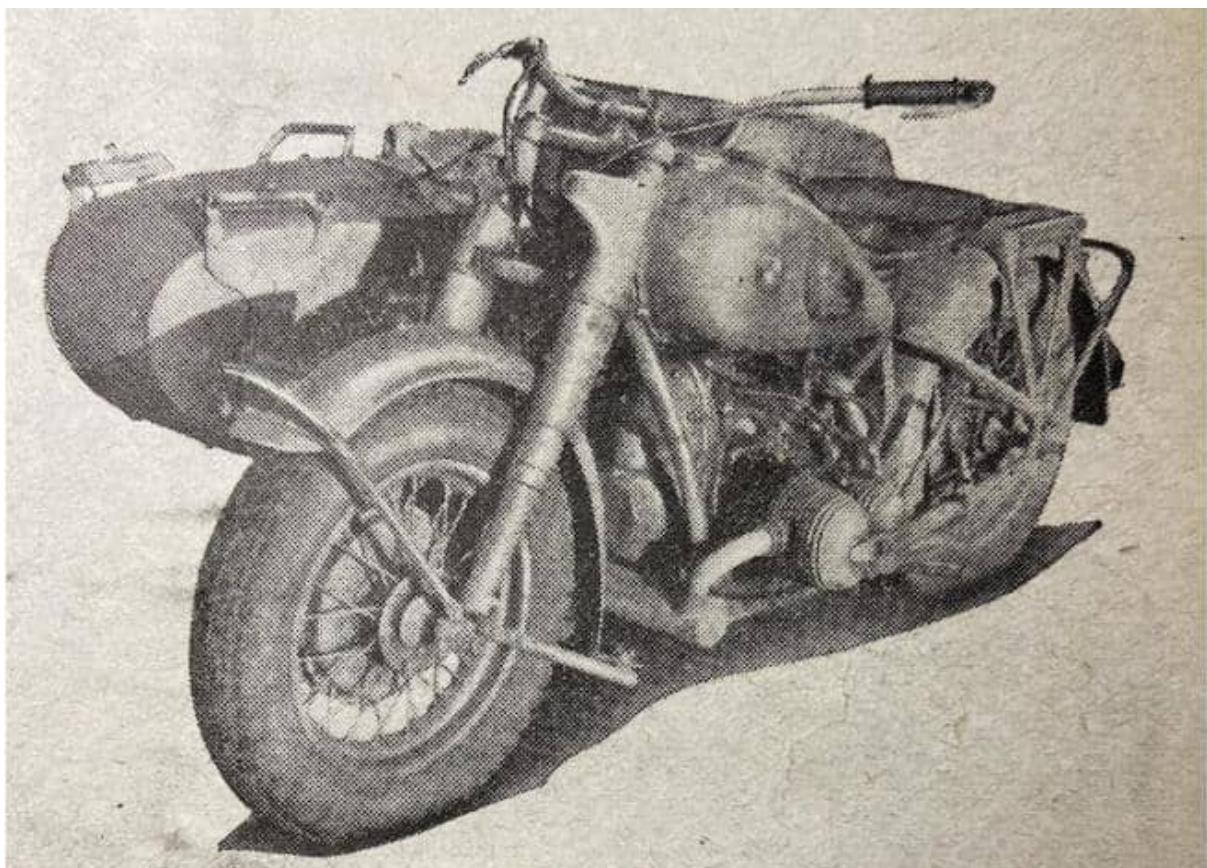
engines and merely a single driving wheel. Not until the war had been on some time did he take a leaf out of our book: adopt sidecar-wheel drive, which British trials sidecar drivers developed long before the war and which, in the form of the Big Four Norton outfits, had been used for years by the British Army. This was an extraordinary lack of foresight—twins and only one-wheel drive. Of course, eventually the Hun woke up, went to extremes and then—obsolescence! No fewer than eight speeds or gear ratios are provided 'forward' and four in 'reverse'. In addition to the four-speed-and-reverse gear box in unit with the engine there is an auxiliary gear box, a small, plain dog-clutch two-speed box...The transverse twin-cylinder ohv engine is on the usual Zündapp lines. (In Germany many used to prefer the Zündapp engine to that of the BMW). It has a bore and stroke of .75 x 85 mm. (752cc), a compression ratio of no less than 7 to 1, and the valves set at 72°. There is a big valve overlap—70°—for the inlet valves start to open 35° before top dead centre, and the exhaust valves do not close until 35° after tdc; the inlets close 75 degrees after bdc, and the exhaust valves open 75° before bdc. A very interesting feature, especially valuable on a military vehicle, is that a new big-end bearing can be fitted by removal of the opposite cylinder...instead of big-end bolts there are socket screws, an arrangement which at least one British designer has been keen on for some time...Driven from the front end of the crankshaft is a gear-type oil pump, also the magneto, a Noris of exceptional interest. At first glance there seems little special about the magneto except that on removal of the contact-breaker cover it is found that, in addition to there being a centrifugal advance-and-retard mechanism, the contact points are particularly easily adjusted and that the condenser is all handy.



L-R: "A close-up of the 880lb Zündapp. Note the triangular-shaped silencer in the V of the rear of the frame." "A close-up of the rotating-magnet Noris magneto. Note the mounting of the windings, the accessible condenser and, on the right, the automatic advance-and-retard device which fits on the end of the magneto spindle." "Welded-steel frame and fork construction of the Zündapp."

Strange, the condenser being mounted on the end-plate of the magneto! Yes, it is no ordinary magneto in spite of its external shape. There are no windings rotating at half-engine speed. They, like the condenser, are stationary, as in a flywheel magneto. The laminated rotating member has a bar magnet running across it. The windings are on a laminated core mounted on top of the magneto. Two slip-rings are provided, one to act as the distributor for the two sparking plugs and the other forming the lead-in from the

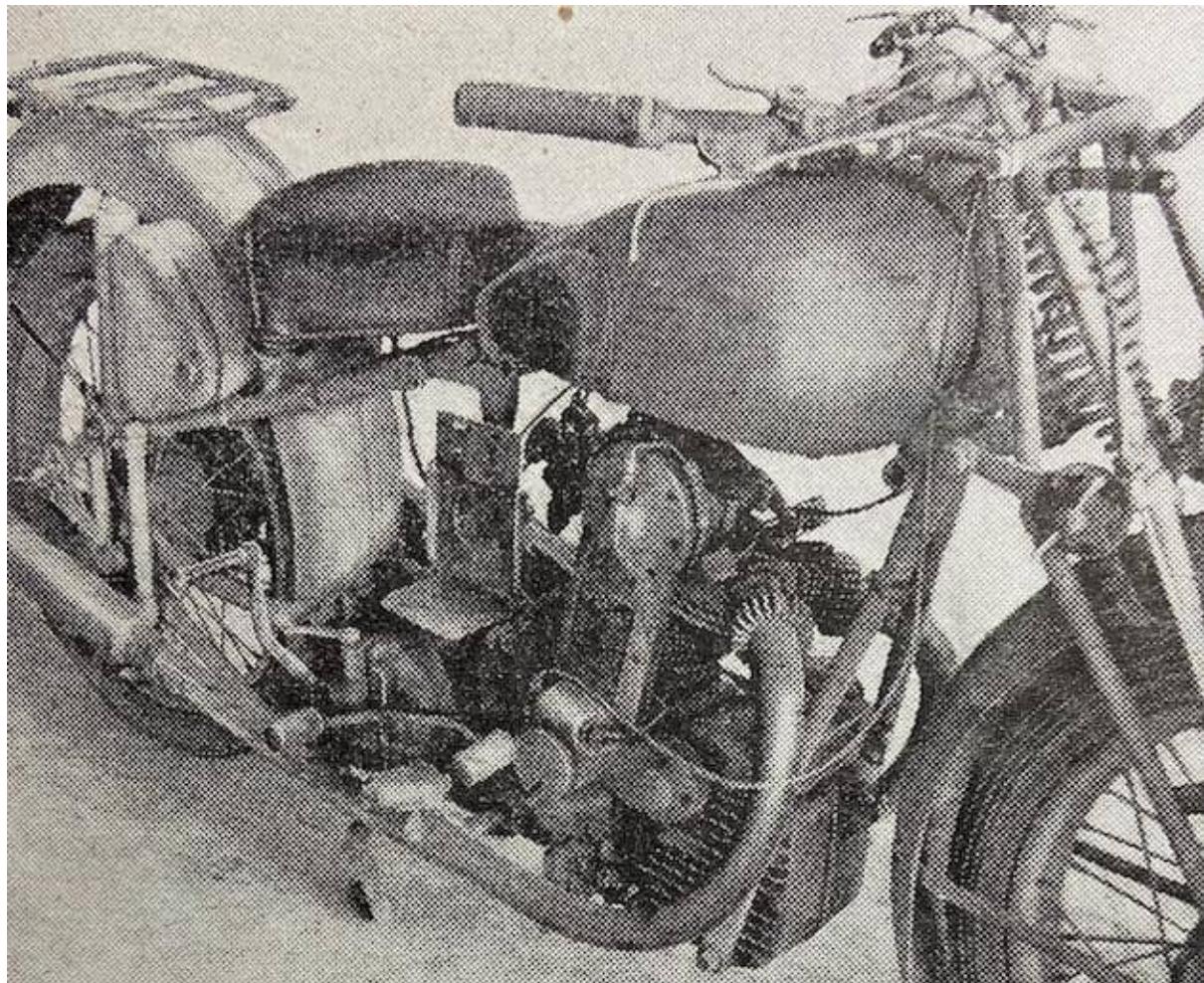
high-tension winding of the coil. It is just the instrument for easy maintenance and, I imagine from its very excellent design, just the instrument not to give trouble. But there is a snag over that automatic advance and retard. Unlike the BT-H on the Velocettes and the post-war Triumphs, the control operates between the contact-breaker cam and the magneto spindle; it is not in the drive from engine to magneto. Hence the magneto is not forever operating at its optimum. The control, which has very light springs, gives a total range of 28°, and the timing on the engine that was stripped for detailed analysis was 22° btdc at full advance and 6° after tdc at full retard... The sidecar-wheel-drive mechanism is the same for both the Zündapp and BMW sidecar outfits, so if a sidecar from a BMW is fitted to a Zündapp or vice versa it will not be found that the sidecar and rear wheels revolve at different speeds! I will not bore you with all the detail, for this is a motor cycle produced regardless of cost and of anything else other than fitness .for military use. Two of these 880lb sidecar outfits were at WVEE at the time of my visit. One was in pieces and most beautifully laid out for inspection by all concerned, and the other was a 'runner'. I took the latter up the road. It reminded me of all the BMWs and Zündapps I have ridden and driven. There was the same sort of feeling about the same 'clonk' gear change, that slight clashing that one senses rather than hears, and which seems inevitable irrespective of skill being displayed (in my case, none—I 'crash' changed!) and the same rather rapid take-up by the clutch. I am sorry, but I do not thrill at these German twins; only the 500cc ohv BMW really tickles my fancy. What did interest me was the cornering. Even with the differential locked by means of its little lever the steering was still not unduly heavy on bends and corners—not so heavy as that of many an ordinary solo turned sidecar outfit with its single-wheel drive. I give those responsible for the outfit many marks, but I feel—and apparently the Germans have felt for months—that it is a case of design run riot. Goodness knows what the cost would be in our coinage. While the Zündapps had magneto ignition, the 600cc side-valve BMW, a solo, had, I noticed, coil ignition. This machine, like all the other BMWs that have reached WVEE, had its rear brake linings impregnated with oil. Unlike the Zündapp, which has no shock-absorber in its transmission—other than the driving shaft—the BMW had a rubber universal joint-cum-shock absorber. There was the usual plunger-type rear springing and a solid rear-wheel spindle of 0.7865in diameter. The elaborate BMW sidecar outfit developed gear box trouble on its tests. It ended



"A 750cc sidecar-wheel-drive BMW. No spring frame is fitted to these models. Note the kick-starter which, unlike BMWs of the past, operates in line with the wheelbase."

up with only bottom gear ('high box' and 'low box') in operation. This machine provides four speeds and reverse in the main gear box—eight forward speeds thanks to the lever marked 'Strasse' and 'Getande'—and two speeds in reverse. Unlike the standard BMWs known to motor cyclists over here, the kick-starter operates in the normal plane, instead of transversely. The foot-change, however, is crosswise; it is mounted just in front of the left footrest. A press-button on top of the inter-connected hand gear lever has to be operated for reverse, so there is no question of reverse being engaged by mistake. In this case the frame is tubular in parts. Indeed, it is almost. Meccano-like. There is a deep, nearly oval section top member, to which the steering head is bolted, steel pressings form the seat stays, and the rest of the frame consists of tubes bolted on. A huge central spring provides the suspension for the pivoted-nose saddle—a pivot which, like that of the other German machines, had developed considerable side-play. Two carburettors were, of course, fitted to the BMW—Graetzin instruments rather after the style of Amals. Next, I glanced over a Gilera. This lumping Italian side-valve single, with its fins radiating outwards on the cylinder head, looked just as the model has looked since I first saw it in the '20s. There was the rear-wheel springing to examine, however. This is of pivot-action type, with a triangular arrangement of the rear stays and chain stays. The pivot or hinge is in the usual place—just behind the gear box—and the springs are arranged in horizontal tubes, one each side of the rear mudguard, the apex of each triangle being

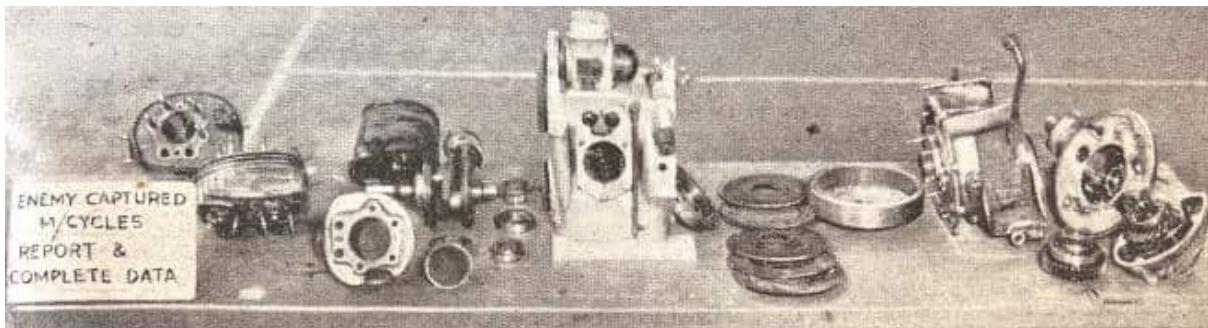
linked so as to pull on the springs. The Italian Benellis were a very different proposition. The 500cc model was very like proposition The 500cc model was very like the '250s'. About the most noticeable difference was that duplex coil springs were fitted on the valves of the ohc engine instead of hairpin springs. These hairpin valve springs, for all the engine's revving propensities, are so light that they can be removed and refitted without any tools—merely with one's fingers. The valves, of course, are exposed, which is not exactly clever on a military machine (the same fault applies to the Guzzis). Another very Italian feature is that each exhaust system of the two-port engine has a little lever which enables one to put the baffle in the silencer out of action. Oil is carried in a ribbed forward extension of the crankcase. On top of this is a tiny oil-cooler mounted in between the duplex front-down tubes. Coil ignition is employed. The separate dynamo is driven through a rubber coupling; remove one screw and the dynamo can be pulled out of its housing in the crankcase. A normal single-spring type of front fork is fitted. The rear springing is of



"One of the 250cc ohc Benellis. The engine is exceptionally sweet and lively."

plunger type, but with pivoted rear chainstays and hand-adjustable friction shock absorbers. I covered a number of miles on one of these Benellis. The engine was delightful. It was as sweet and well balanced a 250 as I have ridden, and gave one the

feeling of being aboard a machine of at least 350cc. Here was something over which to enthuse. The steering, however, was again Italian. There was a wavering as one heeled over for a bend, and I found that the only way to get absolutely clean-cut cornering was to accelerate as one heeled over—to accelerate all the way round. Also in the stable of captured machines was a 498cc side-valve Bianchi. This has a light-alloy cylinderhead with the sparking plug at an angle over the valves, very much as if the engine were an ohv. Pivot-action, plunger-type rear springing, with friction dampers, is employed. The primary chain is of the duplex variety, with the overflow pipe from the oil-tank led to the chain-case. The hubs are of brake-drum diameter, with a single pair of brake shoes. As usual on the Italian machines, there is an easily operated rolling-type central stand. I have reserved for last that extraordinary-looking 'three-wheeler'...if, like me (up to the time of my visit to WVEE) you have never driven one, probably you have thought: 'What a stupid contraption!' To me it was a puzzle as to what good the motor cycle front wheel and forks could be when there were mighty, tank-like tracks, one each side, doing the driving. It might—and does—prevent the front of the vehicle burying its nose in cross-country going and, surprisingly, it does steer the vehicle quite effectively without, it seems, resulting in undue tyre wear. The machine its a three-man 8cwt. tractor, with a single seat for the driver, and the passengers on the back facing to the rear. It has been employed by the Germans for hauling a light trailer or a light gun...on roads you steer in the normal fashion by means of front wheels ('wheel' in this case) and it is only when you want to make a very sharp turn that you apply the brake to one track and the drive being transferred to the other, you twirl round. This is done automatically, since the handlebars are linked to the brakes by Bowden cables. The engine is a four-cylinder water-cooled ohv car job, an Opel of 80x76mm. (just over 1,500cc) and is mounted behind the driver, who sits on a motor cycle-type saddle and has a pair of handlebars carrying a twist-grip throttle...between the driver's legs are two car-like gear levers, one for the three-speed-and-reverse main gear box and the other for the transfer front high gears to low gears and vice versa. Control is extremely easy and, thanks to that front wheel, one can steer the machine to a nicety. In real mud it will see off any four-wheeler you like—even a four-wheel-drive four-wheeler fitted with chains. Preserve us from them in post-war trials! So that was my day out. A very pleasing one, I think you will agree, and one which reveals that Britain knows a very great deal about all those enemy motor cycles—has an altogether practical insight into the matter."—Torrens



"The neat way in which parts are set out for inspection. These are components of a 750cc Zündapp. On the left are the light-alloy cylinder heads, which have shrunk-in valve seats."

"HOPES RUN HIGH! Easter may not have had its Land's End Trial, its Donington road-race meeting and its mighty holiday treks, but for all that it has been a real tonic—a great Easter and incomparably the best of the last six. With the thrilling news there is the comfortable feeling that this is the last austerity Easter, and that the next 'first holiday of the year' will be a real holiday: freedom at last. All realise only too plainly that the end of the war in Europe does not mean the end of hostilities; that the Japanese war, which has gone more favourably than many anticipated, has to be concluded before every hand can be turned to rebuilding civilisation. All, too, are well aware that the peace has to be won in addition to the war, and that 'peace and plenty' can only come from work in plenty. At this period it is well to pause a moment and recall that at the beginning of June last year the German Atlantic 'Wall' had still to be pierced. There was the colossal, frightening task of 'bridging' the Channel. In these few months the British and American Forces have liberated France and Belgium, smashed the vaunted Siegfried Line, bridged the fast-flowing Rhine...The feat—the multitude of feats—almost passes comprehension. All honour to the armies, the navies, the merchant navies, the air forces and those tens of thousands who have laboured to provide the 'tools' and to keep the Forces serviced. This nation can be very proud. Thanks to those mighty efforts it is no longer a case of looking to the future with sober confidence but with great expectations. Perhaps even before next Easter, in view of the statement at the Motor Cycling Club's meeting last week, there will be that familiar statement, 'See you on the Land's End.'"

SERVICEMEN IN ITALY formed the Frenzy MCC and within a week staged a trial in Central Italy "where the steep hillsides and wooded slopes made suitable natural hazards easy to find. Here they had plotted out a nice seven-mile circuit containing nine observed hazards—and quite a number of unobserved ones. Three laps of the circuit completed the course. Although the trial was held less than a week after the club had been formed, 87 riders turned up at the start. Some idea of the enthusiasm of Army riders is given by the fact that several of them had travelled over 100 miles to the start (including one unsung hero who had come straight off night shift) with nothing more to guide them than a three-line paragraph in an Army newspaper giving the time and map—

reference of the start. Signals provided 36 of the 87 starters and RASC and CMP the bulk of the others, though actually no fewer than 25 different units were represented, showing how widely those indefatigable griff-merchants, the DRs, had scattered the news. American units had an open invitation, but only two American riders turned up, and one of those, considering discretion the better part of valour, rode a borrowed British machine. The other hero, Pte Clem, of USA Ordnance, rode his Harley; hampered, on the unfamiliar going, by the low clearance, the weight and the foot-clutch, hand-gear-change of his mount, his footings and stops were numerous, but he succeeded in completing all three laps, a performance which earned him considerable admiration for his pluck and guts."



L-R: "Dvr Wilson, RASC (350 Matchless) just before he charged the observer on the steep and rocky Hazard." "Sgmn Hamilton, R Signals (350 Ariel), just before he slid to earth on Hazard 4." "Cpl Walker (RASC) on a hazard which is somewhat reminiscent of the Scottish Six Days' Trial."

"WHILE THE ROAD SAFETY Committee presses strongly for a wide extension of motor patrols, it does not point out what is essential to the efficiency of a safety force, namely, that if be equipped with solo motor cycles. The crowded roads in the war areas have stressed what many may have forgotten in the passage of time since our roads at home were crowded—that the only vehicle which can weave and zipp [sic] through traffic is the single-track machine, the solo motor cycle. What is needed in any safety force is a large number of very highly trained motor cyclists properly equipped as regards machines and clothing."

"NOW FOR SOME 'SHORTS'. What was it that caused you to become interested in motor cycles? A letter the other day said that the cause of the entry of the writer and his wife into the great game was fish and chips—the latter were wrapped up in some pages from The Motor Cycle. • • • A letter from the other side of the Atlantic deplores the use of the words 'sparking plug'. Apparently putting the 'ing' on 'sparking' gets him down. Methinks that if we used 'spark plugs' there would be many more letters! • • • Down in Surrey last week I noticed at a road fork the word 'London' had been painted on the road surface in mighty letters—this plus an arrow, rather an insignificant arrow. I am not sure whether I like road signs painted on the road or not.

"IT WAS IN ABOUT 1925, I suppose, when I arrived home from the TT with several plug 'thimbles' in my pocket. They were beautifully made cylindrical affairs for screwing on and protecting the business ends of sparking plugs and for as long as 18mm plugs were the custom I made use of them. Presumably they were machined from the solid and were too expensive to be given away with plugs bought over the counter, so the ordinary rider still carried on with the risk of the sparks end of his spare plug becoming useless owing to dust and fluff. Later there were caps die-cast out of some zinc-base alloy and still more recently tin-plate thimbles. Now there are black plastic caps made in different lengths and diameters and with two or three threads moulded inside. Some were sent to me last week. They are as neat as can be. May one hope that they will be issued with spare plugs when the war is over or made available at a penny or two? Motor cyclists certainly do need something of the sort."



"Fanatical Nazis decided to hold on to Stadtholm, due west of Munster, in the face of the Allied advance. So the RAF went in—with this devastating result. Bulldozers had to clear a path before the transport columns convoyed by these Army motor cyclists went through."

“PADDLING IN THE LAKE were four or five kiddies. One in a bathing costume suddenly, leant down, felt around for a moment and pulled up something which looked for all the world to be a sidecar body of natty design. There were neat bows, a cutaway in the middle for a passenger and a well-curved stern. When it had been removed from the depths and emptied I saw what appeared to be three wooden plugs on the underside. Was it a sidecar, a one-man canoe, or what? It was obviously made of sheet metal. A man strode over to have a look and came back with the information that this ‘boat’ the kiddies had found was an extra fuel tank dropped by an American aircraft. I could not help thinking that here seemed to be a sidecar body almost ready-made.”

“ONCE UPON A TIME at this period of the year there was a hue and cry for motor cyclists who had lively reliable machines and could ride them; they were wanted for running films of the Derby from Epsom to London. Lately the DR work has been of a very different nature and what brought my thoughts back with a jerk to those peacetime days was hearing that once again motor cyclists’ services are being sought for running films. It is not films of the Derby, of course; no, films of ‘Vic-tory in Europe’ day.”

“GOOGLES USED FOR high-altitude flying have heater elements in the laminated plastic lenses to prevent misting and frosting.”

“MANY A LETTER reaches us from lads serving in Burma, but never do there appear to be pictures of motor cyclists really doing their stuff there. Perhaps when the war in Europe is over more news and pictures will be arriving. I hope so, for it is obvious from the letters we receive that a sterling job is being done, under conditions which often amount to the seemingly impossible. Just glance at this extract from a letter we had from a BQMS last week: ‘I can tell you from experience that the going is the roughest it ever could be. There is the odd surfaced road, but in the main we have to ride over the virgin ground—ploughed fields, paddy fields and just whatever country has to be traversed. After a few vehicles have gone the same way the route becomes a rough track, rutted, full of potholes and at least six inches deep in powdery dust that is worse than sand to ride through. Bottom gear is the order of the day and speeds over 10mph are very rare indeed. To add to the fun, steep-sided ‘chaungs’ (streams) abound, and it takes some riding to get through one at all, with no thought of doing it clean. If you survive the slide down the bank and get through the water without being ‘drowned out’, it is a dead cert you’ll never get up the other side without help. I do not often ride now, but a day in the saddle makes me wonder how both men and machines stand the racket, but somehow they do.’ My correspondent yearns for low weight, plenty of ground clearance, a large-section rear tyre and a multi-cylinder engine with plenty of power low down, and ends: ‘We get specially designed vehicles, so why not the same treatment for motor cycles?’”



“LINE-UP FOR ARNHEM: A glimpse of men of the 2nd Army getting their vehicles and equipment aboard landing craft which later sailed up the Rhine and took Arnhem. The motor cycles are, of course, Teledraulic Matchless models—appropriate in view of Matchlesses being, with the 125cc Royal Enfields and James-Villiers, standard equipment of our Airborne Divisions.”

“IT IS NOT OFTEN that a solo motor cyclist is thumbed by a Serviceman seeking a lift. One evening last week I was thumbed by a soldier, a wounded man convalescing. I might have guessed it: he was one of the ‘Red Devils’—a man of the 6th Airborne Division. His one fear was that his wound might mean that he had to leave his cherished formation. When I dropped this superb pillion passenger—superb in spite of his damaged right wrist—he said that for the half hour or thereabouts he had lived; the run had freshened him up to a degree that, he said, was unbelievable, totally different from a journey in any other vehicle. He added that he longed to have a motor cycle of his own. Good old ‘Red Devil’; may both your ambitions be fulfilled—stay with your elite Division and have the joy of a good motor cycle of your own.”

IN SUSSEX ANTI-TANK concrete blocks were painted white and used as roadside markers.

THE COST OF ALUMINIUM fell nearly 25% from its wartime level.

A NORTON FOUND dumped in a West Country river was believed to have been used by a German POW who escaped from a camp at Bridgend, Glamorgan.

THE MINISTRY OF WAR TRANSPORT issued a report on road safety which included plans for “vehicle testing on the American lines” and the formation of specialist traffic police units in every police force.

PLANS WERE AFOOT for an aerial car ferry from Portsmouth to Ryde on the Isle of Wight.

WHITAKER'S ALMANAC, in its annual analysis of road accidents, dropped the phrase “pillion passenger in favour of “pillionaire”.

THE BIRMINGHAM COUNCIL for the Prevention of Accidents reported that 90% of 156 fatal road accidents in the city were caused by pedestrians.

ARGENTINA CHANGED its road rule, if not its politics, from “keep left” to “keep right”; the British Chamber of Commerce in Buenos Aires suggested that the British Empire should follow suit.

JUST BEFORE VE DAY Edward Turner presented the 400,000th motorcycle produced for the armed forces to Brigadier KMF Hedges DSO OBE MIAE of the Ministry of Supply. The bikes came from Ariel, BSA, Excelsior, James, Triumph and Velocette.

BSA AND EDWARD TURNER patented a spring loaded telescopic centre stand housed within the frame.

FEWER THAN 2,000 motor cycles were registered in Japan. Japs had 18000+ Rikuos (Continent King).

“WEST AFRICAN DRs of the 81st Divisional Signals, serving in Burma, have much in common with their brother Don Rs serving in other British formations. They are ‘the lads’ of the unit, possess the same spirit of comradeship, and are ‘motor cycle mad’ in their talk. They, too, have developed the DR spirit and efficiency that is proverbial. They were trained on the reliability trials system by two section NCOs, Sgt CFG Baker and Cpl HA Edwards, who are both pre-war trials competitors. The standard of riding among the Africans is excellent. They have learned the value of throttle control, and some are really good in deep water and thick mud. Life for the African DR is not all motor cycling, however. Owing to the terrain and lack of tracks and routes, they often have to resort to Shanks' Pony. Once a service had to be opened between two formations of the Division. The distance was 24 miles. The jungle track used was so difficult—with numerous hills, rivers, etc, to be traversed—that this distance usually took 3-4 days by normal ‘all day’ marching troops. By having five relay posts between the two formations, the mail was got through in one day, the actual time taken being less than 12 hours. Even when a jeep track was cut, it still took a full six hours—if you didn't get stuck on the way! During the Division's spectacular advance down the Kaladan River, DRs operated by using ‘kistles’—a kind of Burmese canoe. They seemed to be very happy dashing up and down in these tiny canoes which, when skilfully handled, are capable of a fair speed. These DRs have a choice of mounts. Experienced riders have great faith in the 16H Norton.

Apart from being reliable and accessible, these machines are praised for the good ground clearance, pulling power at slow speeds, and amphibiousness in deep water. Moreover, the 16H does not seem to be troubled by overheating when ridden in tropical climates. Yes, these West African DRs are certainly 'lads of the unit'."



"...the DR spirit that is proverbial."

"SOME FOLK HAVE had luck. A repatriated prisoner of war, a Flight Sergeant, was on the telephone last week. He was posted missing for a long time and, with doodles and rockets falling around his home, his parents decided that the wise thing was to get rid of

his 1,000cc Ariel while it was still in one piece. He returned to England bursting to be on his beloved machine to find that it had been sold. Now the poor soul is searching around for something with two or more cylinders and at a not-impossible price with which to replace it. May he find a dream bike and that soon."

"SOME PICTURESQUELY NAMED American motor cycle clubs recently noted: El Camino MCC, Elkhart Rangers MCC, Nite Hawk Riders MCC, Warren Buckaroos MCC, Yellow Jackets MCC, Two-Tired MCC, Rhinelander Shorty MCC, and Jersey Eagles."

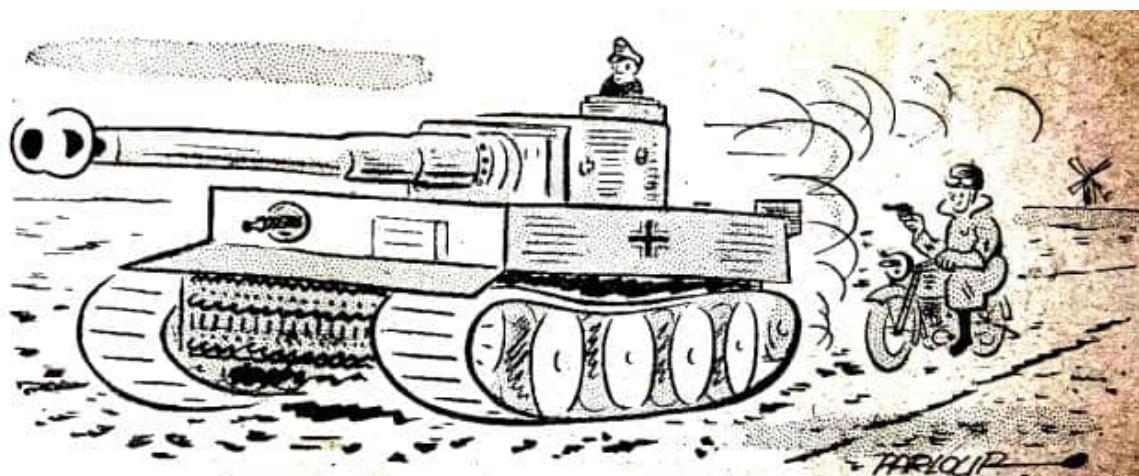
"SIRENS silenced, EVACUEES RETURN from the country, more lighting restrictions abolished, the news that Post Offices were getting petrol coupons in readiness—these were some of the back-to-peace news items that made everyone feel happier last week. And now June 1st or July 1st are being spoken of as possible dates on which basic [petrol ration] will restart."

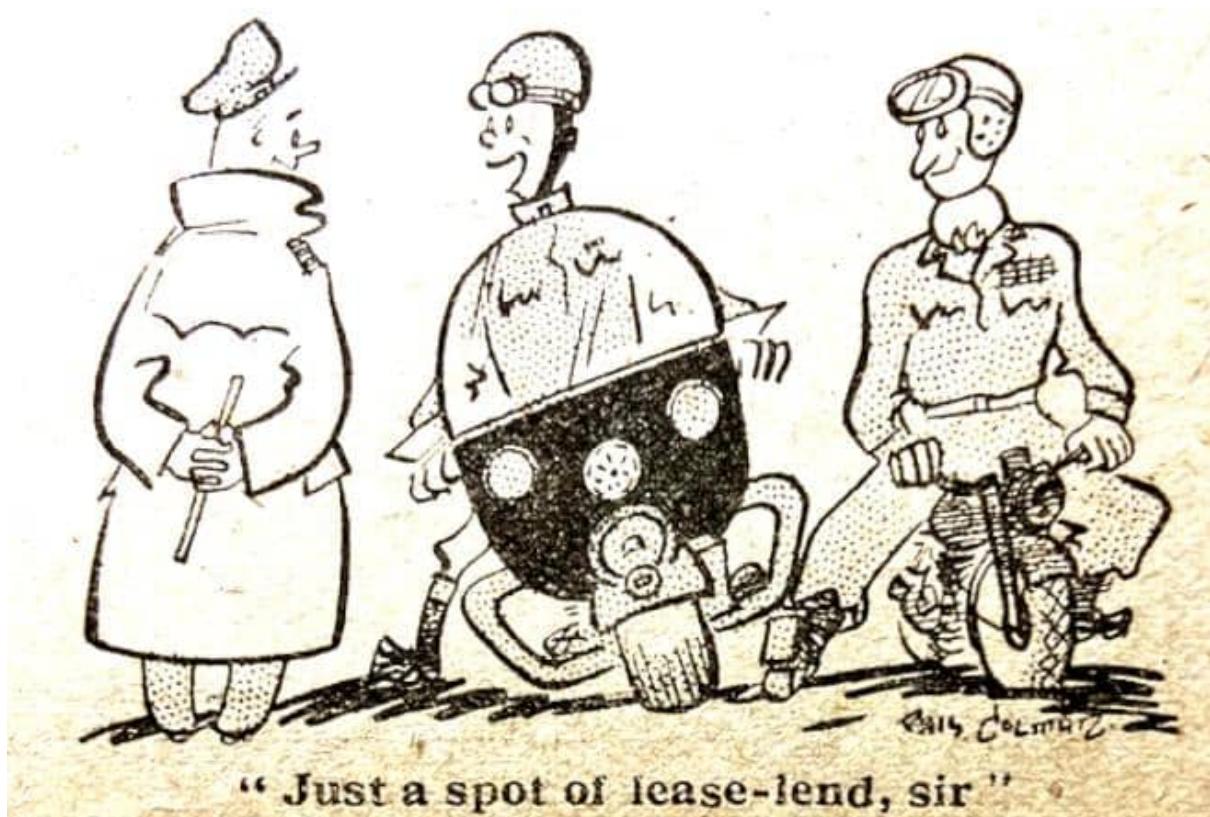
"A RECENT PATENT relates to electro-magnetically operated valves (poppet type) for internal combustion engines. Current for the windings, of the electro-magnets is provided in timed sequence via a rotary switch or distributor driven in accordance with engine speed."



"AS WE CLOSE FOR PRESS there is reason to anticipate that this number, unlike its 296 wartime predecessors, will be late in reaching readers—V-E day will have intervened. We share with all, their feelings of thankfulness. It has been a long trail, but as Hitler stated in *Mein Kampf*, 'the British nation can be counted upon to carry through to victory any struggle which it once enters upon.' For once he was truthful. Britain, who for more than a year alone, unarmed except for her courage, the sole bastion of humanity, has with the aid of her allies emerged triumphant. Not only is the foul Nazi tyranny at an end, but Germany at last has felt the full weight of war and suffered the devastation and

desolation, but not the brutalities, she has wrought on others. Combined with our feelings of thankfulness is one of great pride. We think back to Dunkirk, Alamein, North Africa, Sicily, Italy and D-Day, which, extraordinary as it seems, was but 11 months ago. Many thousands of miles, and now Germany completely defeated—occupied by the Allies. We think of the blood and sweat and tears: of the Royal Navy, the Merchant Navy, the Royal Air Force, the Army and those who toiled to provide 'the weapons and necessities of life—yes, and of those, both Servicemen and civilians, who have passed on. We are especially proud of the fact that motor cyclists, with the great skill that motor cycling has given them, have played a very big part, as motor cyclists, pilots, key personnel in factories and in many another technical sphere. Thanks to all these great efforts—the labour and heroism of ordinary people—the Great Day has arrived. It is not the end: that is appreciated by all. There remains the war against Japan, a further mighty conflict, and the great task of winning the peace. Britain has given her all and must build again. She will not flinch or fail, and from now on there is the feeling that the skies are clear—that it is a case of 'up' and 'up'. Onward to victory and to peace —true peace!"



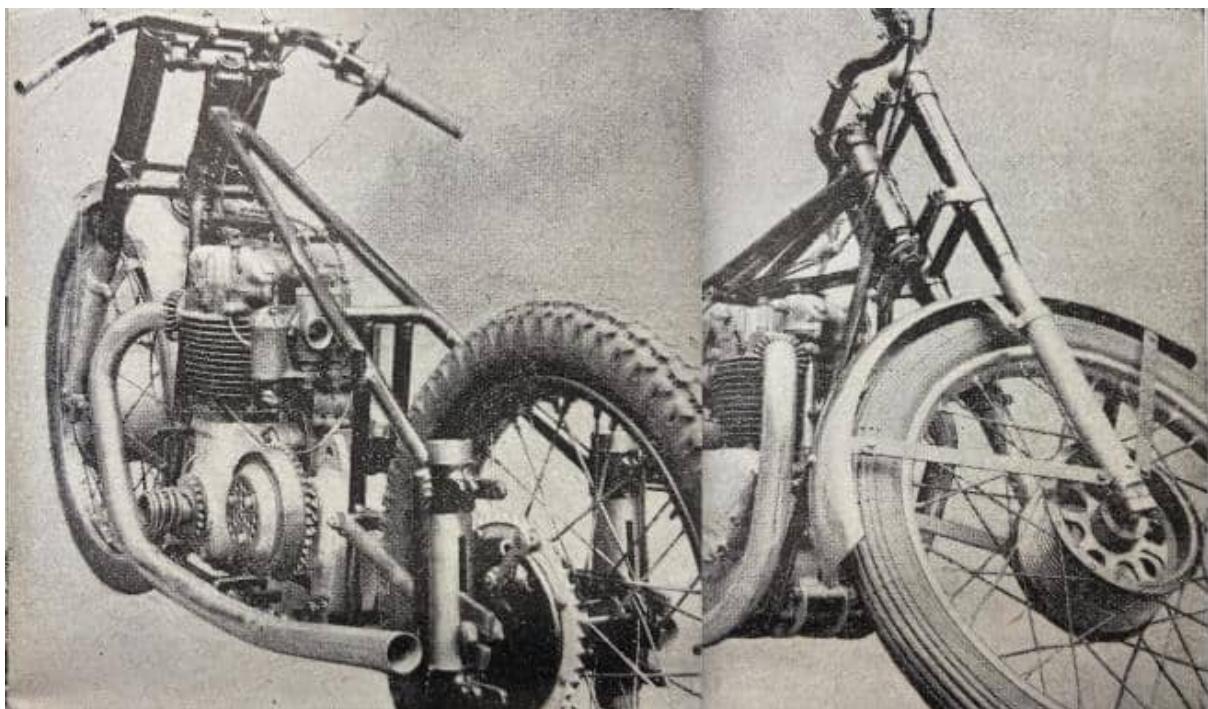


“EVEN TO-DAY, IT SEEMS, many Servicemen are not aware that special vehicle permits and petrol allowances are available to owners of motor cycles or cars who are on leave from service overseas, in ships afloat, or with operational air crews, or who are repatriated prisoners of war. Many more are not sure of the details. In addition, there is a new Order whereby those serving in France, Belgium, Holland, Luxembourg or Germany can, owing to the comparative shortness of their leave, authorise people at home to obtain the vehicle permits and petrol coupons in advance, so that everything is ready when the leave begins.”

A MAN WHOM I regard as one of the greatest experts on motor cycle electrical equipment was at Dorset House a few days ago. As well as being an ardent motor cyclist of very wide experience and having spent years on electrical work connected with motor cycles, he is one of those electrical No 8 Hats. He, as you might imagine, embarked on the topic of electrical sets of the future. His belief is that coil ignition should come—indeed, will be the thing only a few years hence. For myself, I have merely the past as my guide, and, as with many others, the past did not impress me. He maintains that coil sets can be 100%. There is no reason for trouble with contact-breaker points, with condensers or with anything else; it is merely a case of making a set that is the best possible and ceasing to think of coil ignition as a means of scraping and saving. I pass on his comments, because are we not nearly all thinking of what has been instead of what can be and must be?”

“ALTHOUGH I TRAVELED all over the Middle East during my period of service and enjoyed most of it, I must say that this country and its scenery and its roads are the best. I have found the leave petrol ration a great boon. Enough to get a memory of the old days back once more. In my few runs I have been much impressed by the wealth of wild flowers. Is it due to the protection from ruthless picking caused by the present restricted travel conditions or the extra special appreciation of them gives me more acute observation? At all events, I see flowers in hedges I am sure I never saw so near the town ever before. I found the roads far better than I expected, and the countryside much as it used to be except for the large Services installations. As regards motor cycles, I have worked on them during the whole of my overseas service under many conditions. They have their faults, but my greatest trial was keeping oil in and nuts tight. The fitting of serrated lock-washers to all nuts seems to me to be long overdue, and I shall, invest in a set for my own bus when I start on it again. Side-valve engine valve-covers are, to my mind, great offenders in oil leakages, even more than ohvs. I have no ‘ideal’ machine, and most of those proposed cannot meet normal production requirements. There is no doubt chromium is very attractive, and properly done, it will last. The Tiger 70 I now use, stored in September, '39, creates quite a sensation in town, for the chrome is as good as ever, and the date of the bike is August, '37. I have definitely decided magneto for the simple reason the T70 has one, and as the battery was unserviceable, and I couldn't get one anyhow or anywhere; the magneto was the one thing that enabled me to enjoy my 28 days. Quite an interesting fact, that. I want the pros and cons of both systems, but the mag on the Tiger is as efficient as ever. While overseas I found it imperative on the vehicle coil system to give them a complete check-up every month to get satisfaction, but it wasn't necessary to do so on the DRs' magnetos. The dynamo and regulator trouble doesn't bear thinking of as regards motor cycles. On the bikes they are much too frail and small for their job; bearings, windings and resistances all suffered in turn. As for as the coil ignitions on cars went, they seemed to give rapid point and bearing wear, but the dynamos and regulators took it well, being of generous proportions. Another item of interest. I sampled all the foreign machines, military and otherwise, and was not generally impressed apart from the spring frames. They are more necessary in these countries. and seemed always in pretty good condition. I came across a Royal Enfield 225 two-stroke early this year. It had been hidden in 1940, and when the wiring had been replaced and ignition checked, it started first kick on the petrol mixture still left in the tank, thus settling another argument to my satisfaction. I received 80% of my copies of The Motor Cycle, and they went round and round until they were quite worn out with the handling. The most popular items I thought were the Bitzas and the various race stories reprinted or told by a rider. I must thank you for keeping the ‘Blue ‘Un’ so interesting under the present difficult conditions; they have brought me many pleasant hours, memories and pals out there, I look forward to the time when we get our nice fat show numbers again.

K Lewton, Bristol.”



"Glimpses of a 50in wheelbase twin which 'Smoky' Dawson intends to use at Donington and in the North-West '200'. For test purposes the machine has a Triumph Tiger 100 engine, fitted with two neatly disposed Amal carburettors. On the left is a view of the machine in its partly built form, showing the straight-tube welded frame and the Dawson rear springing. On the right will be seen—minus their Girling shoe assemblies—the Dawson dual front brakes. These latter Dawson Motors, Wolverhampton, propose to offer as a proprietary article, such as is the case with the rear springing and the telescopic forks. Dawson feels that a short wheelbase can be very helpful on a number of courses, and proposes putting the idea to the test. He intends, after the war, marketing a hyper-sports mount for those who wish to 'have a go at the odd spot of racing'. The estimated weight of the machine is 285lb."

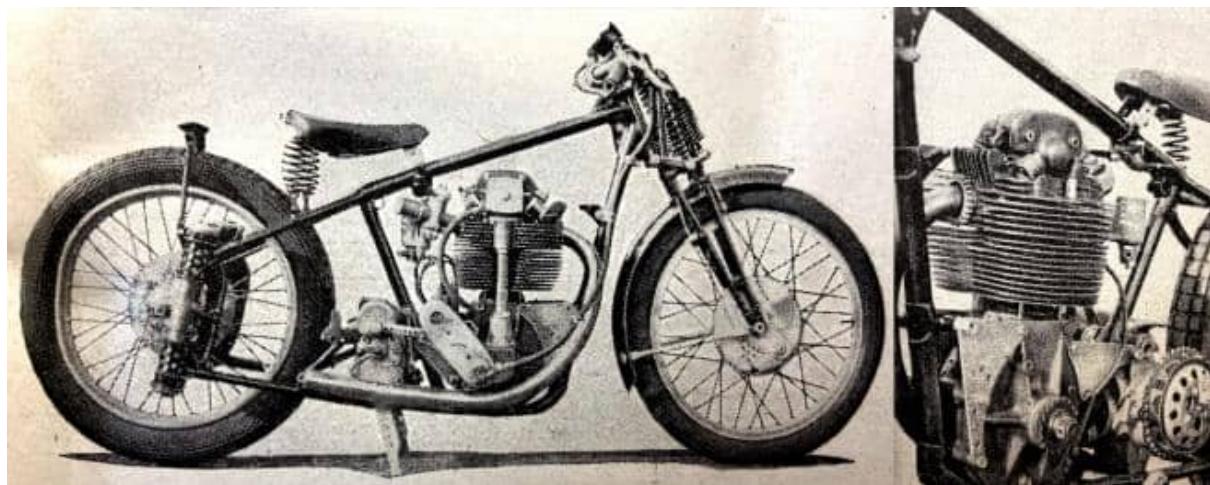
"ARRANGEMENTS to build a speedway round the Rugby Football Ground at Bradford have just been completed by Mr John S Hoskins, writes 'Talmage'. The track is to be laid after the end of this month, and will be nearly a quarter-mile to the lap. Racing is expected to begin in July. From the speedway firm's view-point, there is said to be accommodation for over 70,000; the ground is a 2d ride from Bradford Station, and only eight miles from Leeds. Mr Hoskins is determined to have all new riders at Bradford, and will give a try-out to all keen youngsters with any equipment, whether their previous experience is of grass-tracks, hill-climb events or sand racing. Applications in this regard should be addressed to Mr Hoskins at Odsal Stadium, Bradford Football Ground, Bradford, Yorks." More than 25,000 war-weary Londoners packed into New Cross Stadium.

"MR EDWARD TURNER, managing director of Triumphs and designer of the Tiger 100, the Speed Twin and the Square Four, is off to the United States on a business trip."

"ACCORDING TO A news item in the London Evening News, a Home Guard retaining his leather jerkin, denim blouse and trousers, motor cycle gloves, goggles, crash helmet, etc, will have to pay £6. Most HGs are surrendering their equipment."

"ALTHOUGH THE LATEST Triumph programme contains much that is appealing, I was rather disappointed to find that the side-valve twin job is not listed in either 500 or 350cc capacity. I earnestly hope that they may see fit to put it on the market later, in both capacities! Personally, I think that a 350cc job would be really ideal for the 'man in the street' (that 'stock' term again!) as being a comfortable machine to ride, economical and requiring considerably less maintenance than even the Model 3T de luxe.

FC Critchley, Middle East Forces."



"Two views of a machine which Francis Beart has built for high speed with reliability. The make is obvious, namely, Norton, but what is the capacity of the engine? Beart cut the fins—the added portions of fin—from sheet aluminium and welded them on one at a time. The engine is a 350cc single-cylinder."

"I WAS OUT with a squad of trainees on cross-country when I missed one of them. I found that he had had ignition trouble and, in taking out his magneto points, had lost the spring one. We had a good look round, but could not find it. I thereupon took the tin tray containing chain spares, and, with the scissors from the puncture outfit, cut a piece of tin the same shape as the spring point. The contact end was slightly bent to make up for the thickness of the point. I punched a hole for the fixing screw and fastened it in position. Not being spring steel, this new arm would not close automatically. To overcome this I cut a piece of rubber patching and packed it between the bridging piece on the adjustable point and the back of the make-do spring point. Then I adjusted the gap by bending the tin. Everything worked OK, and the trainee finished his day's training with this improvisation.

RAC (Cpl) WH Hartley."

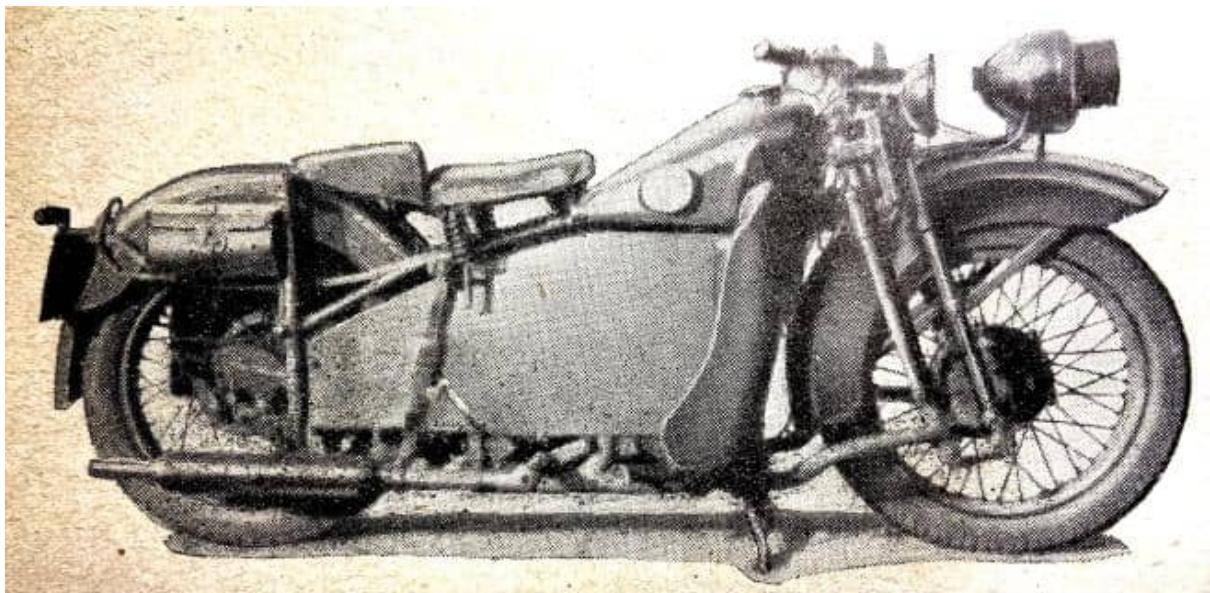
"WE WERE OUT on night training with some trainees, and they were doing 'stoppages in the dark'. While stripping and replacing the contact-breaker assembly, one Norton rider

dropped the fibre tappet. Seeking for it in mud and farmyard manure was hopeless, but I had the sudden brainwave of using a piece of wood. Alas! no wood anywhere near. Then I recalled that all good DRs carry a pencil! A few minutes with a pen-knife, and the result worked. I told the man to get a new tappet next day, but he forgot and so did I—the piece of pencil worked so well. We eventually fitted the correct replacement after the piece of pencil had done 250 miles—a very good ‘get-you-home’ tip, I think everyone will agree.

L/Cpl RC Johnson, Yorks.”

“SO MOTOR CYCLISTS are again to have the boon of a basic ration: of two or three gallons of petrol per month, according to whether their engines are under or over 250cc, to be used as they deem best. For those who for 2½ years have been off the road Mr Churchill’s announcement last Thursday that ‘a modest basic ration...freely at the disposal of all private cars and motor cycles will be introduced within 30 days of now’ was thrilling indeed. It helped to drive home the still almost unbelievable fact that the war in Europe was really over. The RAC, in one published statement, put forward the view that the allowance is a very poor one; that it should be much larger. We regard the Government’s prompt announcement—merely two days after ‘Victory in Europe’—as highly commendable and the allowance as meaning much in both pleasure and convenience. Further, this is not the end, but the beginning, and instead of the ration being reduced with the passage of time, as was the case during the war in Europe, it can be expected that it will be increased until one day, not very far ahead, we trust, all petrol restrictions will be removed.”

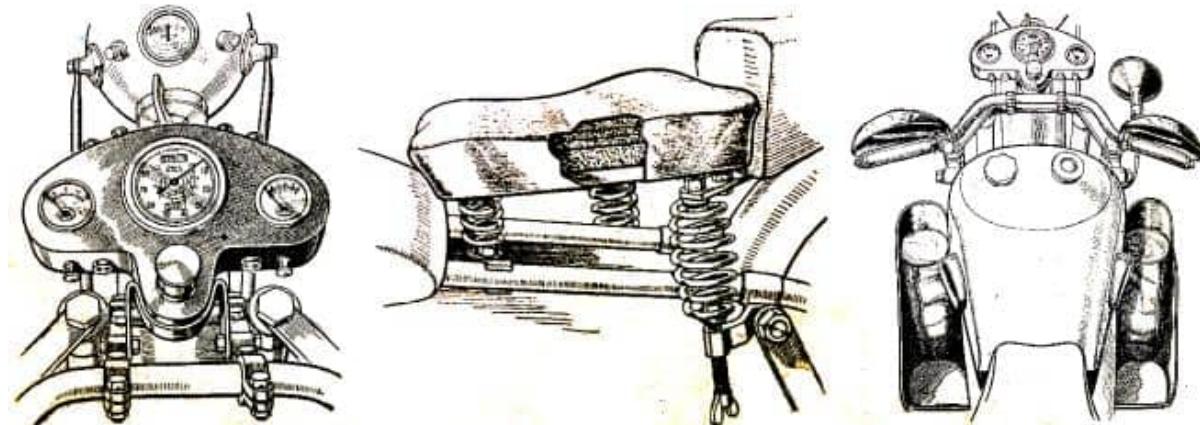
“NUMBERS OF MOTOR CYCLISTS in normal times think nothing of owning 10 machines in as many years [‘Talmage’ wrote], but comparatively few, I suggest, have remained faithful to one mount for 10 years, and, during that time, ridden it 80,000 miles. Such is the experience of a reader who has sent me particulars from a carefully kept log; and since such subjects as enclosure of the works, multi-cylinder engines, spring frames and other-than-girder-type forks are much under discussion with reference to post-war design, this reader’s 80,000-mile experience with a built-to-special-order, ohc, four-cylinder, spring-frame model is of abnormal interest. From time to time he has incorporated various modifications, as and when they seemed desirable or to bring the machine nearer to his ideal; these include partial enclosure of the engine. He wishes to remain anonymous as far as publication is concerned; nevertheless, I propose to let him do most of the talking. Towards the end of 1931 an order was placed with the OEC concern for a duplex-steering spring-frame OEC motor cycle ‘to the 500cc specification—as shown in your 1932 catalogue—but fitted with a Matchless 600cc four-cylinder engine with coil ignition, four-speed gear box,



"The legshield and side-cover can be removed in one piece after taking out five screws. The tyre inflator is mounted on the off-side steering head."

Lucas 7in. head lamp, Nife battery and legshields'. The Silver Hawk engine has been de-carbonised 21 times in the 80,000 miles. The main controlling factor was sticking valves, oil working its way down the guides and being burnt on to the exhaust valve stems until the valves were prevented from closing. Modifications—consisting of increasing the diameter of $\frac{1}{8}$ in holes for draining the oil from the valve-spring chambers and making various other grooves and holes—resulted in the mileage between decokes being about doubled. The original valves are still in use, but several sets of springs have, of course, been fitted. In spite of the excess of oil in the valve spring chambers, there would frequently arise a pronounced squeak from a dry valve-stem end-cap. This led to the making of a new set of caps, each incorporating a small reservoir for oil. These new caps have been in use for 50,000 miles with negligible wear, and the tappet chambers are never opened between de-cokes. A check of clearances before strip-ping never shows a variation of more than 0.002in above the original settings. Engine noise, says my correspondent, has been appreciably reduced by fitting $\frac{5}{16}$ in thick aluminium covers to the valve-spring chambers in place of the standard sheet-metal covers. After 55,000 miles the cylinder block was rebored. The rebore improved oil consumption. At the last decoke, maximum bore wear was 0.001in, after 25,000 miles. Originally the engine had a habit of misfiring at low revs. This was cured by opening out the holes through the baffles at the ends of the sparking plugs, ie, the $\frac{1}{4}$ in diameter hole connecting the plug hole with the combustion chamber was in each case increased to $\frac{7}{16}$ in diameter...At 55,000 miles the primary chain was replaced as a precaution...although the old chain showed a difference in length between push and pull of only $\frac{1}{8}$ in in 30 inches. The rear chain, never removed except to fit a new one, has been replaced four times, ie the fifth chain is in use. Except for being supplied with oil and opened up to alter the gear ratios

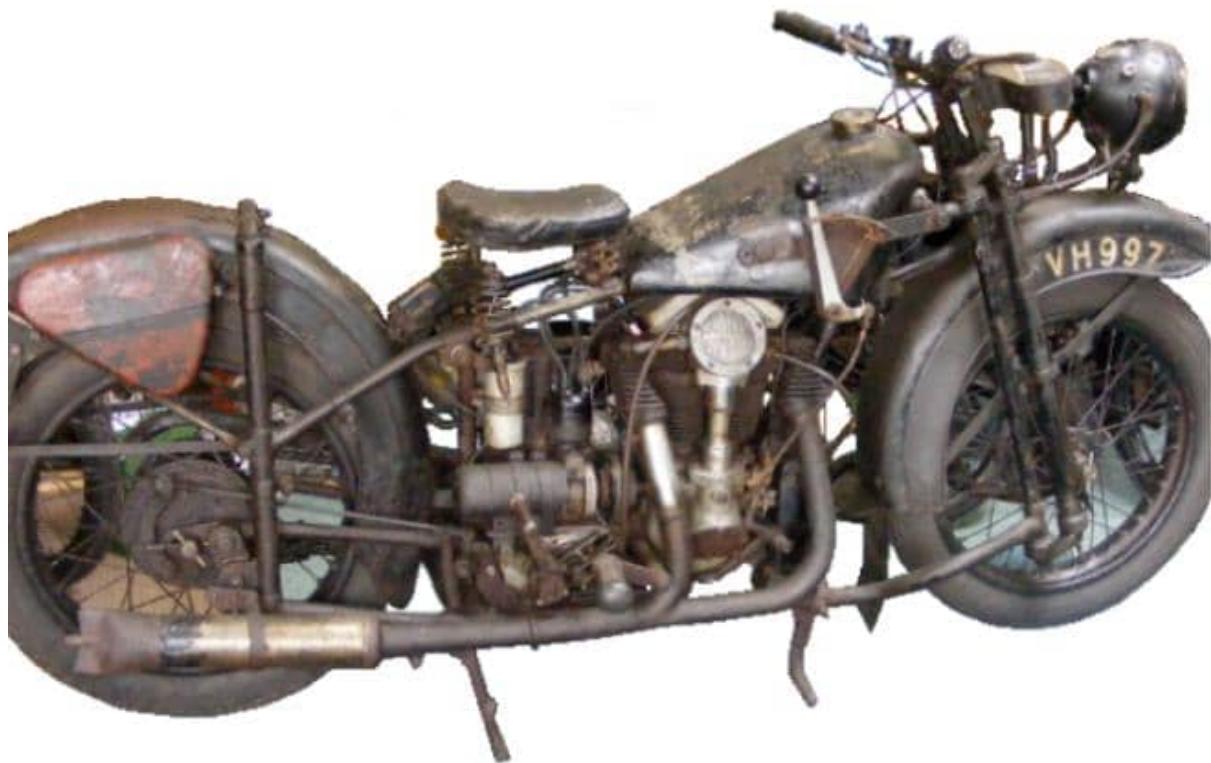
and to reduce the pressure of the plunger on the cam plate, the gear box, a four-speed Sturmey-Archer,



L-R: "Mounted over the steering heads, the instrument panel has a detachable bottom, and houses oil pressure and battery gauges, a gear box-driven speedometer which also indicates the engine revs, and a lamp. Around the panel are six push-pull switches—one each for the panel light and battery gauge, two for the handlebar heaters and two for the spotlight." "A frame incorporating longitudinal springs, sponge rubber, two layers of felt and a waterproof cover comprise the saddle which has suspension springs at each corner and finger adjustment for height." "Hand windshields and legshield pockets add to the comfort and convenience. When the handlebar heaters are fitted, their leads plug into the sockets at the back of the instrument panel."

has received no attention. It has, states its owner, 'had comparatively colossal use in the indirect ratios, as night riding is almost completely done on indirect ratios in order to provide sufficient current for lamps and radiators'...Running in oil, the clutch cork inserts were worn out in 25,000 miles, and were replaced by corks obtained from a local chemist for sixpence. These latter have already done 55,000 miles. My correspondent raises the point, 'Do chemists use better corks for medicine bottles than some gear box makers did for clutches?' Ignition is by a combined dynamo-coil-ignition unit. During the first two years it was necessary to replace four condensers and two coils. The third coil was obtained from an old American car and cost 1s. This coil, and the condenser fitted at the same time, are still in use, which in view of the length of time and the mileage suggests that coil ignition need not be troublesome. Originally the ignition control was by Bowden cable from a twist-grip on the left handlebar. An automatic control was made, so arranged that two-thirds of the available advance took place automatically at about 1,500rpm; the remaining advance was obtained by the hand control. The automatic control wore out after 50,000 miles and has not yet been rebuilt...Legshields and side-covers for the engine are fitted. Each side-cover has an area of 400in² and is made from 20 gauge sheet iron. Five screws secure the legshield and cover to the machine on either side, and the two are removed in one piece. My correspondent states: 'No attempt has been made to provide any ribbing or bracing in order to reduce

possible drumming as this, if any, is completely merged into a background of noise in which carburettor hiss and tyre whine are prominent.' Each legshield is equipped with a pocket which provides approximately 180in³ of space and is closed by means of a zip fastener [*this is an early use of the modern spelling of 'zip' which had previously been known as an 'instant fastener' with the nickname 'zipp'. Obscure but true—Ed.*]. 'All chromium plating was covered with black paint on the day of the machine's arrival,' states my correspondent; he continues: 'Cleaning is regarded as a nuisance and never exceeds half a minute on three or four occasions per year.'



I took this pic in Sammy Miller's excellent museum a few years back and reckon this is the bike featured in the Blue 'Un.

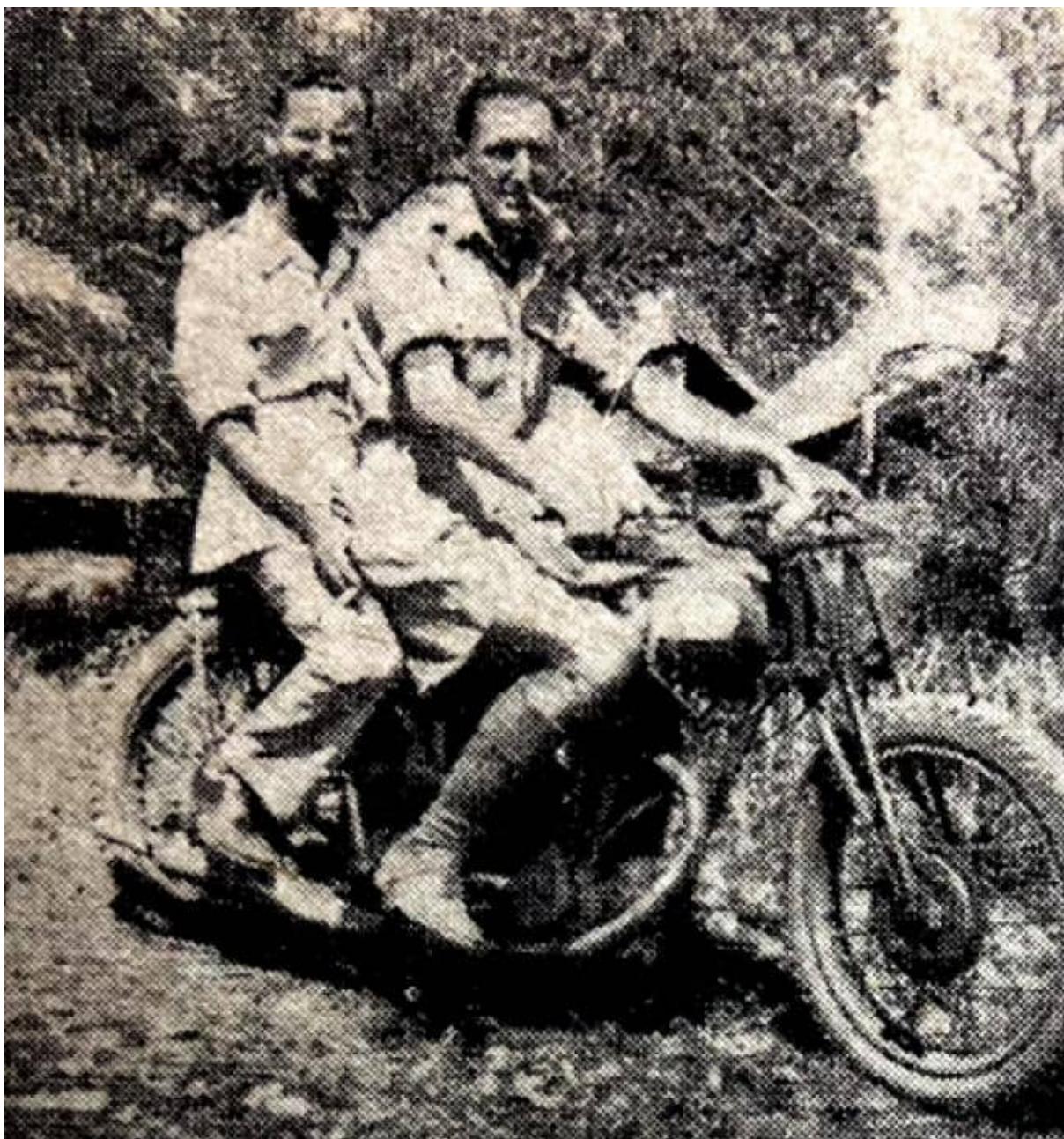
For carrying luggage, a sheet-iron box is attached to the machine at the near side of the back wheel. It holds an attaché case measuring 18x12x5in, and is fitted with a lid 3in deep; the latter is said effectively to exclude all rain. A local blacksmith made a stand for the machine, and this is fitted between the engine and the front wheel. The stand is 17in wide. The machine is rolled backwards on to it before the rider dismounts...Finally, the owner of this very thought provoking two-wheeler writes: 'It is recognised that the machine is a horrible contraption, that everything is clipped on, that it ought to be blown over in every side wind, that it ought to seize up due to overheating, that the crankcase ought to ground at every bump in the road, that the steering ought to be ruined because of the loose saddle, that it ought to fall to pieces through lack of repeatedly following up all important nuts, but somehow it keeps going...Fuel consumption before the war was between 60 and 70mpg. On 'pool' petrol it dropped to 40-45mpg. This was improved to

a general average of 98mpg, ranging from 95mpg in winter to 105mpg in summer...It has travelled 80,000 miles in 10 years, it has been in every town in the country and quite a lot of the villages, and has provided many hours' diversion besides being a key to the open country." Also described in Talmage's report are an upgraded primary chain tensioner; repeated changes to gear ratios; mods to the rear-wheel bearings following a seizure; "changing the operation of the rear brake from cable to rod reduced. by about 300% the effort to apply it"; upgrading the seat; modifying the fuel tank to do away with the pipe connecting the two sides and doubling capacity to four gallons; fitting a fuel gauge and filter; upgraded headlight and an adjustable spotlight; a 6in cooling fan; instrument panel; handshields and handlebar heaters.

"AS I READ 'Talmage's' story of the 80,000-mile OEC-Hawk I reflected that it forms an admirable demonstration of a manufacturer's problems with a new model. Here we have an engine most conscientiously produced by one of the very best makers in the world, and painstakingly tested before production. Yet in prolonged private use, an owner discovers that the valves both stick up and tend to run dry; that carbonisation is far too rapid; that engine noise can easily be reduced; that the front chain tensioner is faulty, and so forth. (Remember this is written of a 1931 model.) From this record we can imagine the anxiety of a designer who seeks to hustle a new model into production for the post-war market. Bench tests are not enough, since the varying temperatures of the road plus the incessant throttle changes create quite a different set of conditions. Car designers have more than once packed a gang of drivers aboard an experimental chassis and despatched it to cover 50,000 miles on Continental roads in a fantastically brief period. Luckily, science has made great advances since 1931, but even so we must be patient and not clamour for brand new designs in too great a hurry. Incidentally, several readers are eager to learn the weight of the four-cylinder OEC-Hawk."—Ixion

"JUNE WILL REVIVE MEMORIES of those far-off days when the end of a fuel ration period was in sight, all coupons spent, the tank containing an unknown quantity, and a ride in view for which that quantity might not be adequate. There are, brothers, only two expedients available. One is to retain one unexpended coupon as an iron ration for emergencies. The other is to adopt precise measurements of tank contents, gallon mileage, and trip distances. Any colouring method, eg, mixing a little engine oil with the fuel, will act as a warning of the three main leaks to which a motor cycle fuel system is liable. These are, of course, petrol taps and petrol unions; the other is at the carburettor, a frequent culprit on two-strokes."—Ixion

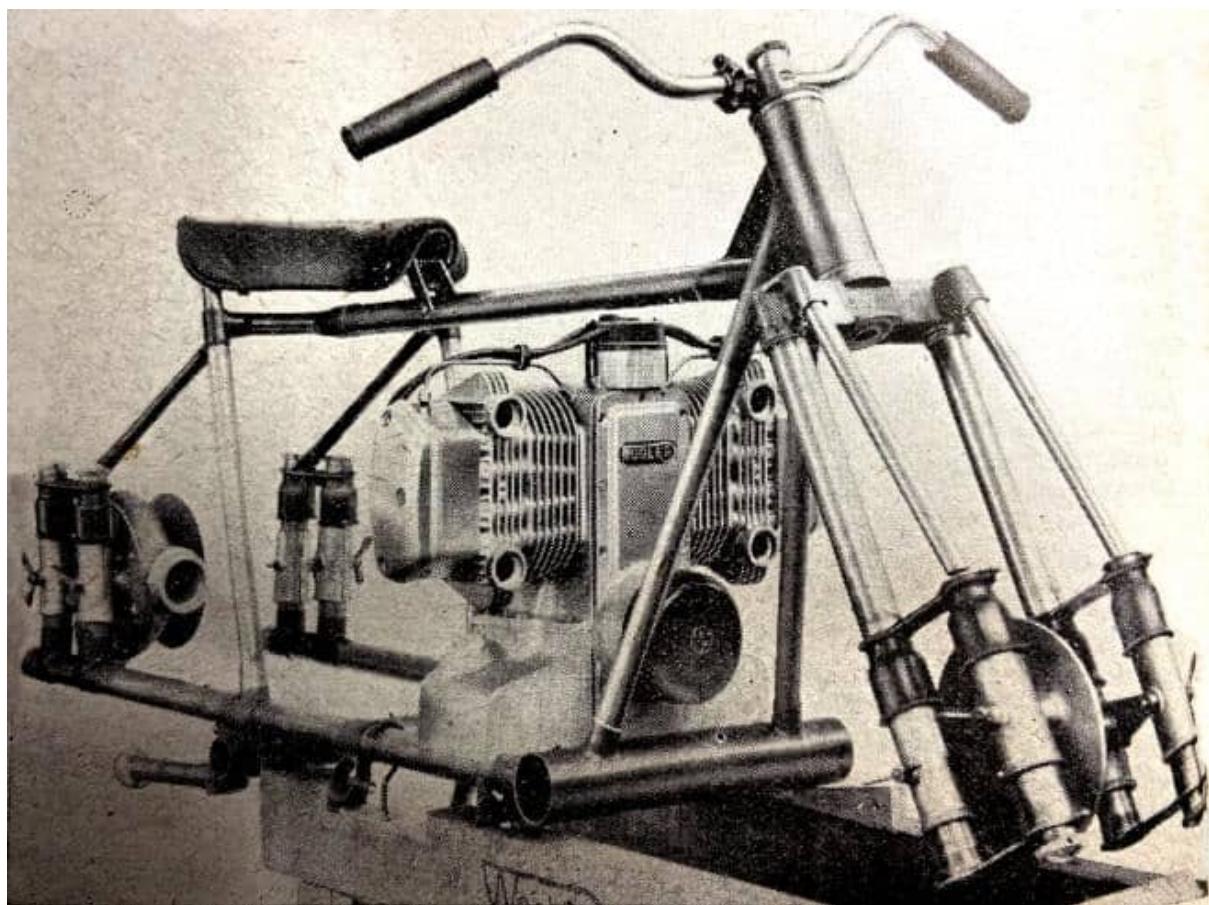
"MANY YEARS AGO *The Motor Cycle* coined its own title for the theoretic expert, to whom we have ever since alluded as a No 8 Hat. Mr. Punch has now weighed in with a fresh name for them—'punditti'—an Italianised plural for an Indian word signifying a savant. The name is witty, since Mr Punch used it of the financiers in a Budget debate, and it is obviously intended to remind us of another Italian plural—banditti!"—Ixion



“Too hot for anything east of—?” says Sgt L Fletcher of this bitza he helped to build in India from Triumph, Matchless and Ariel parts.”

“ORIGINALLY, IT WAS DESIGNED for my son, Ron.” Anyone hearing this and seeing the newly completed motor cycle might well be excused for muttering, ‘Lucky Ron!’, but there are now three motor cycles under way, for the more deeply Father, Mr John Wooler, went into matters the more captivated he became—his old love in a new and thrill-ing form. Who does not remember the 350cc flat-twin Wooler, the ‘Flying Banana’? Only a short time ago ‘Cambrian’ referred to some of its successes. But this motor cycle is very different. The engine is of 500cc. It is mounted transversely in the frame instead of in line with it, and it is a four, not a twin—a most unusual type of four, working on the principle of the beam engine. Bolted to the rear of the flywheel housing is a positive infinitely variable gear which, controlled by a twist-grip, transfers the engine torque to

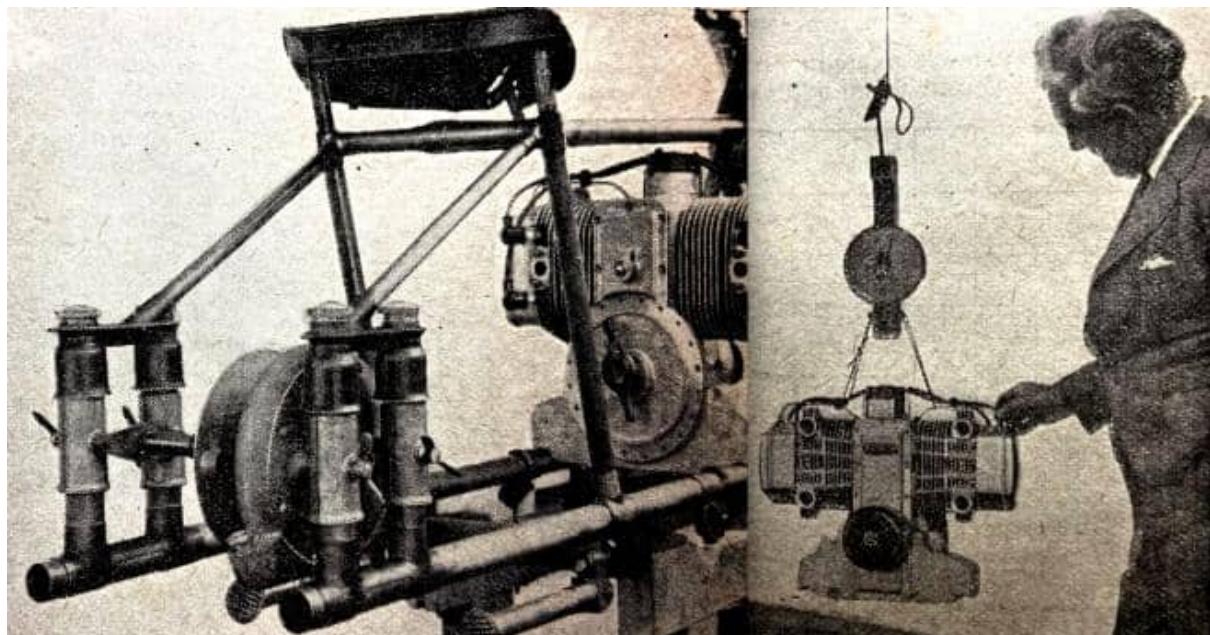
the rear drive, providing take-up and carrying the gear ratio up the scale to the ordained top gear. Immediately behind is a pair of straight spur pinions to provide the offset for the final drive—shaft drive...It is not only in its main features that this machine, no longer merely on paper but in aluminium and steel, causes an enthusiast to rub his eyes (and do some pretty deep thinking), but in regard to the amazing wealth of detail work: Those wheels—quickly detachable without tools; the positive lubrication of each of the eight cams; three sizes of hexagon for the whole motor cycle, ignition included, and no slotted screws; saddle springs hidden inside the seat tubes and running halfway down them; the automatic lubrication of the distributor drive; the hemispherically seated ohv rocker ends to ensure direct thrust on the valve stems; the air filter and tool box combined with the top of the infinitely variable gear; the special little banjo unions; the ingenious prop-cum-rear stand; the remarkable accessibility...Mr Wooler must have spent months cogitating on all the refinements dear to the motor cyclist's heart or



"General layout of the machine showing the straight-tube frame. The front cross-member and the duplicated lower tubes constitute, with fishtails, the silencing system."

which would be so if he had them. The springing? Obviously, from the specification outlined so far, there is springing both front and rear. It is the Wooler plunger suspension first adopted in the days before the world war of 1914-18, but with twin plungers—four plungers per wheel instead of single plungers. As stated, single machines are in the course of construction. These are for test purposes. Later it is hoped to place the model

on the market...The stand legs have pivot mountings with a spring-loaded locating pin that enables a leg to be set outwards at an angle so that it acts as a prop-stand, or to be pressed straight downwards. With the two separate legs for the rear stand no lifting [of] the machine is called for to put the stand into operation—the machine is leant first one way and then the other. Another ingenious feature is that the footrests, both the main pair and those for the pillion passenger, telescope inwards so that only the rounded end of the rubber sticks out. Other features are an oil squirt integral with the oil-sump filler cap and the employment of high-tensile screws throughout. One of the many striking points is that the only nut sizes through out the machine are 2 BA, 1/4BSF and 14mm plug spanner size. The plug spanner fits the wheel-spindle nuts, all drain plugs (they are really accessible), and, on future models, the crankpin nut. The tommy bar of the plug spanner acts as a peg spanner. The old-time Woolers had as their trade mark a spanner bearing the word 'Accessible'. This new model is almost unbelievably accessible. What about the centre of gravity? The entire engine weighs only just over 601b! Moreover, if the light-alloy cylinder block is high, the flywheels and sump are around wheel centre height. In any case, a total of little more than 601b...The ground clearance—no silencing system below the frame members, the usual arrangement—is some 8½in. What about the cost of this remarkable machine? Mr Wooler, having regard to its low weight, anticipates that the cost will be very much that of a high-class single. May Ron soon be home and trying the first sample!"

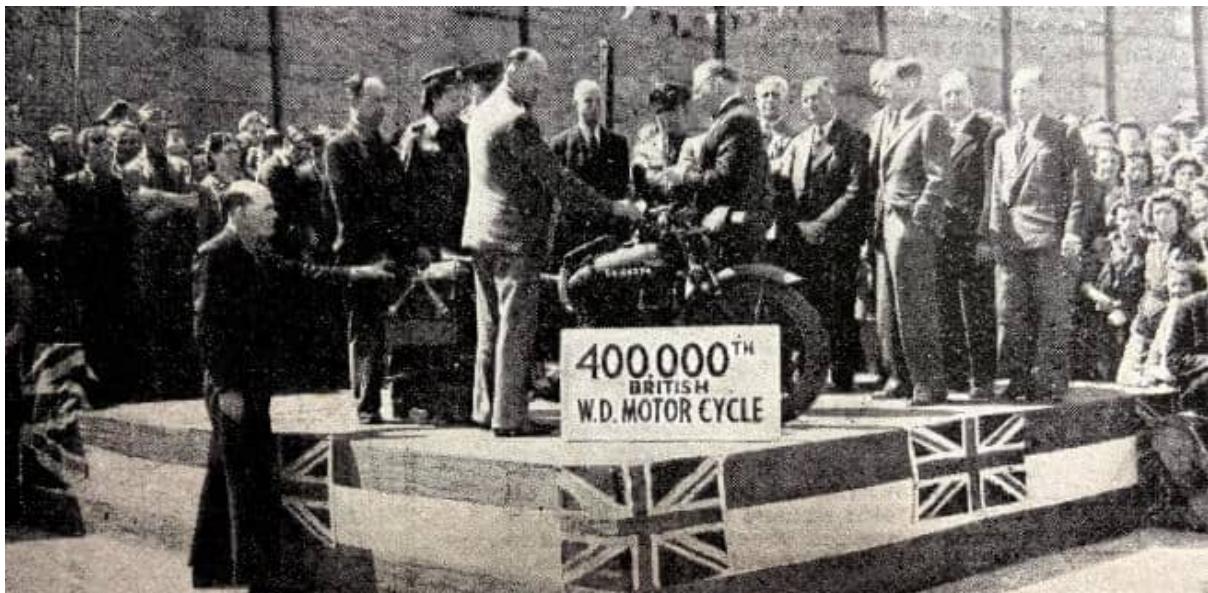


"The frame is unusually wide, the bottom tubes being set at 12in centres. The presence of the lathe carrier on the engine shaft was due to the designer demonstrating how easily the crankshaft can be rotated!" (Right) "A designer weighs it up: Here is Mr John Wooler, designer of the remarkable four-cylinder beam engine, eyeing the dial of the spring balance—62½lb for the 500cc engine with its dynamo and distributor."

"IT IS GENERALLY held that an engine with water-cooling is prone to cylinder wear to a degree quite foreign to its simpler counterpart, the air-cooled job. Presumably, with a two-stroke the wear will be more serious than with a four-stroke because of the ports cut in the cylinder walls. I was therefore very interested in a letter from a Scott enthusiast. In the course of it he dropped the remark that his 1936 596cc Scott and sidecar had covered 124,000 miles without being rebored. Rather remarkable, I think you will agree, and decidedly interesting. What are your theories, No 8 hats (and others)?"—Ixion

"WITH THE VAST USE of electrically heated suits for flying I foresee many thinking in terms of electrical heating for winter motor cycling. We have reviewed various schemes for heating gloves and there is an electrically heated handlebar grip invention. A point I question is whether the number of amperes one can take from a normal motor cycle electrical circuit is sufficient to make an appreciable difference to one's body temperature unless the heat is going to be applied only to one's wrists and ankles. I yearn to know more, also to learn what the possibilities are of chemical heaters, such as have been developed for use as 'hot-water' bottles—"Hot-Paks", for example. It seems to me that a tiny 'Hot-Pak' sachet which went one in each glove might be very grateful and comforting."

"SO THE MOTOR CYCLE industry has supplied 400,000 motor cycles to the Services. What an achievement! And this is only part of the industry's mighty war effort. The manufacturers making motor cycles for the Armed Forces have been, in alphabetical order: Ariel, BSA, Excelsior, James, Matchless, Norton, Royal Enfield, Triumph and Velocette. Last, Thursday the 400,000th machine was officially handed over to Brigadier KMF Hedges, DSO, OBE, MIAE, Director of Mechanisation, the Ministry of Supply, at the Triumph factory, near Coventry. Mr Edward Turner, managing director of the Triumph Engineering Company, in a short speech, referred to the various factories that had been engaged in the manufacture of this great number of machines—400,000 motor cycles representing a contribution of 5,000,000 horse-power to the war effort. In reference to the Triumph factory, he said that looking round on it to-day their minds went back to 1940 when the factory was destroyed; they had risen from the ruin and desolation to hand over this machine. Accepting the machine, Brig Hedges mentioned that he had first ridden a Triumph motor cycle more than 40 years ago. This 400,000th motor cycle, he said, was an indication of the tremendous war effort of the motor cycle industry. The motor cycle was a feature of the British Army and the British Air Force all over the world. It had been of enormous value throughout the war and would be one of the more important features of the post-war Army. Riding a motor cycle had always been one of the most popular sports among the young men of England, and he hoped it would continue to be so for a very long time."



“The official handing over of the 400,000th motor cycle which the British motor cycle industry has supplied to the Services in the course of the war. At the microphone is Mr Edward Turner, and on the far side of it are Major Watling and Brigadier Hedges.”

“THE QUANTITY OF crude benzol obtained from coal for the year 1944 amounted to 100,300,000 gallons.—Major Lloyd George.”

“SIDCUP CLUB MEMBERS are offering to check over the motor cycles of local PoWs, so that their machines may be ready for their home-coming. This offer is being made to the parents of the men concerned.”

WITH THE ADVENT of the jet aircraft, some motor cyclists may have been set dreaming of a day when they might own models with a minute engine weighing next to nothing and emitting the kick of a TT Norton. Air Commodore Frank Whittle does not encourage such visions. In his opinion, 500hp is probably the smallest size in which such power units will ever prove successful.”

“ONE FAIRLY RECENT improvement in motor cycles which has gone largely unsung is the adoption of well-made pressed-steel tool boxes in place of bags-cum-boxes. These latter soon gave trouble: the leather or leather-cloth flap used to warp with rain, the flap’s side pieces soon became tattered and the linings of the boxes chawed up into a first cousin of cardboard flakes. Often, too, the leather straps would ‘come away in your hand’. The modern pressed-steel affairs may not be all they could be in the matter of convenient shape for packing tools, but they are a sound, solid, lasting article. I suppose that one day we shall have tray-like tool carriers with a place for everything and everything in its place.”

“AFTER THE WAR OF 1914-1918 motor cyclists went in strongly for rallies. Usually they were unorganised, just spontaneous get-togethers. The one I knew best was that at the Wisley Hut Hotel, on the the Portsmouth Road, some three miles the London side of

Ripley, where in the very old days cyclists used to forgather—later motorists, too, I believe. Hundreds and hundreds of motor cyclists in 1919 and 1920 used to ride down the Portsmouth Road from London each Sunday afternoon, avoiding or endeavouring to avoid the clutches of PC Beck, who held, I believe, somewhere in the region of a world's record for summonses. Arriving at the Hut they parked on the greensward opposite the hotel or along the road if they were not among the early arrivals. Then they wandered round examining all the models, seeking anything new, whether machine or gadget (of which there were always many) and arguing and discussing motor cycles to their heart's delight. They were great 'do's' and, as I say, spontaneous. Much the same occurred, I believe, at Monsal Dale, in Derbyshire. Before very long the unorganised rallies died. The gatherings at the Wisley Hut ceased almost from one week-end to the next. Quite why this was so I never learnt. Shall we soon be seeing much the same get-togethers?"



"How's this for a small boy's birthday present? This little sidecar outfit is almost a perfect reproduction of a Sachs motor cycle, with its tiny two-stroke engine, three-speed gear box and lighting set. Sgt R Bruce (RE), BLA, who sent the photograph, says its maximum speed is 15km/h."

"**FIRST I WANT TO** thank you for the many fine articles which have appeared in your journal, also for publishing the never-ending arguments—chain vs shaft drive, coil vs magneto, single vs multi, and so on. These have been instructive and at times amusing;

but as long as the result is a better and cheaper motor cycle the effort has not been wasted. It is too bad that your operating costs cannot be cut, because while the sport is popular it is not available to all without, oft-times, a considerable sacrifice. In Canada we have no compulsory insurance, our yearly vehicle and driver's licence is approximately 12s, and other than petrol at 1s 6d a gallon, that is all. The first cost of the bike is the only deterrent; shipping and other charges add 20% to your cost. British motor cycles were holding their own in value for the money compared with the American models, but the prices must be cut further if this condition is to continue. Most of my friends prefer British motor cycles for their performance, appearance, reliability and road-holding—the bad features are the many bits and pieces, the cracks and crevices which retain the dirt, the poor general layout of the electrical system, and this business of taking ten parts off to get at one. Almost two years ago a friend of mine and I rode from Toronto around the Gaspé peninsula down into New Brunswick and back, a total of 2,700 miles in 12 riding days. My friend had a Tiger 100 with a bronze head, while I used my old '37 BSA Empire Star 500. Neither bike gave a bit of trouble, all our difficulties arose from six flat tyres and the problem of strapping on our suit-cases that they would resist the vibrations of the rough road. My bike gave me over 80mpg, and the average speed was between 50 and 60. The T100 only gave 65mpg, due to the enlarged ports which had been opened out to take Allison valve-seat inserts—one of those jobs where you can't combine economy and performance. I doubt if there is anything to fear from American design, but from production standpoint there is, definitely. The American manufacturer also believes in a great deal of advertising and giving his dealers every possible aid to make good service available, which 1 am sorry to say has not been the British policy, at least in Canada.

J Everitt, Leicester.

“MAY I MAKE a few comments covering some of the points raised by readers? Re spring frames: My experience with this type a motor cycle has been fairly extensive. In 1940 I was the first person to ride a brand-new Gilera 500cc springer out of Libya. It was one of five new ones we found in Fort Cappuzzo. They had not had petrol or oil in them, so I knew they were new. For some six months I rode this Gilera, after camouflaging it with brown paint (I could have cried when I had to cover up the maroon and chrome) over some of the worst type of country in the world, and the springing system never gave a moment's trouble; the sump, however, was too low and eventually I dumped the machine. The next model was a Moto Guzzi horizontal 500 (with the engine running the wrong way). The springing was much different, there being two springs mounted as part of the frame under the engine-gear box unit. I rode this cycle for some 5,000 miles on the Libyan Desert. Here again the springing was, in my estimation, sturdy, reliable and really cushion springing. The next day I mounted a Benelli 500 ohc springer. This motor cycle was a marvel, and the positive foot change with heel and toe lever admirable. I rode back from Benghazi to Cairo in five days, continued travel by day. On the third day,

however, I broke the clutch wire, and rather than abandon the bike I started with her in second gear by running and changed on the exhaust lever; but eventually she packed up. After these experiences I vowed I would never ride another rigid-frame model. I came back to England with a very famous parachute regiment and was allowed petrol for 300 miles. I proceeded to get busy and fine a motor cycle. There are two Rudes and various makes at home, the property of my five brothers in the forces, but I could not get them roadworthy. Then I met a friend who showed me his 1932 Norton, Model 20; it was in a sorry state and out in the frost. It was partly stripped, but all the bits were there, and I gave him £3 for it. My brother, an ardent motor cyclist, gave some expert advice on reconditioning and enamelling, and I had it licensed, insured and running, all in one week. When the war is over and we are demobbed I shall look for a machine sprung like the Benelli. By the way, I don't like the way people call The Motor Cycle the 'Blue 'Un'. My kid brother calls it the 'Mo-Bike Book'. I call it a very welcome and indispensable part of the home.

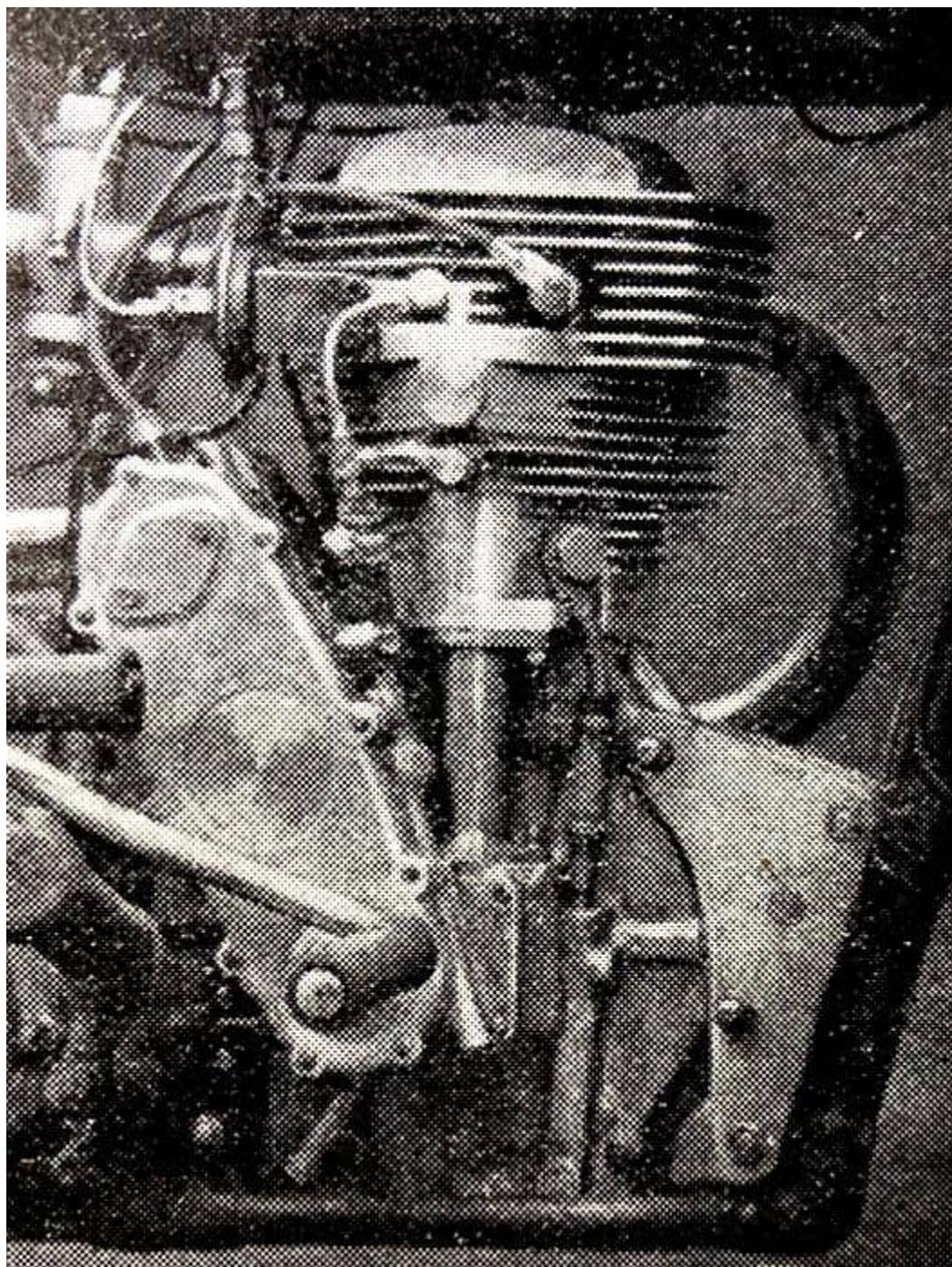
WL Smallwood (Ex 1st Airborne Division), Catterick."

"WITH GREATEST INTEREST I read Torrens's account of his experiences with enemy motor cycles, and especially about the change-over from large to smaller types in Germany. The same thing happened in my home country, Czechoslovakia. After the first world war our army mainly used heavy twins of foreign make—the Indian, Harley-Davidson, and the the good old 800cc AJS with chair. Later our army was equipped with machines of our own manufacture—the 1,000cc ohv Walter V-twin, 750cc Itar sv flat-twin, and the 750cc Premier sv-twin, all with sidecars. In the earlier thirties our army used the 500cc ohv shaft-drive monobloc Jawa, with pressed-steel frame, and the 500cc ohc BD-Praga. In the years immediately before this war the Czechoslovak Army was very modernly equipped, and used only smaller machines. We had many 100cc two-strokes, such as the Jawa-Robot (designed by GW Patchett), and the little 'CZ'. In the 350cc class the Jawa was mainly used both solo and sidecar.

'Wheelbarrow', Czechoslovak Army, BLA."

"MAJOR DEVELOPMENT OF the Aspin rotary combustion chamber engines has now reached an advanced state and attention is being given to cleaning up external appearance and reducing overall height. The latest 350cc engine which is being tested out for FM Aspin by rider Jack Ashworth is, like many previous models, based on a Velocette crankcase. Cylinder height is reduced by driving the conical valve rotor by means of a gear at its lower end instead of by gearing on to a neck protruding through the top of the cylinder head. This arrangement requires only a short vertical drive shaft and cleans up the cylinder head enormously; the present engine is very little taller than a side-valve unit. Mounted in a Velocette machine, the new engine looks very much less an experimental conversion than some of the previous models that have been tried out. According to Ashworth the performance is better at high speed, although there is some sacrifice of the slogging power low down. But even so, it has remarkably good idling

characteristics, and, in spite of a compression ratio of about 11 to 1, it ticks over more slowly than most side-valvers and with almost complete mechanical silence; at the other end of the scale it performs snappily in the seventies."

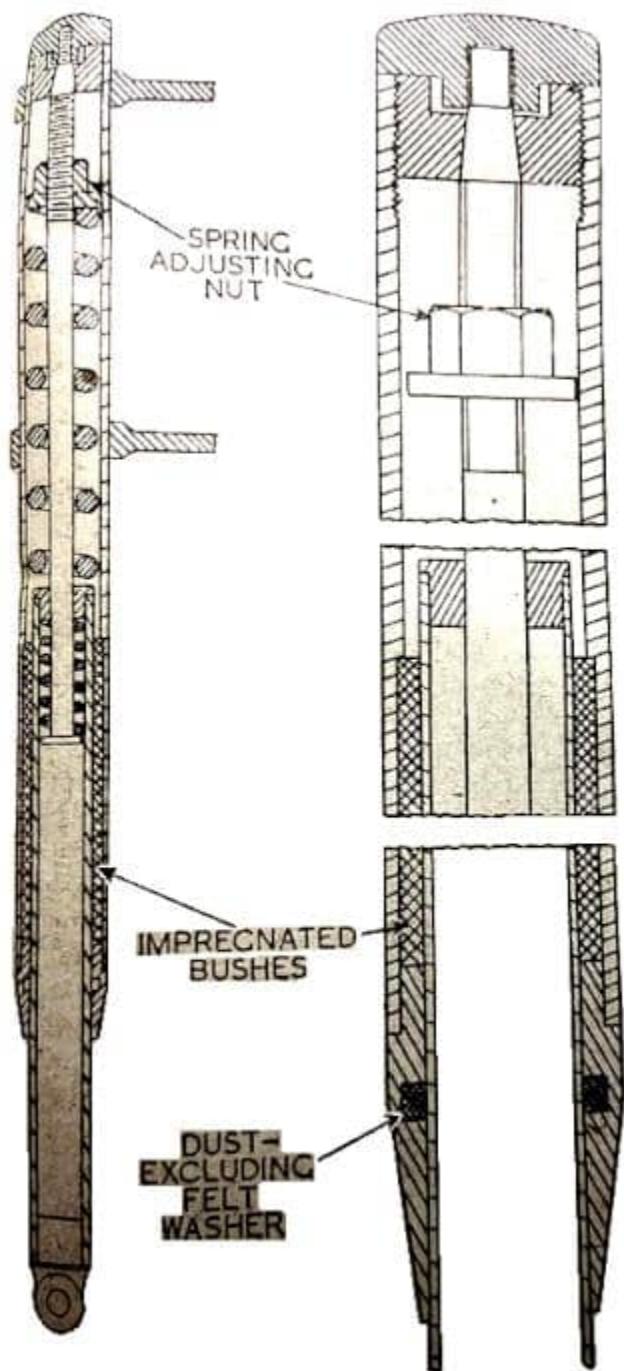


"The latest Aspin cylinder and head mounted on a 350 Velocette crankcase. Overall height has been reduced by mounting the driving gear at the base of the valve rotor."

"POST-LAST WAR there were many fashions. 'Zoom-zoom' exhausts for the many Duggies, copper exhaust pipes, disc wheels, mascots, lurid home-enamelled tanks, strange-looking handlebars, and plated this and that were only a few of the crazes. No doubt the fittings will be different this time and, in certain directions, rather more

practical and sensible, but I have a shrewd idea that there will be a boom. Incidentally, some of you will remember how handlebar screens with aprons came to the fore for a while just after the 1914-18 war. I think we shall be seeing this fashion on a very much larger scale. Do you recall or have you read about the garbs that were affected? Long, colourful scarves that flowed behind their wearers' necks were quite a rage, so were Basque berets and, later, berets of strange hues and with even stranger tussles. Flying suits were frequent; to be posh they had to flout a fur collar. Flying helmets, too, were the thing for the hard rider. The ski cap and the imitation of it came in much later. In the immediate post-war years the garment used by the pukka motor cyclist for wet trips was the Hutchinson rubber poncho, an umbrella-like affair which one pulled over one's head and which, in one version, had merely a hole in a sheet of soft rubber as the opening for the neck. We shall get some more fashions this time."

"LOW UNSPRUNG WEIGHT, with simple manufacture and ease of assembly and maintenance—'rigidity and steering being in no way impaired'—these are the objects of a telescopic fork covered by patent Specification No 568,263, just published under the names of Mr EG Smith and Mr AG Duke, both of whom are directors of OEC. Each leg of the fork consists of a fixed tubular member, within which slides a moving tubular member; to the latter is attached the front wheel spindle. Depending from the top of each leg is a rod which extends for a distance into the sliding member. On each leg a rebound spring is arranged between the underside of the top of the sliding member and an abutment at the bottom of the rod, while the main spring is between the top of the sliding member and an adjustable nut screwed on to the rod near its top; hence the initial compression of the springs may be adjusted to suit individual loads."



"Part-sectional diagrams of the telescopic forks showing complete leg on the left and, on the right, some of the features in greater detail. The bridge member is not shown."

"A YEAR OR MORE has passed since the Amateur Motor Cycle Association suggested a rapprochement with the Auto Cycle Union. This was officially welcomed by the ACU, and now the time has come for friendly discussion between the two bodies. We do not intend going into the rights and wrongs of the past. Here is a case where, in everything that is said and done, bygones should be bygones. All that matters to-day is that a large number of clubs embracing some thousands of sportsmen, mostly in the Midlands, the home of the motor cycle industry, have their own governing body, the AMCA, while the

country as a whole gives allegiance to the ACU, the organisation to which control of the sport was officially delegated. With the revival in club life, both bodies have gained new adherents—the AMCA, a number of further clubs over the last few months—and with the club world likely to be in something approaching full swing within a matter of months, time can only add to the difficulties of the situation. It may be asked by some whether it matters that there are two bodies each running on its own lines. The fact that just before the war car and motor cycle competitions on the public highway were in grave danger of being prohibited by law. Only the most strenuous efforts by the RAC and the ACU prevented a ban on trials, and to-day there is a further threat, for the Report on National Park areas urges that...throughout the land, tracks should be closed to all motor vehicles...it will be recalled that even the Motor Cycling Club, a body older than the ACU, stated recently that it was exploring the question of affiliation...That the MCC has seen the 'red light' as far as the future of trials is concerned, is a strong commentary on the present position. There must be one body that speaks for motor cycle sport, and it must work hand in hand with the organisation controlling car sport...The whole future of the sport demands that the two bodies, the ACU and AMCA, get together...Each organisation has something to learn and to gain from the other, and with the good will that the future of the sport demands we are certain a solution will be found. The time to achieve unity, and strength, is now."—Ixion

"SIXTY OR MORE CLUBMEN attended the Midland area 'get-together' meeting held in Birmingham last Friday under the chairmanship of Mr Arthur B Bourne, the Editor of *The Motor Cycle*. Among those present were chief officials of the ACU Midland Centre and the Amateur Motor Cycle Association—the big unaffiliated group—and a number of famous trials riders. The meeting was notable for its friendly, co-operative spirit, and officials of the two bodies, the Midland Centre and the AMCA, agreed there and then that in the interests of the sport they must get together and work together. To this end three chief officials of each body were nominated, and are to attend a meeting in Birmingham tomorrow, Friday, June 15th, to thrash matters out." The ACU and AMCA agreed that a merger would be "highly desirable".

"THE INDIAN MOTOR CYCLE firm in America are now running classes open to motor cyclists and others interested who want to train themselves for work in the industry. The courses aim at giving a thorough grounding in motor cycle mechanics."

"DURING THE WAR the AA has supplied 1,250,000 town plans for Army purposes. Road itineraries have frequently been prepared for the Armed Forces, and the US Army Headquarters assisted with a wide range of maps and other material. Many special road signs were supplied.



"THESE WOMEN DRs of the Volunteer Force of the Despatch Rider Service organised for emergencies by the Ministry of Home Security have thoroughly enjoyed their time in the saddle. Here they are being inspected by Sir William Brown, KCB, at a stand-down parade. Many will be getting into the saddle again in post-war years."

"IT IS GENERALLY HELD that an engine with water-cooling is prone to cylinder wear to a degree quite foreign to its simpler counterpart, the air-cooled job. Presumably, with a two-stroke the wear will be more serious than with a four-stroke because of the ports cut in the cylinder walls. I was therefore very interested in a letter from a Scott enthusiast. In the course of it he dropped the remark that his 1936 596cc Scott and sidecar had covered 124,000 miles without being rebored. Rather remarkable, I think you will agree, and decidedly interesting. What are your theories, No 8 hats (and others)?"—Ixion

"AFTER the last war there was a boom in accessories. People bought second-hand machines, there being at first not nearly sufficient new models to satisfy the demand, and proceeded to add gadgets and fittings to them to make them distinctive and nearer heart's desire. Disc wheels, un-usual colour schemes, copper exhaust pipes, 'Zoom-Zoom' exhaust systems for the many [ex-WD] Duggies, strange-looking handlebars, mascots, lurid home-enamelled tanks, plated this and that...No doubt the fittings will be different this time and, in certain directions, rather more practical and sensible, but I have a shrewd idea that there will be a boom. Incidentally, some of you will remember how handlebar screens with aprons came to the fore for a while just after the 1914-18

war. I think we shall be seeing this fashion on a very much larger scale...do you recall or have you read about the garbs that were affected? Long, colourful scarves that flowed behind their wearers' necks were quite a rage, so were Basque berets and, later, berets of strange hues and with even stranger tassles. Flying suits were frequent; to be posh they had to flaunt a fur collar. Flying helmets, too, were the thing for the hard rider. The ski cap and the imitation of it came in much later. In the immediate post-war years the garment used by the pukka motor cyclist for wet trips was the Hutchinson rubber poncho, an umbrella-like affair which one pulled over one's head and which, in one version, had merely a hole in a sheet of soft rubber as the opening for the neck. We shall get some more fashions this time."

“BRITISH AND BEST’ has been no mere slogan, but over many years a fact. No matter what the article might be—a penknife, a saucepan or a vehicle—the material it contained was the best and the craftsmanship unequalled. Quality came first, and the result was an article that lasted so long and performed so efficiently that it was cheap—really cheap—at its price. The war inevitably has altered standards in many directions. It was essential to make do and numerous goods have verged upon the cheap and nasty. Some articles—not motor cycles—have almost seemed a waste of good labour. Now that the war in Europe has been won it is to be hoped that the pendulum has already started to swing back to the old-time quality that gave Britain her hold on the world markets. Nations could buy cheaper goods, but those people who wanted the best had no option but to buy British. In any case, can Britain ever compete on price alone? To-day in the motor cycle sphere there is no question of manufacturers embarking upon what might be termed cut-price machines. A few did so during the period of the depression in the early ‘thirties and very soon rued it. On the other hand, it is a fact that manufacturers to-day are seriously concerned about the prices that will have to be charged for new motor cycles. Raw-material and manufacturing costs combined have increased by 45 to 50% since 1939, and there is at present the burden of Purchase Tax, which is 33% on the manufacturing price. How with these millstones can they hope to provide motor cycles which will give enjoyment to the many? Rationalisation has been suggested as one means: reducing production cost by each manufacturer concentrating upon one or two models instead of a wide range. Another method is to indulge in stark simplicity, but it must not be entirely overlooked that the increase in cost is linked with increases in wages. Higher prices are inevitable, but many can afford to pay more—a little more. The price question constitutes a big problem for the industry. As it sows, so it will reap, and the motor cycles produced during the next two or three years will decide the future of motor cycling. Our hope is that price shall not be allowed to rule the day: that in fittings, in tools—in everything—only the best will be good enough. British and best...”



"STUCK! An exciting glimpse of a competitor in the Bar-None Club's first hill-climb, held at Mena, within a few hundred yards of the Pyramids. Three thousand Service men and women saw Cfn R Plain win the event, with Sgt Oakes second."

"FREE AGAIN! The Return of the Basic Ration: The First Week-end: Rain squalls could not damp the ardour—the joy—of the many motor cyclists who returned to the road last week-end following the reintroduction of the basic petrol ration. To ride again, able to go wherever fancy dictates within the ambit of two or three gallons a month according to engine size, brings a sense of freedom that is delicious and, after the long years, seems almost unbelievable. Our observations over the week-end were pleasing. The most striking feature was the scintillating appearance and the obvious excellence of tune of so many of the motor cycles encountered. It is apparent that large numbers of motor cyclists laid up their precious machines with real care, and that in spite of long hours of work, Home Guard and Civil Defence, many have found time to refurbish their now not-very-new machines. We do not think we exaggerate by stating that never have we seen so large a percentage of clean, smart motor cycles on the road as last week-end. The riding, too, we noted was of a very high standard—restrained, neat and good. The only 'fly in the ointment' was that a number of the machines, particularly vintage models, were noisy. May we hope that those to whom this remark applies will take steps to remedy matters? Motor cyclists are likely to be 'on trial' in more than one sense over the next few months, and no one needs reminding that the greatest cause of friction between motor cyclists and the public is noise. A hundred quiet machines pass unnoticed and then along comes a noisy mount to spoil everything. Those who ride

noisy machines or ride noisily are letting down the pastime, doing it an incalculable disservice. An interesting point was the small number of motor cyclists to be seen tinkering at the roadside. They had prepared for the day skilfully."

"IN THE 1918 post-armistice boom the record price for a motor cycle was £340 [£25k today], paid for a four-cylinder Henderson and sidecar. (I was told that the buyer ultimately disposed of it in the following slump for £45 [£3k]). This time the skimpiness of the fuel allowance is putting a definite brake on prices. But an advertiser in a recent issue of *The Motor Cycle* asked no less than £275 [£20k] for a transverse flat twin of enemy manufacture."

"REINTRODUCTION OF BASIC petrol rations has infused new vigour into club life. Letters from clubs have arrived thick and fast during the past week (writes 'The Clubman') and the events show no poverty of ideas for future 'do's'. Basic Trials will be to the fore in the next few weeks, while many clubs seem to have settled down to a two-runs-a-month plan with the present petrol ration. No doubt many are hoping that the ration will be increased before long—but it's a good start! Tickets for the **Sunbeam MCC's** Riders' Discussion and 21st Birthday Dinner on June 16th are now available. The Riders' Discussion will follow on a paper read by Mr DW Munro and Mr AE Perrigo entitled *From Drawing Board to Showroom*. Start: 2.45pm. Tickets for the dinner are 12s 6d each. The Dinner will be followed by speeches and a film show (sound). **London Sidecar Club** members enjoyed a pleasant evening on May 11th, the guest of honour being Mr Frank Millard, fresh from overseas. Secretary of the club, Mr GV Harris, would like to get in touch with old members. The club will go back 'on active service' within a short time. **Witley & DMCC** are to hold an open-to-Centre grass-track meeting or scramble in the Guildford area on August Bank Holiday Monday. **Middlesbrough & DMC** strongly supports 'pay-as-you-go' vehicle taxation, and has passed a resolution to this effect and sent it to the Chancellor of the Exchequer and local MPs. Secretary of the **Chelmsford & DAC** is Mr R Rocker, Confre, Riverside, Chelmsford, Essex. **West Middlesex Amateur MCC** pre-basic note: 'We have cut down the amount of cycling as we believe the majority of members are tired of this form of motoring.' Well, it won't be necessary now! About 100 **Bradford Vagabond MC** members and friends attended an interesting film show given by Mr A Whitehead and Mr TR Walker. A talk, *Scott Trials of the Past* by Mr 'Eddie' Flintoff, was enjoyed on May 14th—and Mr Flintoff was bombarded with questions! A multi-day trial, designed to attract competitors from Britain, was suggested at an informal discussion among **Southern Centre, MCUI**, members. A sum of £150 was handed over to Hoole Welcome Home Fund as a result of the Chester Display Team's (**Chester MC**) Whitsun grass-track meeting; 2,000 witnessed some close racing. J Smith, J Wilkinson, J Wills and H Roberts were winners; **Wrexham** won the team event. A new club has been formed in the Stevenage area called the **Sports and Vintage MCC**. All types of motor cycle sport are to be promoted, and events will be run to encourage riders of vintage as well as modern

machines. All interested are invited to write to Mr HW Tucker-Peake, 58a, High Street, Stevenage, Herts. **Grasshopper MCC's** (Romford) new clubrooms—Kit Kat Café, Brook Street, Brentwood. Clubnights, Tuesdays, 7.30pm. All welcome. Fixture: June 10th, Conducted trial, Clubroom 10.30am. **Ards MCC's** first road race on the Bangor circuit will be held on July 14th. Entries have, of course, had to be limited. Thirty members of the **Chindits MCC** enjoyed a recent preview of Mr Wooler's outstanding four-cylinder design. Comments were invited, and the designer's answers were both pointed and witty. **Manchester '17' MCC** are holding a Petrol Consumption Test on June 10th. Start: Princess Hotel, 10.30am. Mr J Innis and Sgt Steers (UK secretary) are arranging a get-together party for the **Bar-None MCC**. Junior members of the **Syx Don RMCC** meet every other Wednesday at the Workshop, 22, High Street, Leatherhead. Young enthusiasts invited. The first 'post-basic' event of the **Motor Cycling Club** will be an informal get-together meeting of members and their friends on Sunday, June 17th (3-6pm), at Wrotham Park, Barnet, for many years the start of the Edinburgh Trial. Permission has been given for the use of the park by the Earl of Strafford. There will be no organised programme, but it is hoped to have a representative gathering by about 3.30pm. Those attending should bring their own refreshments. 'Just to get the right atmosphere' says Mr JA Masters (secretary of the MCC), 'three Edinburgh Trial regulations will apply: (1) Park vehicles only where indicated; (2) Drive quietly in the Park; (3) No litter. For the rest, there will be no signing, no timing, no checks—and no awards!" **Cotswold MCC** will, subject to ACU



"A group at the opening meeting of the Motor Cycling Club held last Sunday in Wrotham Park, some 12 miles north of London. As soon as there is petrol without coupons the club will restart its trials programme—the 'Exeter', 'Land's End', 'Edinburgh', etc."

granting permit, hold an open-to-Centre grass-track meeting at Churchdown, between Gloucester and Cheltenham, on June 30th. Littledean (Forest of Dean) Holidays-at-Home Committee have invited the club to organise a grass-track meeting there during the August holiday week. An o/c meeting will therefore be held on August 6th. The importance of motor racing as an advertising medium for the export trade of the country

concerned was stressed by Mr Raymond Mays when he gave a talk and film-show to 120 enthusiastic members of the **Coventry and Warwickshire MC. 1st Glos Batt HG**

Club's Red Cross Scramble on June 23rd will now be held at Lower Farm, Noverton, Prestbury, starting at 2pm. **XHG Tiger MCC's** club-night has been fixed for the first Thursday of each month. June 10th : Day run to Durdle Moor, Dorset coast. Meet: Fleet's Bridge, Poole, 11am. All welcome. Reorganisation meeting of the **Nantwich &DMC** will be held at the Leopard Hotel, London Road, Nantwich, tonight (June 7th) at 7.30pm. **Devenport &DMC** are starting to reform. Details from Mr W Tucker, 2, Apesey Road, Plymouth. Commendable performances were made by PHC Waterman (349cc Rudge), KJ Powell (348cc Velocette) and SR. Wise (500cc Enfield-JAP) at the **West Bristol MC&CC's** Whit-Monday grass-track meeting at Patchway. CH Mead (Mead Special), V Worlock (JAP), and W Semmens (Velocette) were winners at the **Hereford MSC's** grass-track meeting on the race-course. **Dewsbury Messengers MCC** has been formed from DRs attached to the Dewsbury CD Messenger Corps, now disbanded. HQ: Ashworth Villas, Ashworth Road, Dewsbury. General meeting will be held at 8pm on Thursday, June 21st. All invited. **Edgware, Mill Hill&DMC** fixtures: June 10th, Run to Wheathampstead (leave HQ at 3pm); June 19th, general meeting, HQ, 8pm. Clubnights: first and third Tuesdays of the month. **Mont' Christie MCC** meetings are held each Sunday afternoon (until further notice) at the Wake Arms, Epping Forest, at 3pm. **Sidcup &DMCC** fixtures: June 10th, Meet Brands Hatch Track, 2.30pm, for preparation work, also trials practice (tea at Hollyville Cafe, main road, Kingsdown, 5pm); July 1st, Meet Ashdown Poultry Farm, Cotmans Ash (Nr Kemsing), 4.30pm, for tea. A new club is being formed in the **Wembey** area. A meeting to elect officers, etc, will be held at 2, Oakdale Avenue, Northwood Hills, Middlesex, on June 17th, at 4pm. All invited. Tea can be provided at a nearby café if notice is given beforehand. R Carvill, T Bateman and GH Skelton were winners at the **Grimsby MC's** Whitsun grass-track meeting. A crowd of 8,000 were present and Grimsby Hospital and the Red Cross Far East PoW Fund benefited. All members of the **South Birmingham MC**—both in the Services and out—are asked to inform the secretary of their present address. All interested in joining the club are also asked to contact the secretary. **Stamford Bridge Speedway MC** are holding a scramble and relay race on Bagshot Heath on July 15th. Anyone interested should get in touch with the secretary, Mr A Anastasio, 13, Rosebery Road, SW2. Secretary of the **Mansfield &DMCC** is Mr H0 Warsop, 58, Portland Street, Mansfield Woodhouse, Notts. Interested motor cyclists are invited to join the club. **Ravensbury MCC** members thoroughly enjoyed their Whitsun week-end. Runs will now take place on the second and fourth Sunday of each month, starting from the old clubroom, 84, Morden Road, at 10.30am. First run: June 10th, Frensham Ponds. Theatre visit—details from the captain, Mr G Hall. **Sheffield and Hallamshire MC** look forward to a bumper grass-track meeting at Hillsborough Park on June 30th. More club dances are to be held. **Manchester Eagle MC**: Second quarterly general meeting, Clubroom, June 18th, 9pm. **Double Five Kent MC** has been formed by past members of the 55th Kent Bn AG.

Meetings: Second and fourth Tuesdays in the month, at the Railway Hotel, West Wickham. All invited. June 17th, first club run (incorporating treasure hunt and club tea); details from the secretary. Assistance for novices will be a feature of the club. EW Commander (Triumph) and D Houghton (Martin-JAP) were winners at the **Banbury AC's** Whit-Monday grass-track meeting in aid of Horton General Hospital. The meeting was a complete success. **Leicester Query MC** fixtures: June 17th. Inspection of Trials Sections; meet, Garage, Woodgate, 2.15pm. July 1st, Roughriding Trial at Blakeshay Farm, Newtown Linford, Leicestershire. Practising, 1.45pm; start, 3pm. Members of the **Scunthorpe MCC** have an excellent record in the war, as was brought out at the recent general meeting. Acting secretary of the **Amateur MCC** is Mr R Newman, 69, Thorpe Road, Staines, Middlesex. Meetings at the temporary HQ, The Roebuck, High Road, Chiswick, have restarted. **Cambridge Centaur MCC** is now



“BASIC PLEASURES: Here are members of the Cambridge Centaur MCC setting out on their first ‘basic’ run.”

functioning again after an interval of over five years. Open invitation to those interested. A vice-president- of the **Warrington & DMC** is Mr Noel B Goldie, the local MP. New MEF club is the **1st Bn DWR MCC**. Secretary of the club, CSM Pollard, HQ Coy, 1st DWR, MEF, sends details of the club’s second run. After filling up with ‘coupon-free petrol’ the lads enjoyed themselves on a run in the mountains round Jerusalem—and a very colourful journey it was, too! Motor cycle football and a grass-track meeting are down on the club’s event sheet. **Bradford & DMC** have been quick to organise ‘a grand reunion meeting’—a semi-sporting event over a small circuit of moorland at The Rock Garden, Skyrighthornes, near Grassington and Threshfield, in Upper Wharfedale. The course, on private land, will consist of several laps; the going is moorland track and rocks (no mud). Starting time—2pm next Sunday (June 10th). **Bradford Vagabonds MC** fixtures: June 10th, social run; meet, Packards Garage, 10am June 24th, speed hill-climb (details later). **Leatherhead Club’s ‘At Home’ meeting**—all motor cyclists, including HG and CD

DRs, welcome—will be on June 17th at the King's Head Hotel, Epsom, at 6pm; review of club life, brains trust, and talkie film will be features. June 12th, Club-night. **Leamington MC&LCC** will run a grass-track meeting in Victoria Park, Leamington, on July 7th (in aid of Warneford Hospital). Entry forms shortly from Mr WD Lock, 2a Beauchamp Avenue, Leamington Spa. **South Shields&DMC** is revived. Past members who have changed their address are asked to communicate with the secretary. Programme: Monthly social runs (first, June 10th). **Chester MC's** general meeting, June 10th, Milton's Garage, Union Street, Chester, 7pm." The **Ulster MCC** bounced back with a "grand reunion grasstrack".



WHY BE A PEDESTRIAN?

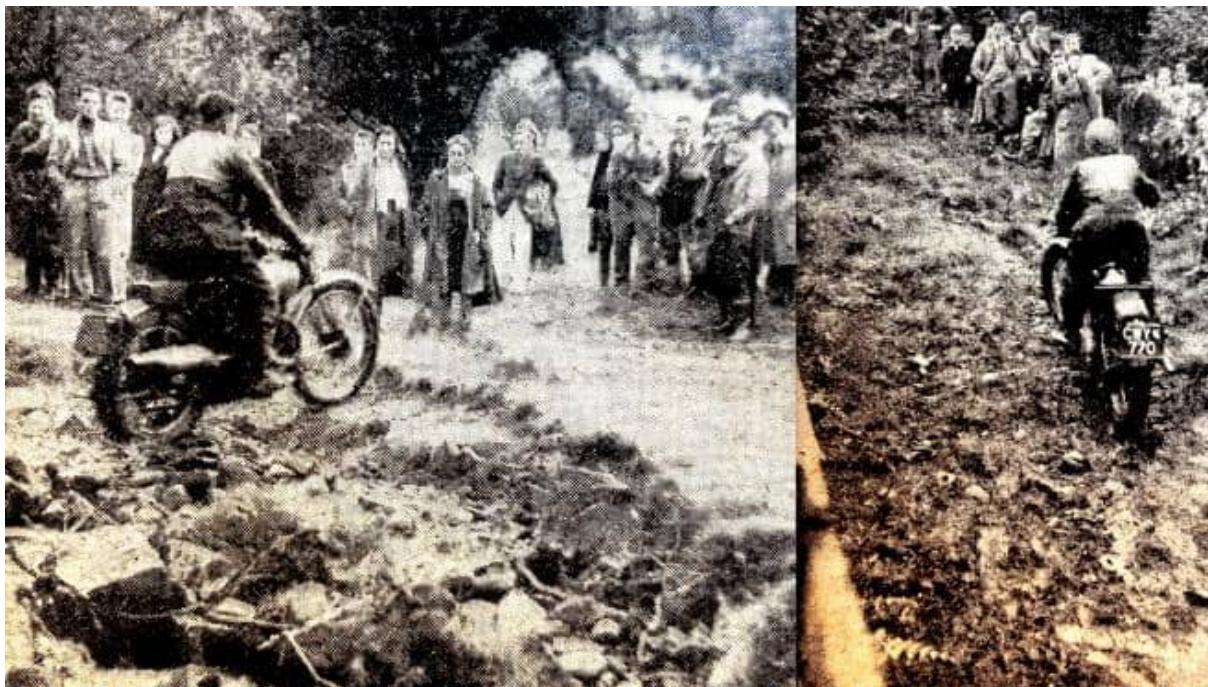
KENNETH WRIGHT, ENGINEER OF FLINT, MICH., IS SHOWN WITH THE AUTOCYCLE HE INVENTED AND WHICH HE BROUGHT TO THE NEW YORK WORLD'S FAIR. THE AUTOCYCLE IS A CROSS BETWEEN AN AUTOMOBILE AND A BIKE. IT WEIGHS 175 POUNDS. THE OPERATOR SITS ON A CUSHIONED SEAT WITH HIS FEET ON RESTS BY THE FRONT WHEEL. GEAR SHIFT AND ACCELERATOR ARE HAND-OPERATED. FUEL IS A MIXTURE OF OIL AND PETROL, AND THE AUTOCYCLE WILL DO 50 MILES TO THE GALLON AT CRUISING SPEED OF FROM 35 TO 45 MILES AN HOUR. OFFICIAL TITLE OF THE MACHINE WILL BE THE ROLLS-WRIGHT COMFYCYCLE.

4/S KEYSTONE.

The original press

agency caption says it all.

“NO TIME WAS LOST by the Bradford & DMC in organising a trial as soon as the basic petrol ration was restored. And organising means organising, not just running impromptu. A permit numbered ‘A1, 1945’ was obtained from the Yorkshire Centre ACU, and all the usual formalities were observed. The course was a short circuit on private land at Threshfield, near Grassington, the site being known as ‘the rock garden’. It presented a variety of rough tracks among trees, with gradients of great severity and a general surface of tree roots, limestone rock outcrop and nice green, slippery moss. The announcement said ‘no mud’, but the weather compensated for that by putting a surface film of slime on everything. There were 26 entries, although only 21 started, ‘couldn’t get it ready’ or ‘couldn’t buy a new cover’ being the stock explanations. Results were decided on observation only and it soon became evident that the first observed section, a rocky hill approached awkwardly from a small watersplash, was unclimbable; indeed, the slipperiness of the approach was in itself sufficient to stop the majority and pushing and footing was the only way. R Wilkinson (348cc Panther) was outstanding, however, in retaining enough wheelgrip to make a fairly easy ascent by footing. Even F Fletcher’s 125cc Excelsior-Villiers had as much wheelspin as bigger machines and the whole affair became more one of ‘having fun’ than expecting to make the climb. Once over this obstacle about a mile of less difficult going led to a more moderate ascent over prominent outcrops and tree roots, and here JE Cooper (498cc Triumph) made the only clean performance—a remarkable effort, the more so because he was in the club’s Grade 3 or novice category; this achievement actually resulted in his having the lowest loss of marks in the event, winning the Novice award with one mark better showing than the winner of the Expert prize! So the Bradford Club made the first move to pick up the old threads in the Yorkshire Centre. From a riding point of view it was obvious that machines and men were a little out of fettle. Ken Wilson (498cc Matchless), one-time Scott Trial winner, was doing more than a little footing before he retired...Only ‘Stelvio’ Hyslop (498cc Triumph) appeared to be equal to his old style, for his running commentary was as pungent as ever while his rotund form parted from the model and bounced with the same gay abandon as of old. And while results were worked out the entire picnic party renewed acquaintance and began to regain something that seemed not so very distant after all.”



"A Lancashire rider, G Clegg (348cc BSA), who was third in the Expert class." (Right) "E Sharp (498cc Triumph) on one of the steep ascents. He won the Best Novice award."

"LAST SUNDAY THE recently formed motor club of the 1st Gloucestershire Home Guard Association held its first event, this taking the form of a scramble in aid of the Red Cross Fund over a one-and-a-quarter-mile course on the outskirts of Cheltenham. The course was situated on the slopes of the Cotswold escarpment adjacent to Mill Lane of pre-war notoriety, and embraced a considerable amount of the old Noverton Grand Prix courses, which meant that it was super-sporting and very much up-and-down. Although primarily laid out as a rider's course, it proved exceptionally interesting for the very large number of spectators, the whole of whose entrance money incidentally, some £35, goes to the Red Cross, and certainly all the 30 riders enjoyed themselves hugely."

"THE SOUTHERN CENTRE, ACU, is being revived. Officers of clubs in the Centre are asked to get in touch with the Acting Hon Centre Secretary, Mr. George B Allan, 'Furzley', Sprat Down, Fawley, Southampton."

"DESPITE THE REINTRODUCTION of basic, traffic remains surprisingly light in the London area. Even so, the newspapers were reporting a traffic jam in the West End last week."

"ROAD ACCIDENT STATISTICS issued last week show that there were, on an average, over 20 deaths a day on the roads of Britain during the period of the war in Europe. The total number of fatalities was over 42,550."

"THE ROVING LASSIES (all-girl) club ought to be an inspiration to other girl riders to organise more clubs. What a wonderful sight it must be to see a group of girls in their

neat, clean, snappy uniforms out for a spin and enjoying the sport of sports.'—A US clubman's note."

"THE AUTO-CYCLE UNION have made the following announcement: 'A meeting of the Management Committee was held recently at which detailed reports from all the local Centres of the Union were studied and plans made for the earliest possible resumption of pre-war activities. The majority of the local Centres, however, are not yet functioning, and it would be premature to convene a meeting of the General Council. The Management Committee would take this opportunity of impressing on all Centre executives throughout the country the necessity for vigorous action and the revival of old clubs as well as the encouragement of new ones. Twenty-six new clubs have applied to headquarters for affiliation this year."

"IN PEACETIME, DESPITE full leisure and other facilities for servicing machines, too many motor cyclists have shown visible or audible signs of neglecting their mounts. One hears tinny rattles along the road, one sees too much blue tailing the machine. But under war pressure that minority of us who have continued to ride in civvies have displayed our busses to great advantage. I think the industry has every right to be proud of those of you who have remained in the saddle during these six arduous years. You have proved that you know how to maintain your machines."—Ixion

"A SIDELIGHT ON the USSR: Two motor cycle events have just been held, both starting from Moscow. One was a 60-mile, race along the Minsk highway, and the other was a 50-mile cross-country trial. Marshal Rotmistrov, the tank commander, started the events, which were open to both men and women motor cyclists."

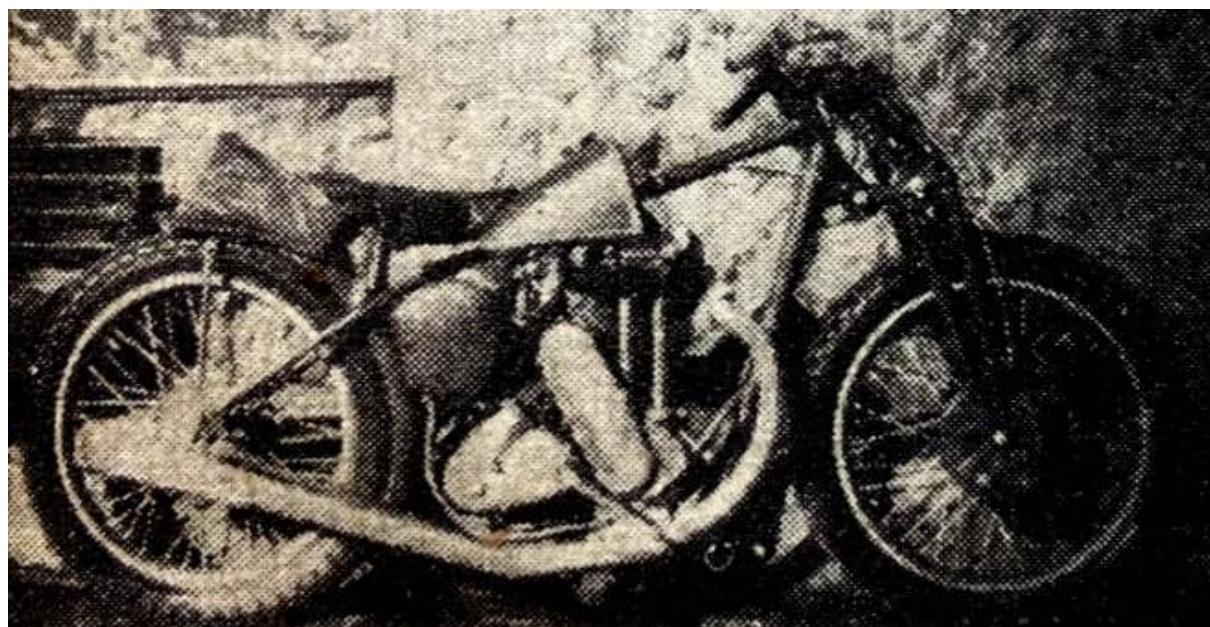
"MAY I OFFER my thanks to all DRs in all the services and CD for their grand work during the past five and a half years? Many people would not realise by some of your photographs of Army and other DR trials that the trials themselves were only a preparation for natural trials of the battlefields or in air raids, but which did not have a gallery of interested spectators, and in which the only award was not a posh 'pot' but a piece of shrapnel from a bomb or shell. It also may not be realised that the motor cycle scout, in fluid warfare, is the first person to enter occupied and unhealthy terrain. I would like to offer a word of warning to motor cyclists who have had to lay up the mount since the basic ration was discontinued. Now that basic is back again they should remember that their reactions to danger will not be so acute the first time on the road, and it will be easy to make a dangerous mistake.

F Abbott, Cambridge."

"I AM ENCLOSING a photograph which I have received from my son in Italy, in the hope that it will interest you. In the letter accompanying the snap he says: 'In my spare time I decided to build a racing model, and in this decision the availability of parts governed everything. Eventually I decided to base my efforts on a Matchless, which, although very

scarce here were more likely to be scroungeable than say Triumph or Ariel. I imagined that once an engine and gear box had been obtained, the rest would be easy, but such things as nuts and bolts held me up quite a bit. Frame: G3 Matchless (the old civvy and not the Army pattern tele). Forks: Norton forks turned back to front, and a set of Norton head races machined down to fit frame. The lower front spring mounting cut and brazed to correct the angle of the spring. Engine: Matchless G3 crankcase and G3L upwards with a G3 head. The crankcase I split, then polished the flywheels, etc, reamed out all plain bushes and drilled extra oilways. Cylinder: This had two millimetres machined off the top to raise the compression and a wafer-thick gasket fitted instead of the standard one. Valves and parts, etc: These were polished by making up tools to fit an electric drill. Gear box: 9 to 1 is the ideal ratio for our track, but it took a long time to find out. I am using a Matchless shell and selector with Ariel gears fitted into the box to step it down a bit. A Matchless clutch is used. Wheels: Norton front wheel and brake and Ariel rear wheel. The gear box makes third-gear a bit lower than 9-1, but it is a good fault. Tank: A standard Tele cut down to hold about $\frac{3}{4}$ gallon-fuel. No footrest is fitted to the clutch side of the machine, but a rest is used on, the other side. At present I am using 100 octane, and a 14mm Spitfire plug, with a half megaphone exhaust. Full megaphones were scrapped, as they upset carburation at under half throttle. She is painted blue and silver (Signals colours) and goes like a shot from a gun, starting in second gear. Later the engine was stripped, new flywheels and con-rod fitted, with lin taken off the flywheels and the con-rod drilled, which further improved snappy getaway. This model has taken two 'first places'.

AC Hatch, West Wickham."



"Norton and Matchless components were used in the assembly of this bitza, (See AC Hatch's letter)."

“AS A CHANGE TO the usual types of German machines I have seen and ridden out here, I would like to recount a recent incident on my way to Bremen. I was riding in a jeep, and passing a small shed my eyes were attracted by the glitter of chromium from the half-open door. Upon investigating, I was intrigued and delighted to see a KTT Velocette complete with racing numbers 35. The equipment included hairpin valve springs, twin float carburettor, huge fuel tank and megaphone exhaust. I certainly ogled that machine—given the time, I would like to have had the opportunity of fitting the tyres and chains that were deficient and trying it down the Hamburg Autobahn! In close proximity to the Velo were two practically new BMWs! What a sight for an enthusiast’s eyes, and just waiting to be put on to a vehicle! Thanks for the interesting reading that reaches me quite regularly each week.

TW Middleton, BLA.”

“IF I NEEDED A MACHINE which I could treat as a bootscraper, and for use at low or medium speeds day in and day out with a minimum of servicing, I would rather have a good two-stroke—and especially a water-cooled two-stroke—than any four-stroke which I have ever owned. Within limits, the older and the dirtier they get, the better they pull; and when they at last demand a decocke and an overhaul, it is a simpler job. Moreover, in my experience they generate less petty trouble than a four-stroke—almost inevitably so, thanks to their utter simplicity. I am prepared to admit that a sleeve-valve four-stroke might be even better for careless utility work, if and when a designer gives it the necessary attention. Remember, further, that only one or two British makers have ever elected to persevere with a two-stroke machine on the same price level as standard touring four-strokes. The causes for this neglect are arguable. Personally, I believe that our over-emphasis on speed and competition work is a main factor. I suspect that Villiers have sold more motor cycle engines than any other British manufacturer. Am I right? I wish they would tell us their output figure to date.”—Ixion

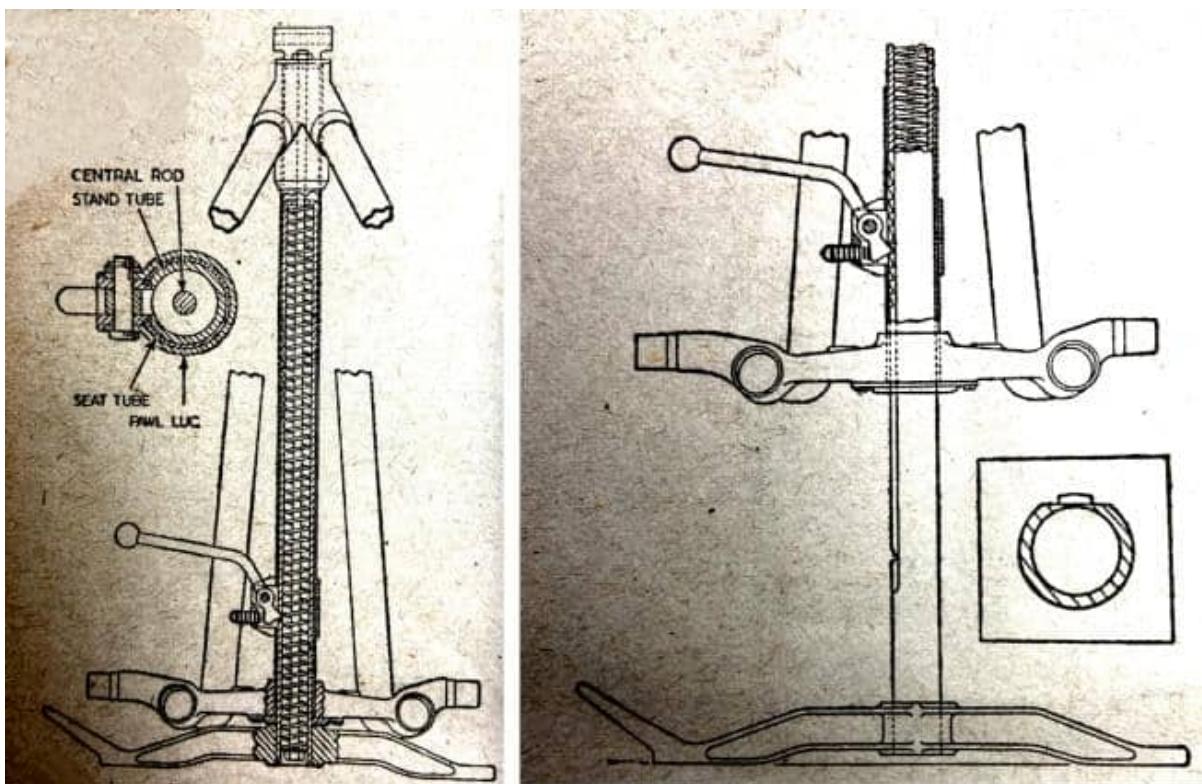
“AS A POINT OF INTEREST maybe to you, there are many electric motor cycles in, and about, Brussels. I saw many on the road, some carrying a pillion passenger. The engine is enclosed, and situated beneath the saddle; a pair of batteries (Austin 7 in size) all fixed each side of rear wheel. The machines are built very low with small wheels and 4in or 5in tyres. In Paris the popular motor cycle is the 150cc two-stroke with direct lighting and 6in head lamps. Pillion canvas bags are carried each side of the rear wheel, and a trailer on two cycle wheels often attached. Power units of 60cc to 100cc attached to bicycles over the front mudguard or at the side of the rear wheel are often seen.

S Pearce, Wimbledon.”

“UNITED STATES MOTOR cycle registrations for 1944 are given as 157,496. Three States have registrations running into five figures: California (22,309), Ohio (12,355), and Pennsylvania (11,580). Nevada is the lowest with 170.”

"EXTRACT FROM THE Dublin & DMCC's news-sheet: 'The British Government have restored the basic petrol ration with commendable promptitude; but at the time of writing the Eire Government have held out no prospect of an early restoration—rather have long delays and more shortages been hinted.'"

"AN INGENIOUS SPRING-UP stand which telescopes into the seat tube forms the subject of Patent Specification No 568,610, just published under the names of The Birmingham Small Arms Co and Mr Edward Turner (who at the time of the Application Date, June 28th, 1943, was Technical Director, BSA Cycles). The stand consists of a tubular member slidably mounted within the seat tube of the frame and having a transverse strut at its bottom end. Within the stand tube is a coil spring in compression. The top end of the spring is located by an abutment at the top of the stand tube, while the bottom end of the spring is supported by a central rod, the top end of which is secured to a fitment at the top of the seat tube. On one side of the stand tube are ratchet teeth arranged to be engaged by a spring-loaded pawl when the stand is lowered to ground level; such lowering, of course, further compresses the spring, so that when the pawl is released from engagement with the ratchet teeth the stand is raised by the spring."



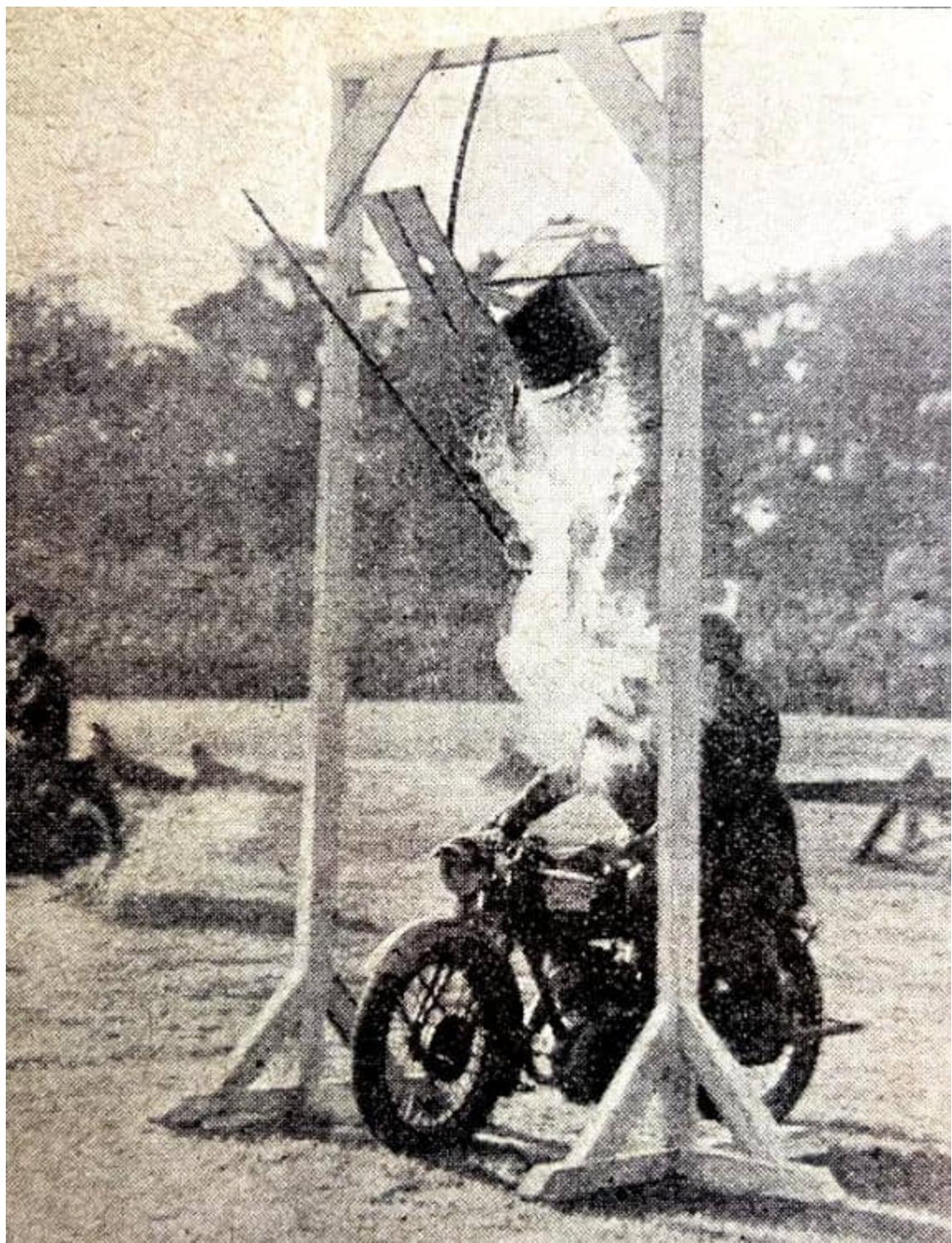
"Part-sectional rear-elevation and plan drawings of the BSA telescopic stand housed mainly in the seat tube." (Right) "Diagram of the stand lowered to the operative position. Inset: Plan showing the arrangement of the ratchet teeth and longitudinal locating faces on the stand tube."

“GREAT NEWS! MOTOR CYCLES are in production for the civilian market—for motor cyclists and would-be motor cyclists at home as well as abroad. The first machines should be available in a matter of a few weeks. Until recently, it seemed that all civilian-type motor cycles would be earmarked for overseas, because of Britain’s need to build up her exports, a direction in which the British motor cycle industry has made a magnificent contribution in the past and, given a big home market, can achieve even more in the future. In the decision to permit home sales it appears to be appreciated that there must be this home market. Otherwise, just as was the case previous to the war, when Germany was the main competitor, Britain will be unable to compete on price. A natural corollary to the decision is that the present system of ‘licences to acquire’ shall be swept away. We anticipate good news in this connection almost any day now. As readers are aware, the rule has been that a prospective purchaser has had to produce a Ministry of War Transport licence in order to obtain either a new motor cycle or even a reconditioned Army machine—indeed, a licence has been needed even to register a motor cycle built from second-hand parts—and such licences have, in the main, only been granted where the applicant could show ‘essential need’. It is obvious, however, that, even with licences to acquire a thing of the past, the home market is unlikely to be really large and constitute the background needed for large-scale exports while the 33% Purchase Tax remains—no less than £25 on a machine for which the manufacturer’s price is £75. This tax especially hits the returned Serviceman. It is not as though motor cyclists (and car owners, too) were not taxed in other directions. With the majority of articles subject to Purchase Tax there is only this one tax to pay, but with a motor vehicle there are taxes all along the line—recurring taxes, such as Road Fund licences, 9d. on every gallon of petrol, driving licences, taxation of lubricating oil and tax, as well as rates, to be paid on the owner’s garage. Added to this, surely a vehicle, which constitutes transport, is in a very different category from the general run of articles? No doubt there will be sweeping changes—there must be in the interests of exports. The time to announce them is now, before the new models start to reach the market. Not only does the industry need to know where it stands, and what plans it should make, but so do prospective purchasers. It is unthinkable that a man should buy a new machine one week and find the next that the Purchase Tax had been removed and that he had paid many pounds more than fellow motor cyclists for a machine which was precisely similar. Perhaps the greatest need of encouragement is in regard to autocycles and lightweight motor cycles up to 100 or 125cc. It is a matter of history that there were immense world sales of such machines before the war and that Britain’s share was small. On the Continent these lightweights were tax-free and insurance-free. Continental nations thus had the basis for big exports. The moral is obvious.”—Ixion

“WHILE IT IS EARLY to take stock, already it is obvious that a mainstay of the post-war programmes will be the side-by-side twin. There are likely to be some new horizontally opposed turns, but the technique of building two single-cylinders into one unit, with the

crankpins in line, that came to the fore in the late 1930s, is almost certain to be paramount. There are, however, several possible methods of mounting such an engine in the frame, apart from the choice of sv, ohv and ohc—and even two-stroke or four-stroke. Further, there is the question of the final drive, whether by chain or by shaft and bevels or worm gear. There is much that is thrillingly new in the design or prototype stage. A thought that frequently crops up is whether the twin is the ultimate or merely a passing phase in the evolution of the motor cycle. Why are there not more fours and threes?"—Ixion

"THE GLORIOUS FIRST" no longer refers exclusively—for motorists—to Admiral Howe's naval victory off Ushant in 1794. I spent it very quietly, contenting myself with some 10 miles of urban travel. Traffic was certainly denser, but not all that. My chief impression was how noticeably certain streets had narrowed as the result of kerb parking. Believe it or not, a certain one-way street conveys all east-bound traffic out of a large town, plus a share of the north-bound traffic, including numberless bus services. That street is of three-vehicle width, and kerb-parking by shoppers is allowed on both sides of it! You can guess how much space remains available for moving vehicles in the middle. Next morning I interviewed my special correspondent at local police HQ. The resurrection of local laid-up cars (total, well over four figures) had not so far caused any additional crashes. But patrols and telephones had been kept very busy after dark trying to organise the removal of breakdowns from the roads, some of them lampless! No reports or complaints anent resurrected motor bikes."—Ixion



"Just like pre-war days: An Army rider 'tipping the bucket' during an obstacle race at a Tattoo held at Warley Barracks, Brentwood, Essex."

"ALLIED EXPERTS have been examining Germany's methods of producing oil from coal. Major Lloyd George revealed this when he replied to a question in the House of Commons...he added that 'a small production of oil' has been obtained since 1939 at Formby, Lancashire."

EVEN RACING BIKES had to be adapted to run on pool petrol – and in a bid to reduce production costs the FICM banned superchargers. This ended the development of blown racers from Britain (AJS, Velocette and Vincent); Germany (BMW and NSU); and Italy (Gilera and Moto Guzzi).

ACU SECRETARY TOM LOUGHBOROUGH stood down after 30 years, handing over to assistant secretary Tom Huggett. Loughborough stayed on as secretary-general of the FICM.

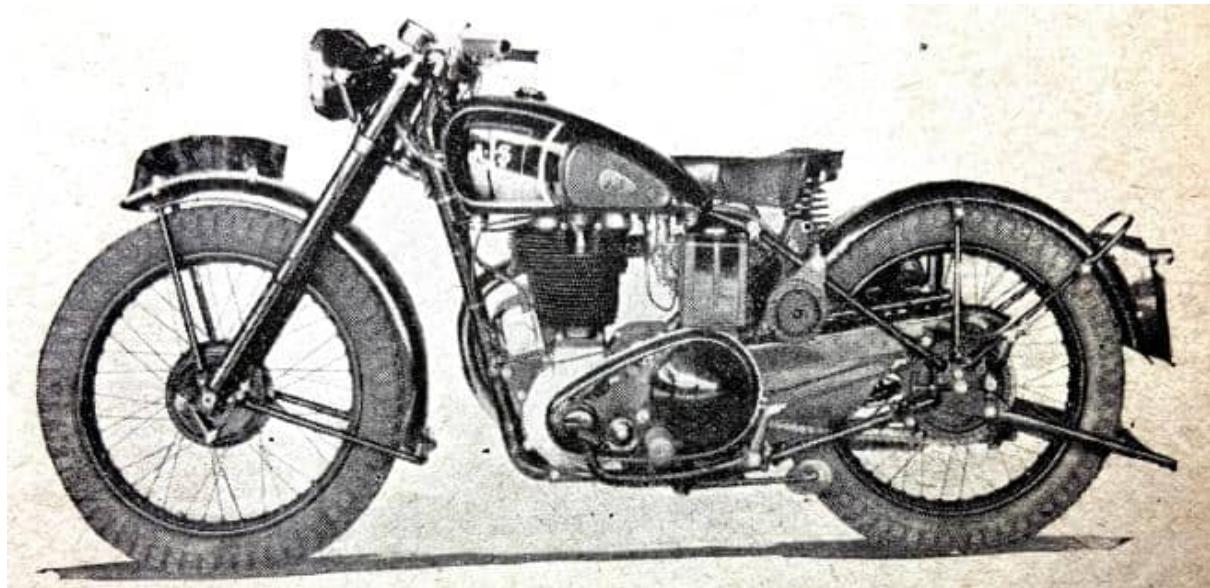
BSA's FIRST POST-WAR MODEL was the 348cc ohv B31; effectively a pre-war B30 with Ariel telescopic forks. Judging by the popularity of the Matchless G3L, its Beeza counterpart would have made an excellent military mount (BSA developed a 350 ohv WD model but it made sense to keep pouring out M20s rather than disrupting production) . The B31 proved itself a dependable, lively all-rounder. Matchless was also among a pack of contenders eager to challenge Triumph in the vertical-twin market.

“AS YOU KNOW, various manufacturers are adopting 7in diameter head lamps on their new models instead of 8in., which became very much the rule just before the war. Those who should know all about lumens have said that the larger head lamp has nothing on the smaller one in light emitted. There are important advantages accruing to the latter. For instance, the smaller lamp tucks in between the blades of telescopic forks and is thus much less susceptible to damage in the event of the model toppling over. Secondly, there is less top-hamper to affect the steering and handling of the machine. A third point...is that generally one seems to get a better driving light with the small head lamp—better, not worse...I am wondering whether the reason may not be that the smaller reflector is less liable to ‘spring’ on leaving the dies and is, therefore, more nearly a true parabola.”

BY YEAR'S END there were nearly half a million motor cycles on British roads: double the 1939 total.

“TWO AJSs, TWO GLEAMING black, gold and chromium models, are about to enter production. Both are ohv singles, one of 347cc [a civvy version of its WD model] and the other of 498cc. The first machines will be available some seven or eight weeks hence. Since Associated Motor Cycles are continuing the manufacture of motor cycles for the Army, three-quarters of the factory's production capacity being devoted to the supply of WD motor cycles and spares, the machines for the civilian market have to be based on their Array model. They are, however, thrillingly civilian in their finish, and have their acid-dipped crankcases, polished magneto chain covers, scintillating levers and even rubber for footrests and kneegrips, though not at the moment for the foot-change lever. Note, too, that there is a 500 as well as the 350, which is the capacity of the WD machine. The prices are to be announced shortly. Perhaps one of the most striking points about the 1945 civilians-for-the-pleasure-of models is that they do not give the

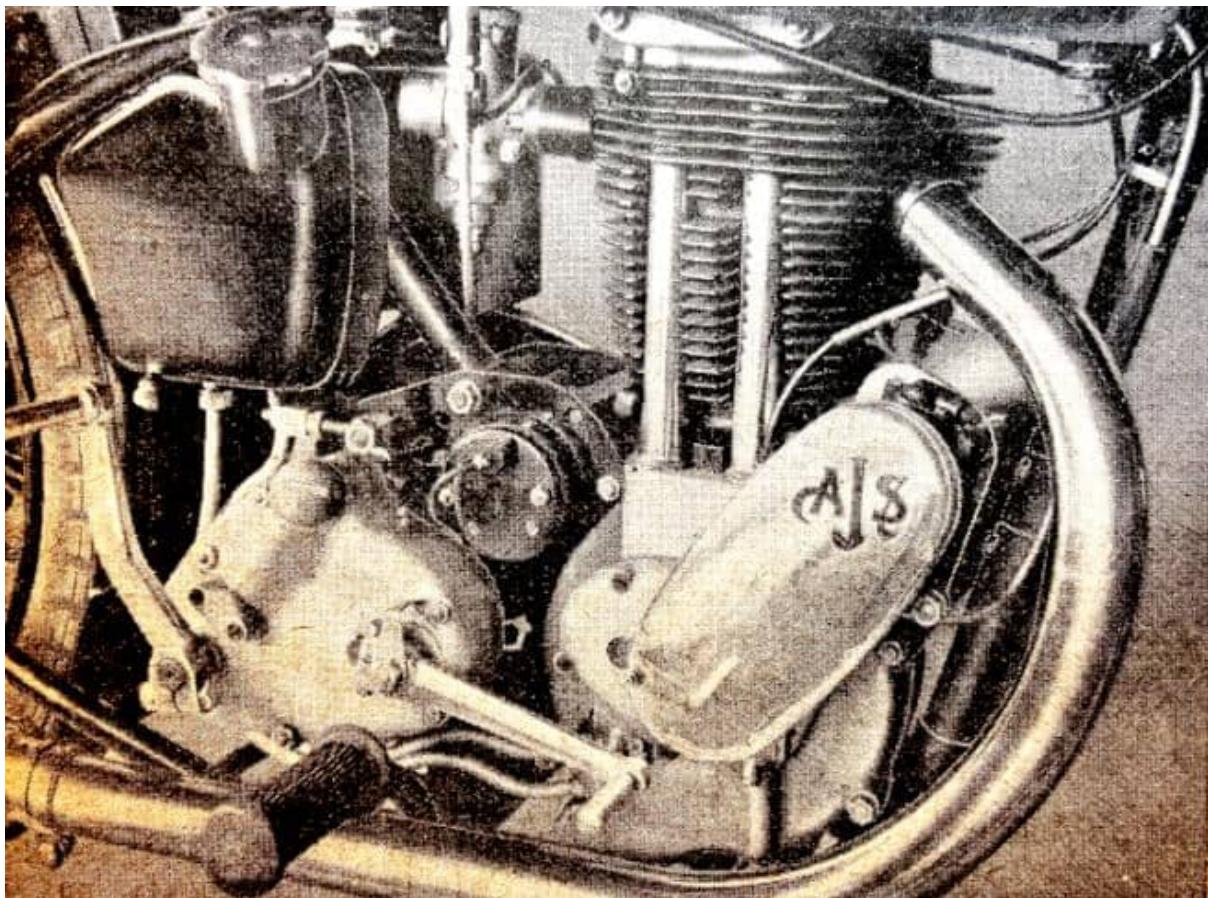
slightest impression of being 'Army'. Even the three gallon tanks, with their black and gold finish, look deeper. The machines have the proved-on-every-battlefront duplex cradle frame of the G/3L, and the now famous 'Teledraulic' front forks, which provide a total possible movement, hydraulically damped, of 7½in divided roughly into 3in upward and 4in on the rebound. Four-speed Burman gear boxes are employed...As usual, the AJS has a shielded magneto in the front of the engine. The compression ratio of the 350cc model is also different from that of the WD mount. There is no compression plate." Only 25% of production was civilian, the rest being reserved for the armed forces.



"Black, gold and gleaming chromium! The 500cc single-port AJS, a machine with an exhilarating performance."

"TORRENS GIVES HIS IMPRESSIONS of the new 500cc AJS: "What about taking it away with you?" said Mr Manufacturer. I was decked out in pin-stripe city suiting—a very wartime, much-worn suiting—and had no goggles, no gauntlets and not even a mackintosh. Everything had pointed to a day in the office. Then there was this bolt from the blue: the AJS programme for next week's issue. The day was hot and seemed likely to remain fine. I need not ask you what you would have done in my case, for, like me, you would have jumped at the opportunity of riding "some-thing" 1945. What model AJS? The ohv 500. This aspect—the extra power—interested me, for I know the G/3L well, having ridden dozens of Army ones during the course of the war. This, the first of the new models, came as a surprise to me. I was expecting "just a G/3L with a bit more urge", and found one of the nicest, liveliest 500 singles I have ridden for a long time. The speedometer showed 190 miles, and I had only the opportunity of adding 51 to that total; hence this little article is in no sense a road test, but merely a record of my impressions over this short distance. First, a dull note. It was possible to kick a number of times without anything happening unless the ignition was fully advanced. At the works it was remarked that it was better to start on the exhaust-valve lifter than to adopt the standard dodge of finding compression, easing the engine over on the exhaust lifter and

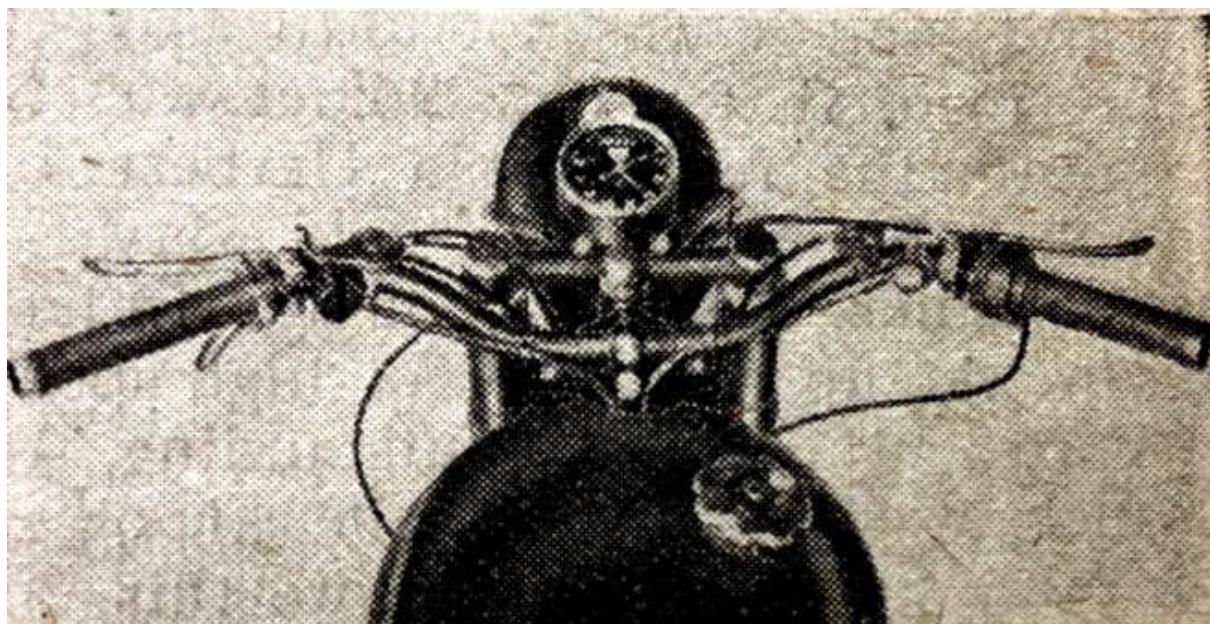
giving a swinging kick. However, with the magneto fully advanced all was well, so presumably it was largely a case of the particular magneto. There were very few other dull notes and a number of very pleasant



“A close up of the 500cc engine unit. Note the shielded magneto and the accessible position of the dynamo brush gear.”

surprises. The engine is flexible. One can trickle along at 18mph in the top gear of 5.25 to 1 and then, if one retards the ignition a trifle, accelerate away quite happily. It is also pleasantly quiet mechanically. The exhaust is “beefy”, if you gather my meaning—beefy without being in any way harsh and obnoxious. It was the “urge” that surprised me most. At 55 or 60mph one is moving along on quite a small throttle opening without the engine appearing to be “at work”. “Umph!” you say to yourself. “The rest of the throttle opening won’t mean much,” and you are wrong—utterly wrong. Tweak the twist-grip open with the machine doing 60 and things happen. I will not say that the machine wooshes forward, but the acceleration from a mile a minute is very useful indeed. There is a liveliness about the machine that makes it a real joy, and it is something which I do not recall with the previous 500s. What has brought it about? The engine, I gather, is basically the same as the 1939 500—the late 1939, which had heavier flywheels than the early ones—but has a different inlet-valve timing. The results are impressive. And what I also liked about the machine was that it feels such a quality job. Riding it one has the sensation of handling a mount that has been built and not merely assembled. If you

know the latest G/3Ls you will be aware of the excellence of the steering and road-holding—I refer to the models that are as they left the factory, and not after someone has put too much oil, or the wrong oil, in the “Teledraulics”. Whether the 500cc engine with the fore-and-aft disposition of the magneto and dynamo respectively makes any odds I cannot say, but it seemed to me that the general navigation was particularly good, and I especially revelled in the way the model heels over on a bend. Both brakes were really good, with the front one, as I proved, single-finger light. The riding position is G/3L, which means better than average. The prop-stand, as you know, is excellent, and the position of the speedometer head—on the top cross-member of the “Teledraulic” front forks—could not be bettered. My mileage was not sufficient to answer that point so many raise in these days, namely, whether the engine can be counted upon to remain free from oil leaks. At the end of the 51 miles there was not even seepage from any of the engine joints, but a little from the gear box. There is little else to relate except to state that I was very favourably impressed. The machine I rode gave me real pleasure and, if they are all like that, the model is certain to make a name for itself.”



“Control layout of the AJS. The speedometer is internally illuminated. Fabric-covered handlebar grips on Army lines are employed.”

BY YEAR'S END there had been 6,416 fatal accidents on British roads; up from 5,795 in 1943. This was blamed on increased traffic in support of D-Day.

LOW-OCTANE ‘POOL’ PETROL became available to civilian riders, rationed to two gallons a month for models under 250cc or three gallons for bigger bikes. And new motorcycles could be bought on the open market as wartime restrictions were lifted. But Britain was virtually bankrupt. Bread rationing was introduced and the government's ‘export or die’ policy, while essential for our economic survival, meant new bikes were virtually unobtainable. And prices were inflated by a 25% purchase tax.

WHEN JAMES REINTRODUCED its 125cc two-stroke it was black throughout with silver tank panels lined in gold. But before long it was available in a striking colour scheme of maroon and light blue, and for good reason. The James ML (Military Lightweight) won its spurs with the paras and glider troops from D-Day onwards; the colours of the civvy model were inspired by the airborne heroes' maroon beret and sky-blue badge

A MOTORIST BEFORE the beak for speeding in Slough admitted to a previous offence: exceeding 6mph in 1903. Case dismissed.

A BRITISH SQUADDIE in Italy built was clearly bored with his 16H Norton. As well as hand-ground cams he had upgraded the beast with Matchless Teledraulic forks, a WD Royal Enfield frame, Italian-made Sertum conrod and a top end liberated from an ohv 750cc BMW combo.

IXION REMARKED: "No son of mine would ever jump from pedding to driving a car without serving the invaluable apprenticeship of a motor cycle."

As usual, here's a selection of contemporary ads.

*The
Victors!*



ARIEL

The modern motorcycle

ARIEL MOTORS LTD. • SELLY OAK • BIRMINGHAM, 29

TO-MORROW'S MOTOR CYCLE

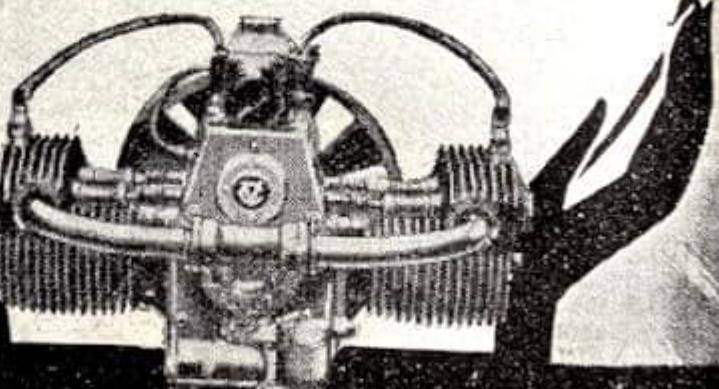
A PEEP INTO THE FUTURE

WILL IT INCLUDE SHAFTDRIVE

We cannot say with certainty, but most definitely many models will be powered with **BALANCED** Horizontally twin-opposed Engines—more than probably...

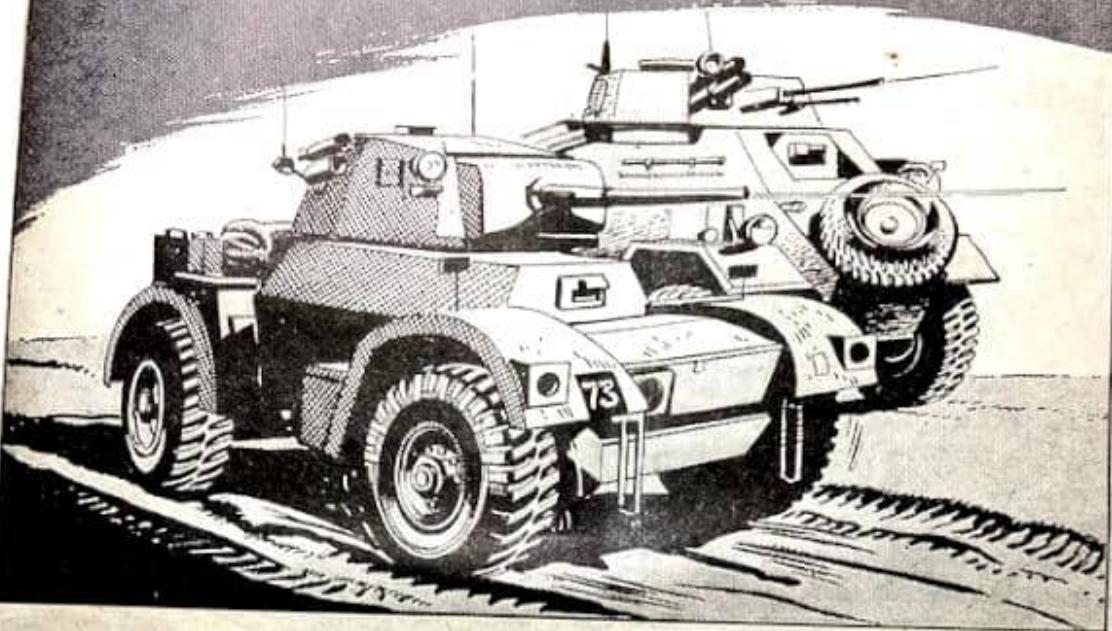
VIBRATIONLESS COVENTRY VICTOR ENGINES

THE COVENTRY VICTOR MOTOR CO. LTD.,
Dept. 12, Cox Street, COVENTRY.



VIBRATIONLESS
Coventry **VICTOR** *Engines*

Contributions...



No. 1. THE FIGHTING VEHICLES

"Bullet Proof" and "Run Flat" Tyres for armoured cars and other combat vehicles were originated and developed by Dunlop. Hundreds of thousands were made at Fort Dunlop before and during the War.

by

DUNLOP

THE FAMOUS **JAMES**

"Go anywhere Lightweight"



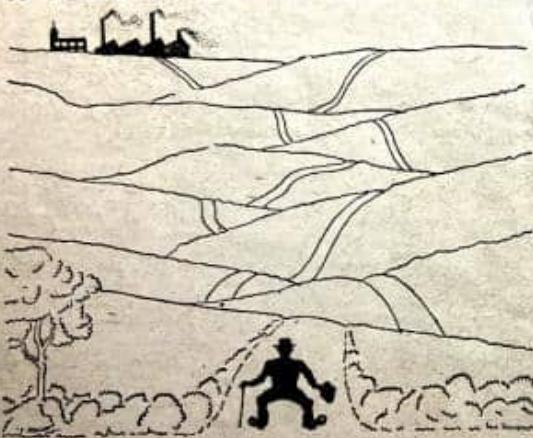
These James Motor Cycles are being used by our Airborne Forces for the toughest, roughest work a motor cycle can be put to. That in itself speaks volumes for the post-war James models, which will be a delight to ride and provide the world's most economical motoring.

THE
JAMES
125 c.c.
MILITARY
LIGHTWEIGHT

AS USED BY OUR AIRBORNE FORCES

THE JAMES CYCLE COMPANY LIMITED · GREET · BIRMINGHAM

IS YOUR JOURNEY REALLY DIFFICULT?



Perhaps it is, but — *it need not be!* See your dealer about a permit for a Norman "Motobyk" (150 m.p.g., 30 m.p.h. autocycle). Or write to us direct for full particulars. The Norman Motor-cycle, big brother to the "Motobyk" will, of course, return with happier days.



NORMAN

AUTOCYCLES AND LIGHTWEIGHT MOTOR-CYCLES

NORMAN CYCLES LIMITED, ASHFORD, KENT



RENOLD
MARK 10

THE
COVENTRY
MARK 8

MOTORCYCLE CHAINS

THE RENOLD AND COVENTRY CHAIN CO. LTD., MANCHESTER, ENGLAND



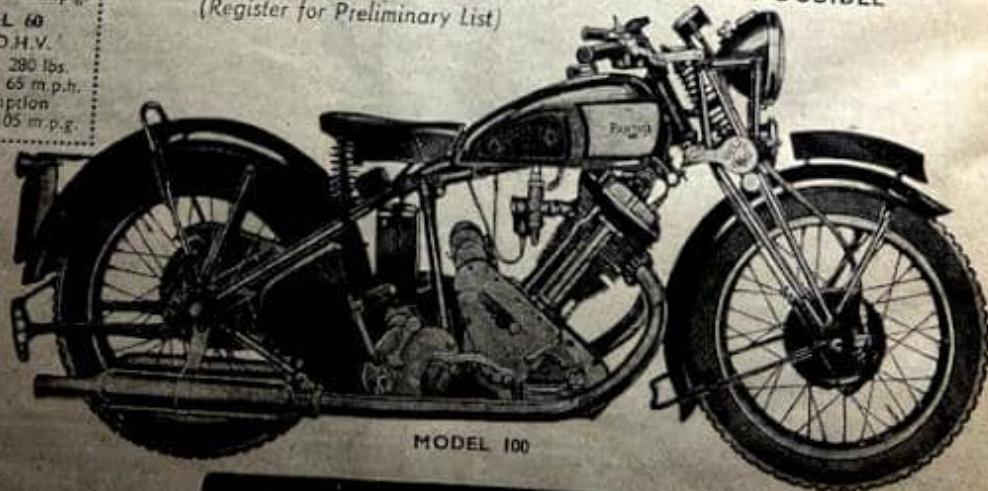
Look! *IN PRODUCTION*
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PRICES AND DELIVERY DATES WILL
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MODEL 100	
600 c.c. O.H.V.	
Weight	395 lbs.
Speed	65 m.p.h.
Petrol consumption	100 m.p.g.
MODEL 70	
350 c.c. O.H.V.	
Weight	287 lbs.
Speed	72 m.p.h.
Petrol consumption	100 m.p.g.
MODEL 60	
250 c.c. O.H.V.	
Weight	280 lbs.
Speed	65 m.p.h.
Petrol consumption	105 m.p.g.

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GUARANTEED WEATHERWEAR

*Back again
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NOTICE

We are endeavouring to get back to our peacetime position of supplying by return the bits you want. At the moment we are still under Official contract to deliver the goods required to finish off the Japs and bring the Pacific War to the same successful conclusion as the European conflict.

We are also suffering from a very large dose of Nazi unpleasantness, and, despite our efforts, cannot yet obtain permission to rebuild our Showrooms and Stores.

We intend to uphold our pre-war policy of service to the Motor Cyclist when circumstances permit, and we do not intend to lose that reputation which we had for supplying by return Norton Spares.

Some of our boys will be coming back soon, and then we shall be able to give our pre-war "by return service."

If you are really stuck ring Taylor Matterson, STReatham 8278 for that Norton "bit," but have a heart and don't expect too much yet.



Velocette

EACH
MACHINE IN THE NEW
VELOCETTE RANGE WILL
CONTAIN THE FULL
RESULTS SECURED FROM
WAR-TIME RESEARCH
AND PRACTICE

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Britain's Leading
Lightweight Specialists

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FRANCIS & BARNETT LTD
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Pistons
Piston Rings
Gudgeon Pins
Cylinder Liners

HEPOLITE
HEPWORTH & GRANDAGE LTD., BRADFORD.

Do the Job
Right—
fit Hepolite

ARIEL

A RIEL '39-40 350cc ohv, ex. cond., accs.—Wyatt, 43, Copse Ave., W. Wickham. [2921]

19 '39 Ariel 350 R.H., one owner; £70.—Abrahams, The Burgage, Market Drayton, Salop. [2924]

19 '39 Sq. 4, 14,000 miles, carefully used, good tyres; £114.—219, Riverdale Rd., Erith. [2927]

A RIEL Sq. 4 comb., 1938 (Dec.), smart outfit; £95.—Geddes, Childswicham, Broadway, Worcs.

19 38½ 1,000cc, ex. cond., 15,000m.; £150, offers; write appointment. 19, Crowsport, Hamble, Hants.

19 '39 Red Hunter 350, magnificent cond., many extras; best offer over £70.—Shearn, 41, Granville Ave., Slough. [2960]

1000cc de luxe Ariel and Steib (July, '38), taxed, excellent condition; £155; exchange 8-12hp car or Morgan 4-str.—Box 526. [2925]

FIRST registered 1938 Ariel 500 Red Hunter, needs slight attention, pillion seat, etc.; 45gns.; evenings.—200, Wulfrstan St., Shepherds Bush. [2939]

£95.—1938 1,000 Square Four Ariel; or exchange similar year 596 Scott; photograph on request.—Rogers, St. Heliers, Leamer, Yarm, Yorks. [2945]

19 '39 1,000 Square Four Ariel, moderate mileage, taxed ready, owner leaving.—Apply Went and Son, 9 and 10, West Hampstead Mews, N.W.6. [2943]

R OWLAND SMITH.—52gns.; Ariel, 1939, 249cc de luxe ohv, Magdyno, etc.; terms, exchanges; list; weekdays; Saturdays 9-7.—Hampstead (Hampstead Tube). Ham. 6041. [2950]

19 '39 1,000cc Sq. 4 comb., ex. cond., with Noxal sidecar, all on, spare tyre; £135; willing to take 350cc Manxman or similar in exchange.—50, Clauson Ave., Northolt Park, Middlesex. [2926]

A RIEL Square 4 1,000cc combination, coachbuilt launch sidecar, engine completely rebuilt 6 months ago, new block, pistons, cord rings, valve guides, main bearings, chains, etc., fitted, good 4-inch tyres throughout, 3 spare (not synthetic), taxed for year, whole machine in splendid condition; nearest £150.—Tel. Clissold 2139. [2908]

PANTHER

L ATE 1938 350cc Panther, splendid chrtme tank, first-class Dunlops, good batt., good cond. throughout; £41, carr. pd.—9, Little London, Andover, Hants. [2917]

19 '36 P. & M. model 100 600cc combination de luxe, one owner since new, fine sidecar with dicky seat; £92/10.—Whitbys of Acton, Ltd., 273, The Vale, Acton, W.3. She. 5355. [3000]

19 '39 350cc model 85 Panther, dynamo, four-speed, footchange, speedometer, excellent condition throughout, £56; 1938 500cc model 95 Panther, dynamo, four-speed, footchange, speedometer, excellent condition, £65; 1938 598cc model 100 Panther, dynamo, four-speed, footchange, £65.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211.

TRIUMPH

T RIUMPH Tiger 80, 1940, as brand new; £89.—Box 520. [2917]

£14/10.—500 ohv Triumph T.T. Rep., old but good.—Barnes, 36, Leigham Av., Streatham. [3002]

19 '40 Speed Twin, 3,000m., immaculate cond., tools, spares, instruction books; £125.—Box 527.

O FTERS, 1931 494 cc ohv Triumph, electric light, speedo., instrument panel, untaxed 6 years, one owner.—Box 524. [2922]

G ENUINE 15,000m., 1938 (July) Triumph 350 sv, carefully used for 2 yrs. only, perf. cond.; £60 or near.—Popesgrove 1713. [2885]

19 38½ Triumph Speed Twin, new chains, tyres, dynamo, ammeter, brake linings; owner posted Burma; £90 or nearest.—Box 523. [2920]

T RIUMPH 1938 Tiger 80, fine condition, low mileage, downswpt; £70; taxed; evenings.—11, Thyras Grove, North Finchley, N.12. [2937]

FIRST again. S. A. Coles, Ltd., are now accepting orders for the post-war Triumph range; stamp for full details.—364-368, High Rd, Leyton, E.10. [2984]

19 '39 Triumph Tiger 100 twin, fully equipped, chrome mudguards and finish, as brand new, a real show model; offers.—76, Baden Rd., Brighton. [2908]



PIPE DREAMS

MOST people indulge in "Pipe Dreams" at times, even if they don't adopt the picturesque costume and the comfortable position of the Oriental gentleman in our sketch.

The youngster with his first 250 imagines himself winning the Senior T.T.—the confirmed tourist mentally plans a six-months' tour of Europe—and the technically minded enthusiast sketches out marvellous designs for a six-cylinder rotary valve, supercharged, fully sprung 1,000 c.c. Model, which he would like to be able to buy for £50 after the war.

Our Designers and Research Staff must avoid such "Pipe Dreams" like the very plague. Each line that goes on paper in the Drawing Office, each part that goes into the Experimental Department for test, must be judged on the basis of that severely practical knowledge which comes only with years of experience in the design, manufacture and development of first-class motor cycles.

The post-war models that we are preparing for you will, of course, have new features and attractive specifications. These the "Pipe Dreamer" might provide, but they must also have superb performance and handleability, be utterly reliable and be capable of being manufactured at a price which you can afford to pay. These qualities the "Pipe Dreamer" cannot provide, but we can promise you that they will be found in full measure in the A.J.S. post-war models, which will be designed by the best technical brains in the industry, made by the most modern methods in the up-to-date A.M.C. factory, and backed by the accumulated 45 years' experience of the A.M.C. organisation.

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FOR many months we have been telling you about the post-war A.J.S. models we are preparing for you. We have told you that they will be real men's motor cycles ; that they will lead the world in design as A.J.S. has so often done in the past ; that they will possess an unique combination of high performance and superb handleability (Joe Craig's word) ; and so forth.

Details of specifications we have not been able to give you, because development work still goes on, and the exact specifications of the post-war models will depend on the stage which that development has reached when the flags go up. We believe that time is fast approaching, and we promise you that when we do fill in the details of the post-war A.J.S. you will not be disappointed.

In the meantime we have all got a job to do, and the sooner it is done the better . . . then will these nebulous announcements become concrete facts, and the promise we have made will be substantiated by specifications that will gladden the hearts of all true motor cyclists.

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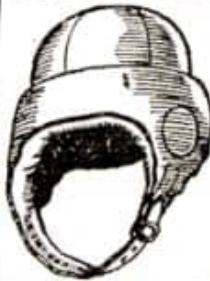


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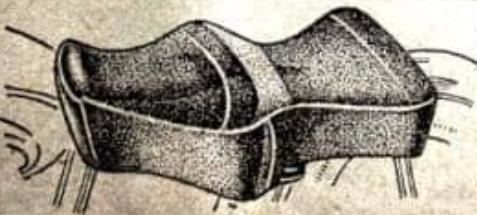
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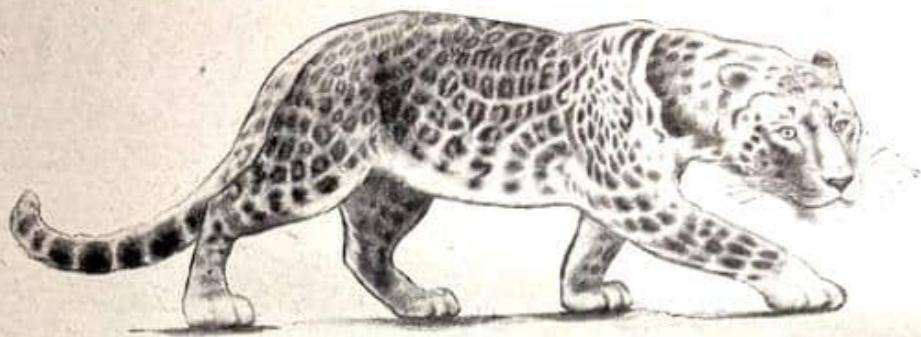
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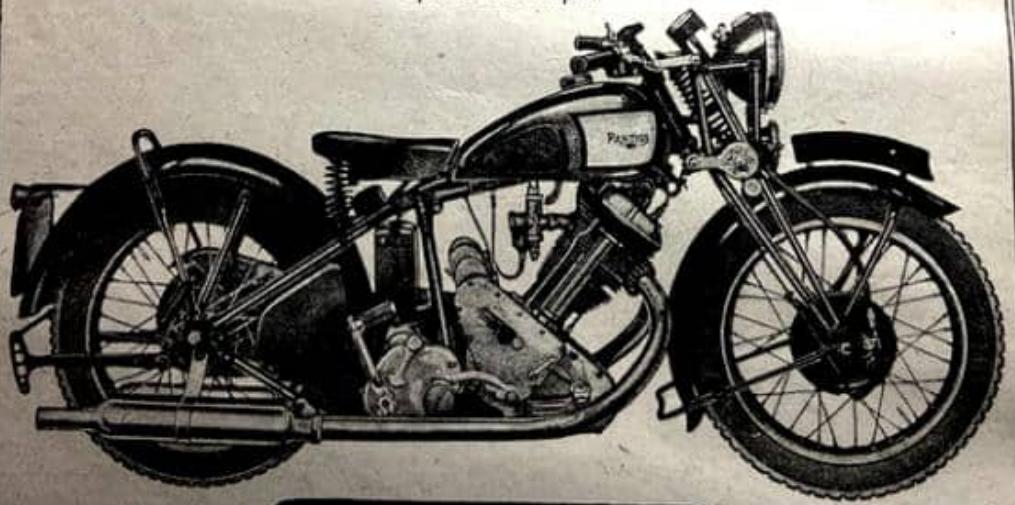
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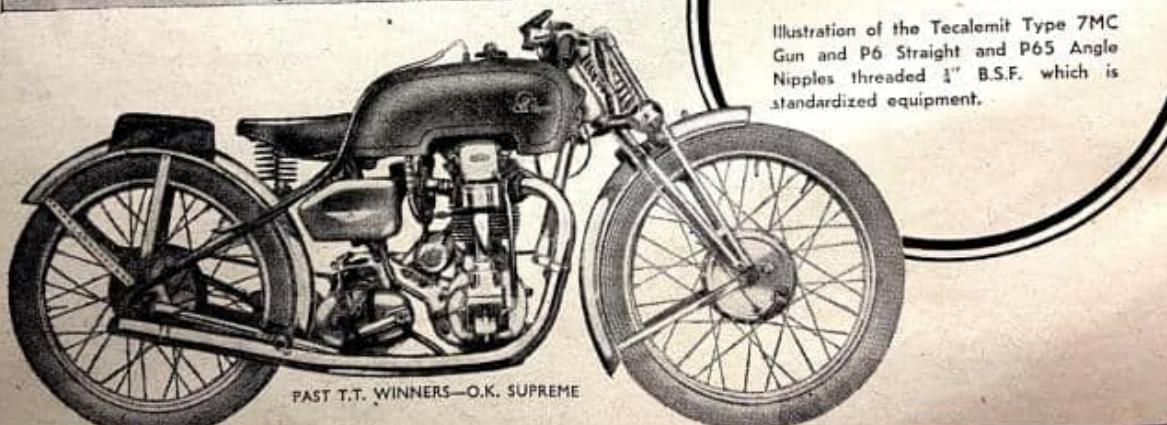
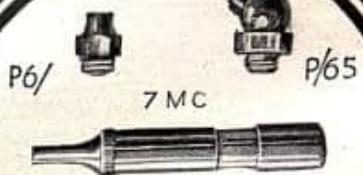
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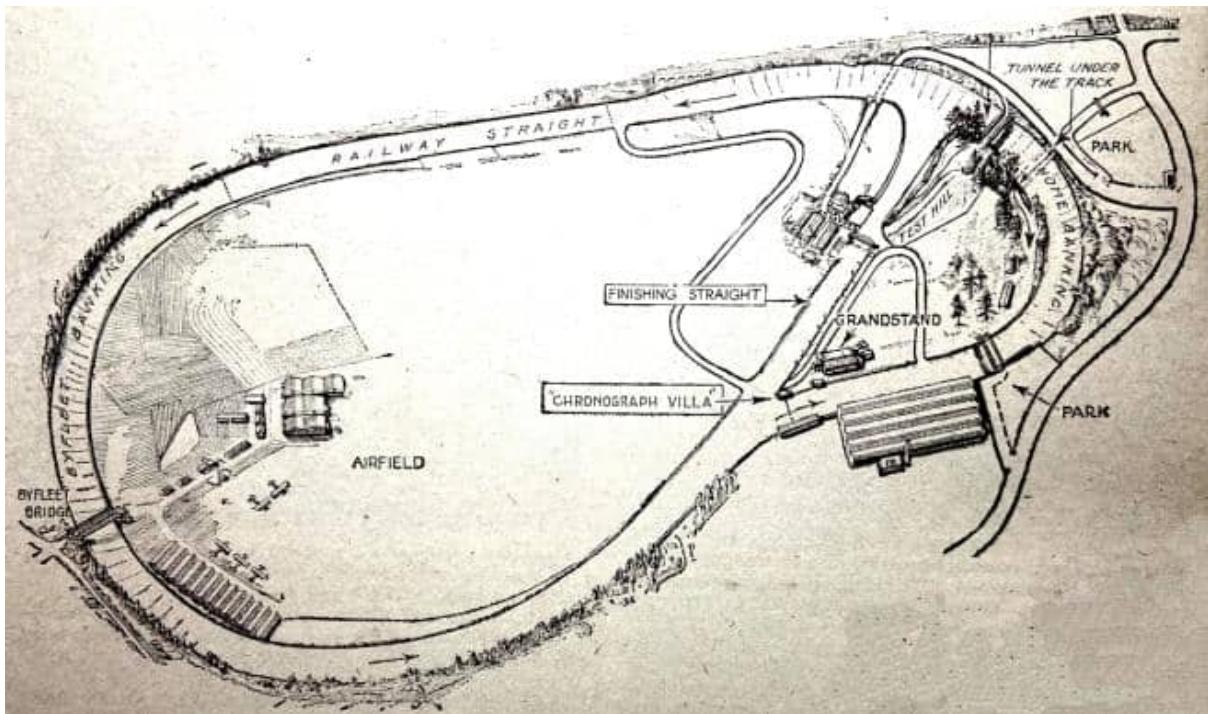


1946

“LAST THURSDAY I SETTLED down to run through the New Year’s Honours...As my eyes roamed through the awards of the OBG (Military Division) to the members of the Royal Air Force I came to a halt. What brought me to a stop was the award of the OBE to Wing-Commander JM West, RAFVR. There could be more than one JM West with that rank in the RAF but it seemed very unlikely. Jock West, second in the last TT, new sales manager of Associated Motor Cycles, OBE—cheers! The Editor ‘phoned Jock to congratulate him. He had not heard—was completely taken aback. Just like Jock, he told no one about the honour At the AMC victory party and dance last Saturday evening—a mighty and cheery get-together of those who work at the factory, run by the AMC Entertainment Committee—no one knew until the Editor mentioned it. Incidentally, what an outstanding get-together that party was! And what an excellent band AMC boast. Why don’t more big firms have their cheery off-moments?”

“SHAREHOLDERS OF BROOKLANDS (Weybridge), Ltd, last Monday approved the sale of Brooklands to Vickers-Armstrongs for £330,000. A proposal to adjourn the meeting in order that other lines of action might be explored was defeated The chairman, Mr CW Hayward, stated that the Ministry of Aircraft Production had declared that the present requisition would be continued for an indefinite number of years up to a maximum of five, and that they would feel bound during that period to consider compulsory acquisition. He was, he said, satisfied that there was no chance of Brooklands ever coming back to the company as a motor-racing course.”

“WITH BROOKLANDS SOLD and the track presumably no longer available, where will the British motor and motor cycle industries be able to carry out necessary research? In the past Brooklands has been Britain’s only track—the sole place where it has been possible to test vehicles at speed unimpeded by corners, bends and traffic. The sale and loss of the track therefore cannot be regarded with equanimity from the national aspect, especially to-day, with post-war designs in the offing. The fact that a great sporting venue will be lost is secondary and can weigh little, though even in that connection there can be grave regret, for Brooklands has been a great training medium, developing men—real men—as well as machines.”



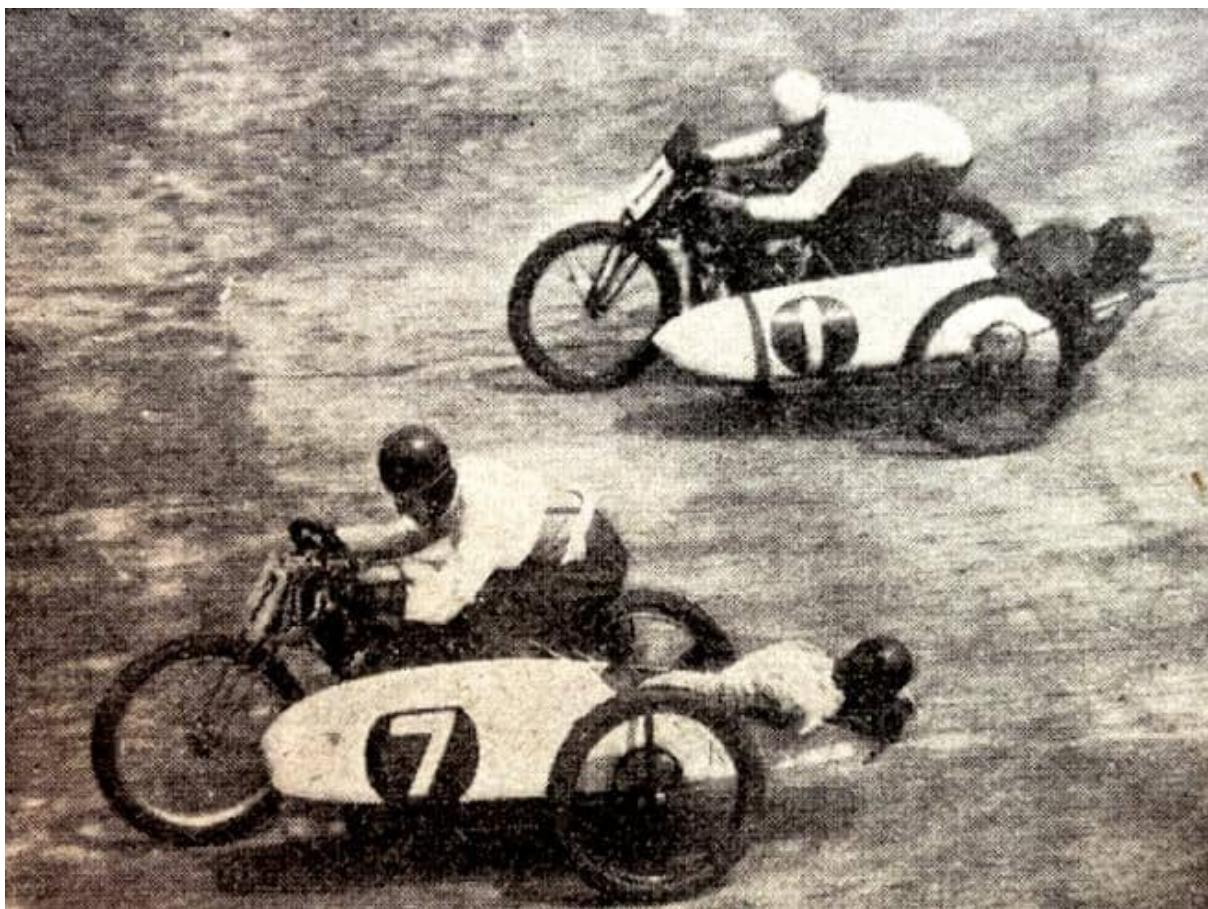
"An artist's 'aerial' view of the great track which shows the various pre-war vantage points. On the 50ft line the track was approximately 2¾ miles round. The man responsible for its construction was the late Mr Locke King."

"PERHAPS THE QUESTION which agitates most of us is whether the towering prices of 1945 are going to be permanent or not? We have lived so long in an era when £65 was a typical price for a tolerably good 500cc that we gasp and worry when the figure sticks at nearer £150. After the 1918 armistice prices steeped for a year or two but in due course slid down again until we could say we got better than pre-war value for less than pre-war prices. Will that process repeat itself? No man knows. Purchase tax will assuredly disappear in time. For the rest, prophecy is probably more of a gamble than at any time in our history. The American loan discussions have prepared us for a certain doubt, or even pessimism, concerning our financial future. For the moment only two remarks are sound and relevant. The first is that price and wages stand in a definite ratio. The symbol '£' is in a sense a mere convention. A £50 bike when Jack's weekly wage was £3 was no cheaper than a £100 bike when Jack's weekly wage is £6. On paper we earn more to-day. On paper we spend more. The second is that if as a nation we work hard, are well governed, and are led by competent industrialists, we shall unquestionably emerge from the slough of being a 'debtor' nation, so embarrassing after many long decades as a world creditor. But those three 'ifs'—work, government and technical leadership—are the conditions of prosperity. Them are no other conditions. As a profound believer in Britain, I expect to see a good £50 bike return (or its equivalent at some other financial level). But I do not expect it by to-morrow about this time. And as a buyer, I shall not wait so long to pick my post-war mount."—Ixion

“IN THE FEW STARTLED DAYS since the sale of Brooklands was announced, three separate reactions have been noticeable amongst motor cyclists. The leading engineers bemoan the loss of what one of them called ‘the best test bench in the world’ available to the motor cycle industry at absurdly low cost. Riders feel bereft of the one place in the British Isles where on almost any day in the year they could travel as fast as all but freak bikes are capable of travelling. The general public, though not many of them visited Brooklands more than once or twice a year, regarded it affectionately in much the same light as Epsom or Lord’s or Wembley Stadium. In these three senses we all feel an acute sense of loss. On the other hand, if we assume that Britain’s recovery will ultimately include an even better track, more suited to ‘laboratory’ work, better adapted for pure sport, and designed with a shrewder eye to the spectacular side, our period of mourning would be definitely eased. One thing is certain. Britain cannot afford to remain trackless while Italy has Monza, France has Montlhèry and Germany has Avus and the Nurburg Ring.”—**Ixion**

“SO BROOKLANDS IS NO MORE! I trust an abler pen than mine will write a suitable lament, but just in case nobody else thinks of it, I’d like to say that here is one who will be everlastingly grateful to the track, and all connected with it, for presenting motor cycling at its best. I would hesitate to say that even the TT has given me more enjoyment—though more thrills, perhaps. At Brooklands you could (1) study the machines in the paddock to your heart’s content; (2) get a splendid view of the racing from half a dozen different places without taking up position long beforehand; (3) see the fastest machines in Britain. The Mountain formed a natural grandstand for the Campbell and Mountain circuits, and for another kind of thrill you could mount the stand at the paddock and look down on the rider’s bobbing heads as their handlebars swept the paint off the woodwork beneath. The ride to and from the track, too, could be very pleasant, taking one perhaps over rhododendron heaths or pine-clad hills, past half-timbered cottages and through typically bright south-country villages—even Chobham and Byfleet, quite close to the track, I thought very charming. Latterly I found admission quite cheap, but in the twenties it was well worth 3s charged, for those were the days of Le Vack and Temple, O’Donovan and Pullin, Horsman, Judd, Emerson, Marchant—when even scratch races were well supported and when nearly all world’s records were broken at the Track. Southern racing men will miss Brooklands. I hope it won’t be long before a new track is planned (with the co-operation of the car people)—one permitting two-wheeled speeds of 200mph or more.

Footboard Ferdie, Newport.”



"Knights of the concrete saucer: A fine impression of Wal Handley (No 7) passing CS Staniland in a 200-mile sidecar race at Brooklands in 1930. Unhappily, both Handley and Staniland have since been killed in flying accidents."

"AS A VERY KEEN enthusiast in civilian life you can imagine my feelings when I was put in charge of the Inspections Repair of most of my Company's motor cycles. What more could an enthusiast want but to be steeped in motor cycles every day? We have every one of the Army models on our strength so have plenty of opportunity of studying the good and bad points of each make. One thing stands out a mile—electrics certainly need redesigning. The number of batteries, dynamos and voltage regulators required to keep machines on the road is terrific. To find a machine which charges is an exception. With girder type forks, spindles and bushes constantly require renewing. The advent of the Teledraulic fork is a boon in this respect. It is peculiar how each make has its faults which crop up in every model, and one wonders how much Mr Manufacturer tests his models not to have corrected them before thousands are made. A lot can, of course, be put down to the terrible condition of the roads over here. Oh! Why has not that lovely Triumph Twin got shaft drive? What a bike if it had! And what a boon the Enfield neutral-finding device is. I am sure in a few years British motor cycles will be at the top for design and performance—a position they held for so long.

NJ Payne, Bromsgrove."

"I WAS VERY INTERESTED in Brigadier TCW Bowen's article, 'Riding Position for Solo Work' in which he mentions danger and discomfort. There will always be these factors while riders are forced to adopt the 'monkey-up-the-stick' position, and consequently get cramped and stiff and dither about feeling for the brake in an emergency. Out of a total of 20 machines, there were two only on which I could sit and ride comfortably and be sure of stamping rapidly on the brake. They were an Indian Scout and a Ner-a-Car. Both these machines had footboards well forward and ample leg-room unimpeded by kick-starters, gear boxes, battery cases and oil tanks. Most of the weight was taken on the saddles, which left the legs and feet free to move about and ready for an emergency. Incidentally, the saddle of the Indian Scout was mounted on a spring seat pillar and could be adjusted backwards and forwards and vertically. With the exception of speed, the modern machine is basically the same as the machine of 1912. Its high saddle tank makes it more top heavy, and its weather protection is still nil. How can it be reasonably safe? What impressed me during the war was the ease of handling and controllability of the American twins used by the Americans and Canadians. In spite of their immense weight and power they were as easy to handle in traffic as the smallest lightweight. Makers here might do well to study the American layout regarding comfort, handling, and weather protection.

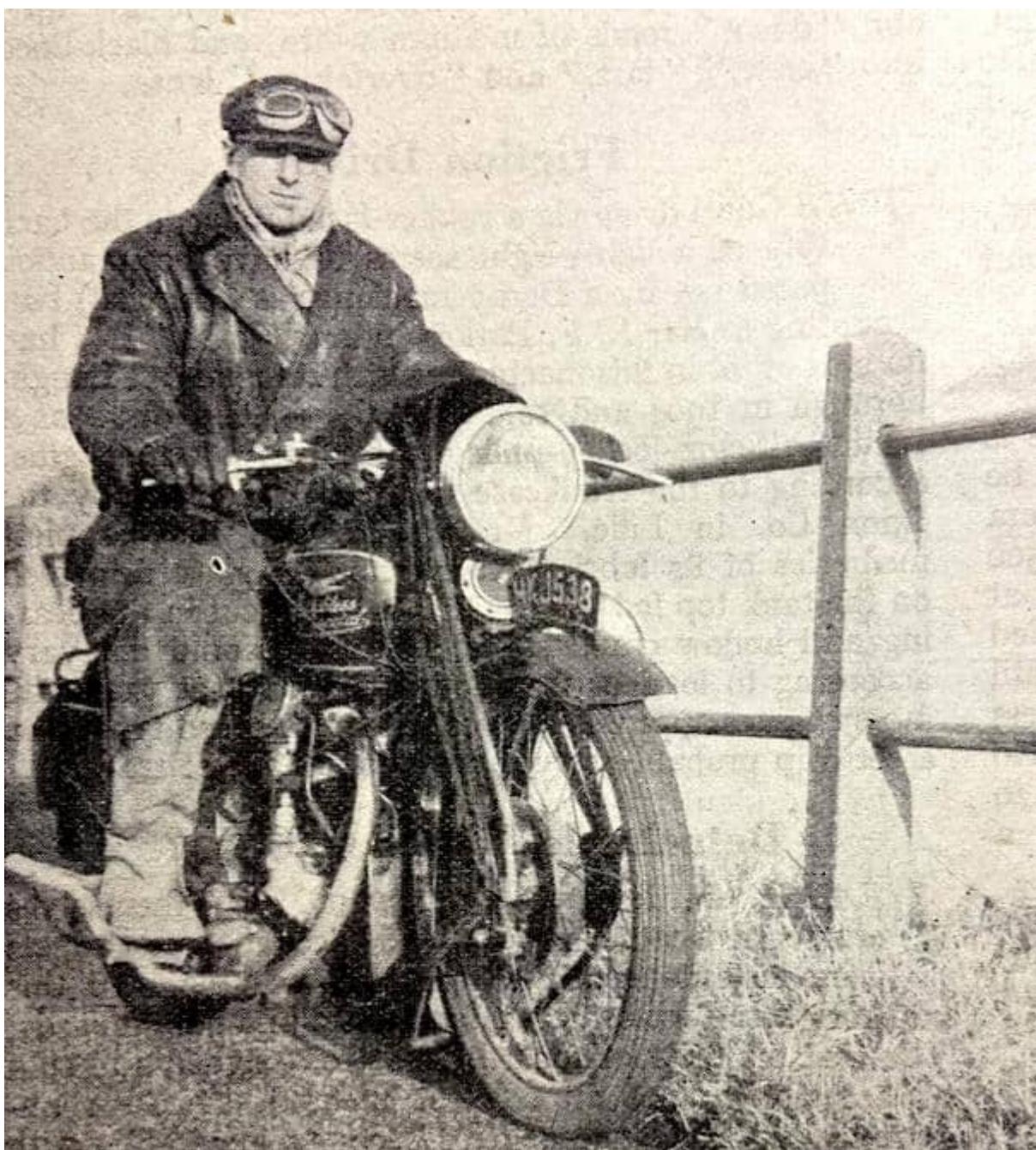
Comfort, London, N4."

WHAT I RODE IN 1945

"Torrens" Discusses Some of the Many Interesting Motor Cycles He Sampled

"HE WOULD BE a poor motor cyclist who could not reflect with pleasure on a year that had included rides on a blown Scott, a special narrow-angle V4, a trio of new vertical twins, a 'Civvy Street' Guzzi, a Benelli, various Flying Fleas, sundry experimental models which should make their bow in production form at the next Show, a sidecar-wheel-drive Zündapp, and a score and more other motor cycles. In number and variety of machines I must class 1945 as a thoroughly good year, and—lucky me!—the mileage has been very nearly that of a true peacetime year. What shall I touch upon first? Those captured from the Hun and Itie machines I have discussed in a whole series of articles, so little need be said here. I do not rate any of them very highly. Nothing is perfect in this

imperfect world (says he ponderously), and while the foreigner, in a few of his models, can show us a thing or two, he can 'blob' at least as much as we can, and generally does so in a greater number of directions. The Benelli, a 250cc overhead-camshaft single, I give many marks to on the score of its engine. It proved a superbly balanced single, and, while it delighted in revving, it was also endowed with beefy pulling power. It reminded me very much of the original Model A Levis engine, a 350 single-port job that was as sweet and as lively as any power unit marketed. The steering



'Torrens' aboard the special two-carburettor Matchless Silver Hawk. This much modified V4 has a most exhilarating performance."

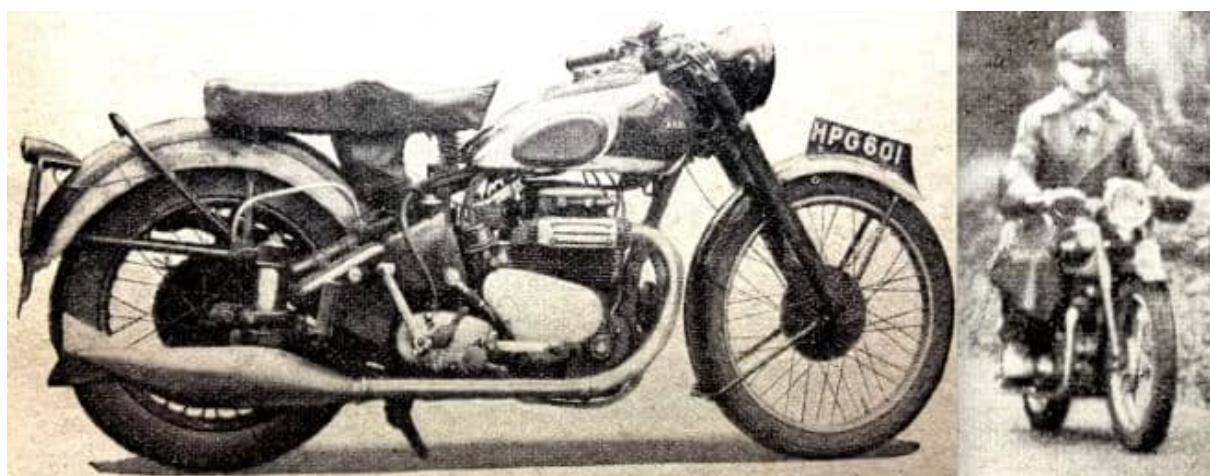
department was not too good, which is a failing of all the Italian machines I know. Of the BMWs two things may be said. The first is the patent fact that they have been designed as a whole instead of being a collection of bits and pieces. No 2 eulogy is that they do not leak oil—except that, in so far as those captured machines are concerned, oil had got into the rear brake from the bevel box and put paid to the brake linings. I have never had this trouble on civvy models, so it may have been a case of the German Army's maintenance. My hope is that before many years are out we shall have a number of sleek, built-as-a-whole jobs, but one realises that there are snags. I am not referring to the fact that one may not be able to get at one's clutch and at various other internals of a unit that is designed as a unit. Given the right design, the best possible material and high manufacturing skill, parts can be tucked away without it mattering. The snags, as I see them, are that once one has embarked upon the design one is hampered as regards making any serious changes. Secondly, such designs are expensive from the manufacturing aspect. The number of BMWs sold to Germans in pre-war days—sold to private owners—was small, in the same way that the number of Brough Superiors sold here pre-war was small. The reason was not that motor cyclists in this country did not yearn for Bruf-sup's nor that Germans did not want BMWs, but that few could afford them. However, already I have ridden two built-as-a-whole British designs that incorporate just about everything the idealists have sought in the way of features, so we shall see. I am sorry if I am tantalising in this remark, but you will realise that discussing experimental machines is taboo. A reason why a motor cycle journalist is given prototypes to ride and comment upon, and thus has the opportunity of suggesting directions in which alterations seem to him desirable, is that those responsible for the model are sure he won't go around talking. I love being asked along to try something new when it is in its initial stages, for then one can proffer criticisms and suggestions before things have gone too far. So often in the past, with the Show in the offing, it has been a case of 'Sorry, but we can do nothing about it now; we shall have to see what can be done for the following year.' Incidentally, it is not generally realised what a long-term process true development work is. With one factory I have an appointment every three



“The famous Flying Flea, the 125cc Royal Enfield in its civilian form. In almost every respect the machine is precisely similar to those dropped by parachute, transported by glider, etc.” (Right) “The other make of Flying Flea, the James-Villiers, which has been made in its thousands for Airborne, assault and other troops, being ridden through a German-made bomb crater.”

months to try out the new multi and see how far they have got. Each time, so far, there has been a marked improvement in the machine. When will it be ready for the motor cycle public? On the last occasion that I raised the matter, the answer was that it might be announced in some twelve months' time. Thus I am likely to pay several more visits! The narrow-angle V4 I mentioned at the outset is a machine which, I understand, was once the property of Mr R0 Mitchell, who took it over to Merano, in Italy, for the 1932 International Six Days. Unless my memory is at fault, Mr Mitchell had the late Count Zborowski's mechanic. Do you remember that famous car with a Zeppelin's engine, 'Chitty-Chitty-Bang-Bang'? Anyhow, Mr Mitchell was a great enthusiast with a fleet of super cars and this Four, a 593cc overhead-camshaft Silver Hawk Matchless that was much modified and generally hotted up. One of his favourite hobbies, I recall, was to slip down to Yeovil from London and back again just for the joy of a fast ride. And even on a standard Silver Hawk one could tuck many miles into the hour. My first experience on one was a trip exploring the Land's End Trial course and tackling West Country hills that lasted the Saturday afternoon and the Sunday and involved 630 miles. So enthralled was I with the machine on this occasion that I bought a Silver Hawk—indeed, had one in 1932 and another in 1934. Although only of 593cc and gentlemanly withal, these machines gave me the highest averages of my life. They are the only machines on which I have found more than sixty miles went past in sixty minutes. Averages of over 50mph were almost commonplace, and I have often wondered why automatically one put so many miles in an hour. More than once I have urged Matchlesses to get hold of a really good Hawk and put it through its paces to-day. I would love to be taking delivery of a brand-new Silver Hawk to-morrow—would love to have a good second-hand one if only there were spares available. However, I have done the next best thing and had a

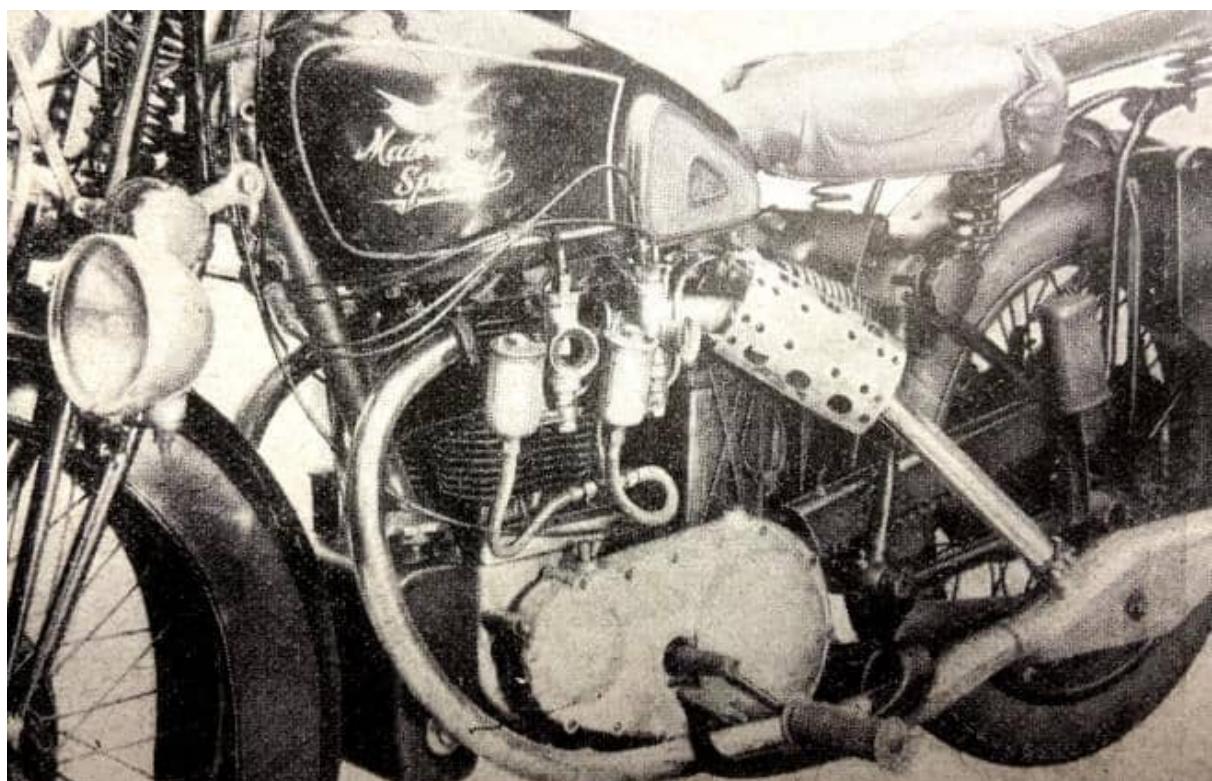
ride on this two-carburettor, four exhaust pipes, special. You see the machine in a couple of the photographs. Mr. Babson, a metallurgist and very knowledgeable engineer, bought the machine in bits and spent a lot of time and money building it to his own ideas. I will not run through all the changes he made. They include the fitting of Webb front forks, a Burman four-speed gear box, new brakes—he shrunk stiffening-cum-cooling fins on the rear-brake drum—a modified lubrication system, and so on. Before he sold the machine he kindly brought it along to Dorset House for it to be examined. In addition, I rode it round the houses. He followed up by suggesting I had it for a week-end. We compromised by my dropping down to his home in Kent on Boxing Day and taking the machine out for a run. I found the two-carburettor engine had a snarl and a degree of snap about it that was thrilling. There is a very great deal to be said in favour of the narrow-angle V4. It is a compact engine and nicely balanced. There may not be the smooth



“However critical he may have been on the previous occasion when he used his 1,000cc Square Four Ariel, ‘Torrens’, on riding it afresh, invariably thrills at its smoothness, its surge of power and controllability.” (Right) “On the road with the new 350cc Triumph twin, a machine with exceptional docility and controllability, plus a real sports performance.”

purr of, say, the straight four, but the exhaust is pleasant. In this case it was decidedly noisy—very super-sports-car—but what joy taking the machine up the scale in the gears! Maybe I have been spoiled somewhat by the steering of the very latest motor cycles, but there did not seem to me to be the light, yet thoroughly safe, feeling I had with standard Hawks, and the rear springing, instead of absorbing every road irregularity, large or small, gave a somewhat hard ride. On this latter point Mr Rabson mentioned that the pillion-seat arrangement was introducing a certain amount of solid friction—was imposing some pre-loading of the friction dampers. Also, there was a 3.25in-section rear tyre in place of the standard 4.00in. By the way I have remarked on the light, safe-feeling steering of the standard Hawks, that was true until the front-fork spring started to close up, whereupon the trail became on the small side and the

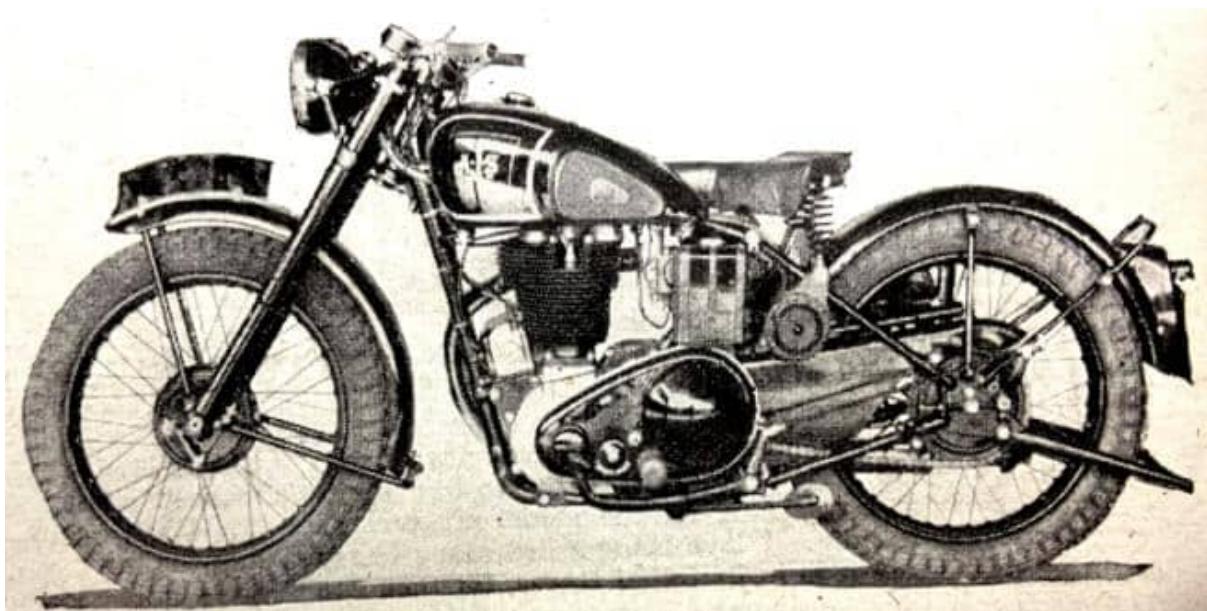
steering might be rather too light. Whether it was the after-effects of Christmas or merely the fact that people were out for a pleasure run, I do not know, but those who were using the roads were not so punctilious in their road behaviour as to encourage one to go fast. Further, the brakes seemed a little on the spongy side. The standard Hawk brakes were on these lines. All I did, therefore, was to use around 60, employ the gears and once flick up to around 70. The run was sufficient to make me long to be taking delivery of a new Hawk. Of course, the most out-of-the-ordinary mount I have ridden over the past twelve months is Mr Graham Kirk's Scott, with its Colette blower and mighty SU carburettor. The final job is so simple-looking



"A close-up of Mr Rabson's Silver Hawk Matchless, which has a separate exhaust pipe for each cylinder, twin carburettors and many other non-standard features."

in its conception that one marvels at it the more. Here is a rorty machine if ever there was one. 'A thrilling, breath-taking beastie,' I dubbed it. What Mr Kirk has done, you may recall, is to fit a blower of the positive-displacement type with a capacity of 560cc to his Stott which, at the time of my visit, had a 596cc engine. The kick-starterless machine, I found, started without difficulty; it two-strokes and does not four-stroke and is mild enough to be taken through traffic and winding lane without any difficulty. But open the throttle and the mild manners disappear with the increasing revs. The power builds up and builds up, and one has a sensation totally different from any I have had previously or since. And Mr Kirk told me that, with all this, he had had reliability. On trying the machine I wondered why more folk had not worked on similar lines; then I thought of the years Mr Kirk has been busy with two-strokes and the time spent before he developed this apparently simple layout. Shall we go from one extreme to the other? Over the year I

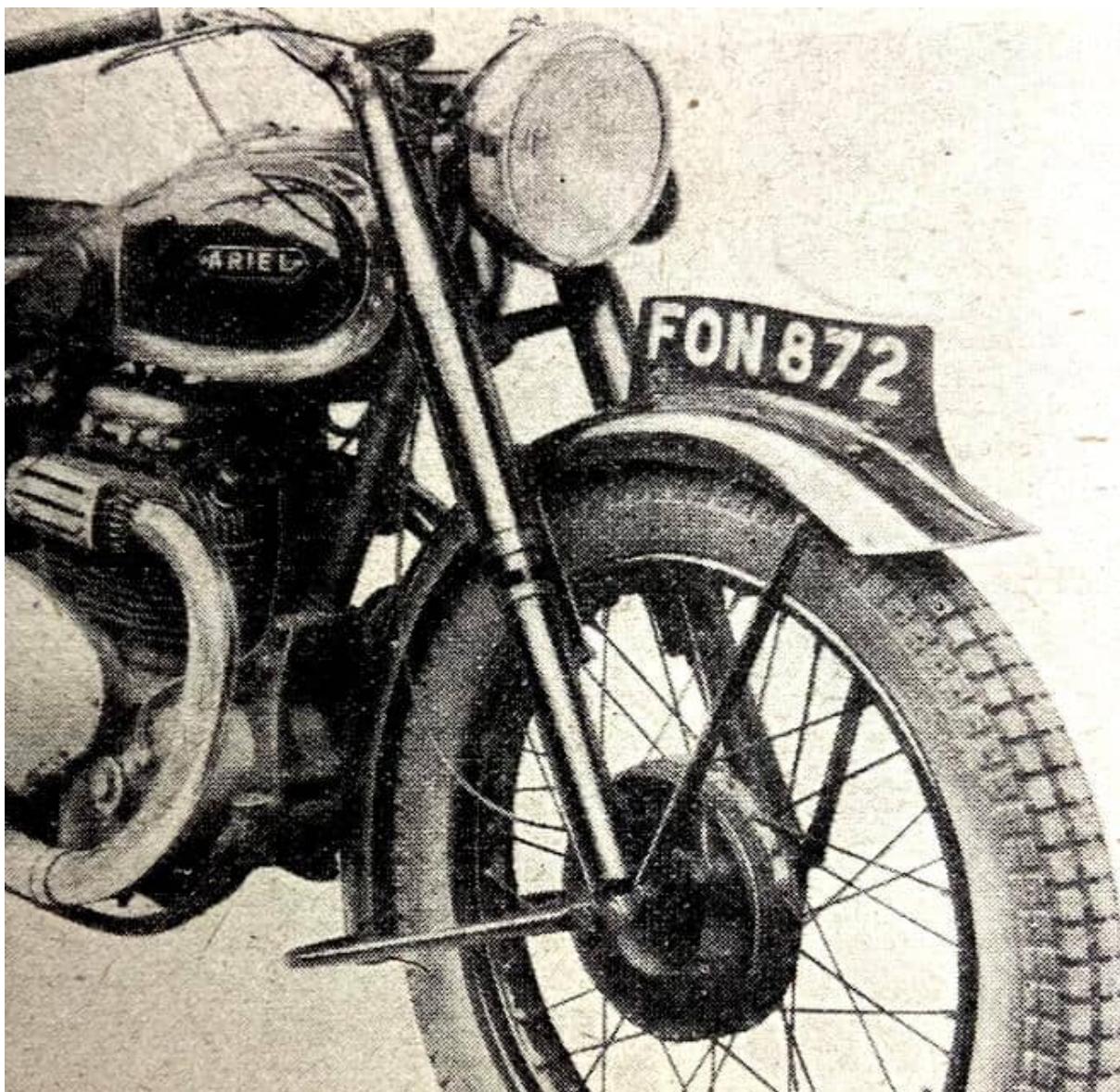
have covered some thousands of miles on lightweight two-strokes. Often I have had my 1,000cc Ariel Four and a 125cc James or Royal Enfield out on the same day. I enjoy these Flying Fleas and have bought one as a runabout—as a sort of tender to the big machine. I shall not use it for long-distance work, but it will be useful for many a short journey and for rough stuff. Incidentally, I have a 40-tooth rear chainwheel which will give me a bottom gear of 25.7 to 1, which should be amusing in the rough, though with a top gear of as low as 8.9 to 1 I shall not want that 'rough' to be very far from home. Where these machines score is that one can take them out much as one would a bicycle. They are always ready, it seems, and cover over 100mpg even with the hardest driving. When the roads are treacherous there is nothing to equal these really light lightweights. As you know, they will average 30 and more miles an hour, and that means on runabout work that there are very few minutes' difference between these machines and big 'uns. They do not two-stroke so well as they might, and I consider that such machines, for runabout work, need built-in legshields that harmonise with the design. However, you will gather my feelings about them from the fact that I have invested in one of them—have done so after experience which now amounts to well over 6,000



"One of the nicest 500cc singles 'Torrens' has ridden—the latest single-port 500cc AJS."

miles. By the way, I am keeping the Army riding position, ie, the saddle set high. That Civvy Street Guzzi was a recently imported 500cc overhead-valve horizontal single. There was the mighty outside flywheel that gives, I believe, something like thrice the flywheel effect of the average single. It results in outstanding pulling and flexibility. The engine characteristics are very much those of the old 'Sloper' BSA, but without the latter's delightful silence—far from it! Both mechanically and as regards the exhaust the Guzzi was decidedly noisy. The steering was a trifle wavering. With the close-ratio gears the gear change was not too much of a crash type. What pleased me a lot was the rolling-type central stand. One merely placed some of one's weight on the protruding

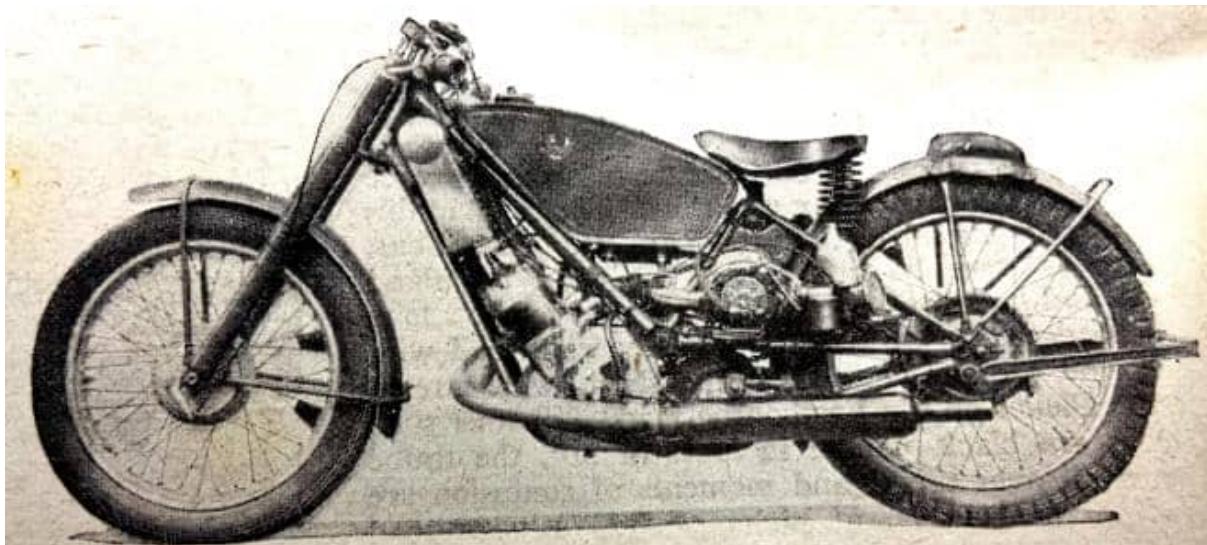
'ear' and automatically the machine was on the stand, rear wheel in the air. One day, if life becomes a little less hectic, I am going to make up some-thing similar for my own mount—for the Thousand. Whenever I get on this latter machine following experience with something else, I revel in it. The previous occasion on which I rode it I may have felt critical, but coming back to it I praise its smoothness, its exhilarating surge of power and the effortlessness of its behaviour. Recently the Naval captain who bought my 1937 Square Four from the man to whom I sold it was in touch reminding me that I had promised to sell him the present one when the time came. I had to tell him that I had no idea when that time would be for there is nothing to wean me from it. It has now covered over 30,000 miles and soon, I suppose, I must decide whether to have the cylinders rebored or to fit 'Simplex' piston rings. The oil consumption is not wildly heavy—about 800mpg, at a guess—but the off-side rear cylinder has a fair amount of wear at the top of the travel of the upper-most piston ring and one day that ring may, of course, break up. So many enthusiasts of late have written to me about the Matchless 'Teledraulic' front forks fitted to my machine that I had better relate their history. These forks are one of the two pairs of special heavyweight 'Teledraulics' which Associated Motor Cycles made in 1941. They are not the forks fitted to the WD Matchless, nor those of the recently announced civilian Matchless and AJS models. One of the two pairs Associated Motor Cycles used themselves for test purposes and the other they fitted to my machine with the idea that I should have extended experience with 'Teledraulics'. The mileage the



"Writing of Ariels' new hydraulically controlled telescopic forks, 'Torrens' remarks, 'They are the goods!'"

Thousand had covered when the forks were fitted was 10,350; the mileage now is 30,508. Thus the forks have been in use for just over 20,000 miles. During that period the forks have not been topped up with oil—there has been no leakage at all—nor have they been touched except for the fitting of a new light-alloy head clip. With these forks the steering has been something of a revelation. Contrary to a statement I read recently, I have found that the tyre wear with these telescopic forks is more even than with girder forks. With the long 'soft' movement the road-holding is super. My whole experience of telescopic forks is that they mark a big step forward, improving the steering, road-holding and safety in marked degree. How marked this is one finds when one tries out two machines that are similar except in regard to their forks. You may recall that I did this in the case of the 350cc Royal Enfield. The machine with the new Royal Enfield telescopics was almost incomparably superior. That it was an exceptionally nice 350 I

had realised, but it was only when I swopped machines that I realised what a change the forks had wrought. Incidentally, the balance of the new Royal Enfield with its light-alloy con-rod is single-cylinder at its very best. A telescopic front fork with which I have had over 300 miles' experience is the Ariel. These, I believe, will be available before very long. They were announced in connection with the 1945 Ariel programme. I have tried them in their final form; they, too, are the goods, so are the BSA ones....An interesting point



“One of the most interesting machines of the year. The Teledraulic-equipped blown Scott developed and owned by Mr Graham Kirk. Note the Cozette vane-type blower beneath the nose of the saddle and the SU carburettor alongside the rear seat-stay.”

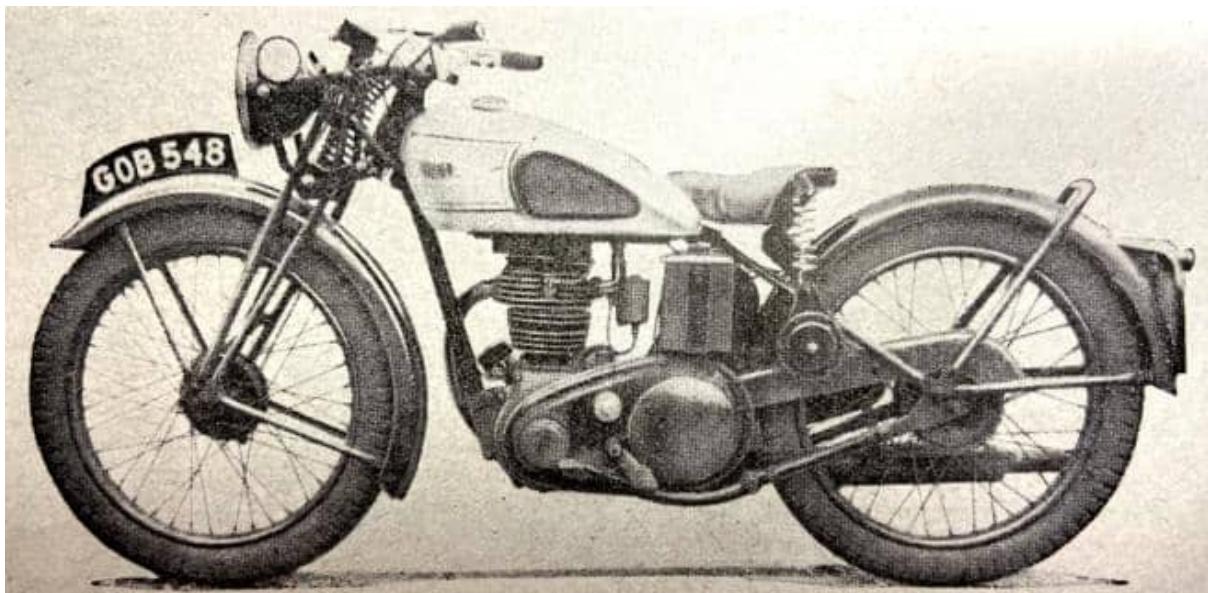
about the Triumph forks, which are delightfully soft in action and responsive, is the effect they have had on the rear end of the machine. One of the criticisms of the Triumph twins of the past was that their rear wheels were apt to hop. They now stay on the road to an almost spring frame-like degree. I tested the 350cc vertical-twin Triumph—the roadster type, the 3T, not the Tiger 85. It is a mount with magnificent traffic manners, yet really lively. After testing the machine I wrote to Mr. Turner, saying ‘I congratulate you.’ He has often said that one of his aims is to endeavour to give pleasure to youth; this machine, to judge from the one I had, is going to give immense pleasure and satisfaction to both the young and the not-so-young. My main hope is that Mr Manufacturer will provide a riding position that is as good as the remainder of the machine. From twins, let us pass to a single—to the latest 500cc overhead-valve AJS. When I took over the machine I was very much expecting an AMC 350 of the type I know so well, but with 150 more cc and, consequently, rather more urge. I found that in the 500 there was a delightfully sweet engine, with a liveliness at medium revs I had never known in the 500cc models. The impression gained was that this was an engine built by some tuning wizard, every part fitted by a craftsman who proposed using the machine in competitions. The machine rustled along, eating up the miles in a most satisfying manner and even in the sixties darted ahead on the throttle being opened. A very nice

motor cycle. That, since I must keep quiet regarding experimental models and experimental suspension systems, must, I suppose, be that. Altogether, from the machine angle, it was a most satisfying year. I wonder by how much 1946 will beat it."

"THE GUZZI DRIVE via a rubber-faced roller to the back tyre of a lightweight seems to have been anticipated not by a Derby machine (as I fancied) but, according to Mr LF Parkes, by an 'Ixion'! I had no part or lot in this machine, which was built at Loughborough in 1904 and sold with the friction drive or a round-belt-cum-jockey-pulley tensioner. The engine, according to the crankcase transfer, was made by the Ixion Co in Lille. Mr Parkes has the happiest memories of its lubrication system. A glass drip feed on the tank top fed the engine via a slot cut in the bearing and hollow crankshaft. This feed would not vary according to load or throttle opening, but at that date most engines approximated to the single-speed type, and a set drip probably served most conditions of travel."—**Ixion**

ROAD IMPRESSIONS: BSA C11

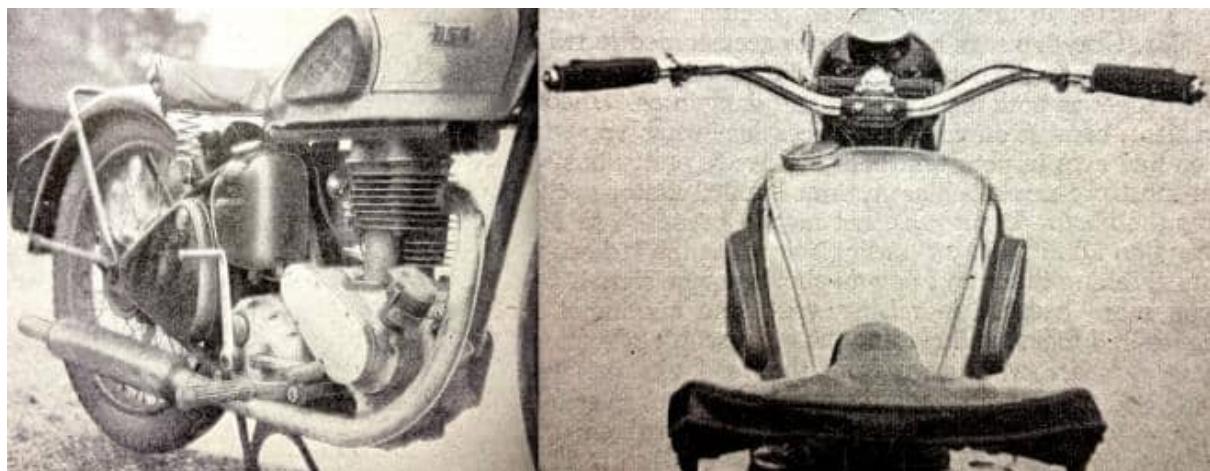
RIGHT FROM 1924, when the 'round-tanked' two-speeder was introduced, BSAs have made first-class 250s—machines which invariably have been outstanding. To-day they are among the few making 250cc four-stroke motor cycles. There are two models, the side-valve, which is termed the C10 and the ohv mount, the C11. Except for the engine the specifications are the same. The machines are man-sized—built obviously with the fact in mind that large men are likely to ride 250s as well as small ones. On the C10 and C11 there is a wheelbase of some 52in, and a saddle height of approximately 29in, and the design is such that a man of a full 6ft can feel thoroughly comfortable. The machine I tested is a robust straightforward mount on which much care has been lavished in regard to the detail design. It is fitted with the BSA-Lucas coil-ignition set, which employs a combined contact breaker and automatic advance-and-retard mechanism, skew-gear driven from the timing gear. No air-control lever of any sort is employed, and there is no exhaust-valve lifter. Thus the controls of the machine are the twist-grip throttle, the clutch, the front-



"There is nothing small about the layout of the 250cc BSA. It is a machine which affords a really comfortable riding position even for the man over 6ft in height."

brake lever, the rear-brake pedal and the foot change of the three-speed gear box. Hence it is a machine to which a novice can count upon becoming accustomed very quickly indeed. Control is particularly easy, and the steering and cornering are such as to give the rider a real feeling of confidence. In the course of the test I rode from one side of London to the other on a day when road conditions were bad owing to grease and also covered a number of miles on roads which here and there were coated with ice. Starting proved very good. Even when there was frost the lack of any air control was not felt. With the coil ignition it was not necessary to indulge in long, swinging kicks on the starter pedal. Push the pedal down with an approximately correct degree of throttle opening and the engine would start. It idled well and proved reasonably quiet both mechanically and in regard to the exhaust. An interesting little point about the silencer is a small hole at the bottom close to the rear end to enable condensate to drip away instead of remaining inside the silencer to cause corrosion. The machine is a lusty performer. Acceleration is good, and there is beefy pulling on upgrades. The maximum speed is comfortably up in the 60s and, at the other end of the scale, the machine would trickle along in top gear at any speed above about 14mph. Not until approximately 50mph on the very slightly pessimistic speedometer (a good fault!) is reached does the engine seem to be hard at work. And this speed is one which can be maintained, if desired, up main-road inclines. Moreover, there is the very useful speed of 40mph obtainable in second gear (9.8 to 1). Thus this is a motor cycle which can be counted upon to put up very useful averages. With its liveliness, nippiness and ease of handling, there is no question of having to 'remain in the queue'. Like the steering and handling, both brakes are very good indeed. The front brake is smooth, powerful and easy to operate—everything that it should be in these respects. The rear also proved powerful and smooth; it requires a fair amount of pressure to apply it hard, which, in my

view, is as should be the case on such a machine. On wet, grit-laden roads, several times a speck of dirt got between the drum and the water-excluder of the front brake and caused a tinkling, scraping noise. Riding position is of the upright, touring type, with the ends of the 29in-wide handlebars set back. The footrest hangers have hexagonal holes that mate with hexagonal portions on the ends of the footrest rod. The Terry saddle is non-adjustable, but the bars can be swivelled in their clip. The foot-change pedal is serrated internally and, therefore, also adjustable. I found the riding position of the machine as it arrived very good indeed, and the brake pedal came exactly where it was wanted. My view has long been that BSAs have studied riding position better than almost anyone. Fuel consumption at 30mph over an undulating, give-and-take road worked out at 102mpg, while checked over a distance of 199 miles, which included almost every conceivable type of work and of weather—not excluding bottom-gear crawling in dense fog—the consumption was approximately 84mpg. Oil consumption was of the negligible variety, and what pleased me immensely was that there were no oil leaks from the engine in spite of it being at times driven really hard. At the end of the test there were merely two very small smears around the timing-case joint, shown up by dirt collecting there. The 7in diameter head lamp gave a first-class driving light—powerful, if a trifle narrow for cornering, on the main



“A close-up of the machine at the end of the test. The engine gained full marks for its freedom from oil leaks.” (Right) “Arrangement of the handlebar controls. Note the cleanliness of the bars and the position of the speedometer head.”

beam and well diffused, and without any obvious straying upward beams, on the ‘dipped’ filament. The weight of the machine, with roughly a gallon of petrol in the tank, was 294lb. It is an easy machine to wheel and to manhandle. It is also easy to put on the central stand if one sets oneself facing forward, one hand on the handlebar end, the other on the rear of the saddle, and, with the stand leg pressed on the ground with one foot, thrusts backwards on the cheek of the saddle, using the thigh for the thrust. Then there is no lifting nor any serious effort. Having regard to novices, a really easily operated stand seems desirable. Only one other point have I: the ignition warning light is

rather too sombre in daylight, and may result in owners leaving the ignition switch on by mistake. There is no reserve tap for the fuel tank, but with no U-pipe between the two halves a small reserve is afforded—sufficient for two or three miles in my experience. To sum up, in the latest C11 ohv 250cc BSA there is a machine which one would use with pleasure and satisfaction on a lengthy, strenuous tour, for going to and from work, for pottering about the countryside or for putting up good averages of the A to B variety. It is economical, lively, robust and comfortable (the Dunlop tyres are 3.00-20, incidentally)—a machine one can very strongly recommend, as, indeed, I have done ever since these 250s were introduced.”—**Torrens**

“I FANCY THAT far more riders would avail themselves of special weather protective devices if these gadgets were instantaneously at- and de-tachable. In this category stand windscreens, legshields, and hand guards. The vast majority of such fittings are designed and sold as accessories—not an efficient method, since an unnecessarily wide range of clips becomes inevitable, with so many makes of machine to be fitted. But supposing that a large manufacturer worked hand-in-glove with an accessory firm, standardised a complete set, and built his machine with incorporated lugs for the several mountings? A rider could then whip the gadgets on and off to suit his fancy and the weather of the moment. Moreover, the gadgets would be firmer, since a multitude of clip-on items will never remain tight without regular attention. I am quite, quite sure that this prescription is invaluable for windshields. The demand for legshields and hand guards is less clamorous.”—**Ixion**

GARELLI RESUMED PRODUCTION of powered two-wheelers after an 18-year break. Instead of sporty 350cc two strokes the firm churned out diminutive clip-on ‘micromotori’ better suited to the needs of post-war austerity.

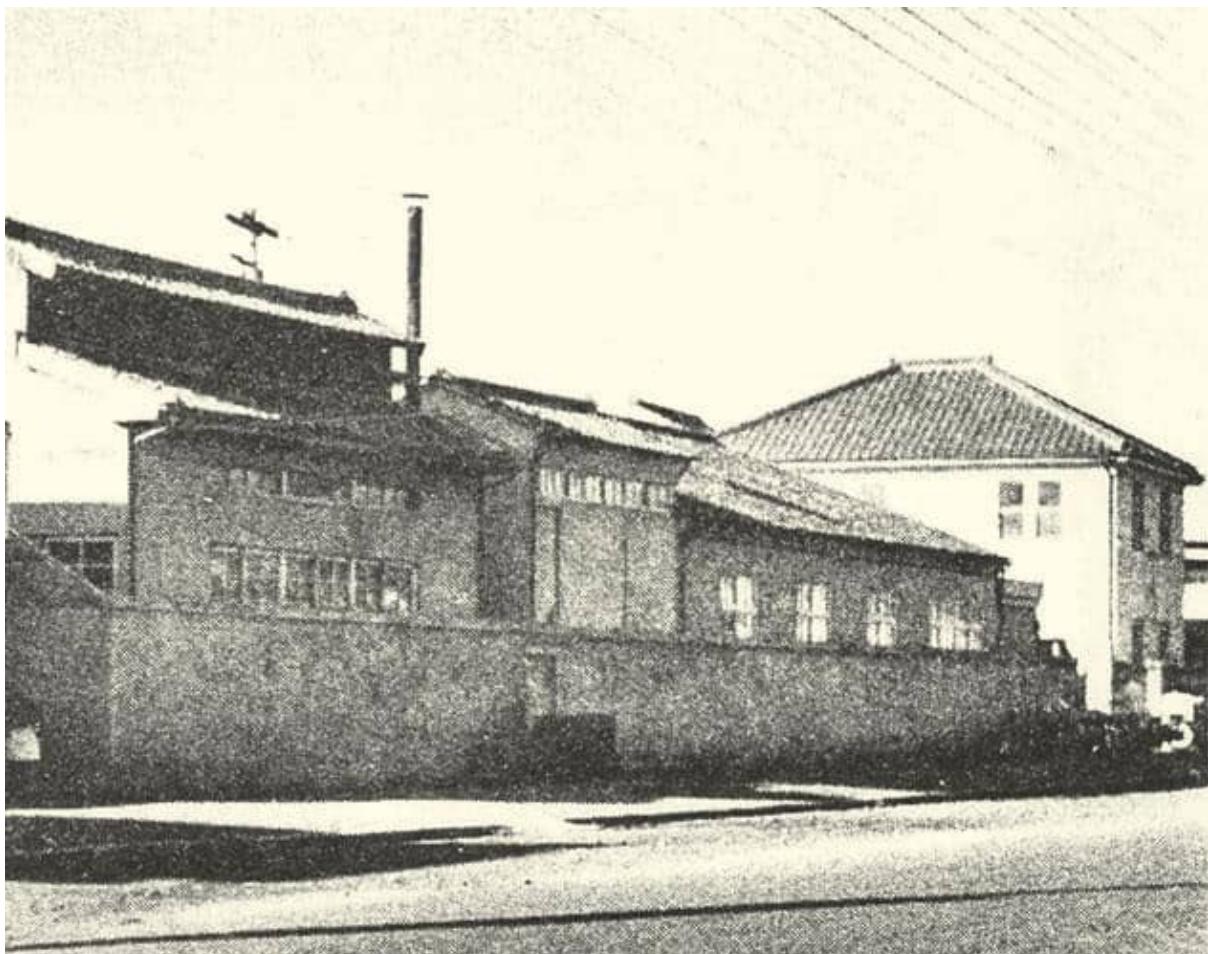


Garelli was back in the game with a 38cc powered bicycle known as the Mosquito.

‘ORDINARY DAY DRESS for men on this occasion’. Thus runs a sentence in the Motor Cycling Club’s announcement of its dinner and dance to be held at the Porehester Hall, Bayswater, London W2. Why do not more clubs make a clear-cut statement on what one should wear? All too often the words on the ticket are ‘Evening dress optional’. It may be said that this leaves those who have evening dress and would like to wear it the opportunity of doing so and that those who do not possess it are thus told that it does not matter. My view is that where the statement is that dress is optional the thing is not to wear evening dress if you have it but to go in ordinary clothes—that is, I do not regard it as an option at all, at least in these days. Am I right or wrong?”

SOICHIRO HONDA acquired a batch of 500 ex-Japanese army 50cc two-stroke generator engines (designed to power radio sets) and fitted them to bicycles. The engines were produced by Mikuni Shoko which was, and is, famous for its carburetors—every engine was stripped, checked and reassembled before fitting. The prototype sported a hot water bottle as a fuel tank (legend has it that Soichiro found the bottle at home; it does not record Mrs Honda’s reaction). The engine was fitted over the front wheel which was driven via rubber friction roller a la French Velo Solex. The poor quality tyres available in post-war Japan couldn’t stand the strain so Honda quickly adopted a conventional engine layout with a V-belt driving the rear wheel. Soichiro Honda’s wife, Sachi, recalled: “I’ve made one of these, so you try riding it.’ That was what my husband said when he brought one of his machines to the house. Later, he claimed that he made it because he couldn’t stand to watch me working so hard at pedaling my bicycle when I went off looking for food to buy, but that was just a story he made up afterward to make it sound better – although that might have been a little part of it. Mainly, though, I think he really wanted to know whether a woman could handle his bike. I was his guinea pig.

He made me drive all over the main streets that were crowded with people, so I wore my best monpe (baggy trousers worn by farm women and female laborers) when I took the bike...After riding around for a good while, I went back to the house, and my best monpe had gotten all covered with oil," Mrs. Honda continued. "I told him, this is no good. Your customers will come back and scold you. His usual response was, 'Oh, be quiet. Don't fuss about it.' But instead, this time he said, 'Hmm, maybe so.' He was unusually submissive about it."



A Honda Motor Company history reported: "...a small, barrack-like building was erected amid the bending clumps of plumed pampas grass in the burned-out open plot at No 30 Yamashita-cho, Hamamatsu City. Inside was an old belt-driven lathe, and outside were about ten machine tools in a row. At the entrance, a signboard proclaiming the Honda Technical Research Institute was hung. The president and twelve or thirteen employees were hard at work."

"OPINION IS VEERING in favour of automatic ignition controls. A number of those who maintained that manual operation was preferable are now admitting that even the most expert rider cannot hope to compete with an efficient automatic advance-and-retard. The emphasis should be on the word 'efficient'. All automatic controls we have sampled to date have been of the centrifugal type. A few have conformed to the requirements of the engine with remarkable accuracy, which reveals that with some power units,

particularly multis, such a device can be extraordinarily satisfactory—far more so than hand control. And it is an interesting fact that timed tests show an improvement in acceleration. Undoubtedly ‘auto-advance’ will become usual, and it is important that it should be widely realised that it is a device which ought never to call for any excuses. In short, something close to perfection has already been achieved by certain manufacturers and there is thus a standard to which others need to work. Over coil ignition, notwithstanding the promised sets that will enable the engine to be kick-started with the battery fully discharged, or with no battery at all, there are still grave doubts in many motor cyclists’ minds. Thoughts of the past are the reason. We favour coil ignition, believing that it has big advantages and that in its latest form, well made and properly fitted, it can be entirely satisfactory. Coincident with all the proposals for coil ignition, however, there have been important developments in magnetos..."

"A FEW MONTHS AGO in discussing machines for trials the Editor remarked on the fun to be obtained from riding a Flying Flea in competitions. It seems that quite a few intend to have a crack at trials on 125cc two-strokes. I have not seen the entries for Saturday week's Colmore Trial yet—they do not close until to-day—but I heard the other day that AR Taylor was intending to use a 125cc Excelsior, and now I learn that Barry Smith, son of Major FW Smith, TD, JP, the managing director of Royal Enfields, will ride a 125cc Royal Enfield in the Colmore if he is still at home. Barry has taken a Flea through several trials of late, and on the Antelope MCC's event the report was that no one enjoyed the trial more than he did. Apart from the kick there is to be obtained in piloting a machine of small cc through a trial, there is the fact that one's trials model is inexpensive!"

THE CLASSIC ONE-DAY TRIALS resumed in February with the Colmore Cup Trial; Fred Rist and Bill Nicholson came first and second, both riding competition versions of Beeza's new B31 (effectively a pre-war B30 with Ariel telescopic forks. Judging by the popularity of the Matchless G3L, its Beeza counterpart would have made an excellent military mount. The B31 proved itself a dependable, lively all-rounder). Before the end of the year the British Experts Trial was back too; solo and sidecar honours went to Bob Ray (Ariel) and Harold Tozer (BSA).



BSA's first post-war model, the B31, was developed during the war; the first few examples were completed in 1945.

“ALTHOUGH NOT STRICTLY of the ‘North’, being more truly of the East Midlands, the Bemrose Trial nevertheless has a distinctly northern flavour. The Derby & DMCC takes the Bemrose route well up into the Peak District, and since that ‘North’ which comprises West Yorkshire, East Lancashire and East Cheshire is rather starved in the matter of classic open trials there is always a good ‘local’ entry both from those quarters as well as from the many clubs in the Derby and Nottingham districts. Hence the entry list of 160 last Saturday—a total that could easily have been exceeded had Mr Secretary Fred Craner dared to have accepted all who offered. But because it is not possible to get enough marshals and observers on a Saturday morning the start cannot be before 1230pm and the available daylight precludes the acceptance of a bigger number of competitors; as it was, the intermediate time checks were eliminated in order to save delay. But with the best will in the world, time loss extended the string of riders. A minute or two here, a quarter of an hour there, and a cumulative delay became apparent. The early members were on time according to programme at the many observed sections, but the later the numbers the later their appearance and the longer their passage through any one section. At the finishing point at Hartington O/C Craner was getting quite worried as the day went on. Messengers were sent out. ‘Could this or that hill be washed out?’ And each time the answer came back ‘No’, because already some of the early numbers had been up and had been credited with clean performances. So it had to be. Only the last section of all, half a mile away from the

finish, was cut out. And the upshot was that most of the late numbers climbed Pilsbury when the light had gone and they could not clearly see the path to follow. Naturally they finished well after the time when lights were put on and many without lamps were in a quandary about getting home. There was a run on the available stock of pocket torches in the village garage at Harlington. The contingent from West Yorkshire, always ready to throw a party, were speculating where to carry out such a project, while a team from Cambridge were speaking bravely of riding through the night to that home of learning. Nobody could quite weigh up why the lateness had crept in. Delays on any one hill had not been excessive, except perhaps at Hunger, early on. Route marking was excellent and marshalling on observed sections was generally expeditious. It just seemed that the entry was too big for the time allowed and tint the moving finger moves, and keeps on moving on. Starting from Cromford, near Matlock, on a bright and sunny, the prospects were only marred by the sight of snow on the hill tops and the thought that the deeply frozen ground might be thawed to a fairly treacherous state. The first section, Dethick Lane, confirmed the dread. Its mixture of semi-solid slime and rocks proved difficult. Fortunately for the many who had to foot, and much to the annoyance of the few who were clean, no observers turned up, so both failure and success went unrecorded. Twelve miles from the start, Hunger Hill, at Holymoorside, near Chesterfield, was reached. Hunger is not perhaps no difficult as it used to be, but the acute left bend on a steep gradient, with step-like rock ledges 'running away' from the line of travel, provide a fine test of steering control and engine pulling power from low revs, because the steps are too deep to take at speed with any certainty, although an occasional rider, if the luck is with him, may make a fast ascent. One thing differing from prewar trials was the outstanding superiority of telescopic forks in dealing with a rock staircase!"



"A study in concentration and determination: a fine action picture of DK Mansell (490cc Norton sc) on Hollinsclough." Nortons won the solo, sidecar and team awards."

"BEING DISINCLINED TO ALLOW themselves too much opportunity to become soft, the Bradford & DMC ran a decidedly sporting event at Altar Lane, Bingley, and sampled some astonishing observed sections all within a very small distance of the starting point. Few districts can be much better placed than this part of Airedale for rough and rugged hills, bleak and barren moorlands and the comforting thought that one can almost literally jump down off any piece of high ground and land on a bus route with the chance of getting home for twopence, no matter how the model has been bent. Altar Lane, the starting point, was itself once used as an observed section in the distant days, but now it merely provides a means of approach to certain rocky paths that wind through the woods that flank it. There were two parts of the first of these paths that spoiled most of the clean sheets within the first ten minutes..."

"HERE IS YET ANOTHER item which profoundly affects our individualistic passions anent motor cycling. I can remember a time when the number of firms exhibiting motor cycles at the annual Show climbed far into three figures. That was the age of the small

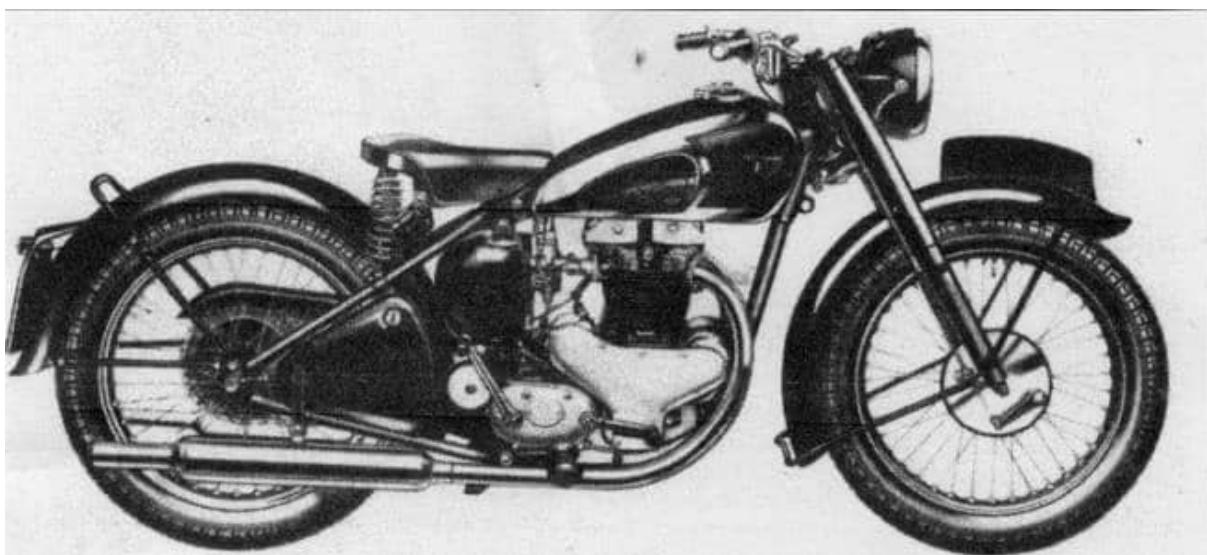
shop and the tiny output. Henry Ford quickly taught the world that the day of the small craftsman was past, and that efficiency and cheapness pivoted on mass production by machinery. In the motor cycle world we have not quite reached the stage at which the British production is confined to a few factories, the Big Five, the Big Seven, or what you will. But we are getting quite near that stage. Such epochs are unwelcome to the sturdy individualists. Options and variations are anathema to the mass producer—they create eddies in the smooth flow of his output. He aims at a single standard model, and no options. This annoys his public and he is driven to a mild compromise, maybe lists more models than suit real efficiency, and catalogues a number of bolt-on options at the tail of his booklet. Hence mass production has its drawbacks for a faddy enthusiast. But let him not forget that thanks to mass production he is buying an extraordinarily good machine for about half what it would have cost him under the old ‘small shop’ regime. What we lose on the swings in respect of variety we more than recover on the roundabouts in the shape of value and economy.”—**Ixion**

BSA CASHED IN ON ITS acquisition of Sunbeam with the launch of “a new kind of motorcycle”, the Sunbeam S7, built in the firm’s wartime ‘shadow’ factory in Redditch. The rolling chassis was pure BSA, including the latest telescopic forks and plunger rear suspension; rider comfort was further enhanced by 5.00×16 ‘balloon’ tyres. But the Erling Poppe-designed driveline comprised a unit-construction ohc 500cc in-line twin with car-style clutch and four-speed gearbox. The first batch were sent out to the South African police who but returned them with complaints of vibration problems. BSA duly rubber-mounted the engine.



The Sunbeam S7 combined BSA's latest teles and plunger rear suspension with Erling Poppe's ohc in-line twin and shaft drive.

ALSO NEW FROM BSA was its reply to the Triumph Speed Twin: the 500c ohv vertical twin A7. Designed by Val Page, it had a number of features in common with the Triumph 6/1 he had built for Triumph in 1933. Having been delayed by the war, the A7 was launched in the autumn at the first major postwar show, the Paris Salon, where the Beeza twin was seen by more than 800,000 enthusiasts. Inevitably most of the exhibits were pre-war designs though FN did come up with an unusual front fork suspension incorporating steel springs and rubber bands.



The 495cc (62x82mm) A7 was rated at 26hp with a top speed of 85mph.

TRIUMPH HAD LED the way with its vertical twins; now it led the way again by offering them with sprung-hub rear suspension. It was a clever way of incorporating rear suspension into a rigid frame but with only a couple of inches of undamped springing it was a blind alley (and stripping down a sprung hub has been known to send springs through shed roofs).



Somewhat less luxurious than the 500 twins was the diminutive 98cc Corgi, a civvy version of the wartime paratroopers' Welbike. It was produced for Excelsior by Brockhouse Engineering of Southport.

TITCH ALLEN CALLED A MEETING of enthusiasts to form the Vintage MCC, dedicated to the appreciation and preservation of old bikes. They classified machines as veteran (made before 31 December 1914) and vintage (made before 31 December 1930).

THE SUNBEAM MCC TEAMED up with the Belgian Motorcycle Federation to resume Continental road racing with a meeting at Le Zoute. A dozen Brits crossed the Channel and dominated the proceedings. Jack Brett headed the 250s on an Excelsior; Peter Goodman took 350 honours for Velocette (he was the grandson of the company's founder) and Maurice Cann rode the fastest 500—but it was a Moto Guzzi.

THE NORMAN RANGE, launched in Ashford, Kent, used Villiers power; also new was the Swallow Gadabout scooter, with 4.00×18 tyes, made by Heliwells of Walsall, West Midlands.

IN THE US THE MONROE Auto Equipment Company was offering hydraulically damped telescopic forks; between them Indian and Harley Davidson snapped up the factory's entire output.

BRANDS HATCH, STILL A grass track venue, hosted an Anglo-Irish match courtesy of the Bermondsey MCC. England's honour was upheld by the likes of Eric Oliver and Jock West; Irish stars included Ernie Lyons, Artie Bell and Rex McCandless, who was using the swinging-arm frame he'd designed with his brother Cromie. The English scraped a 19-17 victory but the McCandless frame would win renown as the Norton Featherbed.

“THE BOARD OF TRADE are to issue ten additional clothing coupons to a wide range of manual workers in industry and agriculture. How about the motor cyclist with his often worn-out riding kit? Isn't it time he was favoured with a few extra coupons? After all, motor cycles—and motor cycle kit—are necessities to many essential workers in the country.”

“WE HAD OUR FIRST SIGHT of a real post-war motor cycle at the Leinster trial, when Cromie McCandless turned up on a 350 Triumph Twin, complete with hydraulic plunger forks,” reports the Dublin & DMCC.”

“SHOULD LADIES BE ALLOWED to join the Motor Cycling Club? You may say, 'Why bring up that old, old question—hasn't it been discussed time and again and the answer been, "No"?' The fact is that the matter is to be debated again. Mr FG Eckett has put forward the motion that the ban the Club placed on ladies in 1918 be rescinded and a decision, one way or the other, will be reached at the MCC's annual general meeting at the RAC next Saturday. Many, I believe, feel that, especially after their work in the war, ladies should very definitely be admitted. Other matters on the agenda are two recommendations—one that the MCC should affiliate to the ACU in these days when the great need in the sport is unity, and the other that it should become an RAC associate club.”

“FOR A TRUE ASSESSMENT of the importance of the decisions reached by the Motor Cycling Club last Saturday it is necessary to know a little of the Club's history. The MCC, as it is generally termed, was founded in 1901. Even to-day, with its activities curbed by petrol restrictions, it has over 1,000 members. Thus, in addition to being one of the oldest clubs—if not the oldest—in the country, it is among the largest purely sporting car and motor cycle clubs. To the public at large its fame comes from the big Bank Holiday week-end events, the London-Exeter, London-Land's End and London-Edinburgh trials. Being older than the Auto Cycle Union, which was founded as the Auto Cycle Club in 1903, the MCC did not take kindly to the idea of being 'governed' by the

ACU. For a period of nearly forty years there was antagonism, which at times flared up into open warfare, even to the extent of the MCC having a ban imposed on a London-Edinburgh Trial. At last Saturday's meeting the seemingly impossible happened. The MCC decided—not by a snap vote but with the matter announced far and wide well in advance—that it will affiliate to the ACU. The decision was unanimous, and all that remains is to settle minor points. An obvious question is why has there been this remarkable change of front? The answer is simply that all thinking men and women connected with the sport know that it is imperative that all sections of it pull together. On this small crowded island the probable alternative is that there will be no motor cycle sport except that confined solely to private property. That the MCC, in spite of its strength and its 45 years' history, is no slave to tradition is further emphasised by its decision to admit lady members to its trials. This ban has been in existence since 1918—well. over a quarter of a century. However, the really important matter is the lead the MCC has set the sport by deciding to affiliate with the ACU.

“THERE HAS BEEN TALK of electrically heated clothing, naturally so in view of its employment for flying. A question that has always worried me, however, is whether with our small dynamo outputs there was any hope of adequate heat. Already at night—which is generally when one wants the electrical heating most—the average dynamo set does not provide more than a sufficiency of amps for a good driving light. If we add current-consuming circuits in our garments...A friend who has been into the matter of electrically heated clothing points out that it is not necessary to provide heating elements which keep one hot, but merely to arrange that one does not get cold. He maintains that very few amps are needed for this.”

“WEST AFRICA HAS HAD its first scramble, thanks to that old-time TT rider, Tommy Spann—now Colonel Spann. There were 97 European and African entries from the Gold Coast, Nigeria, Sierra Leone and the Gambia. Primarily it was an Army event, but the Royal Navy and the Gold Coast Police entered two teams each. Four laps of a 1¾-mile course were covered...An all-African team, Nigeria's 'B' team, made the best team performance, while Gold Coast won the Inter-Colony aggregate shield. Best individual performance was made by Capt JW Nelson (Sierra Leone), while Lieut W Blake, RN (Sierra Leone) made best time in 11min 36sec. The best African performance was by Sgmn Jabita (Nigeria). When distributing the awards, Lt-Gen Brocas Burrows, C-in-C, West Africa, stated that the event would be held at least once a year and that French competitors intend to take part next time.”

“CAIRO HAVE ASKED Mr C McEvoy to act as United Kingdom secretary of the famous Bar None MCC. Mr McEvoy (27, Kingsway, West Wickham, Kent) is endeavouring to contact old Bar None members now back in the UK, the idea being to hold an initial meeting as soon as possible. Among the proposals are a London area branch of the club. Possible clubrooms in the vicinity of Croydon have been found.”



"Handlebar screens, legshields and pillion seats are fitted to the new Model 18 Nortons supplied to the Cornish police."

"COME HAIL, COME SNOW, come shine, the testing of experimental models goes on. You know as well as I do the hard weather we have had at times this winter, and how treacherous the roads have been. But during the whole of that time motor cycles have been out on experimental test covering their 200 and 250 miles in the day. A manufacturer remarked last week that even in the worst weather his man had been putting in 250 miles per day. Under good-weather conditions the mileage is around 300. It is extraordinary when you think of a normal working day as opposed to the very long day you and I normally make of it when we cover a big mileage. Three hundred miles a day, over 1,500 a week, 75,000 or more miles a year..."

CARS, HOUSES, AIRCRAFT—no matter what the amenity of life, excepting possibly in the realm of pure sport, the aim is to provide the maximum in comfort and convenience. Such is the age-old trend, and it is to be seen in motor cycles even as in the examples just cited. To-day motor cyclists are finding new front forks which call for no attention at all, not even lubrication, new brakes with click-type adjusters that can be operated in a moment, automatic ignition controls which vary the ignition timing as efficiently as, if not more efficiently than, the most expert can handle the old type of lever. The list can be lengthy, but it is questionable whether there is still sufficient realization by designers that motor cycles are not solely vehicles used for sport and that ownership is not merely the prerogative of the athletic youth in his late teens or early twenties. In these days a large proportion of motor cycles are owned by the middle-aged and others who seek a pleasurable form of transport within their means. The field of ownership has broadened considerably. Whether this is but a passing phase depends upon the industry; it depends upon whether manufacturers study convenience in use in all its aspects. Apart from producing motor cycles which will cover large mileages without calling for maintenance, providing accessible oil fillers, making engines quiet mechanically and as

to their exhaust—directions in which big strides have been made—there are such matters as weatherproofing and easily operated stands. Can any motor cycle be termed modern which cannot be parked without effort and be counted upon not to fall over? And how is it that machines which are designed as runabouts are provided merely with narrow ineffective mudguards? It is high time that such machines were offered with efficient leg-shields that look part of the design. It is time, too, that there was a little research in the matter of mudguards which are eyeable yet efficient. If motor cycles are to make a long-term appeal to the many, less dressing-up by the rider is essential."

**V. H. WILLOUGHBY (5-48
Velocette) FASTEST IN — THE ULSTER ROAD RACE**

"AFTER A LAPSE of seven years, the Ulster MCC staged its famous road race over the Clady circuit last Saturday. The race had a different name and a different course, but there was enough of the former Grand Prix spirit in the air to suggest that probably by next year the event will regain all its past glories. The new circuit turns to the right at Nutt's Corner on the straight between Ballyhill and Thorn Cottage and leads up to Muckamore by way of Tully and Killead Bridge. From Muckamore the seven-mile straight to Clady Corner, one mile from the start, is included. The resulting 16½-mile circuit was thought to be as fast as the 20½-mile circuit used for the Grand Prix which in 1939 was lapped at over 100mph. But practising indicated that the halving of the fast straight from the start at Carnaughlis to Thorn Cottage, by the turn at Nutt's Corner, and the comparative acuteness of the many bends in the Tully, Killead and Rectory area had resulted in the new circuit being appreciably slower than the Grand Prix circuit. Even if an entry of the calibre usual in pre-war days had been competing, it seems doubtful whether a 'century' lap would have been reached. Saturday's race was notable for the retirement of all competitors except one in the 500cc class, and for the excellent riding of VH Willoughby, who won the 350cc class at a higher speed than the



"In the early stages of the 250cc race these three riders had a thrilling tussle. WM

Webster (Excelsior), leads No 41, JA Dickson (Excelsior) and G Dummington (Rudge) into Nutt's Corner."

winner of the larger class and who also won the Governor's Trophy for best performance on handicap. In the 250cc class, LC Martin, from the Isle of Man, repeated his 1939 win in this class. Crowds of spectators lined the course well before the start at 3pm. At mid-day there was a slight shower of rain though not enough to make the roads wet.

Nevertheless, billowing clouds moved malevolently across the sky, blotting out the sun and promising rain for the race. By 2pm the sun peeped between the clouds occasionally and raised hopes that the threatened wetness would keep away. Keep away it did, and by late afternoon, when all racing was finished, the sun shone from a clear sky. After the Governor, HE the Earl of Granville, had chatted to riders, the hushed tenseness could almost be felt as the minutes ticked towards 3pm—a hush interrupted only by riders as they made certain bottom gears were engaged and carburettors were flooded. Zoom went the maroon and, after a short patter of boots, the 500s screamed away. One minute later, the 350cc class pushed off, and, after a further minute, the 250s started. As the sound of the last machine died in the distance, a flag-draped Norton, No 50, 'entered' by the Ulster MCC, was wheeled slowly past the start in memory of notable motor cyclists who had died on war service. THE 500cc RACE: 13 riders faced the starter, with R McCandless (Triumph), AJ Bell (Norton) and RT Hill. (BSA) in the front row. Hill's engine fired instantly, and he shot away about two yards ahead of Bell and RL Graham (Norton). The rest went off in a screaming bunch, except J Hayes, who had to push some 50 yards before his Rudge finally got going. Within five minutes came news that RL Graham led from Bell. But at the end of the lap, Bell, riding to expected form, had passed Graham and was a couple of yards ahead. Bell's time for the standing start lap was 11min 30sec (86.13mph), which promised well, and Graham was announced as



"Sole survivor in the 500cc class, BM Graham (Norton) crosses the line to win in brilliant sunshine."

taking one second longer. Well over a quarter of a mile behind came JW Beevers (Norton) and Hill, separated by about 100 yards; then followed S Dalzell (Norton), Hayes, who had made remarkably good time after his tardy start, and R McCandless on his much-modified Triumph. Already retirements—which were to be the curse of this race—had started. S Brand (Triumph) was out within 10 miles due to a seized engine—poor recompense for spending the previous night fitting a replacement cylinder block. E Lyons took his Triumph into the pits after a slowish first lap to fit harder plugs and to make carburettor adjustments. His new Triumph, received less than 24 hours before the race, was fitted with the experimental Triumph spring hub and was on 'Pool' petrol. 'Where are all the 500s,' everyone asked as Bell streaked through to start his third lap—he was out by himself, which meant that RL Graham had been delayed. Something like two minutes elapsed, during which Willoughby, leading the 350s, passed and faded into the distance before Hayes and RL Graham came through in quick succession. As the hubbub of inquiring excitement mounted the loud-speakers blared, 'Marshals—stop No 11—he has shed a piece of tyre tread.' And No 11 was Bell! He was flagged off and forced to retire with only the minor mitigation that his second lap in 11 min 9 sec (88.84mph) was a record which remained unbeaten during the afternoon. By half-distance, RL Graham had retired, and only six riders were still going strong. Dalzell now led Hayes, and well behind came BM Graham (Norton)—far away were JJ McGovern (Norton) and B Meli (BMW). Hayes dropped out of the running with a flat rear tyre, which

left BM Graham second some 3min behind Dalzell. These two were the only riders left in the race with any chance of finishing officially. But no; Dalzell was not to finish—on his last lap he retired with, it was said, a seized engine. THE 350cc RACE: As the sound of the 500s mellowed in the distance, 15 riders in the Junior race pushed off. Though not in the front row on the grid, RA Mead (Velocette) got the best of the start by about 10 yards from TH Turner (Norton) and FJA Nash, who was riding his streamlined Velocette. But it was not long before VH Willoughby (Velocette) had overhauled those who got the beat at the start. He led by 24sec at the end of Lap 1, and in the process of a standing start lap at almost 84mph he had passed many of the larger machines which went off one minute ahead. Second was Mead, and third Nash, followed closely by WS Humphry (Norton), R Lee (Velocette) and TF Tindle (Velocette). Humphry displaced Nash in third place on the second lap, and Lee also overtook the streamlined Velocette. JG Dixon (Norton), a local rider, retired with engine trouble. Meanwhile Willoughby, riding his very quick Velocette in extremely good style (Stanley Woods said so!) and lapping at well over 85mph, was out by himself and, indeed, had disposed of all the 500s to lead the entire field. At three laps he had almost 3min over the leader in the bigger class; and on the next lap, Mead followed Willoughby's example. In the pits and changing a plug was TH Turner; and also there, but retired from the race, was H Taggart (Velocette). After holding eighth place on the second and third laps, R Armstrong (Norton) toured in to retire. Engine trouble at Tully was reported to have stopped Tindle. Willoughby was going faster and faster. At five laps his average speed was 85.96mph, and his fifth lap speed was 86.89mph—his fastest up to that time. Three minutes behind came Humphry, who had just caught Mead, and both were lapping at rather more than 82mph. Lee was fourth. Nash was fifth, and F Rogers (Velocette) and J Williamson (Norton) were close. Lee passed Mead, who had slowed appreciably, and took third place. Willoughby was still drawing ahead, and one lap from the finish had nearly 4min in hand over Humphry. As five minutes after the first man had crossed the line other competitors would be flagged off, it looked as if there might be no official placemen. With a time of 11min 21sec (87.27mph), Willoughby made his sixth the fastest lap of the race, and his last lap took only 1sec longer. Humphry came home second, and Lee third. Mead, Nash, Rodgers and Williamson followed. THE 250cc RACE: From his front row position, LG Martin (Excelsior) immediately took the lead a few yards in front of H. Hartley (Rudge), G. Dummigan (Rudge) and WM Webster (Excelsior). Long after the field had



"Winners of the three classes: (Left) BM Graham (middle) LG Martin and (right) VH Willoughby, who also won the Governor's Trophy."

disappeared, W George (Excelsior) was still at the start changing a sparking plug. He got away eventually, but his engine sounded none too healthy. In what seemed to be quick time, but which was in fact 13min 37sec, Martin came through with one lap completed and a 16sec lead over Hartley. C Astbury on his MD Special—mainly New Imperial—was third. Dummigan was fourth, Webster fifth, and JA Dickson (Excelsior) sixth, the last three in very close company. On his second lap (which at 75.61mph was the fastest of the race) Martin had increased his advantage over Hartley to nearly a minute, and Astbury remained third. Dummigan, Webster and Dickson, in that order, were so close together that the order was of no importance. Actually Dummigan led the trio at three laps, and then Dickson was in front on the fourth lap. By then Webster had lost about 200yd, and the scrap ended with the retirement of Dummigan, who was reported to have fallen at Tully. On the fourth lap, too, Astbury stopped near Tully with what was probably a holed piston, and Dickson became third. Martin, Hartley and Dickson remained in that order till the end. Though continuing to slow, Webster finally finished fourth. **RESULTS.** 500cc Race—8 laps (132 miles): 1, BM Graham (Norton), 75.33mph; fastest lap, AJ Bell (Norton), 88.84mph. 350cc Race—7 laps (115½ miles): 1, VH Willoughby (Velocette), 86.32mph; 2, WS Humphry (Norton); 3, R Lee (Velocette); 4, RA Mead (Velocette); 5, FJA Nash (Velocette); 6, F Rodgers (Velocette); 7, J Williamson

(Norton); fastest lap, VH Willoughby, 11 min 21 sec (87.27mph). 250cc Race—7 laps (115½ miles): 1, LG Martin (Excelsior), 74.71mph; 2, H Hartley (Rudge), 71.64mph, 3, JA Dickson (Excelsior), 67.91mph; 4, WM Webster (Excelsior) 66.31mph; Fastest lap, LG Martin, 13 min 6 sec (75.61mph). Ulster MCC War Memorial Trophy (best performance by a novice rider): F Rodgers (Velocette). The Wilson Trophy (best Ulster MCC member): FJA Nash (348cc Velocette)."



Les Martin won the 250cc class.

"WE MOTOR CYCLISTS are commonly supposed to be somewhat solitary and individualistic. Yet what do we find in the South Eastern Centre? Its small though populous territory now contains not far short of 65 separate clubs, all of which despite the heritages of war are at this moment alive and kicking strongly. Nowhere in the whole world has there ever been such a happy, intelligent and vigorous organization of so many motorists in so small a space. Organization of car owners is weak and pallid by comparison. Hats off to the men who run the SEC."—Ixion.

"A MOTOR CYCLIST accused of dangerous driving was stated to have said when stopped, 'That's how I was taught to drive in the Army.' He was fined £10 at West Ham court."

"LOSING ONLY FOUR POINTS out of a possible 120, Sgt Syd Hufton gained the Middle East reliability championship title at the Services Bar None MCC reliability trials. This event was held on the desert at Abbassia, near Cairo. Although the course was not one of the toughest, perhaps, the 12 observed sections included some typical rough country stuff—rocky gullies, steep soft sandy inclines, and real snorting hairpins. Hufton lost his

points for footing when turning a sharp hairpin bend on to a loose rocky incline of about one in two. The field of about 70 experienced Army riders included men from the 6th Airborne Division now in Palestine, the Royal Air Force and Royal Navy.



Sgt Syd

Hutton (Matchless), of the 3rd GHQ Signals, picking his way along a stone-strewn gully included in the first observed section. He was the winner of the Middle East reliability championship."

"THE TWO DUTCH TEAMS which are to compete in the Newcastle & DMC's Travers Trial will be mounted on two Triumphs, two Velocettes, an Eysink and a BMW sidecar."

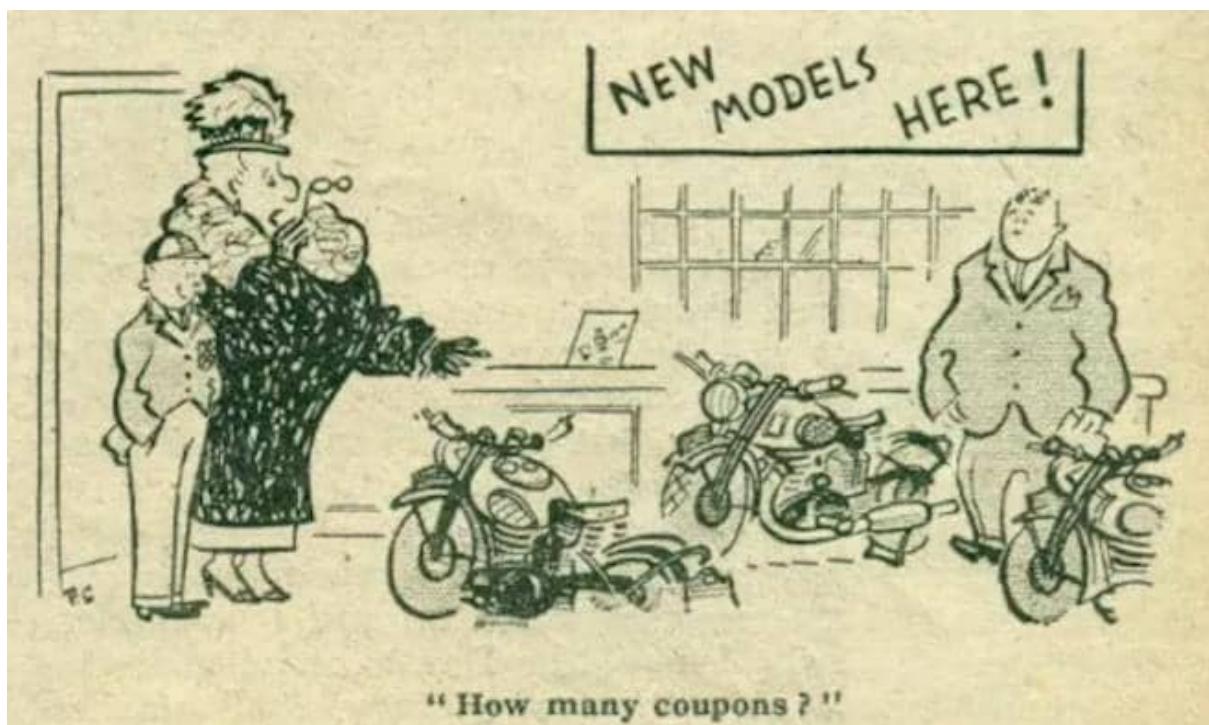
"ONE MP'S OPINION of the new Highway Code: 'It is quite obvious that this pamphlet has been written by a rather intelligent office boy in a kind of language with which he is not quite familiar.' In point of fact, the new Code is a workmanlike document, though the English could be tightened up here and there. A Welsh MP has asked for a Welsh edition of the Highway Code. He states, quite accurately, that many Welsh people do not understand English."

"DISMANTLED PLANT will soon be coming from German factories to Britain. The procedure for disposing of this German reparations plant will normally follow the lines of the existing Government surplus disposal schemes."

"TWENTY-SEVEN BOMBED SITES in Westminster, capable of accommodating more than 1,000 vehicles, are to be requisitioned by the MoT so that Westminster City Council can quickly turn them into temporary parking places."

"IF RUBBLE IS DEPOSITED on a public highway it is a legal requirement that the use of the highway by the public should be safeguarded. Ordinarily this requires the provision of lights at night."

"MISS PHYL COOPER, of the London Ladies' Club, was recently mentioned in despatches. She went into a minefield and rescued a badly injured man. She was in Austria."



"A KENT PARISH COUNCIL has decided to ask the local Chief Constable to replace the village policeman's motor cycle with a pedal-cycle. The chairman of the council thought that a burglar would lie low if he heard a motor cycle approaching. The constable, according to report, has other ideas—he wants to keep his machine."

"SCORES AND SCORES of lads back in Civvy Street from the Forces are finding that owing to the paper rationing they cannot get their copy of *The Motor Cycle* even now that they are back home. We are receiving letter after letter from such lads begging us to help. Until the paper ration increases it is, of course, quite impossible for us to help except with your help. Will you act the good Samaritan—will you do a real good turn by letting one of these lads have your weekly copy after you have read it? Just as with our

Servicemen's scheme, all you have to do is to drop me a postcard at Dorset House, giving your name and address and saying 'I will', and, after we have given you the address of a lad, put wrappers round the copies and post them off. The postage on a single copy open at the ends is 1d."

"MR EDWARD TURNER, of Triumphs, considers that Great Britain manufactures a good 75% of the world output of motor cycles, now that France and Germany are no longer grinding out motor-assisted bicycles by the tens of thousands. Oddly enough, we are the biggest consumers (in a good sense), as well as the biggest producers. Still more interesting is the fact that of Britain's exports few are intrinsically so beneficial to the nation as motor cycles. The ideal export is one which brings in the largest amount of cash for the smallest loss of raw materials. A small car brings in as 7d per lb of raw material. A motor bicycle brings in 5s 5d per lb of raw material. Naturally we are making hay while the sun shines, but a day is not far distant when all our motor exports will show marked shrinkage. These foreign markets are not insatiable. I wonder how home prices will fare when the brakes go on to exports?"—Ixion

"TWO HARROW BOYS pleaded guilty at Missenden (Bucks) court to stealing £10 of motor cycle parts from the surplus dump at Great Missenden. The cases were dismissed under the Probation of Offenders Act."

"MR SHINWELL (MINISTER OF FUEL) said recently that the only forged petrol coupons in circulation were basic coupons, and the number was insignificant. During a forged coupon case at Hove, it was stated that a large number of forged petrol coupons were circulating. Asked whether he could improve the petrol ration, Mr Shinwell said: 'With the greatest of pleasure, if circumstances justify it!'"



Built in Ingatestone, Essex by the Larmar Engineering Co, the Larmar Monocar was designed primarily for invalids. It was powered by a BSA 249cc sidevalve with an electric starter mounted behind the driver. Sliding-pillar front suspension and independent rear suspension gave a relatively comfortable ride; top speed was 35mph.

“A READER SENDS us an extract from a letter received from his brother in Burma: ‘Mother sent me *The Motor Cycle* in her parcel, and after I finished reading it I laid it on my bed and went to tea. On return, I found four or five Japs all reading it, and, by the excited chattering, I imagined they were very interested!’ The Japs were working on the Burma to Siam railway.”

“WHEN A MOTOR CYCLIST was fined £1 at a London court for riding a machine in a dangerous condition, a police officer stated that the clutch cable was broken and one end was held by a pillion passenger. When the rider wanted to change gear he shouted to the passenger. The Clerk: ‘Quite a Heath Robinson affair.’”

“ON JUNE 27TH AND 28th about 150 motor cycles will be sold by auction at the NFS Depot, Muller Road, Horfield, Bristol, starting at 11am. The machines include AJS, Ariel BSA, Douglas, Matchless, Norton, Royal Enfield, Sunbeam, Triumph and Velocette. View days are June 25th and 26th from 10am to 4pm. Admission to view and to the sale will be by catalogue obtainable, price 6d, from the auctioneers, Stanley Alder and Price,

7, St Stephen's Street, Bristol, 1...Further auction sales of surplus motor cycles will be held in Sutton Coldfield (175 motor cycles, solo and sidecar, including AJS, Ariel, BSA, Matchless, Norton, Royal Enfield, Rudge, Triumph and Velocette... Sheffield (66 solos and sidecars) and Liverpool (28 solo motor cycles, including AJS, Ariel, BSA, Norton and Royal Enfield)."

"IMPRESSIONS OF THE AUCTION Sale of Government Surplus Machines at Great Missenden Last Week: A windblown soaking drizzle swept across the surplus vehicle fields at Great Missenden, making the grass sodden and turning the tracks into greasy quagmires. It takes more than mere rain, however, to discourage the true enthusiast from seeking a model (at a price within his purse) that will carry him for many happy miles over the winding roads of England. Along a muddy track, then, under the sullen skies, the would-be buyers trudged to the neat phalanx of machines parked in a fold in the ground. There, with the wet wind gusting round them, they bent down and examined models, tested compressions, made comments to their friends, and wrote notes in their catalogues. All the types that go to make, up the motor cycle world were there: a girl, wearing an azure-blue mack, with her young ma ; the young tousle-haired enthusiast, wearing an old Stormgard; the keen-eyed young man who subtly conveys the impression of





After the war was over—surplus WD bikes were auctioned at sites throughout the country.

having covered big mileages in his time; the older man who is still under the spell of two wheels; and the shrewd, watchful dealers. Most noticeable of all, perhaps, was a blind man with a white stick. He was with a younger man, possibly his son, and they spoke softly together. What was this model? the blind man asked, and the other told him. The blind man gently praised the machine for its simplicity of design. He felt the wet metal carrier of a sidecar outfit, and ran his fingers over the saddle top. He asked its make. It was an Indian; perhaps the unusually smooth top of the American saddle puzzled him. The windy drizzle never stopped, but still the procession of would-be buyers slowly circulated among the dripping machines, making notes in sodden catalogues. Then the auction was due to begin, and the field was cleared. Damp men, and one or two women, assembled in a large double Nissen hut close by. At eleven o'clock precisely the observant auctioneer rapped sharply on the edge of his rostrum and started the sale. He reminded his audience of the conditions, and that the bidding was in guineas. The first two machines, 250 ohv BSAs, fetched 50 and 55 guineas. A side-valve 'Lion' Sunbeam ran up to 75 guineas. The staccato monologue of the auctioneer rarely seemed to cease. 'A Rudge, gentlemen, anyone start me at 40? Then 30—I have 32½—35—37½—40 over there. Now 42½ over at the back—5—7½...47½, say 50 for it, 50 for it—in the middle at 50—in front here at 52½, 52½, 52½.' The hammer fell. The buyer came forward to pay his 25% deposit at the table. There were over 300 machines on the list, mostly grey-painted models formerly used by the NFS. Slowly, relentlessly, the machines were sold—modern BSAs, New Imperials, Triumphs, Nortons, Matchlesses, Ajays, Velocettes, Panthers, Ariels, Indians. Though they had stood in the open for several months, the majority, it seemed, were in fair condition—but the buyer, not hearing them running, took his chance. The run of reasonable ohv models fell to the hammer at somewhere between £65 and £75, the less good machines and side-valves

often at something round the £55 mark. A Triumph with twisted forks sold for 90 guineas; a springer Norton for 95; a springer Ariel for 87; an Ariel Four, somewhat rusty, for 105 guineas. After a big price a low murmur ran through the crowd. When about 170 machines were sold there came an adjournment for lunch. There was another auctioneer in the afternoon, with an amazingly quick-fire style and with the habit of dropping odd little remarks into the stream of his patter. A woman started to bid, and the auctioneer seized on the fact. At last she bought a BSA for 50 guineas. To an unlucky bidder, he remarked quickly, 'I hope you get one in a minute.' Once, in the heat of the fray, he mistook a bid—'Bloke blowing his nose—always dangerous!' There were a few sidecar outfits under the hammer towards the end. BSAs, Triumphs and Ariels with box sidecars fetched around 85 guineas, but a surprise came when three Indian outfits reached 115, 112½ and 115 guineas apiece. Admittedly, they seemed to have covered only a small mileage. A Norton with the well-known battle-chair' brought 77½ guineas for HM Government. The sale drew to a close. Outside, the dirty weather of the forenoon had blown itself out, and great golden galleons sailed in the sky. A little procession wended its way across the Missenden fields again. Some indulged in a true British grumble. Prices, they averred, had been. fantastic; it had been a dealer's day, but how the aforesaid dealers hoped to make a profit after the prices paid was more than the critics could imagine. But others were exultant. After a long exile from the saddle, they owned machines again, and thoughts for the future were twirling in their heads. A few hours in the workshop, and it would be the open road again...Glorious!"

"THE DEMAND FOR motor cycles is so keen in some country districts that an auctioneer claimed that he could get double figure bids for 'anything with two wheels which would make a ticking noise'!"

"THE HIGHEST PRICE paid at a sale of Government surplus machines at Newcastle was £115 for a 500cc Triumph Speed Twin."



"Army mounts taken over by the BSA distributors of Perth, Australia. The Government of that country fix the price at which the machines may be resold to the public, but this, in many cases, does not permit of a proper overhau. The majority of the machines are resold substantially as received."

"ONLY 294 FRESH SIDECAR outfits were registered in March, the latest month for which official figures are available; the previous month the total was 164. The number of passenger three-wheelers for the two months was 33. From these figures the unknowledgeable might gather that the popularity of sidecars and three-wheeled runabouts has waned, especially when it is noticed that in one month the new registrations of motor cycles amounted to 4,746 and in the other, 6,996. Whereas sidecar outfits accounted for more than 1 in 5 of the total registrations pre-war, now, as regards new machines, the proportion is only one sidecar outfit to roughly 26 solo machines. The fact, of course, is that thousands want sidecars, but cannot obtain them. On the face of matters it is extraordinary that the production of sidecars lags so far behind. Over three-wheelers there is unlikely to be a market of the 100,000 category—the figure for sidecar registrations at the outbreak of war—unless some manufacturer comes forward with a simple, inexpensive runabout of wide appeal. There is, however, a small, but enthusiastic section which seeks connoisseur-type machines. Other than the ubiquitous pillion seat, the sidecar, it seems, must remain the mainstay of passenger motor cycling, and to-day, with the high prices of cars, there is emphasis upon the sidecar unknown since the 1920s. It would be folly not to capitalise the handy, safe and inexpensive sidecar. Analysis of the registration figures so far available for this year reveals how autocycles and especially 125cc motor cycles are striding ahead. In the first three months 2,994 machines below 150cc were registered, as against 1,533 of 150-250cc. By adding exports to new registrations it is found that over the three months—January to March—for which official figures are available, there was a total of

24,742 machines; an average of nearly 100,000 new motor cycles a year. Since then production has increased considerably.”—**Ixion**

“FROM MEN RELEASED from the Forces comes the heartcry, ‘Give us motor cycles at prices we can afford.’ From others comes the impatient query, ‘When, oh, when, will there be four-cylinder, shaft-drive motor cycles?’ There could hardly be two more divergent demands, but in these extremes lies in large measure the future of the motor cycle industry. Today many enthusiasts find that they cannot afford motor cycles of the type they desire, and prices, instead of showing signs of easing, are on the upgrade. All along the line there are increased costs—materials, components, accessories and in the motor cycle maker’s own factory. Added emphasis is thus being placed upon the design and manufacture of machines which people can afford to buy. On the other hand, there is a proportion of riders in this country—a much larger proportion of motor cyclists than was the case immediately before the war—who can afford luxury motor cycles of truly modern design. And such motor cycles can have an important sale overseas. Further, motor cycles which are better and more appealing than the best any other country has to offer are essential to Britain if she is to hold the position of the greatest motor cycle country in the world. Producing motor cycles on the same old lines, but with two cylinders instead of one will not be sufficient. This, bluntly, is the position. The present period of hungry markets could be dangerous with an industry less live than the British motor cycle industry. To-day is the time when, as it knows, research and development need to be at something close to fever pitch. It has been said that the successful manufacturers will be those who can offer inexpensive motor cycles with specifications which, in spite of low cost, are outstandingly attractive. Here, obviously, lie the big sales, but if there is to be a healthy motor cycle industry, backing them up must be motor cycles which are as modern as the hour.”

“THE FIRST RHINE ARMY trial to be organised by the Motor Cycle Sub-Committee of the BAOR Sports Board took place near Bielefeld. All keen Army motor cyclists had been looking forward to this event since the provisional date was fixed in January last. Units all over the British zone had spent much spare time at evenings and week-ends in steady practice which proved both interesting and instructive. Trials had been organised on a Divisional level for the purpose of giving riders experience and to enable representative teams to be selected. These motor cyclists of the Rhine Army are as keen as any clubmen at home.”



“Competitors wait to tackle ‘Chase me Charlie’, the first observed section.”

“IN THE LATEST Board of Trade list giving German industrial capital equipment available as reparations, I notice two BMW factories—No 1 at Munich and No 2 at Allach, near Munich. Both are listed as aircraft engine plants, but in quoting 1938 output figures No 2 factory is credited with motor cycles to the tune of RM 17,700,000. Off-hand, I do not know how many machines that figure represents, but I should think it must be well over 10,000. I wonder if any British firm will make a request for the plant? It does not follow, of course, that a request will result in the plant, or say the motor cycle part of it being obtained. Reparations are allocated to the Western Nations by the Inter-Allied Reparations Agency and the United Kingdom delegation, on the request of the MoS, has to bid against the other Western Powers.”

“AS I WENDED my way homewards from the office, first one whelp sought my calves, then a larger cur and, thirdly, a big dog. All this happened in under three miles. In the case of the first, it being small, I lashed out with my foot; finally, it was called off by its owner, who, I sincerely trust, duly cuffed it. For the second, I slowed clown and did a bit of man-hunts-dog, but the dog’s turning circle was appreciably smaller than that of my solo motor cycle...To beguile the big dog, Ixion’s pet hint was adopted: I pretended to throw a stone and the dog skidded all four paws. After this series of experiences, all in under three miles, one might decide that a whip is a desirable accessory, but how many miles had I covered previously without a single cur dashing out at me? Probably, several hundred.”



The Doodle Bug was developed by the Beam Manufacturing Company in Webster City, Iowa to be sold by the Gambles department store chain. Gambles wanted to compete with the popular Cushman scooters being sold by Sears, which were selling in the tens of thousands—Cushman scooters had been used by the US armed forces in the war; a version known as the Cushman Airborne was used by American paratroops making it the equivalent of the British Welbike. Most Doodle Bugs were powered by Briggs & Stratton 1½hp side-valves; more than 40,000 were built.

“NEXT MONDAY AT 5.45 in the morning the curtain lifts for one of the biggest series of road races ever held. The event, of course, is the Manx Grand Prix, the first post-war Isle of Man races, with its record total of 187 entries. The practising over the famous 37¾-mile Mountain circuit in the Isle of Man will be held from August 26th to September 2nd between 5.45 and 7.30am except on Sunday, September 1st, when there will be no practice period, and next Thursday, August 29th, when the practising will be in the afternoon, from 2.30 to 4.30. We are glad of this last innovation. For several years immediately pre-war there was afternoon practising for the Tourist Trophy Races, and it is only right that those in the ‘non-professional’ Isle of Man event should have the benefit of trying their machines at a period of the day when riding and atmospheric conditions are likely to be akin to those during the hours when the races are run. For the Senior, the 500cc race, which is to be run on Thursday, September 5th, there is the magnificent entry of 84 competitors. For the Lightweight (250cc) and Junior (350cc), which are to be held concurrently on Tuesday, September 3rd, there are respectively 40 and 63. Happily, the Isle of Man authorities have succeeded in overcoming the difficulty over the supply of fuel, but the petrol will only be standard ‘pool’, and, what will also reduce average speeds in the races, competitors will have to refuel from two-gallon tins. Is it not possible even at this late date to arrange for ‘Jerricans’, of which there must be thousands lying by in WD stores?”

THE MANX GRAND PRIX attracted 133 riders; most of the bikes were pre-war models detuned to run on low-octane pool petrol. As expected, Ken Bills won the Junior for Norton but in the Senior Ernie Lyons’ sprung-hub Triumph beat Bills’ Norton into second place. Lyons had teamed up with Freddie Clarke (who had been 350cc lap record holder at Brooklands on a Triumph) to graft an ally top-end from a wartime Triumph generator engine onto a Tiger 100 bottom end. Despite a broken downtube Lyons’ sprung-hub

Triumph won by more than two minutes; in pouring rain he set a fastest lap of 78.8mph, compared with Bills' 1938 record lap of 86.31mph. This was Triumph's first Isle of Man victory since 1908. Triumph designer and MD Edward Turner said: "Triumph will now take an active interest in racing—provided it doesn't interfere with normal production." In the Lightweight race LW Parsons gave Rudge what would prove to be its final Manx victory.



"...and remember, children, no crossing the road on the 3rd and 5th of September."

"I WAS INTERESTED in Mr GP Abraham's letter in which he says 'there would appear to be a wide field for a good living for Army-trained mechanics.' Well, I am an ex-RASC First Class Vehicle Mechanic with six years' experience, and a pre-war driver mechanic, but I have found it impossible to secure employment as a mechanic. It seems as if the various firms I have tried have a poor opinion of Army-trained men because they nearly always reply to me, saying, 'Sorry, not enough experience,' which I translate as 'we don't want Army-trained men.' I would like to add that this letter applies in general to the motor trade.

Disillusioned Army Mechanic, Liverpool.

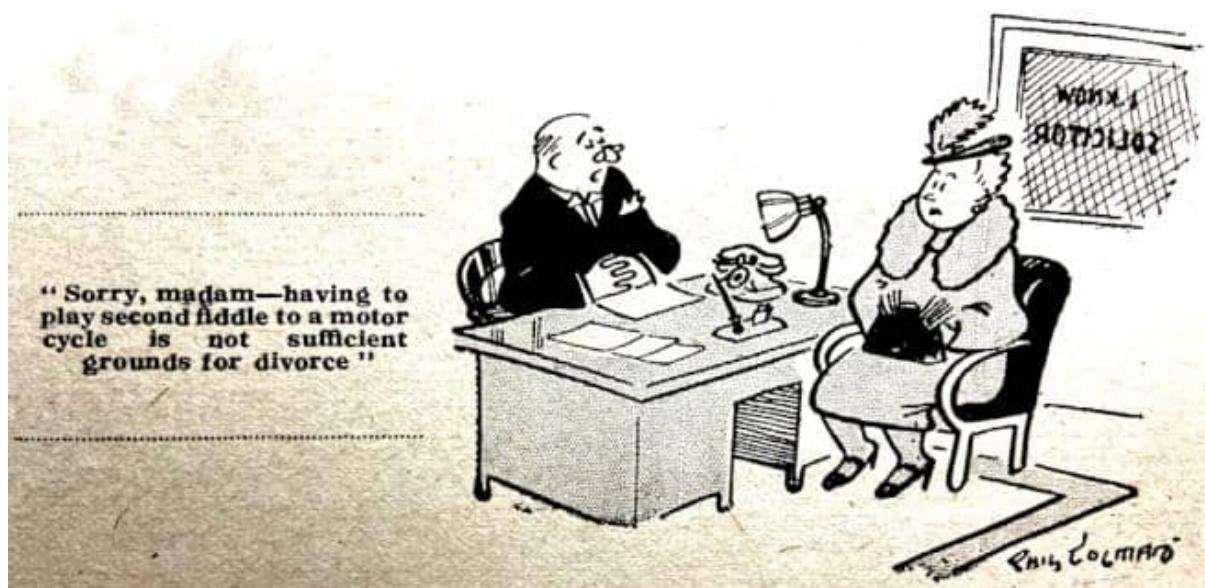
"I HAVE READ with great interest your Leader about the future of the German motor cycle industry. The official reason given for the 250cc engine capacity limit is to me

rather out of date. I can hardly believe that modern jet-propelled aircraft can still benefit from motor cycle engine development when I consider the obsolete designs to which the motor cycle industry is sticking. There are, of course, infinitely better reasons, and I would not be surprised if British manufacturers have had their say in the matter. That is perhaps as it should be, but, does it mean that we, on the Continent, who otherwise have learned to appreciate British finish and quality, will have to ride on the obsolete chain-driven, rigid-framed, flimsy-saddled single-cylinder motor cycle for ever? Luckily, the Sunbeam concern is getting out of the rut and is to be congratulated for their wonderful new design. I only hope that other people will follow their lead (let them not forget the very poor road conditions we have to contend with as a whole on the Continent) and make motor cycles on which we can enjoy motor cycling without being shaken to pieces. By the way, let me congratulate you on your excellent magazine, which I have enjoyed since 1934.

H Turquin, Antwerp, Belgium."

"AFTER 22 YEARS of motor cycling and car driving I have at last to write a letter re 'our' sport. Having been a pilot during the war I have now succumbed to the joys of a 1946 3T Triumph Twin. What a bike! Smooth and silent, with all the performance one desires and only one criticism to make—the omission of a prop stand. As I use the machine for business in all weathers, with frequent stops, I am constantly searching for kerbs of convenient height to rest the machine against, not being a superman. I wonder if anyone will be enterprising enough to found a club for Triumph Twin owners? I should imagine a club run mainly on social lines would score an instant success with the Twin owners.

C Harris, London, SW4."



"I HOPE THAT by 1948 there will no longer be any need to ban superchargers—any more than to ban four-speed gearboxes or internal expanding brakes! If speeds are too high for the course, then the natural remedies are to reduce capacities or increase the

distance. To ban superchargers is to encourage (1) the 'thumping single' and (2) domed pistons, which make the combustion chamber of inefficient shape and preclude adequate valve lift. With supercharging you can have a flat-topped, or even concave, piston, giving unimpeded flame travel, with no great hump of piston for the flame to negotiate.

NF Eady, Newport, Mon."

"WHY DO SO MANY motor cyclists write nagging letters concerning features which just can't be embodied on their machines? I think the British motor cycle to be the finest in the world in every way. I have had 20 machines of all types, and never did I find one that could not be made comfortable to ride. I suggest that the grousers do a little work on their machines for which they will be more than rewarded. Manufacturers cannot meet everyone's requirements, but I do agree with Mr Pratt about mudguards and prop stands—these are simple items.

Speed Twin, Leeds."

"THESE PICTURES SHOW how one club—the Furness and District MC—spend their annual holiday: loaded with tents, they converge upon Wallend Farm, below Langdale Fell, in the Lake District: there they thoroughly enjoy themselves."



L-R: "Anybody want anything down at the village? Terry Shaw, on his BSA, is just going down, and he pops the question to everyone." So he thought he was a he-man, did he? Judging by his expression, perhaps he is." "Now does that smell good—or does it? He's got a huge appetite, no doubt, but all the same he is making sure that the bacon is done to the proverbial turn."



“What’s the programme to-day? A ride through the Lake District, a spot of fell-climbing, games, or just a plain idle spell? Whatever is decided on, you can be certain that it will be fun.” (Right) “Tents—and ells; the calm beauty of the Lake District scene.”

I FEAR THAT manufacturers will read such letters as that of Mr Henry Welsh and believe that the points contained therein is popular demand—and not just a craze of the few. I cannot guess the cost or the weight of a bike tilted with: Self-starter, plus the necessary large-capacity battery and bigger dynamo; footboards; handle grips for pillion rider; anti-thief device, etc, etc. So far none has asked for a pipe-rack or an ash-tray. Even Ixion pleads on behalf of the ham-footed and wants a gear-change on the handlebars—as if we don’t have both hands full. My advice is—leave improvements and modifications to the manufacturers, the racing men and the club enthusiasts. Thanks to them we have the masterpieces—motor cycles which are, in fact, the finest motor cycles in the world.

Notta Clubman, Comrie, Perthshire.”

“IN ANSWER TO Mr Welsh (this is the first time I have ever written to *The Motor Cycle* in the 32 years of being a reader), all the points he mentioned have been incorporated in various machines over the past 26 years. Surely his Norton fulfils his requirements to carry him safely to and from work, and tour in comfort. The extras he asks for can be supplied from the makers of his machine. As regards spring frames, the Royal Ruby, ABC, Coulson-B, H Matchless and Edmund-JAP are a few of the makes that had the over 20 years ago. FN, GSD and Douglas had shaft drive years ago. Footboards went out of date along with the petrol-gauge era. Oil gauges are not reliable. Electric starters are a washout—the weight and battery are against them. Pillion-seat handle-grips are a nuisance to the rider and get in the way of the passenger’s knees. Finally, what manufacturer is going to produce a machine to suit Mr Welsh who has (he says) only a limited pocket? No, Mr Welsh, you are going to learn a lot now you have joined the finest ranks in the country.

P Webb, Maidstone, Kent.”

“MY COMMENTS LAST WEEK on fuel have raised a query or two about where all the benzole goes these days. The point made is that as benzole mixtures are not now sold

from the pumps, does it mean that the output of benzole—produced at home, remember—is below pre-war? The short answer is ‘No’. In point of fact, benzole is being made in large quantities, but is blended in with Pool. Normally, therefore, the gas companies and other works with coke ovens send their benzole to the nearest petrol installation, where it goes in the mix. This accounts for the variations one sometimes notices in the anti-knock properties of Pool fuel. Generally, Pool is about 70-octane, but is sometimes raised to as high as 72-octane by the local benzole” [Yes, gentle reader, *Britain used to produce its own ‘motor spirit’ from coal...don’t get me started—Ed.*]

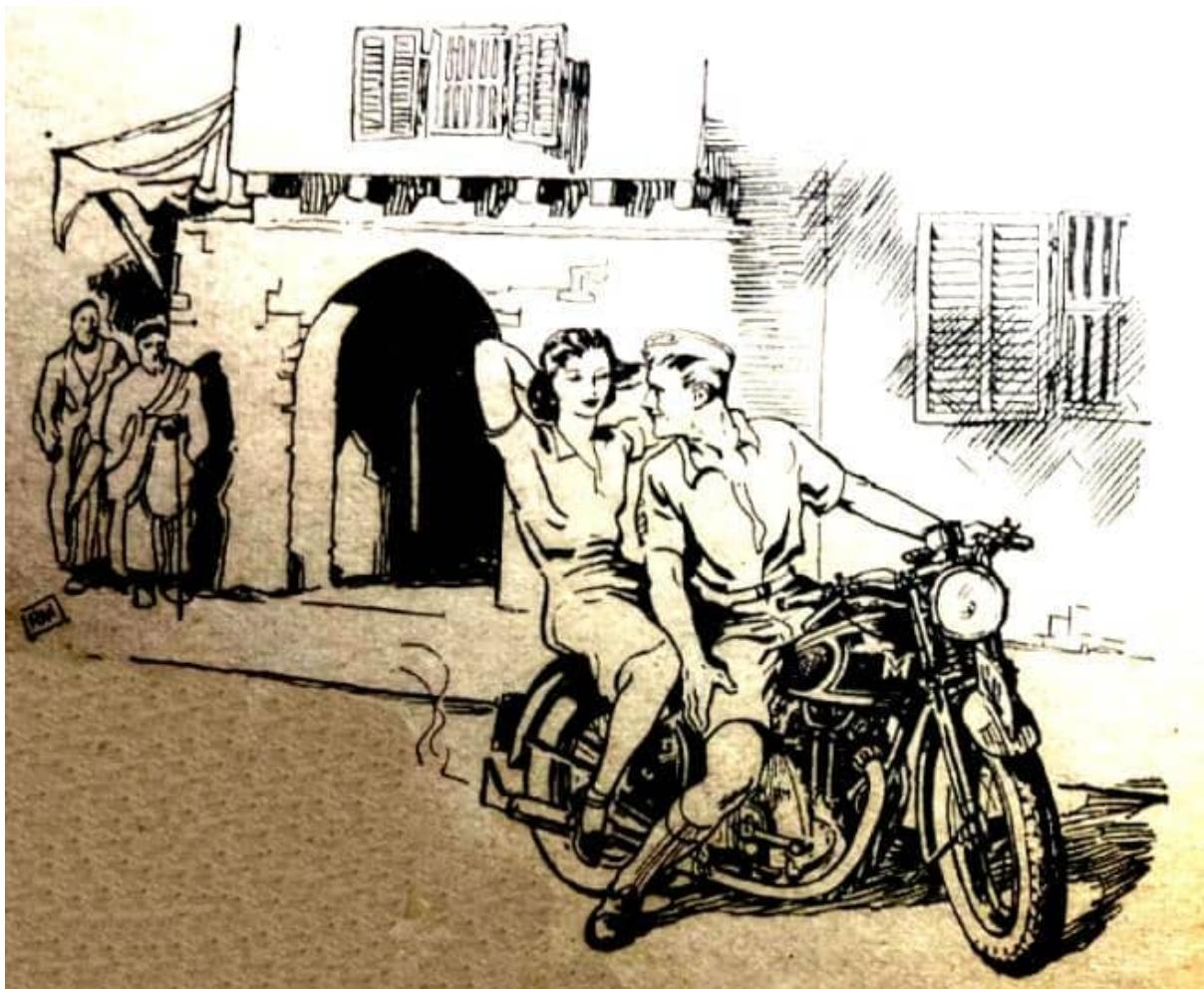
SUBARU, BEFORE LOSING its way and taking the four-wheeled path, came up with the Rabbit, based on the American wartime Powell scooter as issued to US airborne troops. Mitsubishi also dabbled in two-wheelers with the Silver Pigeon, based on the US Salisbury scooter.

IN A BID TO REDUCE production costs the FICM banned superchargers. This ended the development of blown racers from Britain (AJS, Velocette and Vincent); Germany (BMW and NSU); and Italy (Gilera and Moto Guzzi).

ACU SECRETARY TOM Loughborough stood down after 30 years, handing over to assistant secretary Tom Huggett. Loughborough stayed on as secretary-general of the FICM.

A CAMMY 250 in road or race trim came courtesy of Parilla, a new name on the Italian market. The racer was fast, but not as fast as Guzzi’s Albatross.

BY YEAR’S END there were nearly half a million machines on British roads: double the 1939 total.



This illustration, which appeared with a yarn about bored riders awaiting repatriation, was captioned: "It's lovely really. And I'm not a bit afraid now..." Yes, I spat my tea too.

"JOE CRAIG, MSAE, MIAE, who was Norton team manager during the years in which Nortons had the most remarkable run of racing successes in the history of the game, is going back to Bracebridge Street. He has been appointed technical director...his success as a development engineer was reflected in the way year after year Nortons won nearly all the classic road races in which they competed, the unblown singles on many occasions beating blown twins. The future should be interesting..."

"WITH THE DEVELOPMENT of more multi-cylinder designs the problem of noisy motor cycles diminishes. However, while modern twin- and four-cylinder engines are themselves commendably quiet, this very fact brings into prominence other sources of noise which can be equally irritating to the rider though perhaps not to the general public. The principal source of noise remaining for attention is the transmission; clutches, gear boxes and chains, particularly rear chains, on some otherwise quiet machines could well receive more attention from the designer. Fortunately, there are indications that the coming year will see designs which apart from being more efficient will cut down clutch and gear-box noise to a minimum. There remains the rear chain

which, if it is to be retained in preference to shaft drive, requires to be given a better method of lubrication than is current practice."

"BY USING SEWAGE gas—methane—in its fleet of municipal transport vehicles, Croydon Borough Council is saving 85,000 gallons of petrol a year. It is said that there is much less carbon formation in vehicles using methane."



"Ready to be scrapped. This picture was sent by a reader who has recently returned from Italy. He says this dump is at an MU near Naples and that the machines are going to ruin. He asks why they cannot be returned to this country."

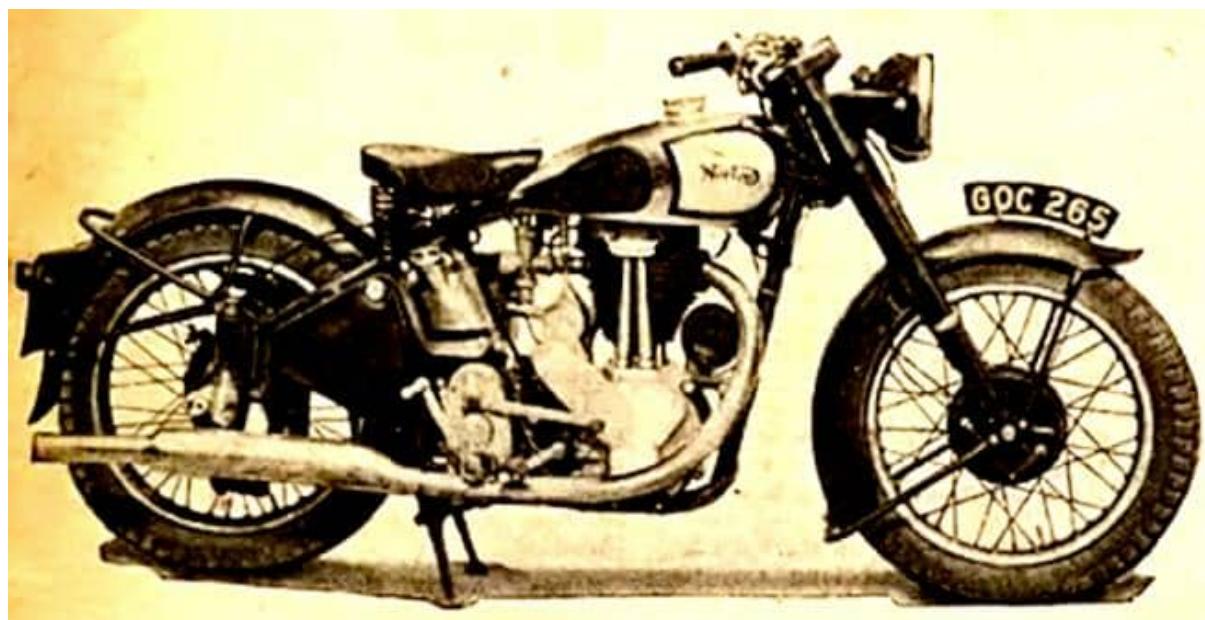
"THERE IS NOWADAYS, an almost club-like gathering of motor cyclists outside many of the dealers' showrooms in the evenings and on Saturday afternoons."

"AT AN ALLEGED poaching case in Suffolk, it was said that a motor cyclist drove his machine at night among some rabbits, while his companion on the pillion shot at them. The head lamp dazzled the rabbits, it was stated."

"THERE WERE FEWER fatal road accidents in 1945 than in any year since 1926. Number killed in 1945 was 5,256; in 1926, 4,886. Next best year was 1927, with 5,329 deaths."

THE BLUE 'UN'S roadtester was impressed by the "cradle-framed" Norton ES2. The plunger-sprung, tele-forked ohv 500 (which, by the 1970s had acquired the soubriquet Easy Two) was not in the same performance lead as its cammy stablemates but *The Motor Cycle* scribe reported: "Not once but several times I found that the machine had tucked some 50 miles into 60 minutes—had done so without the rider seeking specially high averages. And it is a safe motor cycle in another aspect; the brakes are some of the

best I have used. They are extremely light in operation, but relentless in action. There is no roughness, but retardation that is foreign to all but outstandingly well-braked spring-frame machines. When the brakes are applied there is no rear-wheel bounce. The wheel remains on the road to provide one with stopping power. Both the front and rear suspension are comparatively stiff and show their full value when the machine is driven hard...handling on corners and at high speeds has been remarked upon; at the walking speeds which are so often a feature of town work the steering is particularly good. The rider can trickle along feet-up at speeds which the speedometer will not register and, starting off from rest, he will have his feet on the footrests immediately the clutch begins to bite...To put the machine on the stand, all that is necessary is to place the right thigh against the cheek of the saddle and give a quite-gentle push backwards. The weight of the machine with a 'full' oil tank and the fuel tank rather more than two-thirds full came out at 3991b. Twin feed taps are fitted to the tank, so there is no need to drain the tank should it be desired to remove it. This last is one of the many little refinements found on the machine. For instance, the rear brake pedal is adjustable for angle by means of a stop; there is a very neat speedometer panel mounted at the top of the telescopic front forks, with the speedometer dial in just about the ideal position; the control cables run through rubber-bushed holes in the panel; a rubber-mounted type of Lucas battery is fitted, which means that the cells are readily accessible for topping up; there are excellent 'tommy bar' filler caps; and hand adjusters of effective type for brakes and clutch; an unusually comprehensive tool-kit is provided; the rear-chain adjusters are really accessible, and the back portion of the rear mudguard is quickly detachable."



"The engine remained pleasantly free from oil leakage during the 550-mile test."

A YEAR AFTER THE END of the war motor cycle clubs were booming, despite the shortage of fuel and new bikes. A single issue of the Blue 'Un included exactly 99 items

of club news; here's a selection. **"Dittons MC:** June 14th, Social evening, Swan, Hampton Wick, 8—all welcome; 16th, Whipsnade (Hampton Ct Stn, 10.30). **Southport MC:** June 16th, Rochdale hill-climb. **Bexleyheath & DMCC:** June 16th, Cricket match (Blendon, 2.30); 19th, Clubnight, Crook Log, Bexleyheath. **East Lancs MC&LCC:** June 16th, Competitive mystery run (Clubroom, 1.30); 19th, Quiz vs Bolton Club (Clubroom, 9). **Scunthorpe MCC:** June 16th, 2.30, Grasstrack meeting, Manor Farm Field, Burringham R., Ashby, Scunthorpe. **Rochdale MC:** June 16th, Hillclimb. Sunbury &DMC&LCC: June 16th, Grasstrack meeting (HQ, 1.30). **South Reading MCC:** June 16th, Main Road Trial. Clubnights: Mondays, 8. **West of England MC:** June 16th, at noon, One Day Trial. Start and finish: Bickleigh Bridge, nr Tiverton, 40-mile course. **Pyramid Display Team:** June 15th Sports meeting of Joseph Lucas. **South Liverpool MC:** June 17th, General meeting, Bradford Hotel, 7.30. **Cambridge University AC:** June 15th, noon, Road race meeting at Gransden Lodge Aerodrome. Clubs taking part: Louth, Derby, Cambridge Centaur, CUAC. Course: 2.15 miles. Each race—3 laps. Gransden Lodge airfield is near main Royston-Huntingdon rd, 1½ miles from village of Caxton (route marked from Caxton). North vs South Challenge Championship Scramble will be held on July 14th, 1pm, on private property nr Horsham owned by **Horsham & DMCC**. **Dublin & DMCC's** Skerries '100' handicap road race takes place at Skerries, Co Dublin, on July 6th, 3.30, 14 laps of 7.1-mile course. Any British competitors will be allowed a basic ration of petrol. **North-East London MCC:** June 16th, Run to Science Museum, S Kensington (outside Museum, 2.30). **Wimbledon & DMC:** June 16th, Southern Sporting scramble (What '0 Café, Shannon C, 10.30). **Coventry & Warwickshire MC:** About 4,000 spectators saw the Mountain hill-climb. The final of the 350cc event was a terrific race between J Lidgate (Velocette) and W Smith, R Carvill and ST Barnett, all bunched together. Lidgate won. Nearly 3,000 attended the event. **Portsmouth MC&CC:** June 16th, Six Months Cup competition (Bastion, 2); 18th, Monthly meeting (Tramways Hall, 7.30). **Caterpillar MC:** June 20th, Visit Tottenham Club's Clubroom (arrive at 8). **Otter Vale MC:** W Mill (Ariel) won the novelty run, which was very enjoyable. Club team was third in the SW Centre Team Trial. **Southern Sporting MCC:** June 16th, Club's O/C scramble, Bagshot (all officials, etc, at Lupin Cafe, Bagshot, by 8.30). These scrambles are being held by the club on dates originally allotted for grasstrack events. The club was debarred from using the grasstrack venue intended, and an alternative site has yet to be found. **Canadian Motor Cycle Association:** This newly formed Association is intended to be a kind of ACU of Canada. All rules passed must be approved by a majority vote of affiliated clubs. Officers are voted to their positions by representatives of affiliated clubs, and all work is voluntary. Started by pre-war competition riders, it is stated that the Association now represents the majority of clubs. It is hoped the CMA will eventually represent all Canadian clubs and riders, with local Centres in each Province. A summer programme is being completed, and US riders have been cordially invited to compete in any of the CMA competitions. **Scott MCC (Manchester):** A club for all Scott enthusiasts is being

formed. The first meeting will be held on June 19th, 7.30pm, at the Scott Depot, 47, Chester Road, Deansgate, Manchester. **British Two-Stroke Club (Manchester Section):** Resumption of activity is indicated by a general meeting to be held on June 20th, 7.30pm, at the Scott Depot, 47, Chester Read; Deansgate, Manchester. The Manchester Section of the BTSC has been kept in being throughout the war by means of correspondence and lengthy bulletins issued at intervals by sec A Olerenshaw. **1st Glos Battalion HGA MC&LCC:** June 22nd, 3, 0/C scramble, Prestbury Hill, Upper Hill Farm, Mill Lane, Prestbury, nr Cheltenham. Usual classes, and standard-machine race. **Moseley &DMCC:** Clubnights, Thursdays, 8.30, at Kings Arms, Alcester Lanes End. Next grasstrack meeting on June 30th. Sidcup &DMCC: June 16th, Closed Conducted Trial starts from Johnson's Café, Kingsdown, 10.30.Tea at Fawkham Green. Club's meeting at Brands Hatch on June 23rd will start at 1.30, and not 2pm. On June 21st, at H.Q, SS Lancefield will talk on 'Tuning'. **Sheffield Ace MC:** June 16th, Birchover (10.30). Main Road Trial on 23rd. **Isle of Wight MCC:** June 16th, Sports event (practice); Newport Car Park, 10. **Grantham Pegasus MC&LCC:** Membership now totals 78. June 16th, Club's first 0/C scramble on field adjoining Roman Garage, Bridge-end Rd (6 miles east of Grantham). The event is specially devised to attract the young amateur. **Mont' Christie MCC:** June 16th. Tottenham Club's 'Country Quiz' (Walthamstow Billet, 10.30). **California MCC** is now affiliated to South Midland Centre. **Bayswater MCC:** Clubnight, 8, Queens Head; 16th, Littlehampton (Marble Arch, 10; tea Billingshurst. **Sunbeam MCC:** Belgian road races in which British riders will compete on July 14th are the FMB's GP de Zoute. Participation in the meeting will not debar riders from competing in the 1946 Manx Races, 40-50 miles in length. over course about 2 miles round. 250, 350 and 500cc races, but no novice event. Riders wishing to enter will be required to state what experience they have had of road racing. Entries, will be submitted to the FMB for approval and acceptance. The Sunbeam Club will make transport arrangements. Riders and machines will cross from Folkestone to Ostend on July 13th, and return on July 15th. Hotel accommodation will be provided by the FMB, and will be covered by charge made, as will transport to Belgium, etc. The inclusive charge will be approximately £11. Passports are essential. **Eagle MC:** June 15th, Victory hot-pot and social evening. **Streatham &DMCC:** June 16th, afternoon run to Ashstead swimming pool (Cricketers, 2.30). **Luton ex-Don Robert MCC:** June 13th, Clubnight, Griffin. 8; 15th, Gymkhana, Ringstead (Griffin, 2.30); 16th, Beaconsfield (Griffin. 10). **Craven &DMC:** June 16th, Blackpool (10). **Chelmsford &DAC:** June 15th, Visit to AMC factory (Market Pl. 8.45); 16th, Treasure hunt (Rose's Cafe. Widford, 2). **Lewes Unity MCC:** June 16th. Boating, etc. (P of Wales car park, 2.30). **Eltham &DMCC:** June 16th, Captain's Run (Archery Rd, 9.30). Filmshow on 20th. **Bar None MCC (HQ Branch, London):** June 16th, Run (Scotch Café, 156, Addington Rd., Selsdon). Meetings every fortnight thereafter.—The Clubman."

TOWARDS THE END of the war Piaggio produced a prototype scooter nicknamed 'Paperino' ('Donald Duck'). Enrico Piaggio didn't like it and called in aeronautical engineer Corradino D'Ascanio who moved the 98cc two-stroke engine next to the rear wheel, eliminating the drive chain. The step-through prototype MP6 also featured single-sided front suspension, interchangeable front and rear wheels on stub axles, and a spare wheel. Like its MP5 predecessor the MP6 picked up a nickname—Piaggio remarked: 'Sembra una vespa!' ('It looks like a wasp!')*. Piaggio immediately patented "a motor cycle with a rational complex of organs and elements with body combined with the mudguards and bonnet covering all the mechanical parts...the whole constitutes a rational, comfortable motorcycle offering protection from mud and dust without jeopardizing requirements of appearance and elegance". The '0 Series' Vespa, launched at the Milan Fair, had a production run of 60—within a decade the one millionth scooter had rolled off the production line at the Pontedera factory in Pisa.

**This came as news to me; I'd heard was that the Vespa got its name from the sound of a wasp rather than its shape—Ed.*



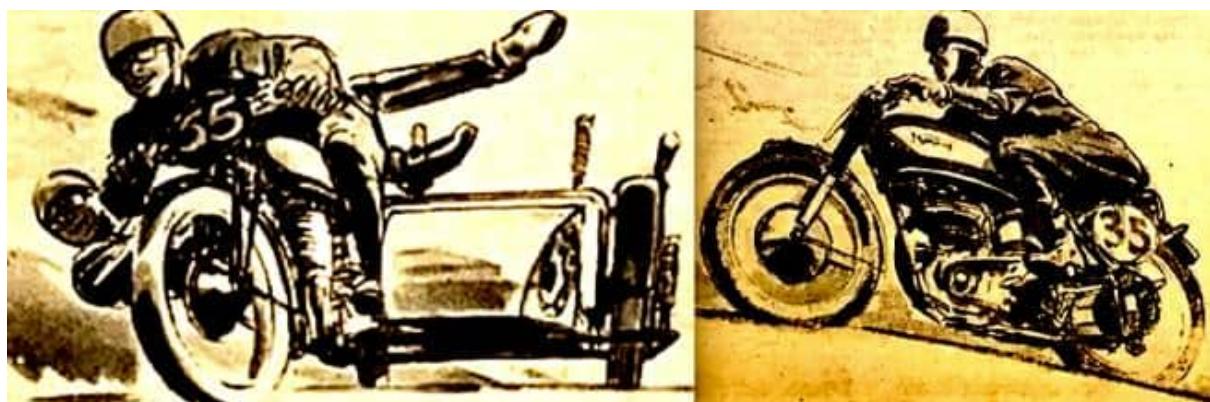
The oldest surviving Vespa—the third prototype M6.

"FROM THE SYMPOSIUM on trials and scrambles we published a fortnight ago it was obvious that many keen riders feel that the value of the big open trials has waned and manufacturers would be wise to transfer their support to scrambles. These races over rough going, it is suggested, have many lessons to offer, whereas reliability trials to-day have few. Some riders go so far as to state that scrambles nowadays constitute the acid test...A further point is that it may become increasingly difficult to run trials on the public highway, and scrambles, of course, are held on private land. Is our sport to be, to a large degree, recast?"

TORRENS' PLUNGER-FRAMED Ariel Square Four boasted a "pillion seat in one piece with the saddle"—an early example of the dual seat.

"AN OLD EPIGRAM SAYS that the first casualty in war is truth. The second casualty is morality. May I warn any new riders that even "Nitor's," recommendation of a strong chain and padlock for a machine parked in the open is inadequate nowadays? The sneak thieves of the moment will pilfer anything—your lamps, your saddle, your hooter, the contents of your toolbag. It is simpler and cheaper to pay garage fees, and to observe a rule never to leave the machine unattended, even with a chain of good steel and an expensive pad-lock. I am afraid that this applies even to the rather superficially guarded parks at cinemas and football grounds."—Ixion

"IN ACHIEVING 39.44 SECONDS at the Shelsley Walsh Hill Climb last Saturday, Ernie Lyons made motor cycle history. The long-standing query as to whether a motor cycle could ascend the hill in times comparable with the expert driven cars was decided and all doubt dispelled...With a snarl from the Twin Triumph, Lyons, in his first event since him wis in the Senior Manx Grand Prix, opened the 500cc class. He used the offside of the road at the start—the first man to do so—to get the best line for the slight left bend just beyond, and was obviously hurrying. He waked through the S-bends considerably faster, it appeared, than any earlier cars or motor cycles, but his upward gear changing on the finishing straight could perhaps have been smarter. His characteristic 'I-am-master-of-this-puny-maehine' style pleased the closely parked crowd who cheered vociferously a few seconds later when 36.44sec (approx 52mph) was announced—the first climb under 40sec since 1939!



"Show a leg there! The acrobatics of the sidecar competitors fascinated the big crowds. Here is an artist's impression of LW Taylor and passenger on their 596cc Norton. (Right) Profile of a star: a glimpse of FL Frith (Norton) flat out on the finishing straight, as seen by artist Gordon Horner."

"A CONUNDRUM WHICH is exercising official minds is, 'When is a scramble not a scramble?' The general view has been that a scramble is any race held over rough going, as opposed to speed events on roads, tracks or paths. Lately, the South has had many so-called scrambles which are, in fact, largely path races, and a suggestion is that there

should be a more definite classification of events. Some go so far as to urge that there should be an end to the path-race type of event with its speed and the specialisation involved and a return to the true scramble in which machines count for little. It is well, therefore, to remember that the term 'scramble' was introduced to cover an event in which competitors had to scramble—to go as best they could through ditches and bog, heather and bracken and over hills which it was impossible, or nearly impossible, to climb without footing hard or getting off the machine. The rider of an elderly mount which was light stood an excellent chance, since all, or nearly all, depended upon his skill, determination and physical fitness. It was clubman's sport at its best—manly sport."

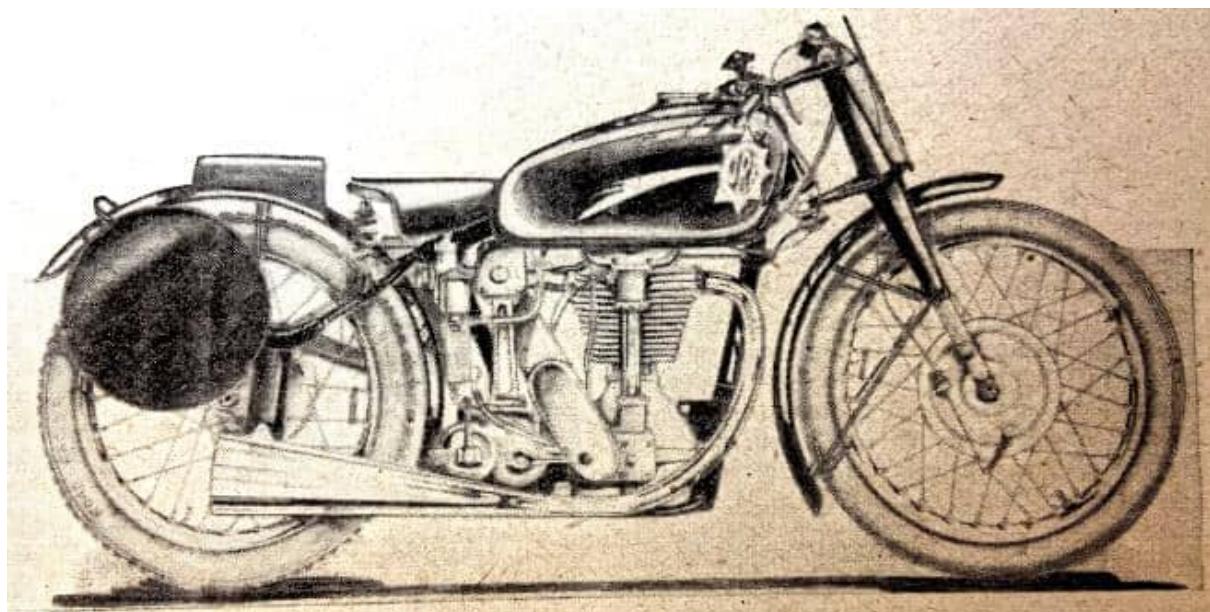
"UNSUNG AND PROBABLY UNMOURNED, the up-swept exhaust pipe, it seems, is a thing of the past. On the new models, low-level exhaust systems are the rule, and even on competition models there is the sensible practice of keeping the weight low and merely the exhaust outlet high. Many have declaimed about the folly of a fashion which causes exhaust pipes to be level with the rider's calves and the silencers a little below the carrier or pillion seat. Scorched clothing, rider's and pillion passenger's legs forced uncomfortably wide apart and inaccessibility of the machine, have been usual concomitants. Other objections are added cost and vulnerability in the event of the machine's falling over. The main 'gain' was the allegedly sporting appearance of the motor cycle thus equipped. No doubt reasons of supply and especially difficulties over plating and polishing are the chief causes of the demise of the high-level exhaust. Out of evil comes good!"

"YOU HAVE LOOKED at the drawings that adorn this little article. No doubt you have been intrigued by them and probably have pondered over the features they portray before turning to this. Let me tell you the history of these drawings. It is almost unbelievable. Towards the end of last year I received a letter that began: 'I have recently returned home after being a prisoner of war in the Far East. While I was in the hospital camp in Siam I made some drawings showing my ideas of post-war motor cycles. It gave me great pleasure doing this and also brought me into contact, with many motor cycle fans. We were able to get together and talk of old times. We would have given anything for a copy of the Blue 'Un. When eventually I flew out to Rangoon I succeeded in getting some old copies which I read with joy. The drawings were all done under what might be called difficulties. I had to hide them quite often or the Japs

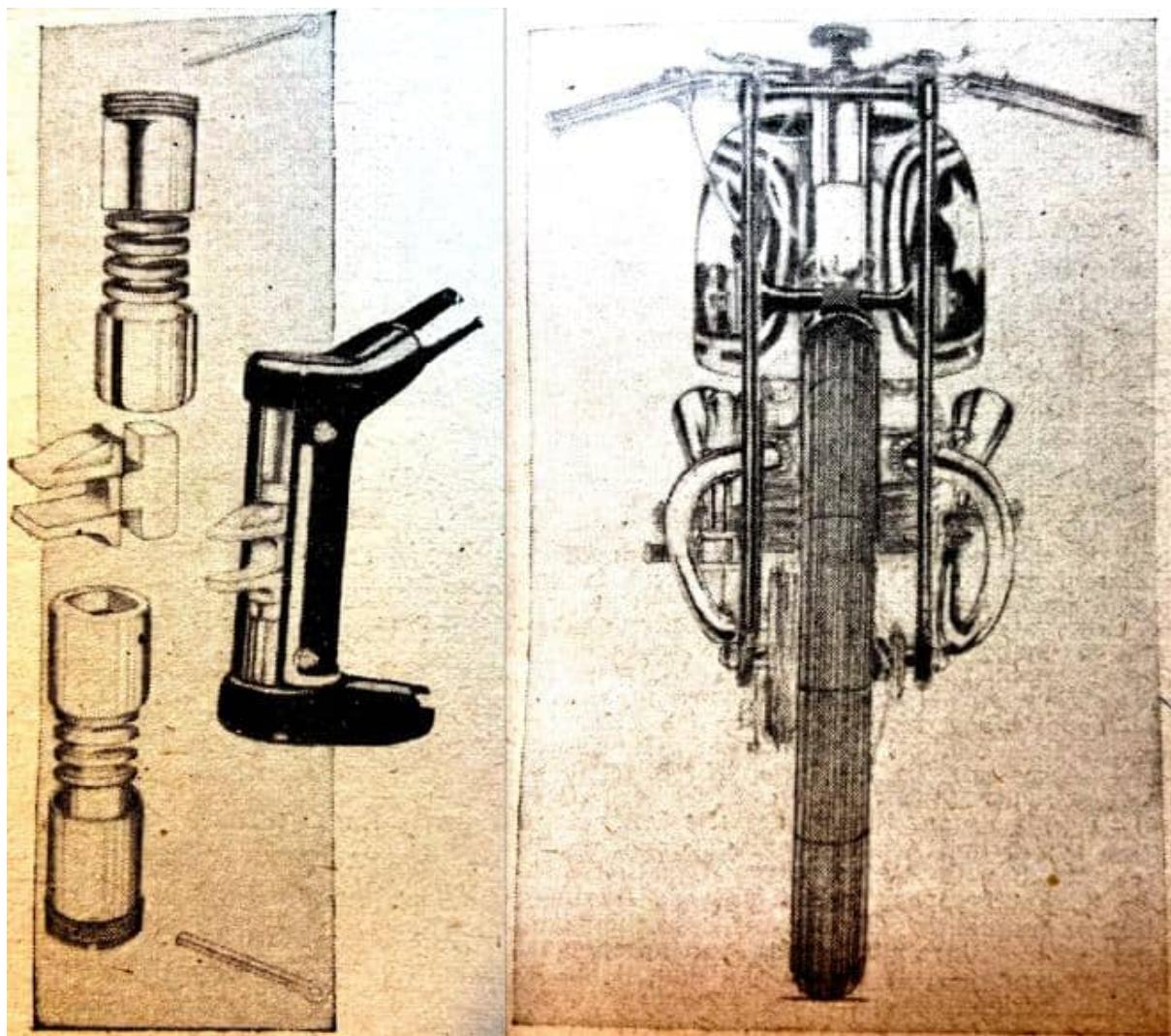


“Mr Brierley on his 1936 International Norton, a photograph taken in the happy days before he was a PoW in Jap hands.”

would have taken them.’ That is an extract from the first letter I received from Sergeant Brierley, Royal Artillery. I yearned to hear more. In response to mine, a letter arrived saying: ‘You ask me to tell you more about the conditions under which the drawings were made, so I had better tell you the whole story. It was when I was lying in a camp hospital in Siam during a bad attack of dysentery that I first thought of amusing myself in this way. Conditions in the camp were very bad. We were in bamboo huts and medical supplies were practically unobtainable. I managed to get hold of a few sheets of paper and a couple of stubs of pencil. My first attempt was at drawing a 500cc overhead-valve twin somewhat on the lines of the Swedish Husqvarna which Stanley Woods rode. At that time I had no compass and had to draw wheels, etc., by using various foreign coins. Later some good Samaritan produced a compass which, although home-made, served well. Paper and pencils were a big problem. Most of the paper was stolen from the Japanese and short pieces of pencil were fixed in a length of bamboo in order to make them usable. My first efforts were not to scale as I had nothing to measure with. Later, however, I managed to find a small steel ruler. By this time news had spread around the camp that there was a fellow in hospital drawing



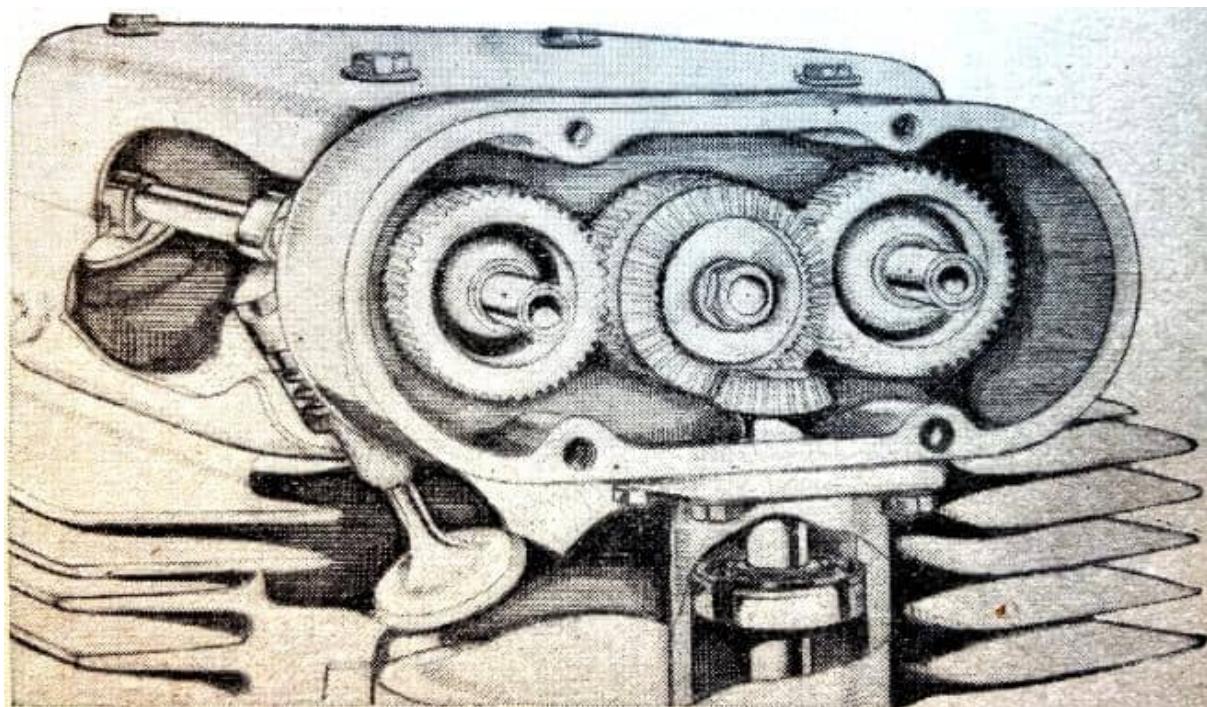
“In November, 1944, this picture of the supercharged ohc Golden Comet took shape—the racing vertical twin.”



"JRB plunger-type rear springing laid out during captivity." (Right) "A frontal view of the racing vertical twin, with its flattish handlebars and debonair exhaust system."

motor bikes and I soon had a lot of diehard motor cyclists visiting me. One of these has since become one of my greatest friends. He is a young Scotsman named Charlie Bruce. He helped me a lot because he is gifted with a wonderful memory for detail. He and other enthusiasts would come across in the evening and sit with me and see how the latest effort was progressing. We intended to form a camp motor cycle club, but our "friends" the Japs stepped in and refused to allow anything of the sort. We had to be very careful because if a guard saw more than six men together he thought an escape was being planned and took steps in the good old Jap fashion, which could be quite painful. The fact that you were in hospital made no difference. I think practically every one of us agreed that the motor cycle of the future would be a multi. Hence the trend of my drawings. One day a chap asked me if I would draw him a side-valve Brough Superior of which he was the owner. Charlie, I and this fellow got together and finally we produced a drawing of which we were very proud because it was drawn entirely from the memories of three of us. That started it, and from that day on I was a very busy man. I charged a small sum for the drawings to keep the firm in tobacco, etc, and during the

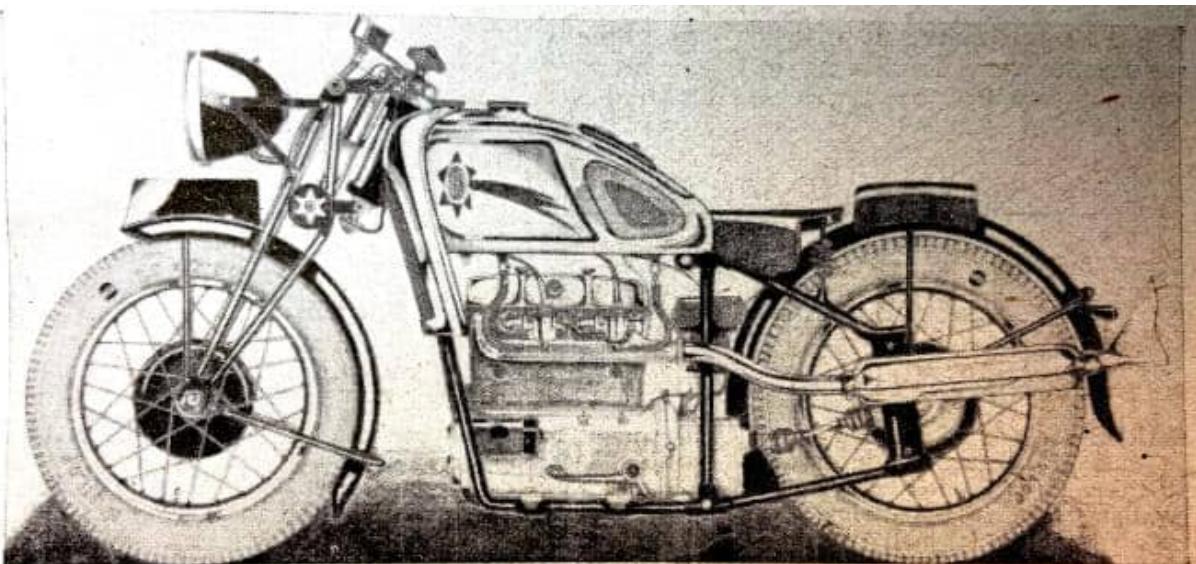
weeks of my convalescence drew the following: Norton ES2, Norton International 350cc and 500cc, Model 18 Norton, Levis D Special, Harley-Davidson, Rudge Ulster, Rudge Special and MOV, MAC, KTS, KSS and KTT Velocettes. The owner of each particular machine sat at my right hand while I made the rough sketch, and supplied the details as the drawing took shape. It was surprising how accurate these drawings were. You will realise it was the only way we could keep in touch with the old days, as we had no books on the subject and very few photographs. These we had to hide,



"If you were a prisoner of war with no access to published data and no more than an ordinary motor cyclist's knowledge and recollections of design, what sort of drawing of a twin camshaft ohc vertical twin would you succeed in making?"

and all the drawings were buried time and again, but I expect the boys have still got them. Later I was sent to Bangkok and we were all split up. I have the addresses of all these friends and I hope we will get together again.' There is the story as this remarkable man has told it to me. When I showed the drawings to our Art Editor and he, in turn, showed them to our Artists, they could hardly believe that such drawings could be made under these conditions, and I followed up by writing to Sgt Brierley—now Mr Brierley—pointing out how impressed they were by his technique and in particular the handling of shadows and reflections. What professional experience had he had? It seemed obvious that he must have been on this kind of work in pre-war days—have been an artist, though not necessarily drawing motor cycles. The fact of the matter is that in pre-war days he was a meat salesman. He had no professional experience as an artist at all, nor did he have art training. He developed his technique solely while a prisoner of war, until finally he got to the point when he felt that, under the conditions and with the material available, he could not improve any more. He has sent me his only

guide, which is a very tattered Norton manual, and tells me that in addition an occasional snap would come his way, though usually it was far too small to give accuracy of detail. Now Sgt Brierley is in Civvy Street, but, instead of being back on his old job of meat salesman, to his joy he is working as a motor cycle mechanic in Chichester."



"A water-cooled straight Four with unit construction, shaft drive, two carburettors and plunger rear springing."

NEXT SATURDAY'S COLMORE TRIAL, the first big post-war open event, has attracted the remarkable entry of 179. This compares with a figure of 95 for the 1939 trial. We are not surprised at the total, for after six years' intensive war work, in the Services and in munition factories, motor cyclists' enthusiasm is unbounded. Undoubtedly if the Sutton Cold-field Club had imposed smaller entry fees, as many would have wished, the entry would have been overwhelming in its size. Without a doubt the Kickham Trial on Saturday week and the Victory a week later will also attract large entries. Indeed, it may be said that, so far as short-distance trials are concerned, everything is well set, in spite of the meagre petrol ration. Memories, however, are apt to be short. A little over a year before the war there was grave doubt as to whether trials on the public highway would be allowed to continue. The ACU and RAC were faced with an ultimatum. They took action following discussions at the Ministry of Transport by limiting the number of events in each area, enforcing liaison between organisers and the police and local authorities, banning competition tyres and urging that riding numbers should be dispensed with or made inconspicuous."

"I ALWAYS GRIN internally when the engineers fall to discussing 'cruising' speed. They are so kind-hearted, they always apply it to their engines. Myself, I am fundamentally selfish. When I talk of 'cruising' speed I am not normally thinking of the longevity which a mean throttle opening adds to my autocycle. I am thinking of my own comfort. I can (and on occasion do) pack fifty miles into the hour. But that is a feat to be reserved for

uncommon moods no less than for uncommon circumstances. It is uncomfortable. One can't smoke. One has to tense up one's faculties, and keep them tense. One gets shaken about. One may have to flatten a soft, round paunch down on to a hard, steel tank, and then cock one's head up a bit, which generates a crick in the neck. But at a cruising speed, using that much-abused term in the personal and Pickwickian sense, one's pipe will keep alight, and does not bombard the retina with incandescent cinders. One is not shaken. One can detach a large slab of one's attention for scenery. One sits up with slack wrists and a curve in the backbone."—Ixion



"First Motor Cycle Trials in SEAC Rangoon, runs the caption of this official picture. The descent shown looks typically English. The majority of the competitors were DRs of the Twelfth Army Signal Section."

"I KNOW THAT roadside trouble is rare with modern motor cycles, and *a fortiori* quite exceptional after dark. But if and when such occurs on an unlit country road, the light problem can be quite tiresome. This was excusable in the old days of gas head lamps and no tail lamps, but is unpardonable with a bus mounting a dynamo and a powerful battery. Every electrically equipped machine ought surely to incorporate either an inspection-cum-panel light as a number do) or a plug socket for an inspection lamp and, please, not a vertical socket liable to rain shorts."—Ixion

"THE MOTO CLUB DE ROMA staged their first post-war road racing meeting in the suburbs of Rome, and for anything more wildly remote from the painstaking safety precautions and the meticulous organisation of any ACU controlled event it would be impossible to imagine. I had taken the precaution of visiting the course during the morning practising, and arranging for a place in the Press box, but when I arrived in the afternoon it resembled nothing so much as that unforgettable scene in the Marx Brothers' picture (Duck Soup?) when about fifty people get crowded into one small state

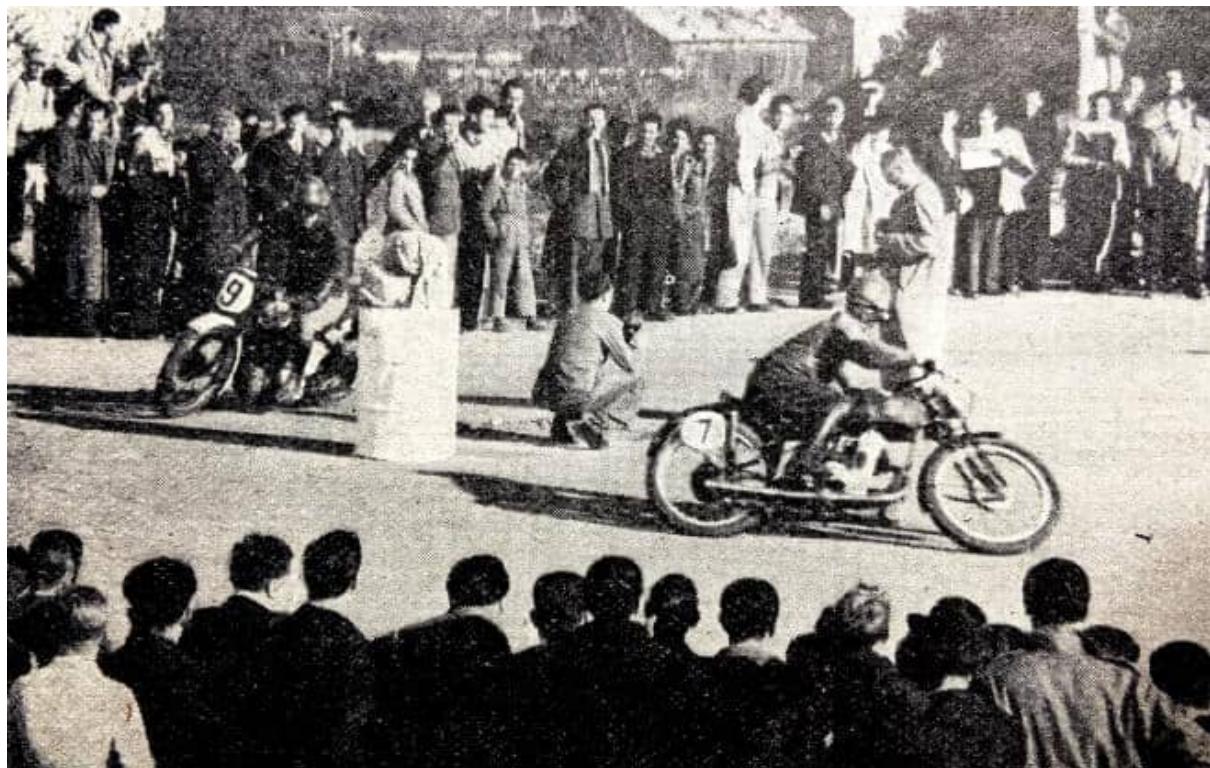
room. When I had finally succeeded in worming myself into the box, amongst the fat women with crying babies, the unshaven soldiers, the tram conductors and taxi drivers, the amorous couples and the small boys who had lost their parents who made up the population of the Press box, I found that, quite literally, you couldn't get your elbows far enough away from your sides to wield a pencil. So, with a certain relief, I abandoned any attempt to report the meeting seriously, sat down on the grass in the middle of the course, and prepared to enjoy the afternoon. The actual course was about two miles from the centre of the city, and consisted of a very



“Imagine this in Kensington, Cricklewood, or Tooting Bec! The scene is actually in the suburbs of Rome and shows competitors in the 250cc class taking a hairpin bend in the first post-war road race held by the Moto Club de Roma.”

small circuit only one kilometre in length. This began with a straight of about a hundred and sixty yards, at the end of which was the acutest hairpin conceivable; this was followed by a fairly fast right-hand bend, fifty yards of straight, a right-angled left-hand bend, another fifty yards of straight, and another right-angled bend on to the original straight. The start was at the beginning of the straight, the finish was half way down it, and all races were over twenty-five laps—no heats. Safety precautions were comparatively simple; they consisted of two Italian police on Harleys; before each race they rode along the gutters on each side of the road so as to persuade the over-enthusiastic spectators who had encroached on the actual road to step back on to the pavement. If, after the police had gone, they stepped back into the road again—well, that was just too bad; at least no-one could say that the police hadn't done their job. And, of course, step back they did. I don't think I've ever seen anything quite so frightening, by English standards, as the way the spectators closed in at the end of the

straight so that only a narrow lane was left for the riders, then at their maximum speed of sixty, or not far short. It was the same all the way round the course; at the hairpin the outer 'banking' consisted of the feet of the spectators, who, encroaching on the roadway, sat down with their legs stretched out in front of them. The first race, for amateurs riding 250cc machines, was won by Luigi Ciai, the most promising of Italy's new crop of riders, on a single-cylinder Benelli at an average of 72.7kmph; the second machine was a Guzzi Albatros, and the third another Benelli. This race was followed by the 250 event for mechanics and factory riders, this being the usual division of classes in Italian motor cycling; this was won by Nino Martelli, also on a Benelli. The 500 amateur event was won by Gastone Berardi on a Guzzi Condor at 72kmph. The 'professional' 500 event showed a considerable improvement in speed, Bruno Francisci winning on a Gilera Saturno at an average of 76.5kmph. Second and third men were on Guzzi Condors. Finally came the sidecar race, with a very mixed bag of starters, including a Norton, a Levis masquerading as an 'HD,' a big-twin Harley with touring sidecar, a BMW, two Gileras and a Guzzi. Arnaldo Magistrini, on a Gilera, won the event at 67.96kmph. The Norton was second, and the other Gilera third; the BMW was last. On rereading my criticisms of the



"Enthusiastic competitors crowded on the course itself, quite ignoring the danger. This picture shows them closely watching the cornering at one of the artificial hairpin bends. Ciai, the winner of the 250cc class, is shown on the Benelli, which carries No 7."

organisation I feel a little penitent; after all, they have got started in spite of all their difficulties. Many of the old organisers of experience are no longer available—they are dead, or prisoners of war, or Fascists. The police who were promised did not turn up,

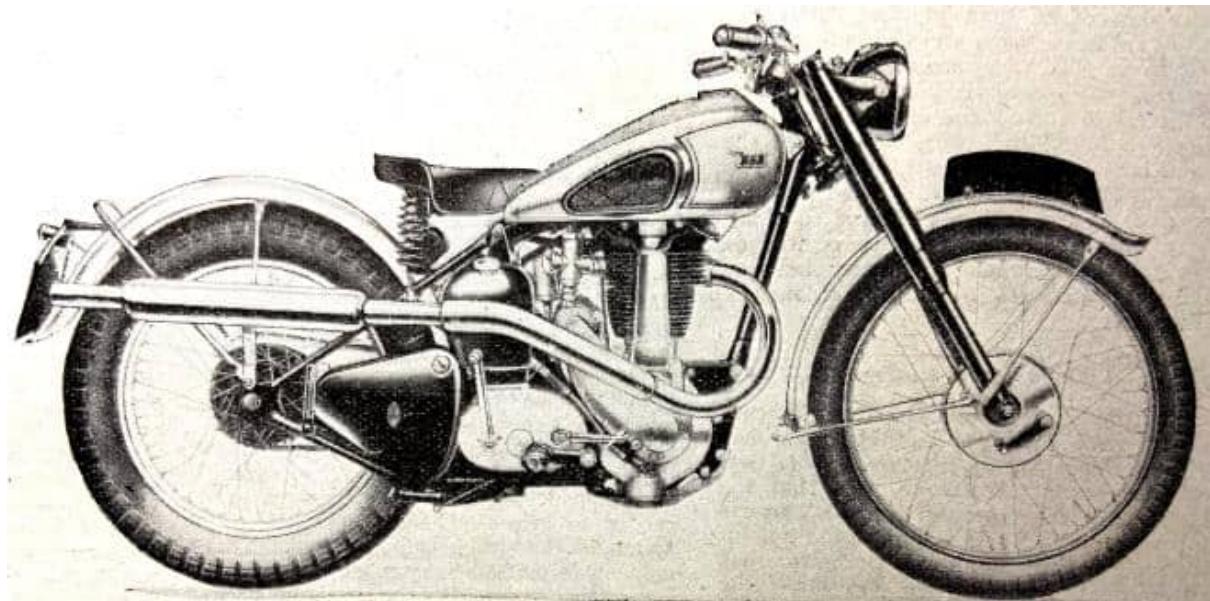
but ten times as many spectators as they expected did turn up, petrol can only be got by innumerable applications to innumerable officials, and yet they have got started with post-war racing. At home, the only country in Europe where road racing is not allowed, Donington Park is still requisitioned, Brooklands finished, Cadwell Park beginning to gird up its loins—and what else...? As a postscript, Signor Masetti, the secretary of the Moto Club de Roma, paid me a visit a few days after the meeting; he came to explain some of the difficulties with which they had had to cope and to discuss their plans for the future, and he brought with him about two or three hundred photographs of their pre-war and early wartime racing that would make any enthusiast's mouth water. When, in those days, they wanted to hold a race, they selected a circuit, and the police closed it for them for practising and the actual race itself. And what circuits! The English equivalents would be, perhaps, round Tooting Bec Common with a bit of Bedford Hill and Balham High Road to complete the circuit; or Kensington Gardens, Bayswater Road, Church Street, and High Street, Kensington; or a bit of the North Circular Road, Finchley Road, and Cricklewood Broadway. That, it is true, was pre-war; but post-war motor cycling in Italy is not standing still, and road racing has begun again all over Italy. If we are not going to be left badly behind in post-war motor cycling it's time that we began to do something about it; and plans for a TT in 1947 (or is it 1948?) and polite deputations to ask when we are likely to be allowed to use Donington again, are not enough. What we want is to be allowed to race occasionally on our own roads, just like the French, the Belgians, the Spaniards, the Italians,...and the Argentine, the. Portuguese, and the Greeks.”—**Vernon Jarratt**

“MAY WE MAKE just one comment on the meeting at the Institution of Mechanical Engineers at which the excellent paper by Mr RA Wilson-Jones, relative to fuel consumption of motor cycles, was read. Mr Heather, director of Associated Motor Cycles said: ‘After the last war there had been interest in petrol consumption for a time with all kinds of special tests in which he believed 311mpg was the best figure obtained.’ When Mr Wilson-Jones replied he said: ‘Mr’. Heather mentions 311mpg as the best obtained in the past’ and goes on to say, ‘the machine may have done 311mpg on petrol but it only did 150mpg on petrol.’ I would like to point out that two James 3½hp twin four-stroke models in a fuel-consumption test held by the Sutton Coldfield and Midland Warwickshire AC Trial on the 27th September, 1913, accomplished the following remarkable results: (1) T Pollock, 334mpg.; (2) HG Dixon, 320mpg. The machines used for that test were identical in every way; they were fitted with James manufactured 499cc 55° twin engines, Senapray carburettors and weighed complete 2201b. Have we really progressed?

FA Kimberley (Managing Director), The James Cycle Company, Limited, Birmingham.”

“A NEW BSA designed specially for the competition rider is announced. This is very much a Bert Perrigo model, and has the gear ratios, tyre sizes and other features to make it a machine of outstanding appeal to those who propose competing in trials and

scrabbles. The general specification is similar to that of the B31 BSA. The engine is a 348cc with totally enclosed valve gear, and there is a four-speed gear box with, in this case, ratios of 7.1, 9.2, 14.2 and 20.1 to 1. A 2.75-21 front tyre is fitted, and the rear tyre is, of course, of 4.00in. section. While a Lucas Magdyno set is standard, a separate Lucas magneto and a battery lighting set are available to special order. The machine has an up-swept exhaust pipe, a crankcase shield and 6in ground clearance. Mudguards, mudguard stays, front stand, rear chain guard and brake cover plates are all chromium plated. The price of the machine with speedometer is £100, plus purchase tax of £27. The official title of the machine is the B32."



"A single glance is sufficient to reveal that this new BSA is a Competition model. It is of 348cc and equipped in true Perrigo fashion."

"THE SENIOR TOURIST TROPHY has been found and will soon be back in England again! This good news has been received by Mr ST Huggett (secretary of the ACU) in a letter from Lt-Col. H Blake, who is with the Control Commission for Germany. Writing from Hochst, near Frankfurt, the Colonel says: 'I have been down to Vienna this last week on duty, and while there succeeded in finding the Senior Tourist Trophy. I have the Trophy in my office here in Hochst, and will bring it back to England with me during the second week of February.' He goes on to relate how the Trophy was finally traced to the BMW agents in Vienna. At first the manager denied that it was there, but after a little 'persuading' he eventually produced the Trophy. Lt-Col Blake says that the Trophy has suffered little damage. The 1930 shield is missing and Mercury's staff is awry; also the plinth is badly scratched. Otherwise there seems little wrong. It will be recalled that the Lightweight TT Trophy was recovered from Italy about the middle of last year by Major EA Simcock, the well-known Australian rider. This trophy had been buried in a small farmyard at Caprazino, with a chicken coop over it to mark the spot."

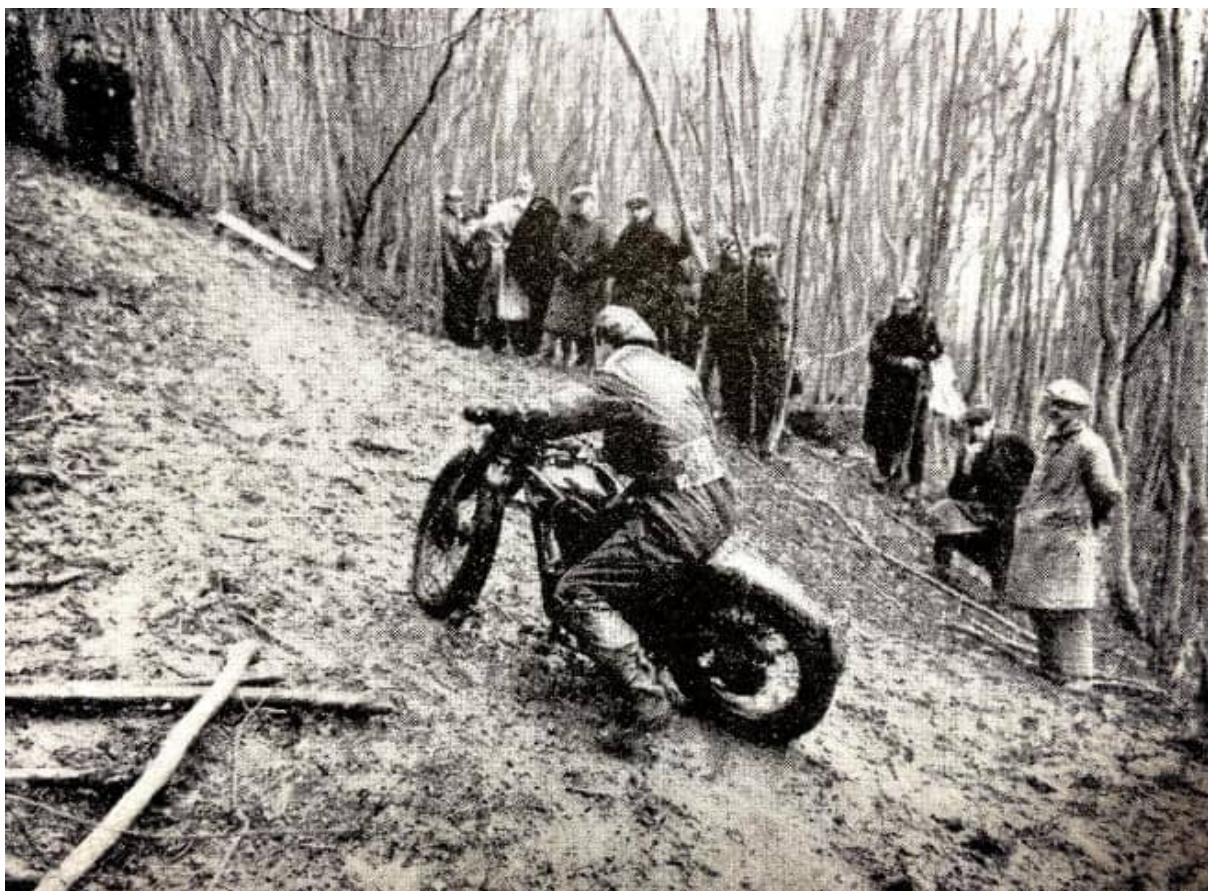
“So Mr Walter Moore is back at the great Bristol factory again—is superintendent in charge of Douglas motor cycle production. He has done some very good jobs of work in the period between his first days with the flat-twin—the days before the Douglas was the Douglas, but the Fairy—and to-day when he is ‘home’ again. My first recollection of him is when he was sidecar passenger to GH Tucker, and between them they won the 1924 Sidecar TT on a Norton. He had left the Douglas concern in 1920. I think of him when he was at Nortons—recall the introduction of the cradle-frame overhead-camshaft Norton, the so-called ‘Camel’ Norton, which was such a success in races and in the hands of the public. The ‘Camel’ part of the title was due entirely to the shape of the machine, I believe; at all events, that machine earned the make a magnificent reputation for road-holding and ease of handling. Then followed the period when so many motor cycle designers went to factories on the Continent. Walter Moore joined the NSU concern and became works director. Now, as I say, he is back with his old love; I look to the future with keen anticipation.”

“A TOTAL OF 5,256 were killed on the roads last year. In making this announcement last week the Government spokesman gave details of the types of vehicles primarily involved. In order, the chief figures were: Goods vehicles, 1,213; Service vehicles (including Dominions and Allied), 899; private cars, 883; pedal cycles, 686; buses and coaches, 651; motor cycles, 501; tramcars, 94. This last figure, trams running on rails, is the most amazing of all. On the same day in a written answer he stated that plans for the reduction of road accidents will not be completed until the Committee on Road Safety have submitted their final report. In the year 1946 it is still a case merely of plans. The Highway Code is being revised, he added—it was promised for the New Year—plans for the improvement of the highways are being pressed forward. Is it not possible at this juncture to state when there will be action? As the Minister of War Transport said in connection with the Trunks Roads Bill last month, ‘We have never yet adequately made provision in this country for the type of traffic that uses our roads.’ On countless occasions this basic fact has been stressed to the Government by the motoring Press and motoring associations. Until this failure on the part of successive Governments is remedied there can never be road safety.”

“A TROON ENTHUSIAST sends me a racy account of a night puncture on a club run. He stopped to aid a pal stalled with a flat tyre on the edge of Loch Lomond in inky darkness. Being unable to find a small puncture in the gloom, they entered a small boat beached at the lochside, proceeded to its far end, and used matches to identify the bubble point of the tube when submerged. Their movements launched the boat, and by the time they had spotted the hole they were 25 yards from terra firma. No oars, of course. And a stiff off-shore breeze. However, much manful paddling with their hands and a floorboard eventually restored them to their bikes. Obviously, they did not know a simpler method of tracing a small puncture, without the aid of water. The surface of the eye ball is the most sensitive area of the human body, and if the tube is inflated and passed across the

eye, the draught will eventually be spotted, though the process is laborious with some 700sq in of superficial area of rubber to test. I should have begun with fingering the inside of the cover carefully for some spicule of grit or metal, and then tried my eyeball.”—Ixion

“MUD—WAS EVER a Colmore Trial blessed or cursed with such mud as last Saturday’s event, the first of the big post-war open one-day trials? With one exception, every observed hill had a surface of deep, rutted mud, vilely slippery and glutinous. In several cases it was a feat to get even to the point where the observed hill started. Indeed, one hill had to be cut out for the second half of the entry because competitors were unable to reach the foot. At another hill, Camp, the track leading to the bottom looked from a distance like a fly-paper, with struggling men as the flies. ‘Pity the poor trials organiser!’ quoth ‘Nitor’ only last week, when referring to the difficulty of plotting a course for an event in February in view of the vagaries of our climate. Of the 180 who finally entered for last Saturday’s event there were many who felt the pity should be reserved for the trials rider, sidecar driver and the sidecar passenger. However, extraordinary as it may seem to those who on Saturday saw the course for the first time, on the previous Sunday there were at least two of the hills which were so easy that it appeared almost foolish to include them. Farther, it was stated by farmers that they had never known mud so bad. That the course should have proved a heartbreak was unfortunate, especially as this was the first big post-war open event and many a competitor was having his first experience in a classic one-day trial. The welcome Shipston-on-



“On Warren Hill competitors had to turn left from a slimy track on to this vilely slippery climb. Invariably back wheels skidded round and almost invariably this spelt finis. The competitor is AW Burnard (500 Matchless).”

Stour, the starting and finishing point, gave to competitors, however, and the manner in which the hotels went right out of their way to cater for them, is something riders will probably remember as long as they do the ‘Colmore Mud Trial’. An Army motor cyclist of pre-war and war days, FM Rist (350 BSA), who has starred in many a recent Army event in the Mediterranean area and is now in Civvy Street, proved the winner. He, in view of all his successes, can hardly be termed a new ‘star’. The majority of the chief awards, as will be seen from the provisional results, went to old hands. Had keeping to time been discarded as a factor in the results, as seemed likely at one period, the ‘Flying Fleas’—the 125cc two-strokes—would have had something of a field-day. On the hill-performance marking they did extremely well in spite of the fact that riding such machines in trials is something of a new art to the majority of those who had entered them. It would have been interesting to have seen some of the highly skilled Airborne men riding them in the event. Among the 180 entries were two teams from Ulster, and very smart they looked—at least, up to the time they were on the mud-plug—in their green riding kits. The start was in the Cattle market. A bare three miles and competitors were tackling a mud track through a field of winter-sown wheat. This was merely the approach to the first hazard or section, Pig Lane. The track was deep, wheel-clogging mud. First were AR Foster (500 AJS) and JH. Amott (250 BSA); they heaved and they

walked. LG Holdsworth, on a new 280lb 350cc competition-model Royal Enfield, took to what looked like grass at the side of the track and hurtled along. He did not realise it was part of this year's harvest, but the damage done, if any, having regard to the time of year and the conditions, would be negligible. Harold Daniell (490 Norton), holder of the TT lap record, was in dire trouble—choked wheels—and spent many minutes in the field and much energy. F Fletcher, thanks to the low weight of his 'Flea', a 125cc Excelsior, buzzed through happily with occasional light footing. Then along came Bert Perrigo (350 BSA), who proceeded to demonstrate what he has so often demonstrated to Army men: how to get through vile mud without hard labour. Weight in the saddle, he trickled gently through the first two-thirds, using his feet merely for steadyng. It was also interesting to see how he carefully picked the wettest parts. Later he did have to do some footslogging. HS Wolseley (250 Triumph) did not keep weight on the saddle, and, finally,



"Dennis Mansell (490 Norton sc), getting away at the foot of Long Compton."

got off and walked the model through the field. The hill itself was not too bad—not early on, at all events. It was a matter of making a good get-away on a slippery surface, working up the speed by throttle-work that was carefully attuned to the wheel-grip available, and then hurtling through the mud at the top. An out-and-out star here was an Army man, Lt DV Latty (350 Triumph), RASC, who made an extraordinarily fast climb. Another Triumph rider, JH Ford, was clever; he rode from bank to bank, taking a corkscrew course, but finally had to bring his feet into use. RJA Petty (350 BSA) appeared to have a hard rear tyre and suffered from much wheelspin which brings up a matter touched in *The Motor Cycle* a little time ago: whether, in present-day circumstances it would not be a good thing to take a leaf from the Army events and lay down the minimum tyre pressures to be employed. Some competitors gained appreciably from tyre pressures around 21b/sq in—to the detriment of their tyres. R Hunt (350 Royal

Enfield) blipped his throttle to and fro to some extent, but nevertheless put up a good showing. Then a copybook-style climb by G Broad-bent (350 Triumph), who, after getting up ample speed, steadily closed the throttle the nearer he got to the summit. Next came N Palmer (350 BSA), who got into a mighty slide as he passed through the gate at the summit. Another BSA rider, B Holland, made a particularly impressive climb—indeed, his riding suggested that the whole thing was just too easy. Colin Edge (350 Matchless) was extremely fast and extremely good. Vic Brittain (490 Norton), however, made an Army-style climb, trickling up with his weight on the saddle and his feet used for safety's sake. Why? Was it that Vic, having digested the system of marking that was being employed, decided that this was the wise plan? Fail anywhere on a hill and one lost 10 marks; foot in a section of that hill and the penalty was 3 marks. Thus on a three-section hill one could foot in each section and still be better off than a man who stopped in one of those sections. Further, the most one could lose on any hill was 10. Then came Jack Williams (350 Norton), who hurtled up the hill, with his engine revving so hard that the valves were tending to float. Equally fast, though barely so neat, was JE Breffitt, on a similar machine. Meon, the next hill, comprised a steep-ish track between high banks—deep gluey mud. GF Povey (350 BSA), supreme artist at neat, gentle riding, decided rightly that the only hope here was sheer speed. Very soon, however, that far-from-unseen clutching hand had his machine in its embrace, and it was a case of footing and then footslogging. Rain now swept the hill, rain which was to cause the previous hill to be cut out owing to the field below becoming a hopeless proposition. In the case of Meon this rain was undoubtedly of some help to competitors; the 'glue' had more water in it. GE Godber-Ford (490 Norton) footed up the rut without too much hard work. CA Dickins (500 Matchless) managed to keep his feet up for an appreciably greater distance than the majority, while DJ Mountstevens (490 Norton), thanks to clever handling of his throttle, saved his legs considerably. S Russell (350 Matchless), it seemed, had that old, old trouble—petrol tap turned off. The rain increased in intensity, and CC Bailey (350 Royal Enfield), approaching fast, kept going at speed—with footing, of course. Then Major



"This hill was officially termed 'easy'. That was at the start, and less than a week previous to the trial it had been very easy. The rider, fingers on the clutch lever, weight on saddle and feet at the ready, is George Rowley (350 AJS)."

Rob Davis (350 Matchless), Royal Tanks, arrived, determined to get through Section 1 without footing; he did so, and then settled down to sedate paddling. Mickleton Wood, the next hill, was approached through a farmyard and a very slippery grass field. Again, there was cloying, rutted mud between banks; again it was difficult to get under way at the restarting point. Later, thanks to the rain, it became comparatively easy and some of the sidecar outfits were to shoot up the hill. A third the way through the entry, however, it was something of a feat to get through the first section feet up. AW Burnard (500 Matchless) was a star here. By throttle control and fighting the model he got through the first part feet-up and even, for a moment, got his feet on the rests on the higher part. Another to make a good showing in Section 1—a particularly neat exhibition—was Karl Pugh (350 Triumph). Jack White, on his many-years-old 250cc Ariel, was completely effortless on this portion and footed only lightly higher up. A restarting test was held on

Fish Hill, which lies beside the main-road hill of that name near Broadway. This woodland track was slippery, but not to such an extent that the test was other than a good one. Warren Hill, however, was a very different proposition. Again, there was a struggle to get to an observed section. Competitors, after fighting their way along a valley and up a woodland track, had to turn off that track up a very steep clayey bank. They were sent, one after another, to a point just above the turn and there they about-turned and endeavoured to shoot up to the left—a right-angle turn with an adverse camber and an almost impossibly slippery surface. Sliding to earth on the turn was the almost invariable rule. Even the ultimate winner of the trial, FM Rist (350 BSA), twirled round. It was an excellent attempt but, at least at this period, the climb was as near as no matter impossible. Norman Hooton, on a 125cc James, got round the corner with footwork, and spectators cheered him on as he paddled some yards up the hill, but he finally turned round and took to the by-pass route. Barry Smith (125 Royal Enfield), son of Major FW Smith, managing director of Royal Enfields, bounced the front of his machine up and down to clear some of the mud that was jamming his front wheel. Like many another, off he came on the bend. He turned round by picking up the front of the machine bodily while still astride. Another managing director's son, AE Kimberley (196 James) had his hand on the clutch and, after some wheelspin on the corner, his machine ran down backwards. Next was Camp Hill. Again it was a struggle to get anywhere near the hill. Competitors were given something of a flying (?) start at the hill, but the mud was such that very few got even as far as the start of Section 1; then came the fight along the track along which they had come...Even George Rowley (350 AJS) came to a full stop at the 'Observed Section Begins' card. Rist (350 BSA) got through, however, and with clever throttlework and footing, and cheers from the spectators, reached the summit. TC Whitton (350 AJS) too, won through. Often, for ten minutes and more at a stretch, not a single man succeeded even in reaching the observed section. What would Long Compton be like? This had been stated at the



"At Camp it was a feat to get as far as this—a yard or two into the observed section. The hero in this case is E Sharp (498 Triumph)."

start to be easy, and that star of trials stars of a dozen years ago, Graham Goodman, who was out having a look at his old love and had seen the hill on the previous Sunday, said that the climb then was so simple as not to be worth observing. These few days later it was deep, rutted mud, and all a solo rider could hope to do was, by rushing tactics, get through Section 1. The sidecars, however, were in many cases magnificent—non-stop and with thrilling speed up the first section. Harold Tozer (496 BSA sc) led the way, giving just one dab in Section 1 when the sidecar lifted. Harold Flook (490 Norton sc) was clean throughout, so was Dennis Mansell (490 Norton sc), who on the first part was travelling so fast that there was valve bounce. RGJ Watson (497 Ariel sc), of Watsonian sidecars, made a magnificent climb. Harold Taylor, on another Ariel, was excellent in Section 1, but then had to foot. TA Tracey (596 Norton sc.), the Army trials enthusiast, was also very good. By now it was getting nearly dark. At the next and last hill, it was almost too dark for the sidecar entry. Here there was more vile mud. and here two tow-rope squads were in operation. Mud, MUD. **MUD.** PROVISIONAL RESULTS: Colmore Cup (best performance of the day)—FM Rist (350 BSA); Watson Shield (best sidecar performance), FC Perks (496 BSA sc); Sutton Cup (best Army rider), Sgt J Plowright (350 Ariel); Manufacturers' Team Prize: Norton No 3 Team (VN Brittain, HJ Flook, DK Mansell); Club Team Prize, Sunbac Team (VN Brittain, GE Rowley, AE Perrigo)."

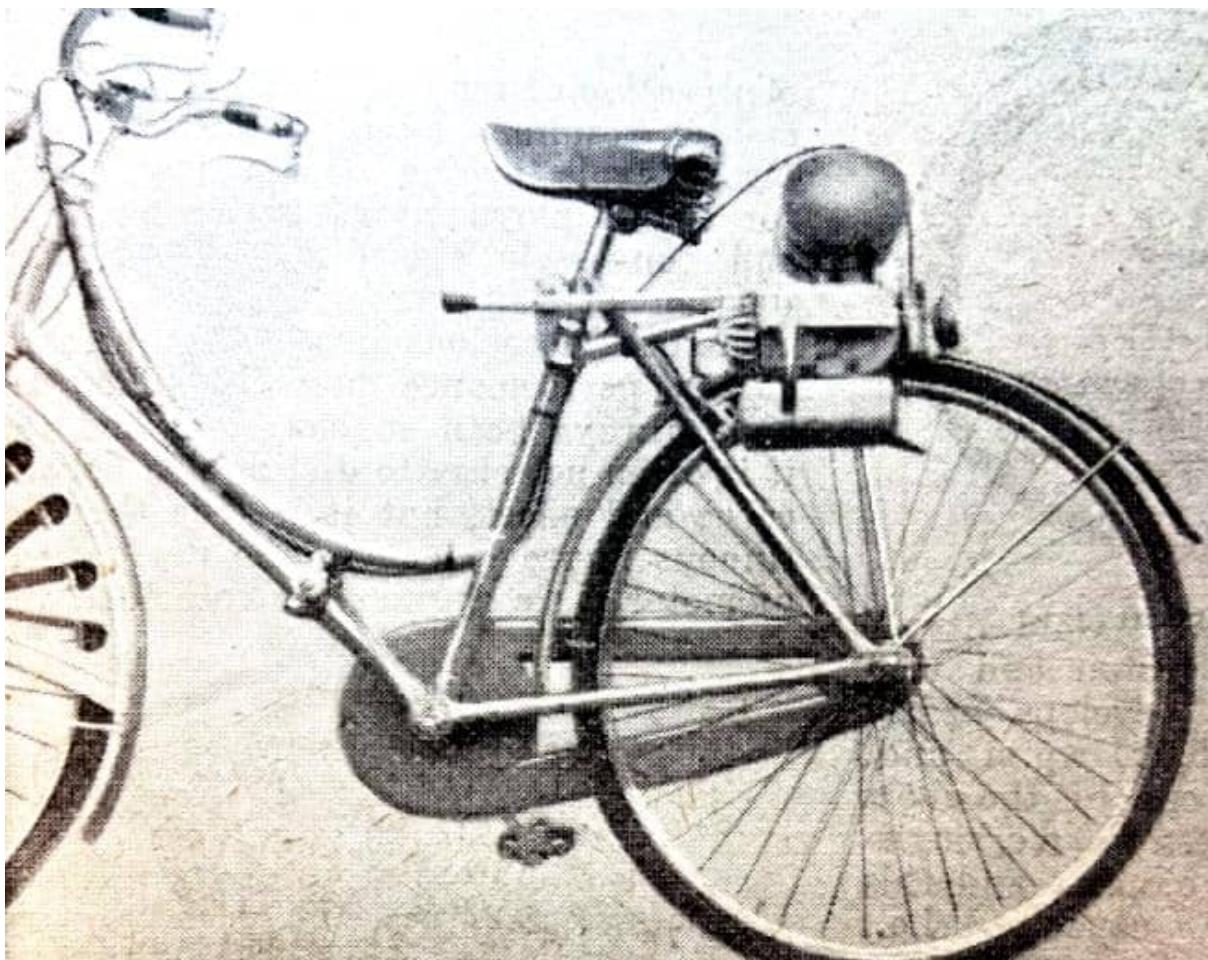
"SYMPATHY CAN BE EXTENDED to both organisers and competitors over last Saturday's Colmore Cup Trial. The event was not what was intended, nor what it would have been had this, the first of the big post-war open trials, been held a week earlier. Then, as is

stated elsewhere, some of the hills were too easy. On the ordained day, however, the course was so difficult on account of mud as to border on the impossible. While it is a pity that a sheer mud event should form the introduction to open trials for so many, probably it is no misfortune that the first important one-day trial should give rise to searching analysis. As we stated last week, post-war trials must be regarded as 'on trial'. On what happens over the next few months may depend the whole future of reliability events on the public highway."

"HOME SERVICEMEN and civilians saw despatch riders mainly occupied in shepherding convoys, on Despatch Rider Letter Service, and other light duties during the war. Here is quite a different angle: 'I was awakened by the noise of a motor cycle picking its way up the rough track that led into the company area. It is one of the night sounds the ear is always quick to perceive, even in the deepest slumber. I looked at my watch. It was half an hour to midnight. A despatch rider at that hour meant only one thing. Bad news. You learn to dread the sound of a motor cycle in the middle of the night. The despatch rider handed me a message. It said: "Battalion will be ready to move by 04.00 hours.'" This extract is from *The Monastery*, by F Majdalany (pub John Lane), a spirited account of the experiences of the 78th Division in front of Cassino."

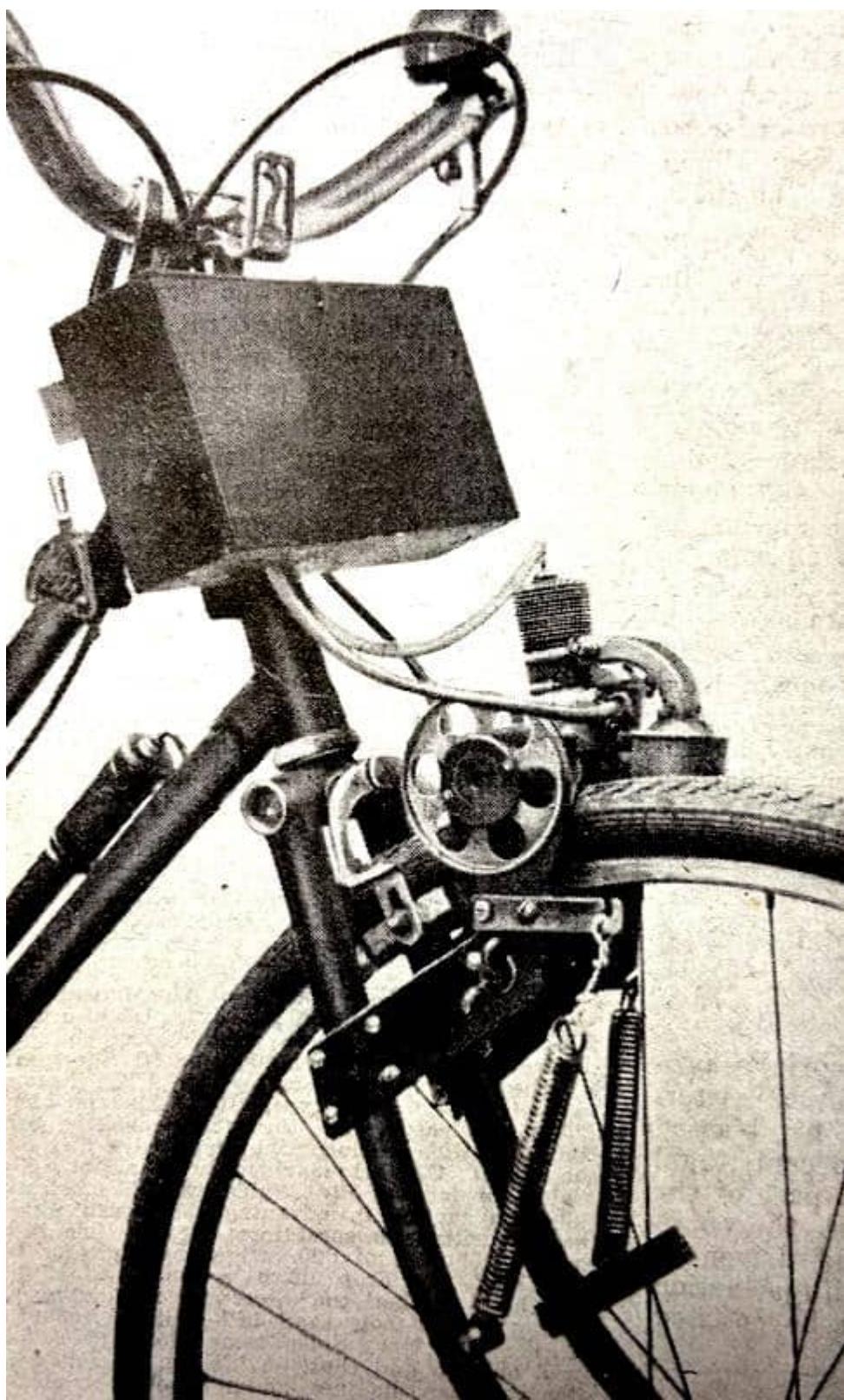
"A CORRESPONDENT CHAFFS our movement about the clumsiness of our nomenclature. Whereas four-wheelers are 'cars' in Britain, and 'autos' in USA, a two-wheeler is a 'motor cycle'—four syllables and ten letters. Worse still (in his opinion), a 98cc machine is an 'autocycle', which, being literally translated, is a 'self-wheel', and has no reference whatever to size. He contrasts the car world which, newly confronted with 800cc cars weighing less than half a ton, has promptly labelled them 'mini-cars'. I naturally admit that 'autocycle' is unpardonable; though nobody seems to know how it originated; some early French machines were sold as 'autocyclettes' and 'motocyclettes', which were at least diminutives. Nor has any nation evolved a snappy synonym for 'motor cycle', though an American design was once catalogued as the 'Mo-Bi'. My tame etymologist suggests that more use could be made of the trio—*parvus* (small); *minor*, (less); and *minimus* (least). Even at that we need a short word for bicycle, 'grid' and 'iron' being already annexed by pushbike slang. How about 'bus'? Then a 250cc would be a 'parvibus' (plural, 'parvibi'), and a row of 98cc machines would be 'minibi'? On the whole, I think we had better go on as we are!"—**Ixion**

"PLASTICS ARE RUSHING to our aid in great variety. I hope to see, anon, plastic handlebar muffs—light, rigid, windproof, waterproof, silent, easily attached and detached. Their sole defect at present is that they are normally rather brittle, and liable to fracture under heavy impact. But even that failing may be overcome some day."



"Here is the experimental Guzzi autocycle of 35cc. The power of the little engine is transmitted by means of a milled roller which presses on the tread of the tyre. A governor situated in the hollow crankshaft prevents the engine from being over-driven."

GEOFFREY DAVISON, THAT formidable TT rider and author of the excellent *The Story of the TT* that features so prominently in these pages, recalled his exploits in the ultra-ultra-lightweight league. "In the summer of 1941, when in the Army and stationed in Northern Ireland, I got the idea that it would be interesting to make the smallest motor cycle in the world. We were, of course, training hard at that time, but between innumerable exercises there were periods in billets when there were long evenings with nothing much to do. These evenings gave me ample time to design and make my minute machine. Naturally I did not go beyond a push-bike for the 'cycle parts', for anything more robust would have been quite unnecessary. My idea was to obtain a model aircraft engine and to apply its power to the front wheel of the bicycle by means of a small bobbin driving on to the tyre. Spring loading was obviously desirable, but this was easy to arrange. In those days the use of petrol-engined model aircraft was prohibited — largely, I am told, because one such machine went astray and roused a local anti-aircraft battery, who mistook its for a visiting Messerschmitt!...I found one in a shop in Belfast...and settled down to design work...It was a beautifully made little job, and I was told. that its capacity was 9cc, and that at 7,000rpm it



"A close-up of

the tiny engine with its comparatively simple spring-loading assembly. The wooden driving bobbin is about one inch in diameter, and showed very little wear after a season's use. Even in wet weather there was no transmission slip, it is stated. The cigar box on the steering head holds the battery and coil."

developed 0.23bhp...the crankshaft was of the single-bearing type, and it was obvious that if I were going to place an upward thrust on the crankshaft via the friction driving bobbin, it would be necessary to extend the shaft and fit some sort of outrigger bearing. Also, as the engine would not have a propeller, it must have a flywheel instead...I extended the shaft about and fitted a 3in brass flywheel, made, incidentally, from the distributor gear-wheel of an old car magneto. The outrigger bearing was easy to make, but the bracket, fashioned in sheet metal from an old car number-plate, kept me busy with hack-saw, drill and file for many a long evening. Fitting the wooden bobbin was also a ticklish job, as was the making of the various attachment brackets and the spring-loading assembly. The exhaust pipe I constructed out of an old car oil-pipe, and the silencer is a small cylindrical tin, 1in. in diameter by 2in. in depth. The carburettor of this little engine is merely a hole with an adjustable needle in it. What looks like the carburettor is really the tank, which has a fuel capacity of half an ounce of petrol! As this did not contain enough petrol for much in the way of 'motor cycling' I attached a small tin to the cigar box on the steering head which held the battery and the coil. This tin feeds the original tank, and the idea was that by means of a needle-valve I should adjust the flow so that there was a more or less constant level of petrol in the tank proper...After months of work came the great day when all was ready for test. I tied the handlebars of the bicycle so that it was clear of the ground, inserted some petrol in the tank proper with a fountain-pen filler, switched on the ignition, and pulled the front wheel. There was suddenly an ear-splitting scream as the engine burst into life; dense clouds of smoke—I was working on a four-to-one petrol-oil mixture—filled the garage, and the front wheel went round at an almost incredible speed. It was



"The whole

attachment is neat and unobtrusive. With the engine in use, hills which normally meant hard pedalling in bottom gear of the three-speed hub could be scaled easily at 15-20mph in top gear with light pedalling assistance."

pouring with rain at the time—as nearly always in Northern Ireland—but this did not stop me getting on to the road immediately. Off we went. The noise was simply diabolical and several pedestrians jumped into gateways as a first measure of taking cover from what they could only assume was an enemy aircraft. Greatly excited, I roared along the road at what must have been at least 15mph. The first test of the world's smallest motor cycle was really the most successful in its brief life! However, when it went it was great fun...On the flat it would take me along without pedal assistance at about 15mph. This represented an engine speed of approximately 5,000rpm. On the least downgrade there was a surprising rise of speed and I am sure that I often exceeded

30mph—and 10,000rpm. Hills which normally meant hard pedalling in bottom gear of the three-speed hub could be scaled easily at 15-20mph in top gear with light pedalling assistance. But petrol consumption was perhaps the most surprising, thing. On a flat stretch of road, using the original tank only and without pedalling assistance, I covered four miles at an average fast cycling speed, so to speak, on half-an-ounce of petrol. As there are 20 ounces in a pint and eight pints in a gallon, this represents four miles on 1/320th of a gallon, or an average of 1,280mpg. Trump that! There are certainly possibilities in it and if the noise and unreliability could be overcome it might well be a commercial proposition. It provided enough power to ease the cyclist's work and I should estimate that, with its assistance, a man who would normally 'have had enough' in 20 miles could do 100 miles without effort. And it was certainly economical!"

"AS PART OF MY TRAINING to qualify as a DR in the Overseas Contingent of the NFS I took rough-riding lessons. It was after a grand and gruelling week spent cross-country motor cycling, manoeuvring in sand pits and chalk-hill climbing 'midst Surrey's hilliest with my classmates, that I called in at Dorset House for a chat. Roy Baker, my rough-riding instructor, motor cycled along with me to keep the date. Wall-of-Deathing cropped up, and you said, 'Will you still ride Indians on the 'Wall' after the war?' I replied: 'Yes, unless a more suitable bike for my special job comes my way,' and added, on reflection: 'Until recent years British manufacturers have not specialised in twin-cylinder units; and for cool running in confined space, for effective acceleration and smooth running for trick riding, a twin is essential. Also, until the coming of Teledraulic front forks, the English front fork and head spring were too light, or, if damped, too heavy...And points of lesser importance include (1) my desire for footboards, not merely footrests, (2) a low-slung engine, (3) a really stout frame and sturdy wheels.' You obviously thought it rather a 'bad do' that a Britisher could not be content, with a British machine, and said: 'What is the word that spells for you your essential and special requirement? It is not speed; not great speed.' 'No,' I admitted, 'it is not great speed performance, neither is it ultra comfort of riding position, nor any of the several seemingly 'utopias' envisaged by the ,several day-to-day advertisements. My special requirement, in one word, is 'Reliability'.' You then escorted Roy and me to our NFS utility mounts, propped in Stamford Street where I concluded: 'One day, perhaps, I shall have the opportunity of owing much to some British machines.' Good wheels of fortune turn fast. Recently I had an invitation to meet Mr GG Savage, for many years now the holder of the time record for a motor cycle climb up Snowdon. I wonder if you have by now guessed the name of the firm of motor cycle manufacturers I have chosen to produce my Wall-of-Death motor cycles of the immediate future. The simple and inevitable solution to my problem is BSA.

Tornado Smith, Southend."

If you've followed the timeline from the beginning (and of not, why not?) you'll recall Tornado from 1929 when he became the UK's first wall of death star (In 1929 you'll also

(find a snap of Tornado on the wall with his pet lioness in the sidecar.) He subsequently emigrated to South Africa to avoid his many creditors and died there, bankrupt, in 1971...leaving £100,000. A contemporary report concluded: "Tax investigators were keen to find out where this money had come from."—Ed



Tornado Smith did indeed move from an Indian Scout to a BSA A7.

“A READER WHO HAS raised some points on petrol lubrication brought to mind an ACU observed test carried out in 1922. Wakefields followed up claims for an upper-cylinder lubricant by a certified test at Brooklands of a 247cc Levis with a petrol mixture of 1oz of Castrol C summer grade to two gallons of BP Aviation spirit. The average speed over 161.1 miles was 19.9mph and the consumption of oil 32,777mpg.”

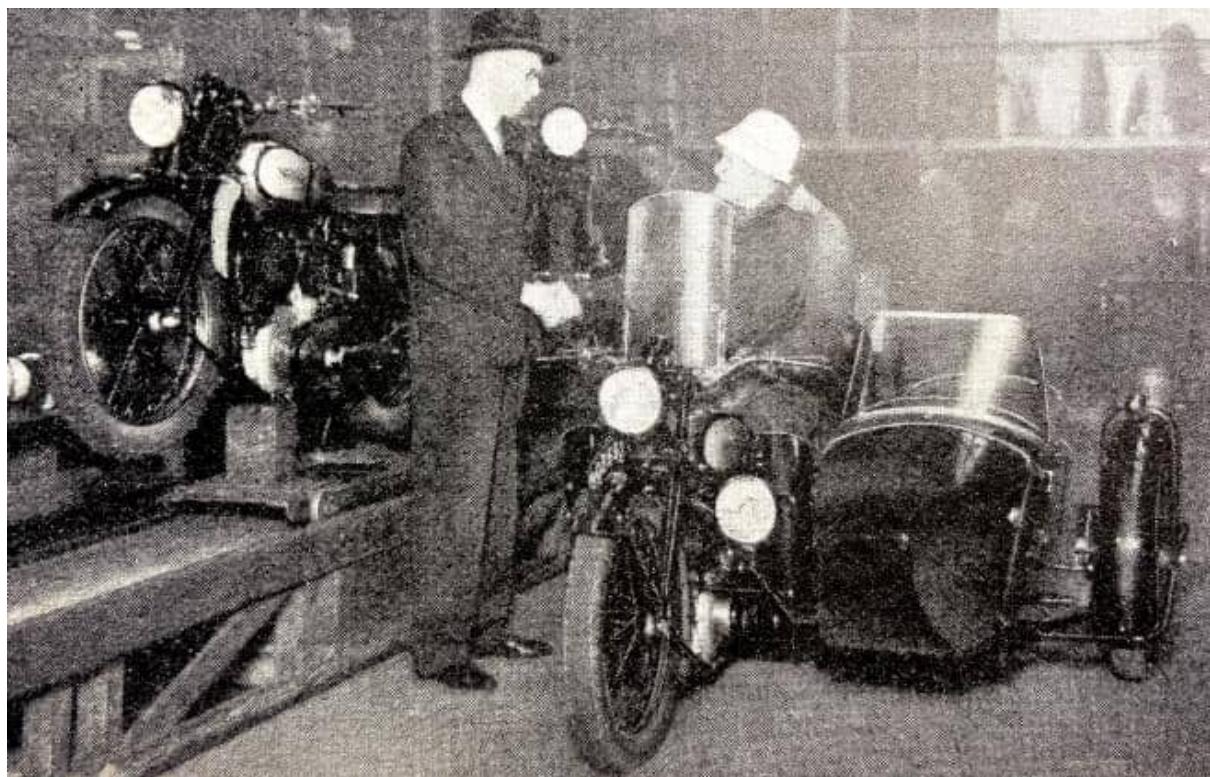
“MR GR STRAUSS (Ministry of War Transport) said during the debate on the Trunk Roads Bill: ‘In making this further important advance towards a national highway system, we are returning to a system in operation in this country 1,500 years ago. The Romans, during their period of occupation, built and maintained, largely for strategic reasons, a series of national roads under the responsibility of a central authority. Because the responsibility was a central one, the planning of those highways was excellent, their standard of construction uniform, and their maintenance, as far as we can tell, was admirable.’”

“COMMENTS IN THE CLUB world show that the appointment of Mr ST Huggett as the new secretary of the Auto Cycle Union is a very popular one. He has the happy knack of getting on well with everyone.”

“THAT FAMOUS AUSTRALIAN speedway star, Vic Huxley, idol of crowds in this country in the earlier days of the speedway game, has started up as a motor cycle agent in Brisbane under the title, British Motor Cycle Company.”

“THAT ONE MIDDLE EAST petroleum company, the Anglo-Iranian Oil Company, produced in the first nine months of 1945 more motor spirit than was consumed by Great Britain in the whole of 1938 was reported by the Evening Standard.”

“CHATTING WITH A LT-CDR, an engineer officer who is thinking of setting up as a motor cycle dealer in Scotland, I was amused to hear of a school prize-giving at which a copy of *Motor Cycles and How to Manage Them* caused consternation in the mind of the head master. Up to that time the school prize-winners were allowed to choose the books they were to have as their prizes. The winner (who now is the Lt-Cdr) specified the famous hand-book on motor cycles and, the rule being the rule, was duly presented with a copy. At the end of the next term the winners were presented with the books the head thought best for them. A pity when one recalls how widely ‘MC and How’ has been used for Army training and how lumps of it were lifted by the Axis for training their men...”



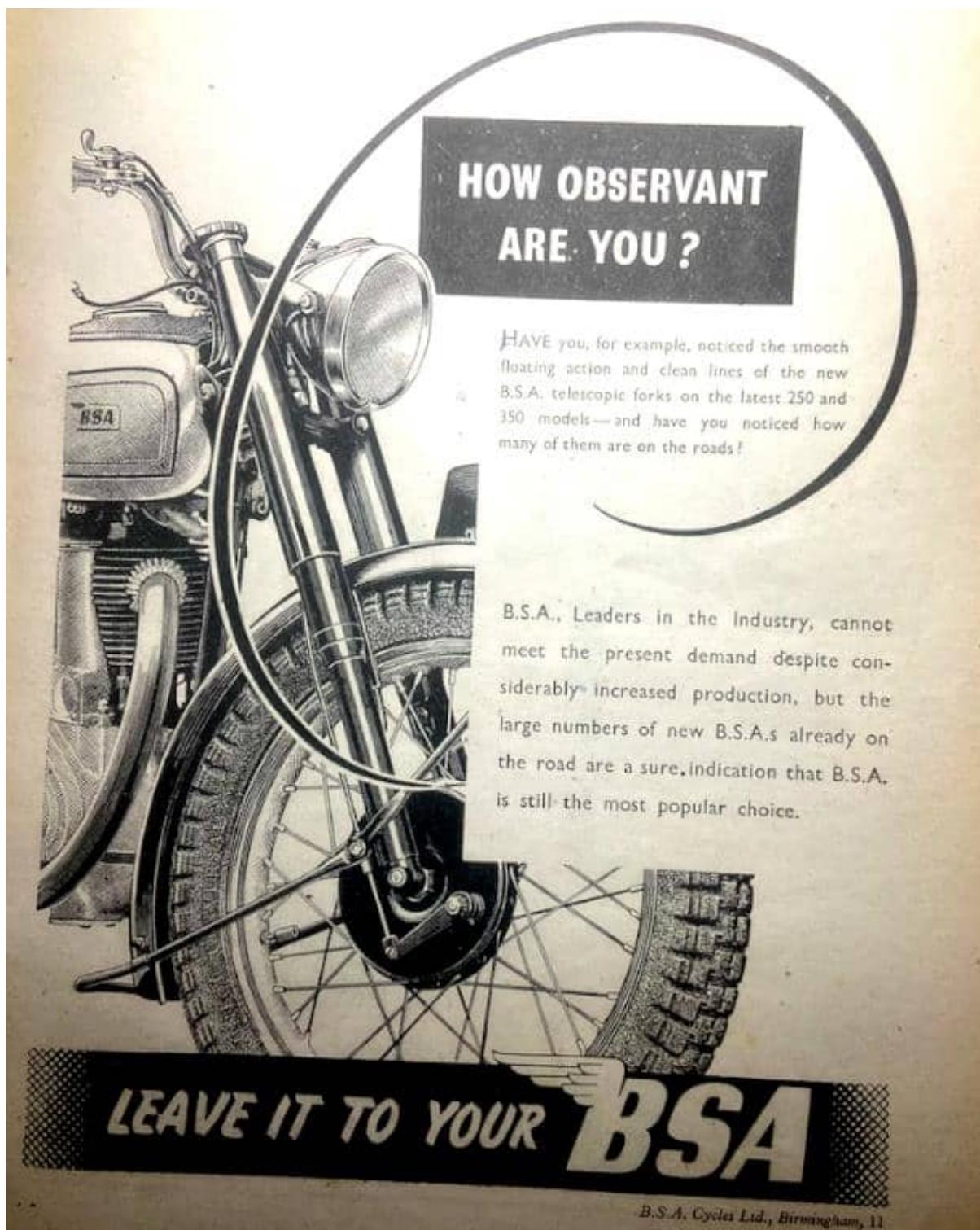
“Here is motor cycle enthusiasm indeed! Major M Heckstall-Smith—81 years old—taking delivery of his new Norton 16H sidecar from Mr Gilbert Smith, managing director

of Norton Motors." The galloping major, official 'measurer' to the Royal Ocean Yacht Club, had previously ridden a 770cc BSA combo.

AS WAR-WEARY FACTORIES were converted back to peacetime production motorcycle output reached 84,240, of which some 53,000 were exported.

"WHERE DOES THE GREAT SPORT and pastime of motor cycling stand at the end of the first post-war year? In this last issue for 1946 it is fitting to pause a few moments in order to take stock. What of design? Of racing and trials? And of touring and production? The facts are not unpleasing. A number of motor cycle factories are producing more—many more—machines than they were in 1939. No fewer than 41,801 motor cycles were registered for the first time during the six months ended September 30th—the last month for which official registration figures are available. True, the supply is not nearly equal to the demand, but comparison between this figure and the 32,689, 34,097 and 24,810 for the equivalent months of 1936, 1937 and 1938 is illuminating. And this has been accomplished simultaneously with a mighty export drive in which British motor cycle manufacturers have topped the target figure set by the Board of Trade. Had every other industry achieved so much, the country's financial position and thus the standard of living for all, would be very different. There might even be the dollars, lack of which the Prime Minister pointed out last week, is holding up the end of petrol rationing...Design, of course, has not changed vastly since the end of the war. There are new twins. A trend towards the adoption of unit construction of engines and gear boxes—or semi-unit construction—is apparent. Perhaps as interesting as anything is the almost universal employment of long-movement telescopic front forks for motor cycles of 250cc and over. The signs are, however, that marked changes in design are unlikely while the big demand for existing types persists. The sport is getting into its stride again. Probably never have trials and scrambles attracted such mighty entries or been so keenly followed. The fly in the ointment has been that organisation has often been unequal to the strain. This is fully realised by those responsible for the sport and the steady improvement noticeable towards the end of the present season can be counted upon to continue. Where there have been, and still are, qualms is over racing, Brooklands having been sold and Donington requisitioned, probably for ever. However, the building of that fine road-racing course at Scarborough marks a big step forward; the Tourist Trophy Races will definitely be held next June; the Manx Grand Prix has been revived and proved a greater success than ever and, almost for certain, one or more of the projects for new circuits will be brought to fruition. Over touring the hold-up, other than in regard to machines and sidecars, is, of course, lack of petrol. Motor cyclists, however, are reaping much benefit from owning the most economical of all motor vehicles. With their six gallons, or 6½-7½ gallons a month according to engine capacity, they can cover a mileage far greater than the average car owner. Rightly, the authorities have gone out of their way to encourage the use of motor cycles."

...and here's the usual batch of contemporary ads:



**HOW OBSERVANT
ARE YOU?**

HAVE you, for example, noticed the smooth floating action and clean lines of the new B.S.A. telescopic forks on the latest 250 and 350 models—and have you noticed how many of them are on the roads?

B.S.A., Leaders in the Industry, cannot meet the present demand despite considerably increased production, but the large numbers of new B.S.A.s already on the road are a sure indication that B.S.A. is still the most popular choice.

LEAVE IT TO YOUR *BSA*

B.S.A. Cycles Ltd., Birmingham, 11

KNOWN NATIONALLY for

NEW 1946 MODELS
EXCEPTIONAL SECONDHAND BARGAINS
MOST GENEROUS TERMS

★ Glenfield Lawrence can now offer early, if not immediate delivery of most new 1946 Motorcycles. Call at our Finchley, Cardiff or Portsmouth Showrooms and place your order now.

BEST PRICES OFFERED FOR YOUR PRESENT MACHINE

**GLANFIELD
LAWRENCE**

407 HIGH ROAD, N.12. Finchley 0091.
2 CITY ROAD, CARDIFF. Cardiff 859.
THE GLOUCESTER GARAGE, 147-151 FRATTON
ROAD, PORTSMOUTH. Portsmouth 74331.

AMAZING VALUE!

A small selection
from our stock of secondhand
Motor Cycle Bargains

Cash.	Deposit.
£125	1942 Indian, 500 c.c., twin, fitted Swallow touring sidecar on Watsonian V.21 chassis. Luxurious equipment. Condition as new
£99 10	1942 Harley Davidson, 750 c.c. S.V. de Luxe twin. Condition mechanically and in appearance perfect
£59 10	1940 B.S.A., 500 c.c., S.V., ex-W.D., dyno., speedo. Requiring superficial attention
£69 10	1940 Matchless, 350 c.c., ex-W.D., O.H.V., dyno., speedo. Requiring slight attention
£55 10	1940 Triumph, 350 c.c., S.V., dyno., speedo., 4-spd., footchange. Requiring superficial attention

Many others, including Ariel, Veloce, Norton, A.J.S., etc.

Secure your Bargain Now

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POSTAL ENQUIRIES WELCOMED.

Any machine placed Free on Rail. **Carriage Extra**

PRIDE & CLARKE LTD

158, STOCKWELL RD, LONDON, S.W.9.
Phone BRI 6251. Grams "PRICLARKE LONDON."

JAMES GROSE LTD



**VARLEY
UNSPILLABLE
MOTOR CYCLE
BATTERIES**

Standard size only.
Complete with Ltd.

30/- Each

Packing and carriage 1/6.

**JAGROSE
HANDLE
BAR
SCREENS
with
APRON
FRONT**



25/-
Post and packing 1/3



**JAGROSE
LIFTING
HANDLES**

Soiled
2/- each
Post and packing 1/6d.

CASH WITH ORDER. NO CATALOGUES.
Staff shortage restricts correspondence.

JAMES GROSE LTD. EUSTON RD.
GREAT PORTLAND ST. LONDON. N.W.1.

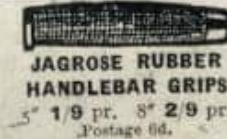


**M.C.
O.H.V. SPRING LIFTER**
500 c.c. **7/-**, 250 c.c. **5/-** each
Postage 6d.



**JAGROSE
M'CYCLE
REAR
LAMPS**

5/- each. Bulb 1/- extra.
Post and packing 6d.



**JAGROSE RUBBER
HANDLEBAR GRIPS**
5" 1/9 pr. 8" 2/9 pr.
Postage 6d.

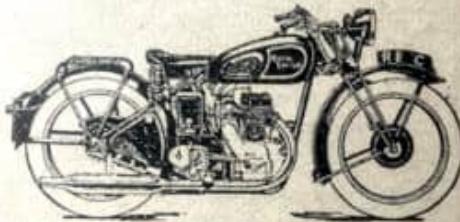
**JAGROSE FLEECE-LINED
GAUNTLETS.**

HIDE with
thumb and
mitt. **15/- pr.**
HIDE with
one finger
and thumb.
18/- pr. HIDE with five
fingers. **23/- pr.** Post 6d. 2 coupons.

"The
motorcycle
people" **KING'S**
OF OXFORD

• • • **GIVE YOU
THIS LAST CHANCE**

to secure one of these splendid
bargains—a modern mount at
nearly half the cost of a new one.



Completely rebuilt ex-W.D. 350 c.c. a.v.
ROYAL ENFIELD. Detachable head; 4-
speed positive footchange; Lucas Magdyno
lighting, voltage control, etc. Speedo.
Carrier. Ready for the road.

£63

plus **£17.0.2d. purchase tax**

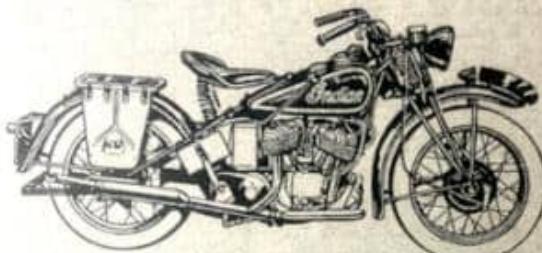
There's only a very few left—so make certain of
yours and send now. All smartly finished in
civilian colours. A mount to be proud of. Send
a card for details of King's value for money
mounts NOW—

KING'S OF OXFORD
NEW ROAD, OXFORD.
770, Chester Road, Manchester &
18, Bristol Street, Birmingham.

Ex W.D.

Indian

500 c.c. TWINS



Special offer of 500 c.c. Indian Sports Twins in good roadworthy condition ready to ride away.

These machines have been thoroughly checked in our workshops, resprayed and fitted with batteries. 100 m.p.h. speedometers and full electrical equipment is fitted. We shall be pleased to arrange tax and insurance on your behalf and have the machine ready to ride away if desired. This is confidently recommended as one of the best propositions on the market today, and in view of the present shortage of machines an early visit to our Showrooms is advised.

SPECIAL PRICE £85

(Purchase Tax is not applicable to these machines.)

CALLERS ONLY

OPEN 9 to 6 (Thursdays 9-1).

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HEAD OFFICE & SHOWROOMS:

286-302. CAMBERWELL ROAD S.E.5

Phone : Rodney 2181 (8 lines).

Grams : "Archmote", Camber, London."

E-ZEE ELECTRIC WELDER

Works off 6 or 12 volt Battery.

7,000 Degrees Heat.

Trade Supplied.
Liberal Discount.

32'6

A. OLBY AND SON,
Station Yard, Bognor Regis.



Perfect Parking
on any Camber
WITH THE **ES WAY** PROP
STAND

Ratchet Action—Press down
to Lower, a Touch to raise.
Well made. Best finish.
Leaflets from Pat. 229643. Post 7d
G. HARTER, 2a, Michael Rd., Fulham, London, S.W.6. **25/-**



**THE
"KIRK"**

CABLE LUBRICATOR

Agents
Wanted **2/-** Obtainable at
Harrods & other
Accessory Dealers.

GRAHAM KIRK, THORPE END, NORWICH.

H.R.D.

Makers of the "World's
Fastest Standard
Motor Cycle"

VINCENT-H.R.D., Stevenage, Herts.

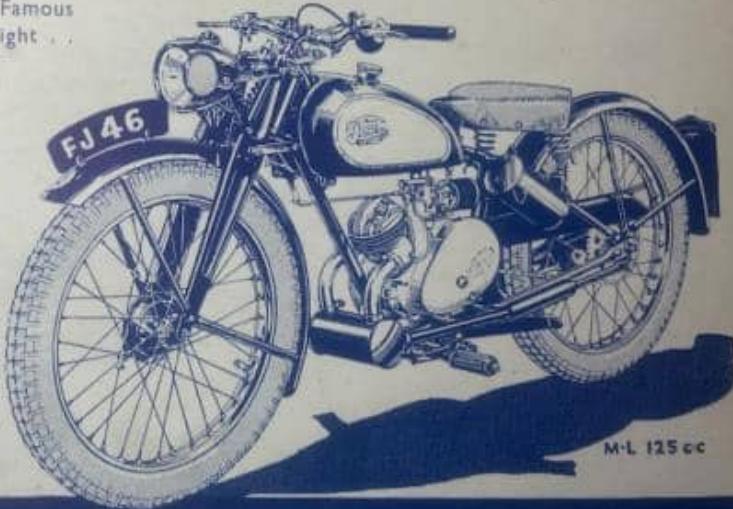
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stands for

- SOUND PROGRESS
- ORIGINAL DESIGN
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PERFORMANCE

Here it is - The finest Lightweight on the road

. . and once you are astride this Famous Lightweight you'll thrill with delight . . It is a real quality machine providing extreme reliability on the minimum of running costs . . and, of course, the purchase price even under to-day's conditions is reasonable . . Why not write for address of the nearest James Dealer ?

THE FAMOUS
JAMES
Go Anywhere —
Lightweight



THE JAMES CYCLE CO. LTD., GREET, BIRMINGHAM

**FOR THE BEST SPARES
WRITE NOW!**

**SPECIAL
CHAIN OFFER**



Ex-W.D. chain at less than half usual price! Coventry and Renold make, good condition. Size $1\frac{1}{2} \times 5/16$ in., 23 ft. Use $\frac{1}{2} \times 1$ or 1.29 ft. Postage extra. Ex-W.D. Rivet extractors, adjustable, best make, 5/11. Post 5d.



**A.V.O.
UNITS**

Reconditioned Lucas Automatic Voltage Control units, fully guaranteed, flat type bracket as illustrated, ready to fit. Post 5d. Our price 17/6

HYDROMETERS

Super quality Hydrometers, made to Air Ministry standards, with extension as illustrated. Complete in wooden case.

Post 7d. Our price 5/9

FULL POSTAL SERVICE

Our full Pre-War Postal Service is now in operation. Orders have attention same day as received. All goods on approval against Cash or C.O.D. Money refunded if goods returned within seven days.



PUMPS

Motor cycle pumps, complete with connection. Post 3d.

5/-

**LIGHTING
HARNESS**

Lighting harness for most lighting sets, specially insulated wiring with extra protective sheath, complete with detailed wiring diagram, complete.



Our price 4/3
Post 4d.

SPARKING PLUGS

Brand new Lassen sparking plugs, complete with detachable waterproof cover, good for hot engines, 18 mm. only. Our price, 1/6. Post 5d. Brand new Crown sparking plugs, 18 or 14 mm., can be thoroughly recommended for touring engines. Our price 2/9
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MAGDYNO GEARS

Magdyno fibre gears, 58-tooth, 5/6; clutch type, 5/6; 58-tooth with steel centre, 9/6; 21, or 29-tooth type, 2/9. State model of Magdyno. Post 5d.

2/9



**LUCAS
Magdyno**

Reconditioned and fully guaranteed Lucas Magdyno, anti-clock rotation, latest A.V.C. type (2-brush dynamo). Post 1/1

£6 15

CARBURETTORS

Reconditioned Anial carburetors, 1" clip fitting, suitable for 250 or 300 c.c. machines. Post 7d. New control cables 2/- each.

37/6

**CON-
TROL
LEVERS**

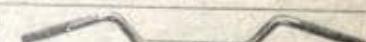
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Control Levers suitable for bars only, similar to illustration, for clutch or brake, 4/6. For mag. or air, 2/9. Post 4d. Ex-W.D. quick action twist grip controls (N.B.—No rubbers), 1" fitting only, 7/6. Post 6d.



**CLUTCH
INSERTS**

New Tecalemit Clutch Inserts for m.o.t. machines, Cork, 9d. doz., Fabric, 1/6 doz. Please send pattern or state machine.



HANDLEBARS

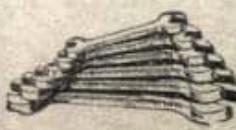
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Handlebar Bends, black only, 1 in. Post 7d.



GREASE GUNS

New Tecalemit Grease Guns for push-on nipples, as illustrated, 4/4 Large car size, 13/9. Nipples 4d. each. Tins of genuine Duckhams grease, 1 lb. size, 13. Postage extra.



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Set of six spanners, 1/16 to 1" compact for tool box. Our price 3/11. Heavy type cast spanners as illustrated, set of six, 1 to 1 in., 8/11; set of six socket spanners, 3/16 to 1 in., complete in case, 7/6. All sets Post 7d.

**BRAKE
LININGS**

Brake Linings for all machines from 4/6 pair

Completes with rivets. Please give full details o' machine.



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Ignition contact points for most makes. Tungsten from 2/9

**MARBLE ARCH
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HEAD OFFICE & SHOWROOMS:

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Phone: RODNEY 2181. Grams: "Archmoier, LONDON."

Franchise

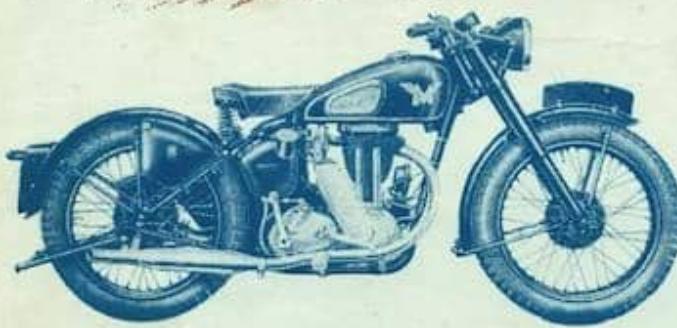
133 and 135, Edgware Road, MARBLE ARCH, W.2.
26/26a, Goldhawk Road, SHEPHERD'S BUSH, W.12.
1156, London Road, NORbury, S.W.16.

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MATCHLESS

CLUBMAN

The Matchless is a product of the world's largest factory devoted entirely to the production of motor cycles.

G3/L
350 C.C.
G 80
500 C.C.

ASSOCIATED MOTOR CYCLES LIMITED, PLUMSTEAD ROAD, LONDON, S.E.18

THESE are but some of the Countries to which consignments of Matchless Motor Cycles have been shipped during the past few weeks, and further large consignments are continually in course of preparation. Matchless prestige has never been higher, and fifty per cent of our ever increasing output is being religiously directed into the Export Market, and the demand far exceeds the supply. If, therefore, the Matchless that you have on order does not arrive as quickly as you would wish, please be patient and realise that we are leaving no stone unturned to meet all demands as quickly as possible. As in War, so in Peace, Matchless is playing an invaluable part in the National interest.

PROBABLE PROBLEMS



An enthusiastic track-rider may eventually write :—

Dear Sirs,

With a view to improving my performance, I recently purchased a motor-cycle having a frame built of Reynold's '531' Tube.

Last Saturday, at Little Dawdling Races, I entered for—and started in—the second event, but the speed of the machine so far exceeded my expectations that I finished third in the first event . . . a result which was as embarrassing to me as it was puzzling to the judges.

What should I do in future: enter for the previous event, or the following one . . . or just fit a caravan to my 'bike'?

Yours in haste,

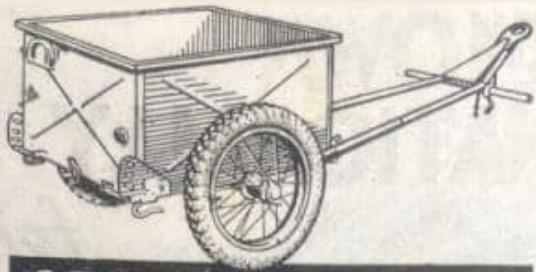
H. Spratt

There doesn't seem to be an answer to that one: but Reynold's '531' Tube is certainly the answer to the motor-cyclists demand for a lightweight frame of amazing strength. This transfer on the frame of the motor-cycle you buy will mean added speed without extra power.

Reynolds 531
SUPER LIGHTWEIGHT
TUBES FORKS STAYS



REYNOLDS TUBE CO. Ltd., TYSELEY, BIRMINGHAM



SPECIAL OFFER!

EX-AIRBORNE LIGHT-WEIGHT TRAILER TRUCKS

PRICE

£10.7.6

*Carr. paid nearest station
within free Rly. Del. area.*

weight 87 lbs. each. Light to handle. Ideal for towing behind car, etc. Limited number available.

GEORGE COHEN, SONS & CO. LTD.

WOOD LANE, LONDON, W.12 & STANNINGLEY NR. LEEDS
and at Birmingham, Newcastle-on-Tyne, Sheffield, Manchester,
Bath, Swansea, Southampton, Belfast, etc.

404/CT 40

REPAIRS

Repairs and renovations of all kinds
to any make.

Harley-Davidson spares and repairs
with factory equipment.

YOUNG & COLE 57, Portabello Road,
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52/-
Post
Post
10"
High
18"
Wide

Green
Black
Handlebars

"Non-Inflammable" & "Toughened"

"TORRENS" SAYS
"Experience has taught
me the value of a (Beta)
HANDLEBAR WINDSCREEN."
Immediate delivery. Write for particulars
and for Report by "TORRENS".

TESTED TO OVER 80 M.P.H.
BY "THE MOTOR CYCLE."

BETA LAMPS, Bothwell, Scotland

Velocette

ALL
ENQUIRIES TO :
VELOCE LTD., York Rd., Hall Green, Birmingham

IN THE SOUTH

The Motor Cycle Specialists

H. R. NASH, LTD.

in
SPARES, BORING, SLEEVING, WELDING, REBUILD-
ING, RESPRAYING, FRAME & FORK REPAIRS.
TRIUMPH STOCKISTS.

DORKING 2813
London Road.

ASHTEAD 2834
Cradocks Parade.

Scott

MOTOR CYCLES

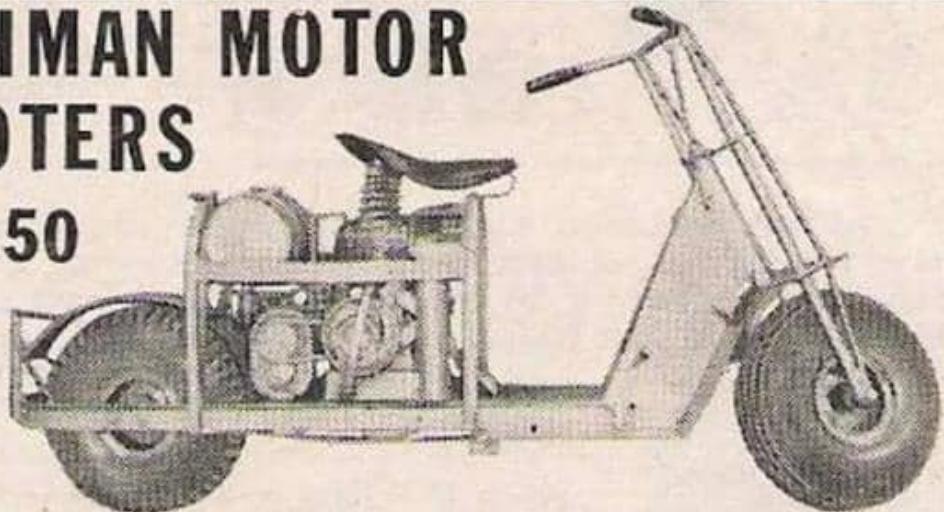
Incomparable for
Design, Performance and value.

SCOTT

MOTOR CYCLE CO.,
SHIPLEY, YORKS.

CUSHMAN MOTOR SCOOTERS

\$159.50

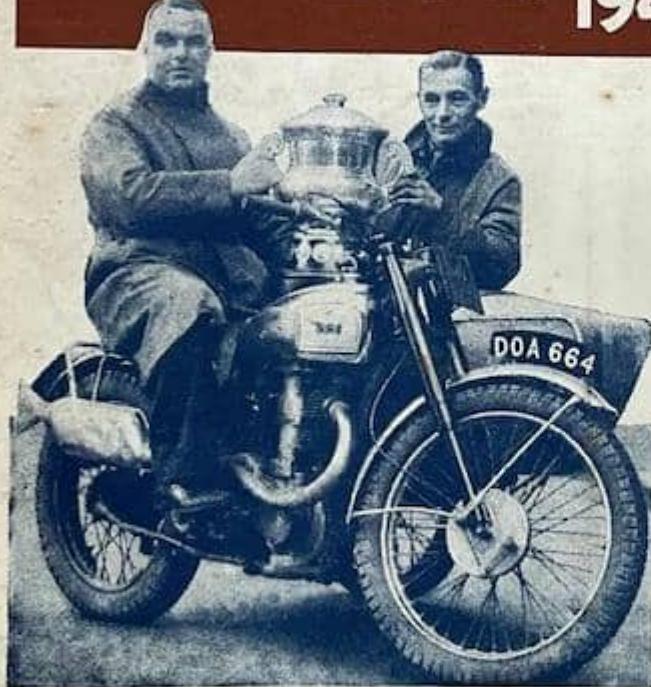


Made by Cushman Motor Scooter Co., for the Army Paratroopers, model "53" Airbourne, full size scooter not midget. These surplus scooters have never been used! Just released by the Army. Gov't. cost \$454. Weight 255 lbs. 57" wheelbase. 6.00 x 6 tires. Spring mounted leather motorcycle seat. Cushman Huskie one cyl. 4 HP engine. Two speed trans. Built sturdily. Full price \$159.50. FOB Hackensack, N. J. Send check or MO with order. Limited quantity—Order now.

Haynes Equipment Co., Inc., 60 Voorhis La., Hackensack, N. J.



WINS 50%
of
1946 'Classic' Trials



7 BEST SOLO
5 BEST SIDECAR
6 OUTRIGHT WINS

Harold Tozer (with his passenger, J. Wilkes) on the B.S.A. 500 c.c. Combination on which he won the Falmer Trophy for best sidecar performance in the British Experts Trial.

For Trials and Scrambles

LEAVE IT TO YOUR

BSA

B.S.A. Cycles Ltd., Birmingham, 11

In the Country's Service Now..

AFTER THE WAR —
of ENTHUSIASTIC RIDERS
Royal Enfield
MOTOR CYCLES



"ALL IS NOT GOLD THAT GLITTERS!"



AN PRODUCT

Ride **TELEDRAULIC**
... and All Roads are Smooth!

GENUINE TELEDRAULIC FORKS ARE FITTED EXCLUSIVELY TO
MATCHLESS and A·J·S MOTORCYCLES

ASSOCIATED MOTOR CYCLES LTD. • PLUMSTEAD ROAD • LONDON, S.E.18

**"My brakes
didn't act, Officer"**



"Yes," says the constable, "he had an awful smash, trying to avoid an old lady who stepped off the kerb suddenly. Of course, she ought to have known better. But there are usually mistakes on both sides in an accident."

¶ Your life and the lives of others may depend at any moment on efficient brakes. Have them checked over regularly. Surfaces are often bad, shelters may block the view. Traffic is nearly back to normal, and none of us — drivers, cyclists, pedestrians or children — have got accustomed to it.

There were over forty thousand deaths or serious injuries last year!

Help to stop these needless tragedies. Look to your brakes, tyres, gears and steering — and take no chances.

**Keep Death.
off the Road**

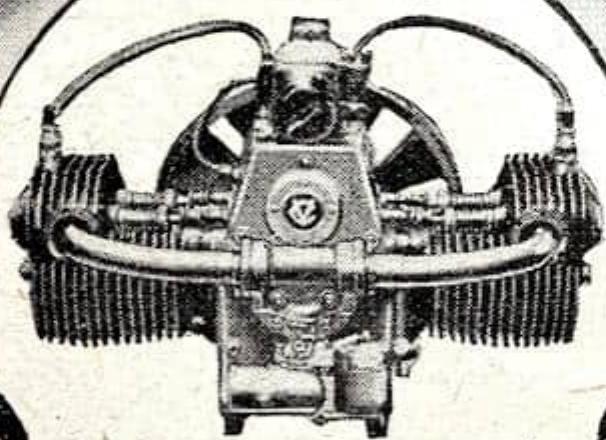
TO-MORROW'S MOTOR CYCLE

Will it be Streamlined

Perhaps . . . but almost certainly it will have a VIBRATIONLESS Horizontally twin-opposed engine for smooth running and flexibility : in all probability a

VIBRATIONLESS COVENTRY VICTOR ENGINE

The Coventry Victor Motor Co. Ltd.
Dept. 12, Cox Street, Coventry



A PEEP INTO THE FUTURE

VIBRATIONLESS
Coventry VICTOR Engines

THE FAMOUS **JAMES**

"Go anywhere Lightweight"

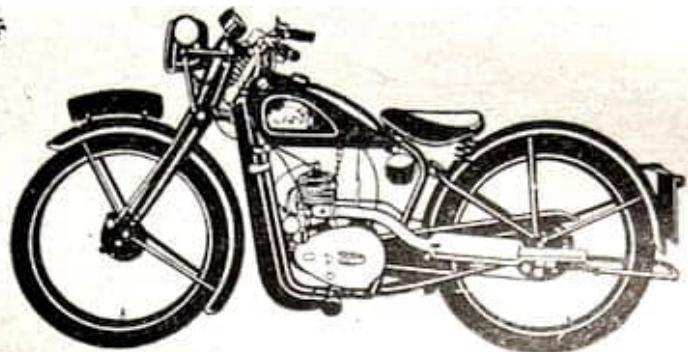


These James Motor Cycles are being used by our Airborne Forces for the toughest, roughest work a motor cycle can be put to. That in itself speaks volumes for the post-war James models, which will be a delight to ride and provide the world's most economical motoring.

THE
JAMES
125 c.c.
MILITARY
LIGHTWEIGHT.

AS USED BY OUR AIRBORNE FORCES

THE JAMES CYCLE COMPANY LIMITED · GREET · BIRMINGHAM



More Speed!

We are speeding up production of NORMAN Autocycles and Lightweight Motorcycles—and we are in a good position to do so since these types have been in production throughout the war. But even so the enormous demand caused by the removal of permit restrictions means that some delay in delivery is still inevitable. May we ask your patience a little longer. Your dealer will supply as soon as he can.

NORMAN LIGHTWEIGHT MOTORCYCLES AND AUTOCYCLES



NORMAN CYCLES
LTD.,
ASHFORD,
KENT.



ROYAL ENFIELD RIDERS

are returning from all
quarters of the Globe

ROYAL ENFIELD Welcome them with
a Post-War, Triple-Feature Programme.

MODEL R.E. The post-war edition of the 125 c.c. Royal Enfield used by airborne and other troops under most arduous conditions. It weighs only 130 lbs., is of robust construction and capable of an exceptionally high performance for so small a machine. The specification is most complete and it is attractively finished in black and silver. Petrol consumption is well over 100 miles per gallon.

MODEL G. An improved edition of the 350 c.c. O.H.V. machine as supplied to the Government. It is lighter in weight and has hydraulically damped telescopic front forks of exclusive Enfield design, also a device on the gearbox for instantly locating neutral. Pillion seat can be fitted as an extra when available. Model G is superbly finished, including chromium-plated tank with frosted silver panels.

MODEL J. Of similar general specification to that of the Model G, but with improved high efficiency 500 c.c. O.H.V. engine.

PRICES:

(Purchase Tax to be added)

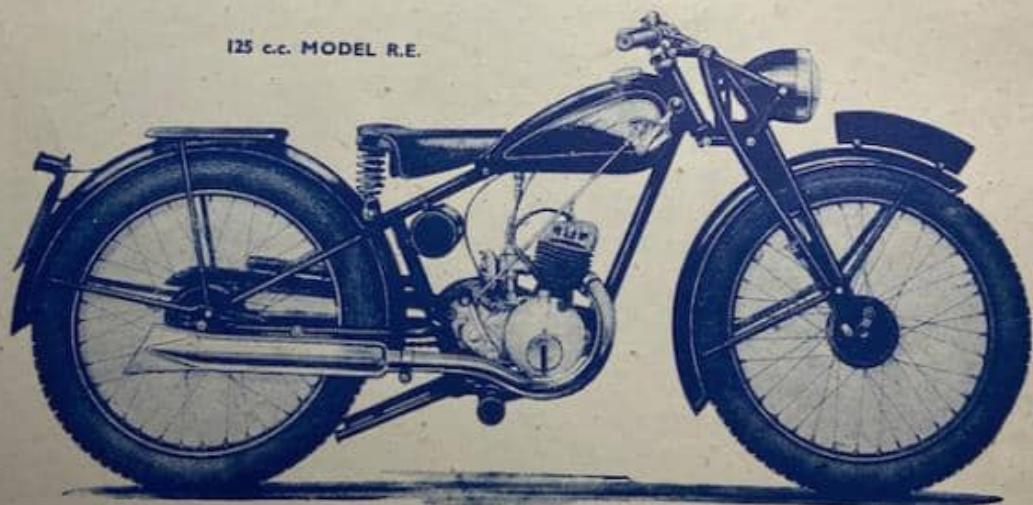
MODEL R.E.	-	-	-	-	£48
MODEL G	-	-	-	-	£93
MODEL J	-	-	-	-	£103

EXTRAS:

Lightweight Speedo., Model R.E.	£2.15.0
Speedo., Models G and J	£3.10.0
Legshields, Model R.E.	£1.5.0

Send for post-war Folder illustrating and describing these new models

125 c.c. MODEL R.E.



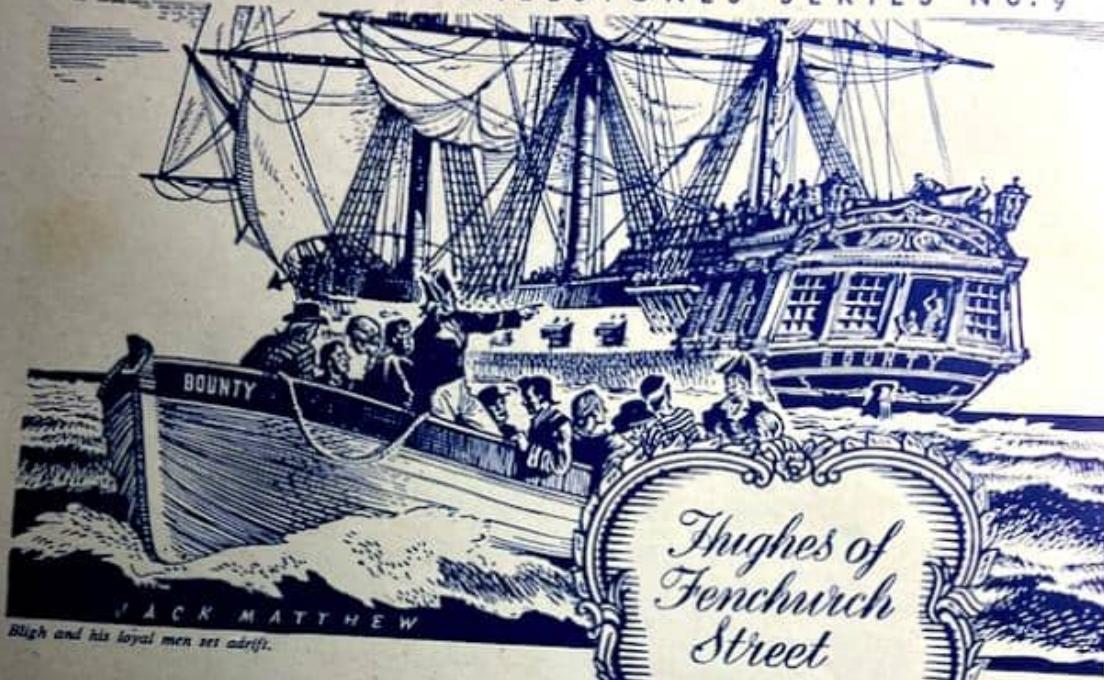
Royal Enfield

Peacetime Models

THE ENFIELD CYCLE CO LTD Head Office & Works, REDDITCH

Smiths of England

MILESTONES SERIES No. 4



Bligh and his loyal men set adrift.

*Hughes of
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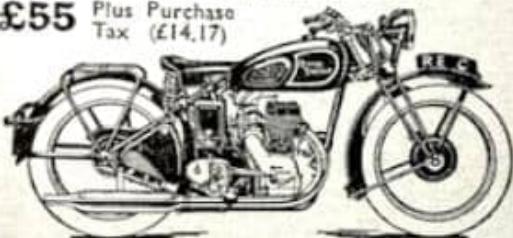
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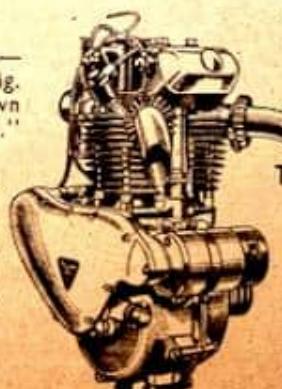
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★ This interesting road test of the 350 c.c. 3T De Luxe Triumph appeared in "The Motor Cycle" on November 22nd, 1945. If you missed it or would like to read it again we will be pleased to send you a complete reprint together with our catalogue giving full details of all models.

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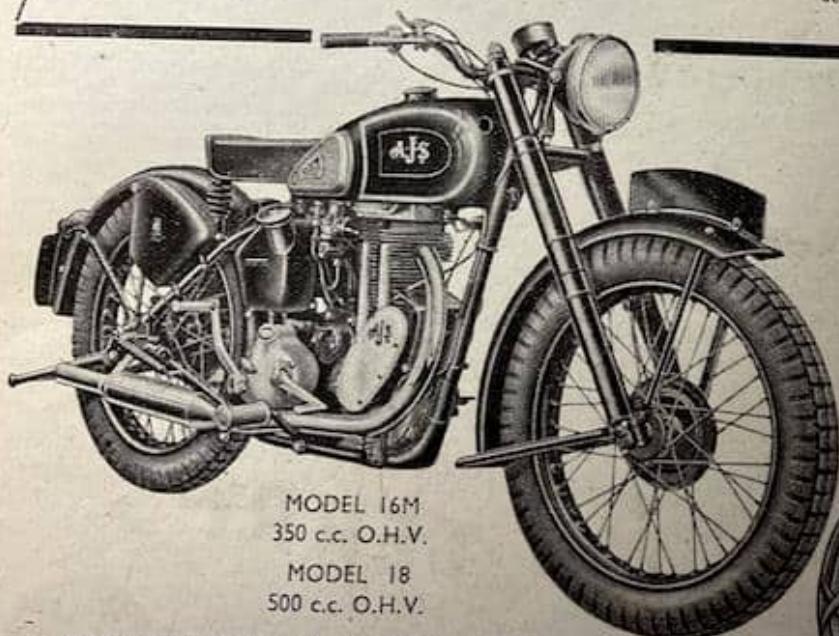
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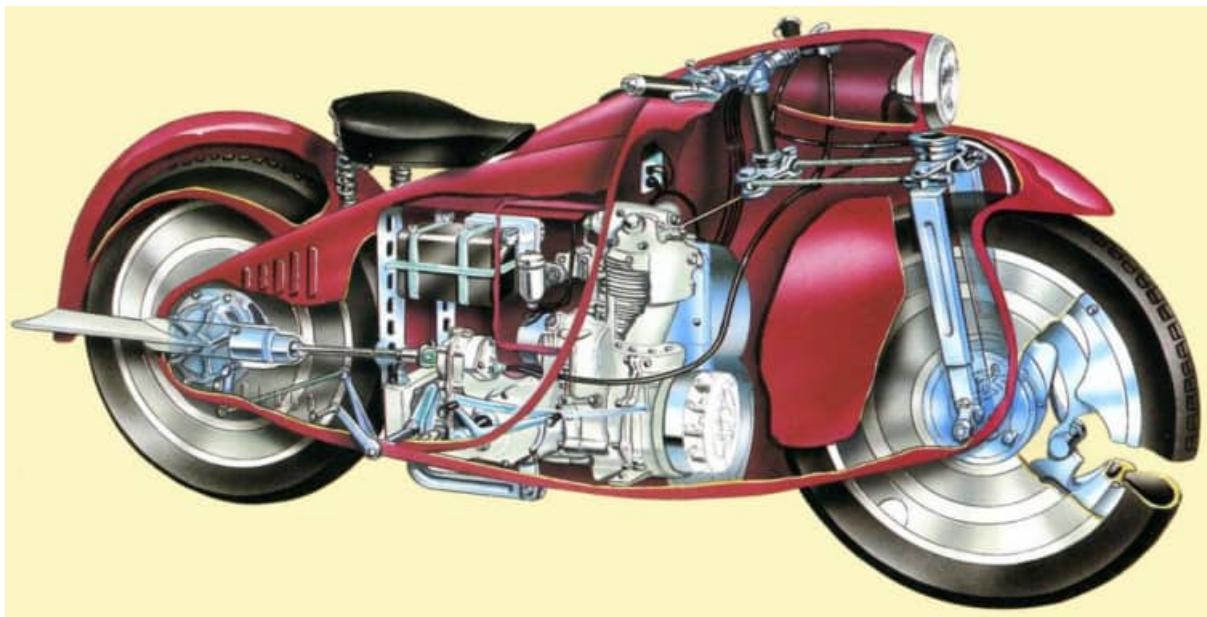
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1947

THE MOTO MAJOR 350 WAS A futuristic monocoque streamliner designed by Turin engineer Salvatore Maiorca and funded by aerodynamic research specialist Fiat Aeritalia. It was part of Fiat's exploration of the motor cycle market (just before the war Fiat had produced a prototype scooter). The radical streamliner was designed for a 350cc water-cooled vertical twin featuring two radiators in the fairing. The prototype had to make do with a 350 single but an extra dummy exhaust was fitted. To save space the suspension was built into the wheels, harking back to the 'elastic wheels' that appeared briefly at the turn of the 20th century. Fiat planned to collaborate with Pirelli in a purpose-built factory; the Major created a stir at the Milan Show but the project fizzled out though the prototype survives at the Hockenheim Museum. (*There's a report on the Milan Show further down the page.*)

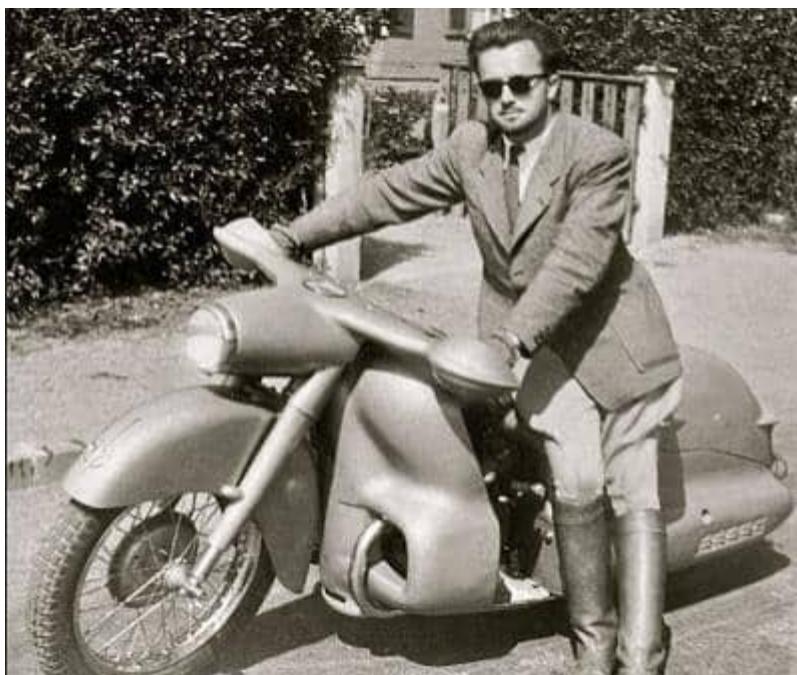


With Fiat's resources the Moto Major might have had a bright future, but 'twasn't to be. Note the (dummy) horizontal fishtail exhaust that could certainly have shortened a pedestrian or two.



Italian style, with the cleanliness of the 'Everyman' motor cycle. Just one more forgotten dream.

ANOTHER MIGHT-HAVE-BEEN STREAMLINER: this time based on a 1935 BMW R12 750cc sidevalve flat-twin. It was designed by French-born but German-based industrial designer Louis Lucien Lepoix who bought the Beemer at an auction held by the French Military in Baden-Baden. This one remained only a concept vehicle, but Lepoix went on to work for major manufacturers including Kreidler, Hercules, Horex, Puch, Maico and Triumph.



The Lepoix streamliner was certainly a new look for a mid-thirties sidevalve Beemer.

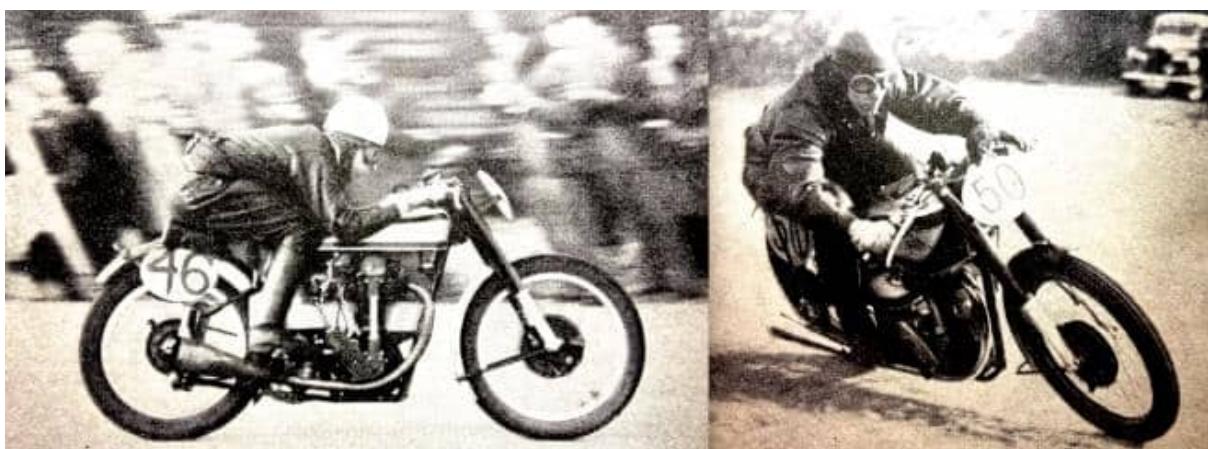
“READERS OFTEN DECLAIM about the shortage of new machines. What are the facts? In spite of the British motor cycle industry in 1946 almost trebling its 1938 exports—the percentage was no less than 270 and the White Paper figure for 1947 is 140—more new (and ex-WD) motor cycles were registered in Great Britain during 1946 than in any year since 1930. The figure was 75,274, which has only been exceeded five times since the 1914-18 war. An interesting point is that immediately following that war, although there were almost literally hundreds of motor cycle manufacturers and assemblers, the 1946 figure was exceeded but once and that was in 1920, when the total was 84,00. When the many difficulties of 1946 are recalled, the industry’s achievement is very remarkable indeed. Analysis of the figures reveals that of the 1946 total almost exactly 14,000 were machines of under 150cc—mainly motor cycles of 125cc, the so-called ‘Flying Fleas’ which earned fame during the war. These greatly outnumbered the motor cycles in the 250cc class. The latter totalled 8,248. Of course, the bulk of the registrations were of 350cc and over—a total of no fewer than 47,645. Sidecar outfits numbered a bare 4,000. The smallness of the number was, of course, due to the difficulty of obtaining sidecars. The ratio of 1 in 20 between sidecars and total new registrations is very different from the pre-war 1 in 5, which was the position the sidecar occupied in relation to all the motor cycles on the road. To-day’s prices of cars place a great, premium on the sidecar machine, a fact that the industry might well bear in mind.”

“A CHESHIRE READER, unable to obtain factory-made legshields for this past winter, designed and made his own. His principle may appeal to readers who plan to do ditto next autumn. He bolts footboards over the standard footrests. His shields, of approximately U-section, are made of patent leather, stiffened with steel wire, and fixed to the footboards. They are steadied at base and summit by very light stay rods attached to the frame. Legshields, he maintains, are illogical with footrests, since if there is enough liquid filth about to make shields desirable, the entire foot needs protection. The weight is low; and when summer tardily appears five minutes with a spanner detaches the entire caboodle.”—Ixion

“SOME SURPRISE IS being expressed at the ACU decision to run the Senior and Lightweight Races concurrently. It is urged in some club circles that the Manx course bristles with tricky corners on which a precise line must be taken to maintain a winning average of 90mph, and in any case the presence of many slow machines will be a nuisance and a handicap to the 500cc aces. (The approximate averages of the three Races are Lightweight, 75; Junior, 85; Senior, 90. Since by previous decision three races have to be crammed into two days, the interests of the greatest number must be considered, and opinion is that Junior entries will be numerous, with Senior and Lightweight entries comparatively small. Will the presence of 75mph Lightweights among the 90mph Senior leaders really bother the big ‘uns more than a crowd of second-rate entrants on 500cc machines have done in previous races confined to 500cc and securing a huge entry?”—Ixion

"A VETERAN READER asks me to compare the typical modern 98cc autocycle with the small single-cylinder Minerva and Kelecom motor cycles of 1902 or thereabouts. If he refers to reliability, the modern wins by streets. In speed and climb there is probably no substantial difference. The pioneer engines wore much faster. The lack of clutches and the crudity of the carburation were serious defects. Modern transmissions stand in a far higher class. Financial contrasts are difficult, seeing that at the moment we suffer from inflation. In 1939 a good autocycle cost round about £20, whereas I seem to remember paying £45 for a 1½hp Ormonde and for a 2hp Minerva."—Ixion

"RACING AT STAPLEFORD Tawney Airfield, near Abridge, last Saturday, was scheduled to start at three o'clock. Yet at 3.25 vast crowds were still flocking into the airfield. The weather was truly spring-like and the atmosphere distinctly Cadwell-like as the North-East London Club worked to get the spectators into the inside of the racing perimeter, where the only possible parking space was available—nearby fields had become flooded. In the pits, eager, perspiring competitors were working furiously, and some very interesting motors were to be seen. Many were disappointed to learn that RL Graham's push-rod AJS was to be a non-starter. He had broken a valve spring in practising, and as it was of the enclosed hairpin type, a replacement could not be obtained in time. As usual, a trio of Rapides was a focus of interest. The course, shaped roughly like an egg with one flat side, proved to be almost a natural road-racing circuit. The surface on the far side from the timekeeper's table was rather bumpy, and the wide curve culminated in a goose neck, before swooping downhill to the right-hand turn and into the finishing straight. The first race—a four-lap novice event for solos of unlimited capacity—started at 3.30. Competitors' machines were lined up diagonally along one side of the track, and at the drop of the flag the riders ran to their machines and were off. A laugh was raised when D Gregory was found holding his Norton, and his mechanic was lined up with the riders! Girder-forked machines seemed to pre-dominate in this event, and with a roar and a bellow LR Archer (250cc Velocette) was first off the mark. He was hotly pursued, and when riders came round on Lap 2, D Gregory (490cc Norton) was the first to be seen. He was followed by L Peverett (498cc



"J Lockett (Norton), winner of two events, set up a lap record in the up-to-1,000cc class.

(Right) CE Belscher (350cc Norton) hugging the grass verge while travelling quickly round the gooseneck."

Triumph). Fighting hard for third place were J Medlock (500cc Ariel), G Monty (499cc Norton) and RH Buxton (490cc Norton). Speeds seemed to be very high. On the next lap Gregory was leading by a considerable distance, and with a roar Peverett and Monty flashed past together. DH Glover (249cc Rudge) seemed to be a shade overgeared. Gregory was the first man home at 56.8mph with Monty second (56.5mph and Peverett third (56.3mph). The second event was of six laps for solos under 250cc. Rudes were very much in evidence at the start, but JH Colver (247cc Matchless) was first away. At the end of the first lap RH Pike (249cc Rudge) was using every inch of the road as he swept into the straight in the lead. Riding with great skill, he maintained his lead throughout and won easily, at 57.87mph. A Hiscock (248cc Velocette) was runner up at 57.2mph—LR Archer (250cc Velocette) was third at 56.4mph. The third race was run in two heats, and was a six-lap event for under-350s, the eight fastest in each heat qualifying for the final. In the first lap S West led all the way. With his DKW howling its ear-splitting war-cry he was riding in masterly fashion, but he was hard pressed by CE Beischer (350cc Norton)—the ultimate winner. West came off on the gooseneck, and Beischer's win—at nearly 2mph faster than the second man—proved his riding ability to the full. Third place went to CW Petch (348cc Norton). The second heat was closely contested. TL Wood, on his old 348cc Velocette, made—in comparison with his usual rapid get-away—a leisurely start. When he came round later, however, he was obviously in a hurry, and led WT O'Rourke (348cc Velocette) and D Parkinson (348cc Norton), who were very close. The telescopics of the leading machine on Lap 2 were obviously not Wood's; no, Parkinson was leading. The winning pair were scrapping hard, but the Norton was a shade too fast for Wood's Velocette; Parkinson won at 59.82mph. The final was delayed to allow TL Wood to change a tyre. Then, at the starting signal, his 348cc Velocette streaked away and was first into the bend before the gooseneck. He was leading the field until



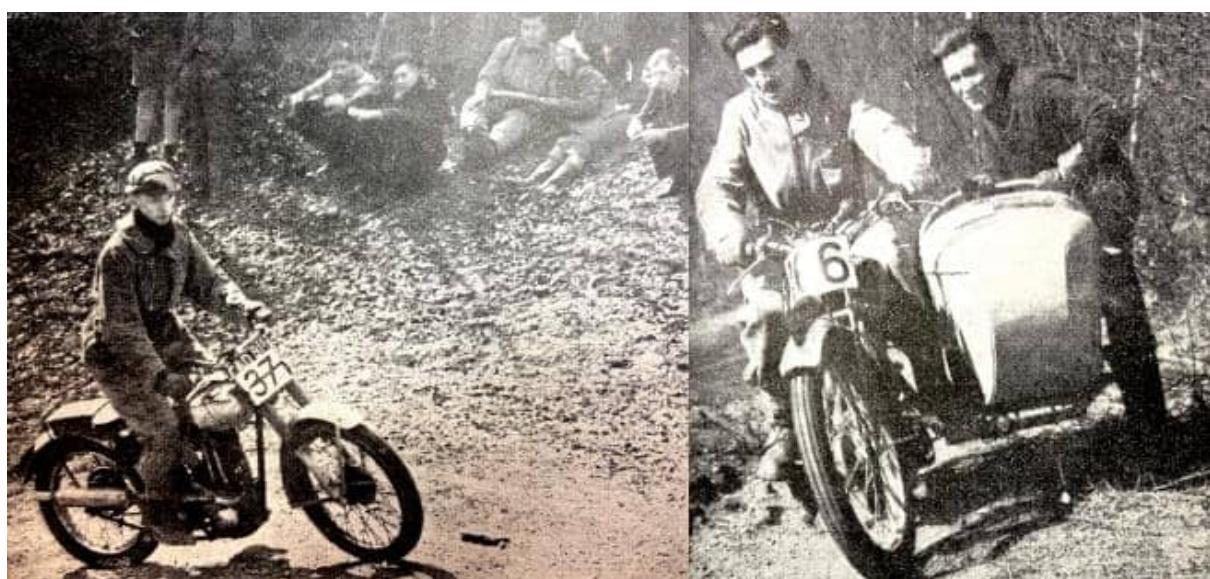
"WT O'Rourke (348cc Velocette) leading TL Wood (348cc Velocette) and D Parkinson

(490cc Norton) into the finishing straight. GG Murdoch and AE Woods, both on Nortons, are behind.”

the fourth lap, when he hit a nasty hole while heeled over on the bend leading to the straight. He was only shaken, but his untimely exit allowed Parkinson an easy win at 60.64mph ahead of EE Briggs (348cc Norton) at 59.73mph and O'Rourke (59.5mph). Wood made the fastest lap at 65.45mph. The fourth race was for solos up to 1,000cc, and a stir of interest was caused when George Brown wheeled his Rapide to the start. He was first away, but close on his tail was D Gregory (490cc Norton), who was leading on the second and third laps. Throughout the race there was nothing between the leading trio—D Gregory (490cc Norton), G Brown (1,000cc Vincent-HRD) and EE Briggs (490cc Norton). But it was the Rapide that was first to get the flag (61.52mph) with Gregory second (61.51mph) and Briggs (61.1mph). The second heat was as exciting as the first, with J Lockett (490cc Norton) dominating the whole race and Crow scrapping with Heath for second place. Lockett won at 63.93mph, followed by Crow 60.72mph and Heath (58.05mph). A sidecar event, not on the programme, was run before the final of the 1,000cc class. There were four starters; the most notable were Surtees, with a Rapide and Oliver (596cc Norton). Surtees retired to the pits after only one lap, and Oliver, ahead of the others the whole way, won at 56.4mph—almost as fast as some of the solos. The final of the 1,000cc class was fast and furious. Brown got away clean and fast, but was closely pursued. The Rapide locked solid on the gooseneck (Brown was uninjured). Lockett made a lap record at 67.14mph and increased his lead rapidly to win an exciting race at 65.22mph with D Gregory second at 63.1mph and Crow third at 62.62mph.”

“NO EVENT COULD HAVE been a more fitting fiftieth for the Clerk of the Course, Mr HP Baughan, than the Cotswold Cups Trial. First, the winners were decided entirely by performance without resort to the special tests; second, the course was rideable clean throughout, except for sidecars in one sub-section; third, there were no delays and, finally, even the weather co-operated to provide the first ‘all-sunshine’ open trial of the year. So delightful was the weather that, however inconvenient at the time, no one could possibly have regretted the postponement—enforced by the snows—from March 8th; indeed, the thought was inescapable that perhaps the April-May period would be a more suitable time of the year for the important ‘opens’ than the habitual earlier months. In winning the solo cup, W Nicholson (348cc BSA) rode confidently and skilfully to remain unpenalised throughout the course; he was the only competitor to do so. The sidecar winner, H Tozer (496cc BSA), continuing to ride in the first-class style he has shown post-war, was a clear six marks—one stop or three foots under the marking for this trial—ahead of the next competitor in this class. Sunbeam MCC, represented by J Blackwell (49cc Norton), BHM Viney (347cc AJS) and CM Ray (497cc Ariel), won the team award, thus proving superior not only to other club entries, but also to manufacturers’ teams. The bright weather of the few days preceding Saturday had taken

the sting out of some of the sections. Ham Mill, though rarely severe was a meek and mild first observed section on the route card, but it served the very good purpose of a setting for the special tests to decide ties. Similarly, Leigh, which followed, was innocuous except for a mud hole in the second sub-section. Here the mud was of watery consistency and the run-out of surprising slipperiness. It was a matter of fine judgment to gauge the highest safe speed through the liquid mud in order to pass over the three yards of 'slither' without undue wheelspin. M Laidlaw (347cc Matchless) was not quite fast enough and, while fighting wheelspin valiantly, had to dab just once. Afterwards he ran back to warn his team-mate, AW Burnard on a similar Matchless, who zipped through without trouble. Surprisingly, Colin Edge, on another Matchless, was caught out; he had a front wheel slide so severe that to avoid climbing the bank he had to foot it in most determined fashion. JE Breffitt (490cc Norton), though he seemed fast enough, was almost stopped by wheelspin, and Jackie White (248cc Ariel) who tried slow, body-leaning tactics, fell in the deepest of the mud. Loud applause from spectators followed B Holland (349cc Triumph Twin), who gave a consummate exhibition of throttle control, and E Wiggall motored his 348cc BSA through with equal skill. Frank Fletcher's spring-frame 125cc Excelsior buzzed gaily, but he had to bounce in the saddle, and later to foot, to keep going. The long climb which constitutes Camp 1 and 2 was difficult only in the deep ruts of the three-ply towards the end of the former. Rider after rider had to dab occasionally for balance as front wheels refused to remain down on the hard base of the middle rut—that selected by almost everyone. In roughly the first 50 competitors to arrive only Burnard, TV Ellis (498cc Matchless), CN Rogers (250cc Royal Enfield) and NE Vanhouse (347cc Ariel) were feet-up throughout Camp 1. Later numbers had to contend with a rut that got deeper and deeper as the base was worn down by biting tyres—RW Sutton had to foot forcefully as his footrests of his 497cc Ariel grounded."



"Ham Mill was used for the two special tests. Here is D Cox (349cc Triumph) after

passing the timekeeper." (Right) "Sunshine and shadows on Rowden, which was in harmless condition. Nevertheless, WC Long (348cc BSA) and WC Long (348cc BSA) and his passenger think it prudent to concentrate hard."

"TRIALS ENTHUSIASTS will be pleased to learn that there is a new 499cc competition model BSA, to be known as the B34. Deliveries of the machine are not expected to begin until about June of this year. Very similar in looks to the 350cc trials mount (B32), the new 500ohv single has a larger carburettor; this is the only obvious-to-the-eye point of external difference between the two trials machines. Bore and stroke of the B34 are 85 and 88mm respectively, and the compression ratio is 6.8 to 1—in fact, the engine is the same as that of the recently announced standard 500 B33. Gear ratios of the new competition model are naturally lower than on the standard 500, being 5.6, 7.3, 11.1 and 15.9 to 1. These are identical with the ratios on the standard 350 B31. Tyres are 4.00×19 rear and 2.75×21 front. An upswept exhaust pipe is fitted. A brief flip up the road, on a prototype, revealed that the B34 is a lively, extremely pleasant machine to ride, handles well, and has an excellent riding position. The brakes on the model ridden were particularly impressive, being spongy, yet powerful and progressively smooth in action. Price of the machine, fully equipped except for a speedometer, is £134, plus P[urchase] T[ax] £36 3s 7d, totalling £170 3s 7d. Makers are BSA Cycles, Birmingham, 11."

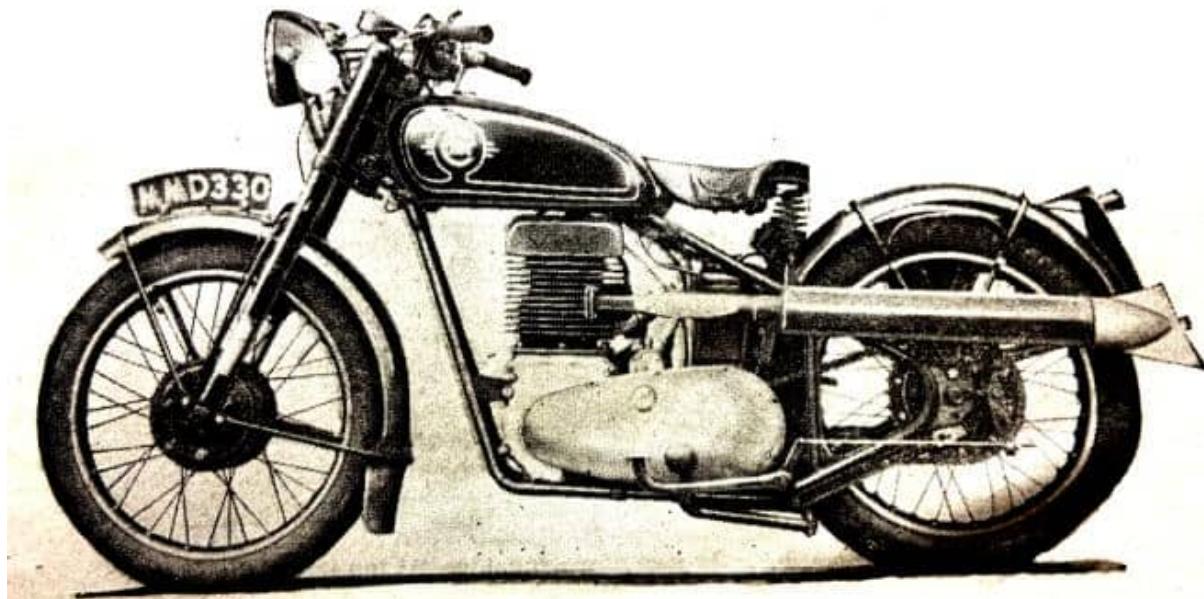
"THERE WERE 30 entries for the Stamford Bridge April Scramble on Bagshot Heath last Sunday, a programme of four races being run off with commendable efficiency. The course, just over a mile in length, was almost all visible from the starting point, and an unusually large crowd enjoyed an afternoon's sport in perfect weather. High-spots included George Eighteen's doggedly holding the lead from Bessant throughout the first half of the Unlimited race, and a neck-and-neck finish by Hall and Cullford in the Non-winners event."

"NEWS FROM BELGIUM is that in national scrambles not more than five foreign riders may compete, and in national road races there may not be more than six foreign entries with a maximum of two from any one country. On the face of it this new ruling is reasonable enough, but it does preclude a party visit on the lines of the Sunbeam Club's trip to the Grand Prix du Zoute last July. That is a pity, I think. Much of the fun and much of the encouragement to ride in Continental events is wrapped up in an organised visit with fellow enthusiasts. It is no answer that there is no restriction on the number of foreign entries in International events. Many of the riders who would join a party to support a Belgian race are still anxious to retain their eligibility for the Manx Grand Prix. Last year our friends in Belgium were most anxious to get British entries and I know the new rule will strike a dull note in many quarters."

"TWO-STROKE ENGINES of the 'double-single' type have been used successfully by Puch and TWN (German Triumph) for a number of years. There is now being produced in

England a machine, the EMC, with a 350cc engine employing the familiar layout of two cylinders with a common combustion chamber and a forked connecting rod. Two of these machines, one with a side-car, competed in the Land's End Trial at Easter.

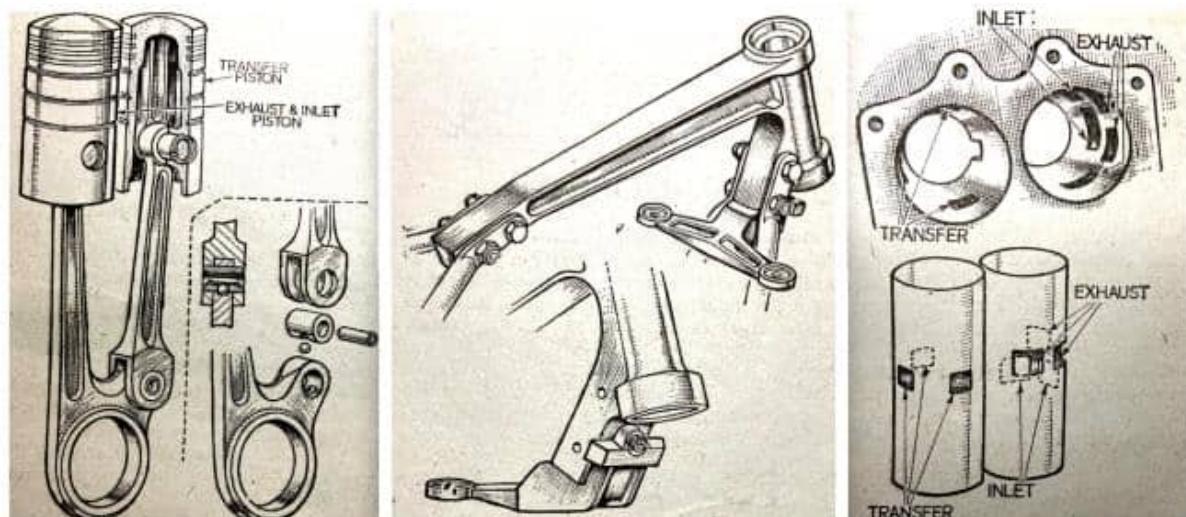
Running in single ball races, the steel flywheel assembly has a $1\frac{3}{16}$ in diameter crankpin that is a press-fit in the fly-wheels. Caged rollers $1\frac{1}{2} \times \frac{1}{4}$ in are used in the big-end of the steel connecting rod, which is forked just above the big-end eye and fitted at this point in the front branch of the fork with a wristpin. It will be remembered that the German engines use a rectangular gudgeon pin and a sliding small-end eye to accommodate the variation in gudgeon-pin centres which occurs during each revolution of the fly-wheels. Exceptionally long—in comparison with a bore of 50mm—Specialloid aluminium-alloy pistons are used; in point of fact, the rear (exhaust, and inlet) piston is 111mm. and the front (transfer) piston is 99mm. Each piston is fitted with three pegged compression rings and has, between the lower ring and the gudgeon-pin boss, situated well below the midway point, three circumferential oil grooves.



"The EMC has a duplex cradle frame and Dowty air-suspension forks."

The bottom groove feeds oil to the gudgeon pin through the piston bosses. The gudgeon pins are 16mm in diameter, are located in the pistons by circlips, and operate direct in the small-end bosses of the connecting rod. The cast-iron cylinder block is retained...The duplex cradle frame has a manganese-bronze backbone embracing the steering head and the steering stops; bolted to the backbone is a casting in similar material which forms the front tank supports. The twin front down tubes of the frame and the two seat stays are joined to the backbone by being strengthened with inserted smaller-diameter tubes, flattened at the ends and bolted in position. The frame has no seat pillar, but has vertical supports between the rear fork tubes. Heavyweight Dowty air-suspension forks are fitted. The front wheel has twin 7x7/8in brakes, compensated by an arm anchored on a stay. This stay is, of course, bolted to the unsprung tubes of the

forks and curves above the mud-guard. A single brake of similar size is fitted to the rear wheel. The tyres are Dunlop 3.00x20in on the front, with a ribbed tread, and 3.25x19in studded tread on the rear. Journal ball bearings, 47×20 mm, are used in the aluminium-alloy wheel hubs. The welded steel petrol tank is fitted with a reserve tap and has a capacity of three gallons. The oil tank holds three pints. Footrests and handlebars are adjustable. Other features are a centre stand, a Lycett saddle and a 6in Lucas headlamp incorporating the switch and ammeter. Speedometer drive is from the rear wheel. A short road test of the EMC showed that its steering and road-holding qualities are of a very high order, and the Dowty forks eliminate road shocks with a noticeable absence of pitching. The twin front brakes are extremely powerful, with light action. The engine starts easily, has a 'well-oiled' quietness at all times, and pulls so well that a three-speed gear box would be perfectly adequate. Under all conditions except very low speed idling, the engine two-strokes and is free from vibration. The general finish is black enamel with silver tank lining; wheel rims, exhaust system and other bright parts are chromium-plated. It is stated by the makers, the Ehrlich Motor Co, Twyford Abbey Road, NW10, that the power output is 18bhp at 4,000rpm, that the top speed is 70-74mph, and that petrol consumption is better than 100mpg. The price, including speedometer, is £150 10s, plus £40 10s Purchase Tax. The machine described is the Mark I touring model. Later a Mark II sports model and a Mark III super sports model will be introduced; both will have water-cooled engines."

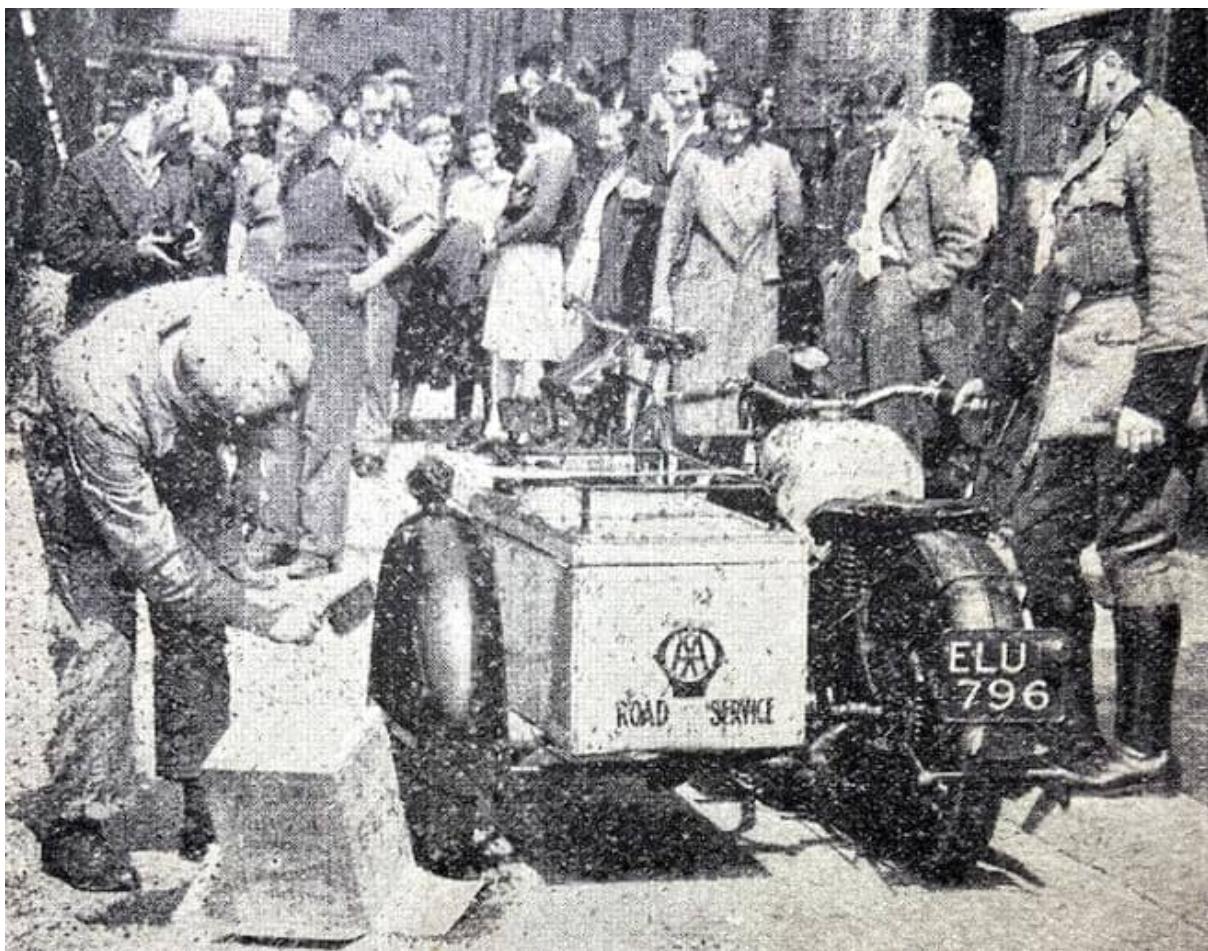


L-R: "Connecting-rod assembly showing details of the wristpin located by means of a steel ball and hollow rivet. A manganese-bronze backbone is used in the EMC frame. There are three transfer ports, three exhaust ports, and two inlet ports."



EMC—Ehrlich Motorcycle Co—was established by Austrian Emigree Dr Josef Ehrlich; British components included Dowty Oleomatic forks and a four-speed Burman gearbox.” The first examples had an HRD-style double-sided front brake and 20" front wheel. Lubrication was throttle controlled.”

“SEVEN CLUBS—CHELTENHAM, Antelope, Stroud, Cotswold, King’s Norton, Castle Bromwich and Union Auto—have indicated that they are definitely playing motor cycle football this season. Friendly matches between these teams are now being arranged. Since the Antelope meeting last month, Vernon Muslin, the secretary of the general committee, has got cracking and Bulletin No 1 has just been issued. The Referees Panel has been formed, the suggested amendments to the rules of the game have been ratified by the ACU Competitions Committee. A happy gesture has been made by the Cheltenham Club. To foster enthusiasm among inexperienced teams Cheltenham is willing to provide a challenge cup for ‘B’ teams and others just starting the game to be won in a knock-out competition. Another trophy is the Antelope vice-president’s cup to be awarded to the runners-up in the final of the ACU Challenge Cup competition which will be decided later in the season. I should like to see more clubs get interested in motor cycle football, because it offers good, clean sport and is easily staged.”

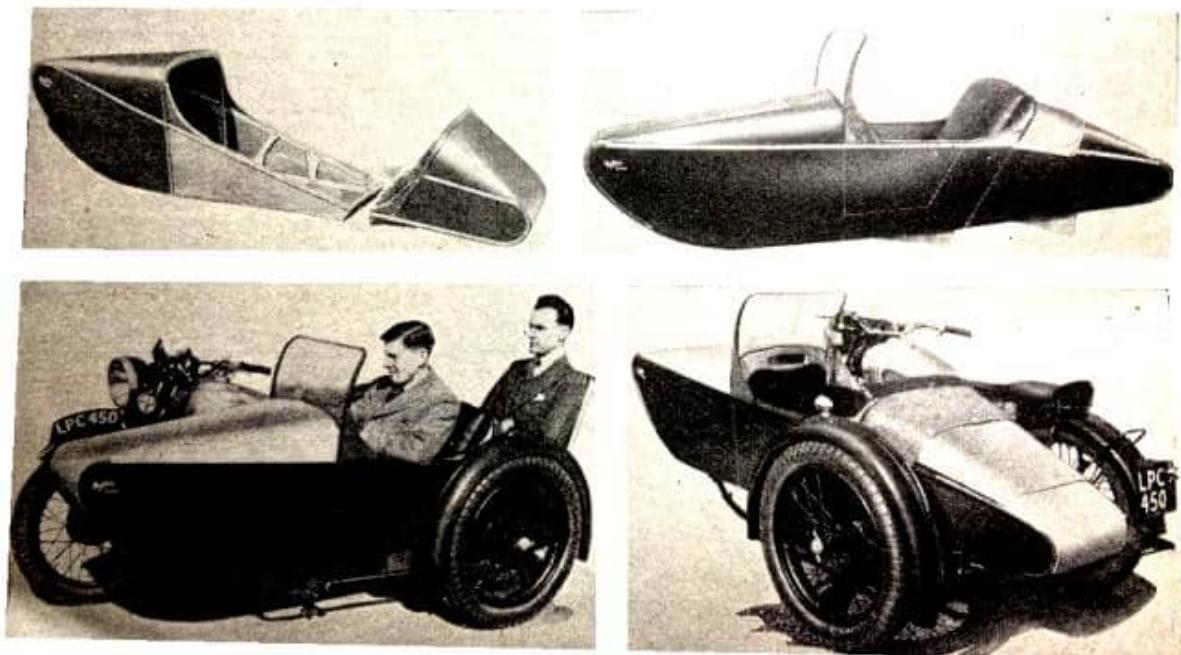


"Bees get the brush-off! The sidecar mudguard of an AA patrolman's combination, in Caistor, Lincs was chosen as a venue by a swarm of bees and an experienced apiarist had to be called to the rescue."

"POLICE MOTOR CYCLISTS are not eligible for the Services trial on April 27th. However, in co-operation with the CSMA responsible for organisation, members of the Surrey Joint Police are to follow the Services entry and have their own training trial; they will be riding in uniform and on Police models. Such keenness deserves consideration—would it not be possible for the Police to be recognised as a 'Service' by the time next year's event comes round?"

"IT WILL BE RECALLED that in the autumn of last year Millar's Motors introduced a sidecar body with frame-work and panels in aluminium alloy. The range has now been extended to five bodies; there are the Competition, the single-seater Sports, the single-seater Tourer, the Occasional Two-seater, and the Adult Two-seater. All these bodies are constructed on the now well-tried principle of using $1x\frac{3}{4}x\frac{3}{16}$ in extruded angle-section aluminium alloy for the framework with castings in similar material for all main supports, door frames, dash frames, lid frames and windscreens. Panels are in 20-gauge sheet aluminium attached by Chobert self-expanding rivets, and fluted sheeting is used for the floors. Seat squabs are spring upholstered and Rexine covered; body lining is board-backed Rexine. The makers are Millar's Motors, 365, London Road,

Mitcham, Surrey...Standard finish is polished aluminium; anodised colours, black, red, blue and black and silver at an extra charge."



Three of the five Millar bodies are now available. At top left is the Competition Model, showing the seat-cum-locker detached; for normal road work the tail may be easily and quickly bolted to the ends of the main body. At top right is the Occasional Two-seater and below are two shots of the Adult Two-seater."

NORTON'S POST-WAR RACERS appeared under the Manx banner: the Manx 30 (500) and Manx 40 (350). They featured light-alloy top-ends and plunger ('garden gate') rear suspension with 'Roadholder' teles up front. (No need for a pic here; you'll find Manx Nortons in the TT report which follows.)

Having been so rudely interrupted the TT bounced back and, as so often before, we can do no better than turn to Geoff Davison, editor of the TT Special, for an insider's report. Mr Davison, you have the floor.

"PEACE BROKE OUT in 1945. But, as in the case of the previous peace, it was not found possible to run the TT in the year which immediately followed it. Manufacturers had discarded their racing designs and had been concentrating on the production of sturdy, go-anywhere motor cycles for Services use. By 1947 we were ready and the A-CU, fresh after eight years' leave of absence, returned to the game with an energetic programme. During the 14 pre-war years—1926 to 1939—there had been three annual TT races; for 1947—perhaps to make up for lost time?—there were to be six. The three old-stagers, Senior, Junior and Lightweight, were continued as in the past, but three 'new boys' had joined the TT school—Clubman Senior, Junior and Lightweight [*the Clubmen bikes were essentially roadsters stripped of their lights and silencers—Ed*]. Clubman Senior was a

really 'big boy'—the biggest in capacity that the TT course had ever seen. Brothers Junior and Lightweight were limited to 350 and 250cc capacity, as in the International races, but in the Senior machines of up to 1,000cc could compete. Actually only two of the real 'big 'uns' entered and, as it happened, neither started, the largest machine in the race being a 600cc Scott. But back to the beginning...When the A-CU. announced the 1947 Clubman's races, there were many misgivings and shakings of heads. Very wisely, separate practice periods were allowed for clubmen, so that their slower machines and presumably less skilled riders should not get in the way of the real racers. Unfortunately there is a limit to the number of days on which the Manx roads can be closed and the clubmen had therefore to be content with four periods only. These, however, passed off without serious mishap and the pessimists, finding that their worst hopes had not materialised, became gloomier than ever. Before starting to describe the Clubman's races, I must make some mention of the rules which governed them. Generally speaking, the regulations were similar to those of the International TT races, but there were a number of important exceptions. Chief of these was that which applied to the specification of the machine. The paragraph in the supplementary regulations which defined eligibility of machines—ironically enough, it was No 13—read as follows: '*Definition and Specifications. Every motor cycle entered for these Races shall be a two-wheeled vehicle propelled by an engine and shall be a fully equipped model according to manufacturer's catalogue which shall have been published before the 28th February, 1947, such catalogue to be submitted to The Union by the entrant not later than 3rd May, 1947. At least 25 of each model entered shall have been produced by the makers and such motor cycles shall include in their equipment, kick starters and full lighting equipment.*' The essence of this rule was that Manx model Nortons and KTT Velocettes were barred. Although machines had to be catalogued with electrical equipment, head and tail lamps, horns, wiring harness, wheel stands and registration number-plates, it was compulsory for these to be removed both for the practising and the races. It was also permissible (but not compulsory) for accumulators, luggage carriers, speedometers and dynamos to be removed and riders were allowed to alter the positions of footrests and brake operating mechanism to suit their requirements. The lightening of the machine by filing, drilling or by the substitution of lighter metal was barred and exhaust-pipes had to be 'approximately the same diameter throughout', ie, megaphones were barred. As in the TT proper, Pool petrol only was available. One of the biggest differences between the



Clubman's and the International events was in the matter of kick-starters. All Clubman's machines had to be started at the beginning of the race by the kick-starter—not by pushing. There was a compulsory pit-stop at the end of the second lap, after which the engines again had to be re-started by kick-starter. Run-and-jump starts were only permitted after a voluntary or involuntary stop during the race itself. The Clubman's TT was in no sense an amateur event, for cash prizes were offered and any rider was eligible provided that he was not competing in the 1947 TT itself. Incidentally, the cash prizes in each event were as follows: First, £50; Second, £40; Third, £30; Fourth, £20. In addition, all entrants, including the above, whose drivers finished within six-fifths of the winner's time, received a free entry in the 1947 Manx Grand Prix. Note that it was the entrant who received this free entry, not the rider. Actually no rider could enter himself, for entries were restricted to clubs of the Auto-Cycle Union or Scottish Auto-Cycle Union. Stanley Woods would have been eligible to ride as a member of the club entering him, but, had he finished within six-fifths of the winner's time (as would have been highly probable!), he would not have been eligible to ride in the Manx Grand Prix owing to the rules and regulations of that event. The free entry would therefore, presumably, have been given to another member of the club. The three Clubman's races were scheduled to be run off concurrently, this being the first time in TT history that more

than two races have been run together. Senior and Junior riders had to cover four laps of the course (150.92 miles) and Lightweight riders three only (113.19 miles). The A-CU reserved the right to restrict the total number participating in the Clubman's races to the maximum of 80, but actually this number was not reached. There were, however, 64 entries—a very satisfactory number for a 'new boys' event—33 in the Senior, 23 in the Junior and eight in the Lightweight. Competitors were started at 15-second intervals, with the Lightweights first, the Juniors second and the Seniors last. Doubtless this was arranged in order that the races might present more of a spectacle, ie, so that the winners might come in more or less together, but my own view is that it was the wrong way round, for the juniors had to overtake all the Lightweights, and many of the Seniors had to overtake the whole field of Lightweights and Juniors. It would be safer, I think—if less spectacular—to start the fastest machines first, so that they had more or less clear roads, as was done in the Manx Grand Prix of the following September. However, the Lightweights started first and, as they only had three laps to cover, they finished first. I will therefore describe the little race—little in entries as well as in capacity—before turning to the two more keenly contested events."

Clubman Lightweight

"THE EIGHT ENTRIES in the Lightweight race were composed of an AJS, a Triumph, three Excelsiors and three Velocettes. All eight riders presented themselves at the final examination, but one of them, RJ Edwards (Excelsior), was not allowed to start as he had not covered a sufficient number of practice laps. The 1947 Clubman's Lightweight, therefore, ties with the 1925 Ultra-lightweight, which also had seven starters, for the doubtful honour of being the smallest TT race in history. LR Archer (Velocette), W McVeigh (Triumph) and BE Keys (AJS) had made the best times in practice, all having lapped in under 37 minutes, and it was they who occupied the first three places at the end of Lap 1. McVeigh was in the lead, with a lap of 34min 31sec (65.61mph)...the first four riders were all on different makes of machine. McVeigh increased his lead in the second lap, as did Keys, but Wheeler retired, letting DG Crossley (Velocette) into fourth place. Whilst the Juniors and Seniors were still chasing round on their fourth laps, McVeigh completed his third and last in 1hr 44min 2sec. He was therefore acclaimed the winner, with Keys second and Archer third. Four hours later came sensation, for the following announcement was made: 'The Stewards have decided with great regret to disqualify No 2, W McVeigh, entered by the Pathfinders Club for having an engine with a capacity greater than permitted for the Lightweight race...' Keys was named the winner, with Archer second and Crossley third, and at the prize distribution that night the appropriate cheques were duly handed out. McVeigh, however, was not satisfied. Apparently his engine had been rebored and was therefore a shade over the permitted capacity. He appealed to the Stewards of the RAC, who reversed the decision of the TT Stewards and awarded the race to McVeigh. **Results:** (not known until over two months after the event had been run): 1, W McVeigh (Triumph), 65.30mph; 2, BE Keys (AJS); 3, LR

Archer (Velocette); 4, DG Crossley (Velocette); 5, RW Fish (Velocette); 6, WJ Jenness (Excelsior); fastest lap, W McVeigh, 34min 20sec, 65.96mph."

Clubman Junior

"THE JUNIOR WAS a somewhat more interesting race than the Lightweight, for 21 of the 23 entries started, and eight makes were represented—AJS (1), Ariel (2), BSA (4), Excelsior (2), Matchless (1), Norton (7), Triumph (3) and Velocette (1). Denis Parkinson (Norton) had put up the best practice lap in 31min 40sec, nearly two minutes faster than the next best, ET Pink (Norton). Denis was therefore a hot favourite,



Denis Parkinson (No 26) about to pass R Pratt (both on Nortons) on the rise from Governor's Bridge in the Clubman's Junior TT; they finished first and second respectively.

and from the very start he proved that his supporters' confidence was not misplaced. The first lap showed Denis in the lead by 1min 2sec. Next to him was JW Moore (BSA), third was W Sleightholme (AJS) and fourth W Evans (Matchless)—all different makes in the first four, as in the Lightweight race. In the second lap, however, Parkinson slowed down slightly, and Moore drew to within 34sec of him. Evans displaced Sleightholme in third position, and it looked as if it might be anyone's race. The excitement, however, was short-lived, for Moore retired two miles later with gearbox trouble, and Evans broke down at Ballacraine. R Pratt (Norton), who was lying sixth at half distance, put in a third lap in 32min 55sec (including the compulsory pit-stop and kick-start) and ran through the field into second place, which he held to the finish, but, except for Moore's challenge in the second lap, Parkinson's lead was never really disputed, and he won by the comfortable margin of three-and-a-half minutes. **Results:** 1, D Parkinson (Norton),

70.74mph; 2, R Pratt (Norton); 3, W Sleightholme (AJS); 4, J Simister (Norton); 5, F Purslow (AJS); 6, R Pennycook (Norton); fastest lap, D Parkinson, 31min 3sec, 72.92mph; 13 of the 21 starters finished the race."



Manxman Edgar Quine follows the new rule by kickstarting his Triumph at the start of the Junior Clubman TT. Following some good times in practice Bell was persuaded to fit a high-comp piston—not the best idea with pool petrol. It blew itself to pieces in the second lap.

Clubman Senior

"THE 'BIG RACE' was not so big as had been hoped, for of the 33 entries there were no fewer than 10 non-starters. As already mentioned, these included both the '1,000' Vincent HRDs, so that the only machine over the 'International' limit of 500cc was JH Marshall's 600cc Scott. Still, a field of 23 was not so bad, particularly as there was a representative entry of makes—nine of them, in fact, composed of six Norton, five Triumphs, three Ariels, two AJSs, BSAs and Rudges and one Excelsior, Scott and Sunbeam. Perhaps weight tells, but that was the way they finished—Norton, Triumph, Ariel and AJS! Jack Cannell and Allan Jefferies (Triumphs) and Eric Briggs (Norton) were the joint favourites, Jack having put in a practice lap in 29min 90sec—the only rider to have lapped in under the half-hour. But one swallow doesn't make a summer, and one fast lap doesn't make a winner. Particularly in the big race, brakes would count almost as much as engines. Would the brakes hold out? That was the question we were all asking, for catalogue-type brakes, though sound enough for ordinary road use, had found the TT course a little trying! Curiously enough, the three favourites were each separated by three minutes on starting time, for Allan was No 36, Eric No 48 and Jack No

60, and riders were being despatched at 15sec intervals. Jack was soon in trouble—a broken petrol pipe at Ballacraine, first lap—but Eric showed that he had been keeping something up his sleeve by lapping in 28min 38sec. FP Heath (Norton) was second in 30min



Eric Briggs with a brace of Nortons and a shedload of trophies—he won the Clubmans Senior TT and was back in the Island in September to win the Junior and Senior Manx Grand Prix.

22sec and Allan Jefferies third in 30min 32sec. The next three places were occupied by JE Stevens (BSA), R Tolley (Ariel) and S Lawton (Rudge)—five different makes in the first six. To make things more exciting, the three leaders were now very close together on the roads. At Kirk Michael, on the second lap Jefferies (No 36) was recorded two seconds ahead of Heath (No 39), who in turn was three seconds ahead of Briggs (No 48). (This meant, of course, that on time the order was exactly reversed, with Briggs a comfortable leader.) At the Mountain Box, Briggs was three seconds ahead of Jefferies, but Heath had dropped back, letting Allan into second position. In the second lap Stevens (BSA) and Tolley (Ariel) retired, Lawton (Rudge) moved up into fourth place behind Heath, another Ariel rider (GF Parsons) was fifth and PH Waterman (AJS) sixth—still five makes in the first six! There was no change of positions on the leaden-board in the third lap, but Eric Briggs was steadily increasing his lead, and was now 4min 1sec ahead of Allan Jeffries, over 10 minutes dividing the first six men. By the beginning of the fourth lap it

was clear that, barring accidents, Briggs was the winner, with Jefferies second and Heath third. Eric made no mistake about it, and nor did Allan. But Heath ran out of petrol at the Bungalow, Lawton was delayed and Parsons brought his Ariel into third place, with Waterman (AJS) fourth. Poor Heath pushed his machine in—a distance of over seven miles—and finished—last. **Results:** 1, EE Briggs (Norton), 78.67mph; 2, A Jefferies (Triumph); 3, GF Parsons (Ariel); 4, PH Waterman (AJS); 5, GE Leigh (Norton); 6. F Fairbairn (Norton). Entrants of the first nine qualified for free MGP; 15 riders completed the course. Fastest lap: Eric Briggs, 80.02mph.”

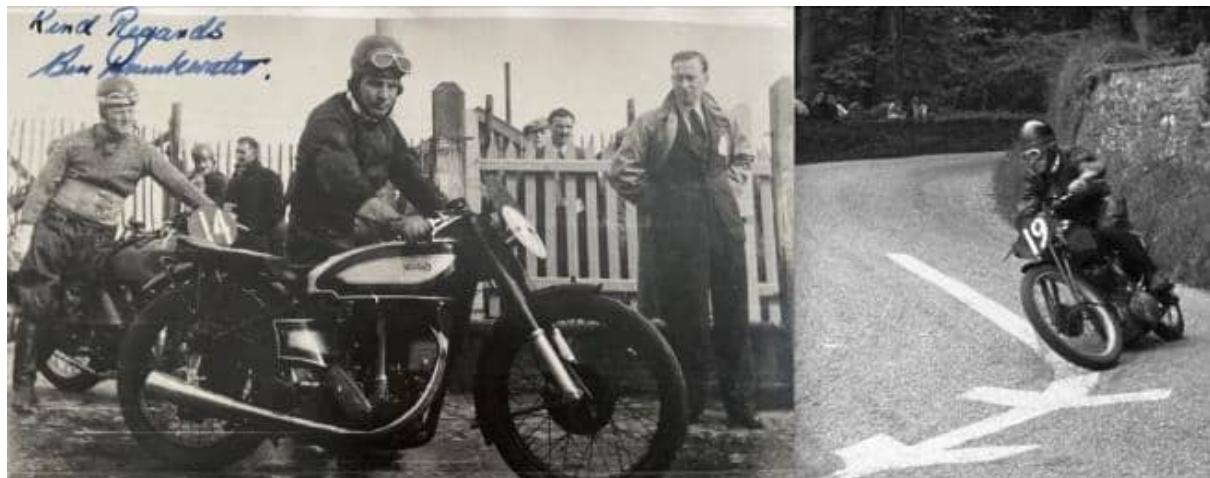


Jack Cannell (Triumph) finished the Clubmans Senior TT in 11th place.

Junior TT

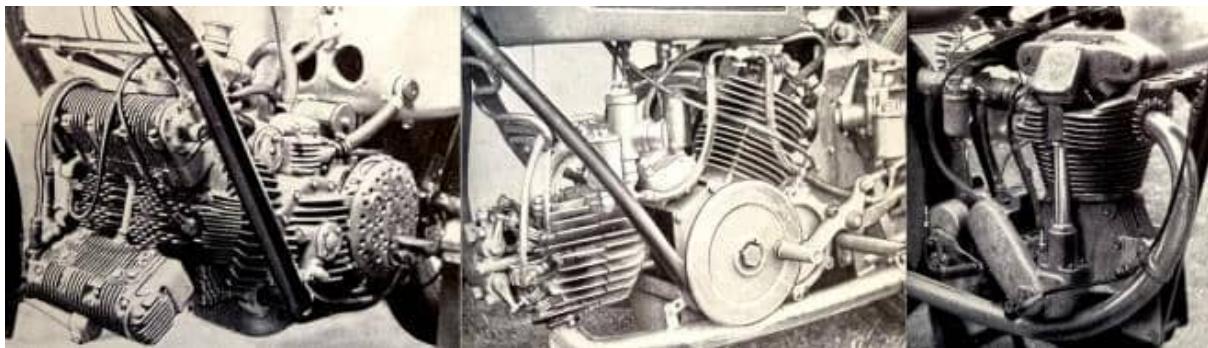
“BRIGHT SUNSHINE, A FIERCE Sou’ Westerly wind, perfect visibility.’ That was the weather for the 1947 Junior, the first TT race to be run since 1939. Despite gloomy prophecies that the race would be poorly supported, there were no fewer than 50 entries, mainly composed of Nortons and Velocettes. It was, in fact, a two-make TT apart from the entries of one AJS and one Excelsior. There were 28 Nortons and twenty Velocettes. The practice period had shown that any one of the leading Norton and Velocette riders might be the winner. No fast laps were put up the first morning, but on the second day out Ken Bills (Norton) recorded 29min 53sec, the only rider to do the lap in under the half-hour. This stood until the fourth period, when Bob Foster (Velocette) clocked 28min 26sec, with Harold Daniell and Artie Bell (Nortons) bracketed second at 29min 25sec, Bob’s lap being, indeed, the fastest junior of the whole practices. In the

fifth period came a lap by MD Whitworth (Velocette) in 28min 38sec. Bell and Daniell were then bracketed third, while Maurice Cann and Ernie Lyons (Norton) were fifth and sixth with laps of 29min 33sec and 29min 41sec. Velocettes first and second, Norton third to sixth! In the sixth period Artie



Ben Drinkwater's Norton failed to finish the Junior TT, but his Excelsior carried him into third place in the Lightweight behind a brace of Guzzis.

Bell became undisputed third with a lap of 29min 13sec, but Freddie Frith and Peter Goodman (Velocettes) lapped in 29min 15sec and 29min 18sec, so pushing Harold Daniell into sixth place. Cann and Lyons were seventh and eighth. There was no change in the seventh and last practice period, so the eight fastest Juniors were Velocettes at 1, 2, 4 and 5 with Nortons at 3, 6, 7 and 8. Bob Foster led the field at 28min 26sec. It is old history now that Foster's luck held and he had a run-away win; and, in fact, that Velocettes' luck was in and Nortons' was definitely out. But though Foster held the lead throughout, the race was by no means a procession. Whitworth did not reach second place until halfway through the race, while the third, fifth and sixth men home had not been within the first eight in practice. At the end of the first lap only three of these eight were on the leader-board. They were 1-2-3—Foster 28min 31sec, Daniell 28min 51sec, and Cann 29min 6sec. Then came FW Fry (Velocette), T. McEwan (Norton) and J Brett (Velocette). What had happened to the other Velocette and Norton stars? Whitworth had stopped for adjustments at Ballacraine; Bell had retired at the Bungalow with chain trouble; Frith was a non-starter, due to a practice crash; Lyons had crashed at Waterworks Corner; Bills and Goodman were seventh and eighth. So in the first lap Foster led Daniell by 20 seconds, and there was just one minute dividing the first six men. In the second lap, Maurice Cann put in a time of 28min 4sec, the fastest of the day so far, and 22sec better than Foster's best in practice. But Bob pipped it two minutes later with a lap in 27min 58sec, and for the two laps had a lead of 41sec over Maurice. Harold Daniell lay third, 18sec behind Maurice, and Fry, Brett and McEwan came next—2min 14sec between the first six men. Meanwhile Whitworth was making up for lost time, and with a terrific third lap in 27min 45sec was on the leader-board for the first



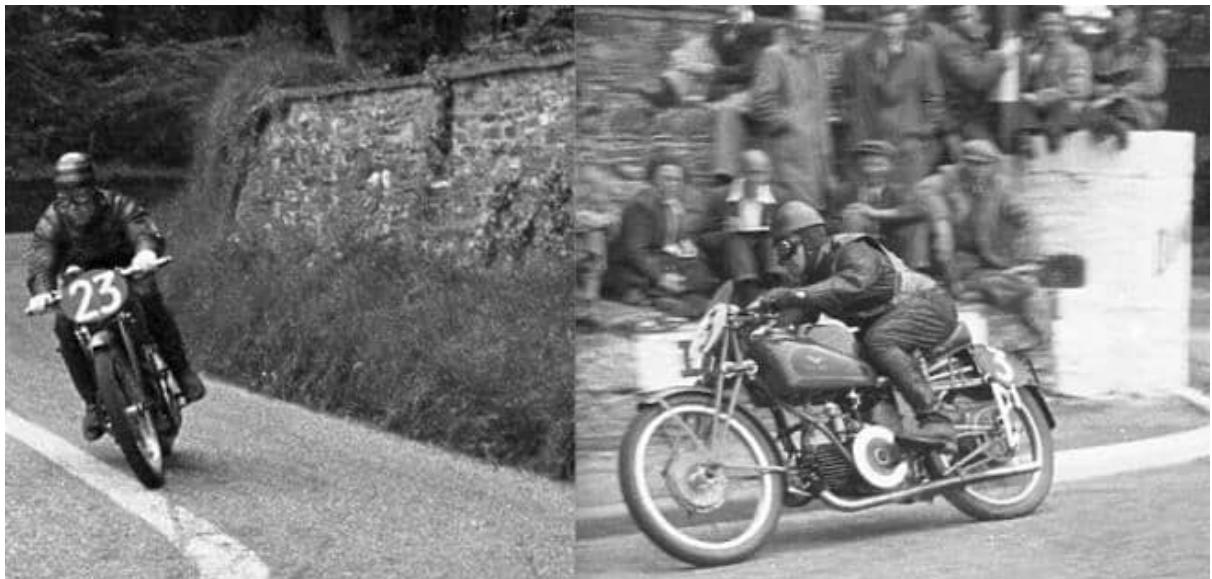
L-R: AJS debuted a potent parallel twin 350 in the Junior TT; it's not hard to work out why it was dubbed the porcupine. Freddie Frith was due to ride the Guzzi twin in the Senior TT. Harold Daniell's cammy Norton took him to 1st place in the Senior.

time. And not only on it, but *third*, out of the blue! Harold had picked up on Maurice and lay second, 1min 43sec behind. Cann was fourth and Brett was still fifth. Fry and McEwan had faded out and Peter Goodman was sixth. There were more surprises in the fourth lap. Nortons' hopes, which lay in Daniell and Cann, were shattered when both of them packed up—Harold at Kirk Michael and Maurice at Creg-ny-Baa. Whitworth automatically moved up into second place, and third, through the field, came Scotsman JA Weddell on another Velocette. Peter Goodman was fourth—Velocettes 1-2-3 and 4. The Norton banner was taken up by Les Martin and FJ Hudson, who figured on the leader-board for the first time. And in this order they finished, without further incident except that Goodman displaced Weddell on the fifth and sixth laps, only to drop back to fourth place again in the last lap—and I had drawn him in the Hotel Sweep! Foster won by over four minutes and nearly 17 minutes separated the first six. Whitworth's third lap in 27min 45sec (81.61mph) was the fastest of the day. **Results:** 1, AR Foster (Velocette), 80.31mph; 2, MD Whitworth (Velocette); 3, JA Weddell (Velocette); 4, P Goodman (Velocette); 5, LG Martin (Norton); 6, FJ Hudson (Norton); 7, G Newman (Velocette); 8, TL Wood (Velocette); (the above received first-class replicas); 9, ES Oliver (Norton); 10, GG Murdoch (Norton); 11, A0 Roger (Velocette); 12, H Hartley (Velocette); 13, R Pike (Norton); 14, HB Waddington (Norton); 15, SA Sorensen (Excelsior); 16, GH Briggs (Norton); 17, F Juhan (Velocette); 18, JW Beevers (Norton); 19, LP Hill (Norton); 20, AG Home (Norton); 21, K Bills (Norton); 22, CW Johnston (Norton); 23, F Shillings (Norton); 24, SH Goddard (Velocette); (the above received second-class replicas); 25, NB Pope (Norton); 26, WM Webster (Norton); fastest lap, D Whitworth, 27min 45sec, 81.61mph. No team qualified for either the Manufacturers' or the Club Team Prize."

Lightweight TT

“ALTHOUGH THERE were only 22 entries for the 1947 Lightweight TT, five makes were represented. Exactly half the field were on Excelsiors, the remaining eleven machines being made up of four Rudgees, three CTSs, two Guzzis and two New Imperials. There were two Excelsior non-starters, so of the 20 machines which started 18 were British

and two were Italians. These two, however, ridden by Manliff Barrington and Maurice Cann, were undoubtedly the fastest in the race. In practice Barrington had lapped in 31min 20sec, slow by comparison with Kluge's 1938 Lightweight record of 28min 11sec, but 59sec better than the best British lap—put up by Roland Pike (Rudge). Cann, also, had lapped in 42sec less than Pike, and, as both their machines had seemed reliable in practice, it looked as if, barring accidents, the Lightweight Trophy would once again go to an Italian machine. And so, of course, it did, but when it comes



Maurice Cann and M Barrington rode Guzzis into second and first places respectively in the Lightweight TT.

to saying which Guzzi rider won it, I can only refer to the official records which state '1st M Barrington...' The argument as to which man really won will doubtless continue as long as the TT races are remembered. The story of the race is the story of Cann and Barrington, and the also-rans. Mind you, they ran well—magnificently, some of them. I think I am right in saying that every one of the 18 British machines was at least eight years old, and that many were 10 years old and more. Against them were two superb pieces of Italian engineering, in the hands of two fine riders who knew they had the heels of the field. The only hope for the British machines was for Maurice and Manliff to break each other up—and they were for too wise to do that! Cann set off with a lap in 31 minutes dead, with Barrington 10sec behind and Les Archer (New Imperial) 58sec behind him. In the second lap Barrington was 7sec behind Cann, and in the third lap 3sec. But by the fourth lap he was 18sec behind and at the fifth lap 46sec. Les Archer was still running gamely third, but by then he was over 7min behind the leader. Then in the sixth lap, Cann had a stop, during which he fined a new valve-spring. His lap time was 31min 53sec, as against Barrington's 31min 5sec. This let Manliff into the lead by the narrow margin of two seconds. Last lap, Maurice, to make up time lost by his stop, turned up the wick, but was recorded as lapping in 31min 31sec—only 22sec better than the sixth lap on which he stopped and, apart from this sixth lap, his slowest of the

day—slower, indeed, than his replenishment lap All very odd...Barrington lapped in 30min 49sec, bringing his total time to 44sec less than Cann's. Meanwhile Les Archer and Ben Drinkwater (Excelsior) were battling for third place. Les held it right up to the sixth lap, when he was leading Ben by 59sec. But Les was slow on the last lap (33min 15sec) and Ben was quick (31min 11sec). So Ben slipped into third place and Les dropped back to fourth. **Results:** 1, M Barrington (Guzzi) 73.22mph; 2, M. Can (Guzzi); 3, B Drinkwater (Excelsior); 4, LJ Archer (New Imperial); 5, WH Pike (Rudge); 6, GL Paterson (New Imperial); 7, SA Sorensen (Excelsior); 8, CW Johnston (CTS); 9, LG Martin (Excelsior); 10, J Brett (Excelsior); the above received first-class replicas; 11, WM Webster (Excelsior); fastest lap, M Cann, 30min 17sec (74.78mph)."



Pictured at the end of the Lightweight TT, Dane Sven Sorensen (Excelsior) & Irishman Paddy Johnston (CTS). Right, Les Martin (Excelsior) at Governors Bridge. Sorensen finished 7th, Johnston was 8th, Martin was 9th.

Senior TT

"AND SO TO THE HIGH-SPOT of the TT week—the 1947 Senior. There were only 33 entries, but we have had many fine Seniors with fewer than that. In fact, except for 1939, when there were 51 Seniors, the entry of 33 was the highest since 1935. So even the fact that there were no non-starters did not seem to matter very much. The entry of 33 was composed of 26 Norton, four Velocettes, two of the new AJS 'parallel' twins and Freddie Frith's Guzzi. Unfortunately, Freddie was a non-starter, having crashed in practice. Further, two of the Velocettes were 350s. But Jock West and RL Graham on the 'Ajays' and Bob Foster and Peter Goodman on the pukka Velos could be relied upon to make a good race of it with the formidable Norton team, Bell, Bills and Daniell—Ernest Lyons being another non-starter, due to his crash in the Junior of the previous Monday. This was indeed a blow, for Ernie had put up fastest practice lap in 27min 8sec—forty-one seconds faster than anyone else. The practices leader-board showed the following times: 1, E Lyons (Norton) 27min 8sec; 2, AJ Bell (Norton), 27min 49sec; 3, K Bills (Norton) 27min 54sec; 4, AR Foster (Velocette) 28min 6sec; 5, JM West (AJS) 28min 9sec; 6, FL Frith (Guzzi) 28min 25sec. No sign of Harold Daniell? No, but Harold had put in a lap in 28min 43sec and had done several in under the 29min, so was obviously well

in the picture. For a description of the 1947 Senior I can do no better than use the report from the TT Special, which I wrote myself on that 'Friday the 13th' when the leaders were changing places lap by lap, with seconds only dividing them. What a race it was, that first post-war Senior! This is what I wrote: 'The Press Box, Friday. Since early morning the TT fans have been arriving. At 6am the weather was clear and fine, and large queues of night-voyagers were forming at the doors of restaurants.



Harold Daniell (Norton), en route to winning the Senior TT.

Now they have established themselves at all the main vantage points around the course, where record crowds are reported. 10.30am. Three blasts of the klaxon—a roar of engines from the enclosure, and one by one the riders set off on their warm-up ride towards Governor's Bridge. A glance at the list of entries shows what terrific dog-fights (I hate the phrase, but can't find anything better!) may be expected. For example, Nos 45 and 46—Jock West and Bob Foster—and Nos 62, 63 and 64—Bills, Whitworth and Graham. 10.45am. More blasts from the klaxon. The engines are silent now, and the riders are lined up and down the road, waiting for the signal to move forward to the Start. Now an announcement about the weather: General conditions excellent—roads dry, good visibility, a slight wind. Certainly everything seems excellent from here. The mountain is not so clear as it was on Wednesday, but that is due to a slight haze, which will not worry the riders in the slightest. 'Friday the 13th' looks as if it would be one of the finest days the Senior has ever had. 10.50am. The riders file forward to their squares at the Start—Lightweights to the fore. All of them will be despatched before the Seniors, the first of whom, No 40—ER Evans (Norton) will not be off the mark until 11hr 9min 45sec. The Seniors can be expected to lap four to five minutes faster than the

Lightweights, so the Senior should finish well before the 250 class. The Governor of the Island is starting the first post-war Senior. He takes Ebby's flag—raises it—drops it—and Evans is away. Artie Bell next off, to the accompaniment of loud cheers. Jock West's AJS takes a bit of starting, and Bob Foster passes him whilst he is still pushing. Groans from the crowd—and then cheers. He's off. But his slow start has cost him 25sec at least. All get away well, then, Bills and Whitworth (Norton) being particularly quick starters.

Graham's AJS starts much easier than Jock's. What's happened to Jock West and Bob Foster? They've both been overtaken by Beevers, Myers, Christmas and Newman before Ballacraine. Obviously both the stars are in early trouble. Then comes news of Foster—he has retired at the Highlander with a "broken piston"—bad luck, Bob. Here come some more at Ballacraine—Weddell (61) and Bills (62) are there together, with Whitworth (63) and Graham (64) only a few seconds after them. Meanwhile Jock West has also reached the first station, but some time behind Graham. Stop watches now on Weddell, Bills, Whitworth and Graham at Kirk Michael. Here they are—Bills first, Whitworth next, 18sec after, then Weddell, 20sec, and then Graham, 31sec. If the clocks are correct, Bills is leading Graham by one second, on time, and Whitworth by three seconds. A close thing, this! Now how are the leaders on the road faring? Evans, Bell and Pope are all at Ramsey, but Bell is there first, so is leading the Seniors, 70sec ahead of Evans, and obviously getting close to the back numbers of the Lightweights. Bills has retained his lead in the 62, 63, 64 trio, but Graham has closed in on Whitworth, for he is shown at Ramsey only 3sec after him. Bell is at the Creg, while Harold Daniell, the last starter, is at Ramsey. Now Artie Bell flies past at the end of his first lap, having covered it, from a standing start, in 27min 16sec—83.05mph. This is only 8sec over the best practice lap, made by Ernie Lyons (Norton). Temporarily, he is first on the leader board, and it is reported that the pit signal given to him is "Go Easy". It seems early, yet, for signals such as these—but perhaps the announcer has got it wrong. Nortons know their job! No 55, G Newman (Norton) Hallens' entry, is going well, for he comes past close to No 48—Bill Beevers. Jock West is reported as suffering from a slipping clutch. Bad luck, Jock. Harold Daniell has put in a good lap, for he flies past us in



Artie Bell (Norton) rounds the Cregg on his way to second place in the Senior TT.

front of several men who started in front of him. Here are some more times—Bills 27min 35sec, Graham 27min 37sec and Whitworth 27min 56sec. Now for Harold's time—here it is, 27min 20sec. So Bell is leading the field by four seconds—and Norton are at it again, with 1-2-3, and only 42 seconds dividing the first six men...News from Ballaugh—Clift (Norton) has passed through, presumably slowly, and says that he will be retiring at Ramsey. Ramsey reports that Waddington has proceeded off the course towards Laxey. Obviously he has retired and is coming home by the coast road. Bell is still leading the field and is now well amongst the Lightweights—in fact he is now third on the roads, for only Nos 1 and 3 in the Lightweight race are shown at the Mountain when Artie reaches it, nearly 3min ahead of Evans, who started 15sec ahead of him. Now Artie is at the Creg, having overtaken all the Lightweights except Maurice Cann (No 3), and is lying second on the roads. Then comes news that Graham (AJS) has come off at Glen Helen, but is proceeding and that Gregory (Norton) is trying to repair a trailing exhaust pipe. Here's Artie at the end of his second lap, motor sounding fine, whilst Harold, who started 7¾min behind him, is at the Mountain. Bills is at the Creg, having drawn away from Whitworth. Artie's second lap was done in 27min 28sec—so presumably that notice *did* say "Go easy". Ken Bills (62) whizzes past as Harold (72) is shown at the Creg. And here's Harold giving the OK sign as he passes. Bill's second lap time is 27min 11sec—83.30mph—the fastest to be recorded so far...Only nine seconds separating the three "official" Norton riders...Graham's crash has put him off the leader board...Meanwhile Bell must now be leading on the roads. He was recorded at the Mountain at the same time as Maurice Cann (No 3) on the Lightweight Guzzi, and should pass him by the Creg. This will be a distinct advantage to him, and if he knows

that Harold has pipped him on the second lap we can expect some Irish fireworks! Here he is at the Greg—seven seconds ahead of Maurice, and has dear roads. Now Artie is at the pits for replenishments, mechanical and human, and is off again smiling, in 50sec...So Artie is back in the lead, and only five seconds separate the three now...News of Whitworth—he has retired at Ramsey, and is riding home via

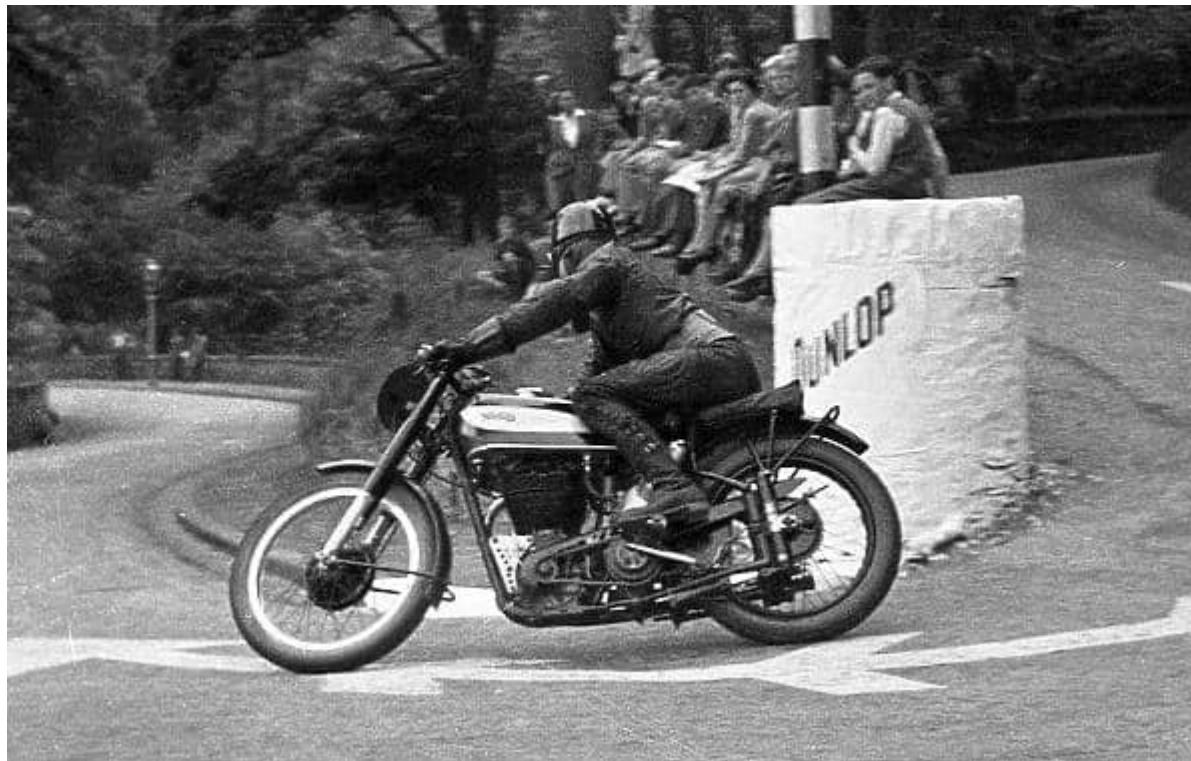


TT

veteran Jock West rode an AJS Porcupine into 14th place in the Senior.

Laxey. Jock West comes in after a first lap in 1hr 24min 19sec, but after a longish stop at his pit sets off again. No hope, of course, but perhaps he's going to make the most of the TT course for test purposes He says he's going to have a run for his money, anyway. Now back to the leaders—Artie is at the Mountain and Ken and Harold are both on the Kirk Michael-Ramsey stretch. Clocks on Ken and Harold at Ramsey. As they are Nos 62 and 72 respectively there is, of course, two and a half minutes between them on time. Here's Ken—click the watch—and here's Harold, 2min 27sec after him, so leading him by 3sec at Ramsey as against 2sec at the end of the third lap. Some race, this ! Norton 1, 2, 3, and 4, Velocette 5, and AJS 6. Bell flies past the its at the end of his fourth lap, and is shown at Ballacraine as Bills comes past the pits. Bills is now lying third on the roads find—wait for it!—he is leading Bell on the four laps by two seconds! Meanwhile, Harold is at Governor's Bridge—and here he is, thumbs up. Nortons are certainly avenging themselves to-day! What a race! Harold, partly due to his quick pit stop, is in the lead again, 18sec ahead of Ken, with a fourth lap in 27min 57sec, including a pit stop! Artie Bell's fifth lap is the fastest of the day so far—26min 56sec—at 84.07mph. George Formby in the officials' box: "It's chomption up here!" "Did they go as fast as you did, in *No Limit* "Oh, no, not quite."...and lots of back chat. George was introduced in person whilst one of his own records (*You've been a terrible, terrible long time gone*) was being played. His last crack was—"I'd better let myself carry on singing!" (Roars of applause.)

Ken Bills tears past—Harold tears past—only about 2min behind him. So Harold is leading Ken by half-a-minute odd—and—here's news, Harold is leading the race by 9sec, with Artie in second place. Jock West is having a ride for his money! His third lap took 27min 5sec—second fastest of the day, so far. Good enough, Jock! Peter Goodman (Velocette) is coming up. He is now only 27sec behind the third Norton rider. Whereas on lap 4, when lying fifth, he was 1min 9sec behind. His last lap, 27min 7sec, is third fastest of the day, according to our reckoning. Here's Artie at the end of his sixth lap. He draws in for supplies and is away in 30sec. And here's Ken Bills—stop—fill-up—and off—in 17sec. And here's Harold—13min after Ken, and even quicker on the getaway! So Artie is leading Harold by *one second!* And the point is—*does Harold know?* If he does—if his pit attendant has worked it out from Creg-ny-Baa times, and got it over to him—we can expect fireworks on the last lap. Artie's at Ramsey, Harold's at Kirk Michael. Stop watches on them at the Mountain Box. Here's Artie—and, meanwhile, news that Ken Bills has retired at Union Mills with engine trouble. That puts Peter Goodman in third place. And here's Harold at Ramsey. Wait for him at the Bungalow. Here he is just over seven minutes behind Artie, according to the clocks, and as he started 7¾min behind him he has half-a-minute's lead. Here comes Artie—first man to finish a post-war Senior TT race. So it's a Norton win—whether it's Artie or Harold. And it looks like Harold! Anyway, it's Norton's 20th



As part of the Norton factory team Ken Bills was in the top three in the Senior until the penultimate lap when he retired at Unions Mills.

International TT victory! Here's Harold's red light at Governor's Bridge, and here he is now flashing past the pits. According to our reckoning he's the winner, but we wait

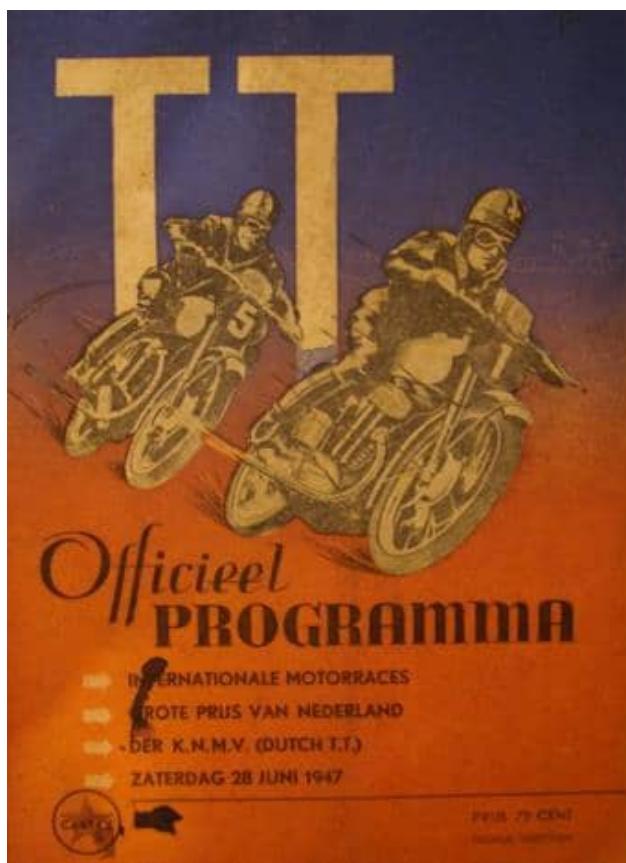
anxiously for the official news. And when it comes—Harold has won by 22sec, at 82.81mph. His last lap, including a pit stop, has been covered in 27min 14sec. **Results:** 1, HL Daniell (Norton) 82.81mph; 2, AJ Bell (Norton); 3, P Goodman* (Velocette); 4, EJ Frend (Norton); 5, G Newman (Norton) 6, ER Evans (Norton); 7, N Christmas (Norton); 8, JW Beevers (Norton); 9, RL Graham (AJS); 10, LA Dear (Norton); 11, TL Wood (Velocette); (above received 1st class replicas); 12, FW Fry (Velocette); (above received a 2nd class replica); 13, HB Myers (Norton); 14, JM West (AJS). Fastest lap in the Senior was shared between Bell (Norton) and P Goodman (Velocette) with 26min 56sec (84.07mph).’ That ends my report of the race, written whilst it was being run. But a later review of the official results reveals some interesting facts. For example, Jock West’s third lap, mentioned in the report as “second fastest of the day so far”, was, in fact, the fastest of any up to and including the third lap. This was because Jock was so far behind, due to his very slow first lap, that Artie Bell had completed his fifth lap (in 26min 56sec) before Jock had completed his third! Jock’s fourth lap was better than his third—26min 59sec—and was the fastest of any up to the end of lap four. Again, Peter Goodman had a “slow” first lap—28min 16sec—if one can call 80mph on Pool petrol slow! But it was exactly a minute slower than Bell’s, and it put him out of the running for the trophy. Actually, Peter’s last six laps were the fastest six of the race—7sec faster than Harold’s and 33sec faster than Bell’s. Then it will be noticed that although Daniell, Bell and Bills occupied the first three places to the end of the sixth lap, they changed positions *each lap*, and indeed there was a change of leader each lap except in the fourth and fifth, which Daniell held until Bell displaced him in the sixth by one second; and that whereas they were 19sec apart on the first lap, they had closed up to 9sec on the second and only 5sec on the third—5sec between three riders after 113 miles at over 82mph. Truly it may be said that the 1947 Senior—run 40 years after that very first Senior—was a magnificent race, as vivid and exciting as any of a magnificent series.”

THE ONLY FOREIGN BIKE entered for the Senior TT was Freddie Frith’s Guzzi twin, which crashed out during practice, but three Guzzi singles entered the Lightweight, all with British riders. There were no foreign bikes in the Junior, though Czech ace Frans Juhani rode a Velo. The Senior, Junior and Lightweight TTs were run together (four laps for the 500s and 350s; three for the 250s). The Italians took over where they’d left off in 1939 with the wonderfully named Manliff Barrington and Maurice Cann riding their Guzzis to 1st and 2nd spots in the Lightweight TT, followed home by Ben Drinkwater’s Excelsior. It was also business as usual in the Junior with a hat-trick for Velocette, courtesy of Messrs Foster, Whitworth and Weddell. In fact there were six Velos in the top 10, with four Nortons to ram the home the British-is-best message. BMW, having won the 1939 Senior with its blown twin, was conspicuously absent leaving Harold Daniel to lead the 500s home on his Manx Norton with TT debutant Artie Bell just 22 seconds behind him on another Norton. Also racing on the Island for the first time was Peter Goodman, grandson of Velocette’s founder, who was third on his KTT. Nortons filled the rest of the

top 10 places, apart from an Ajay in 9th spot. Brits also dominated the Clubman's TT. First three home in the Senior were Norton, Triumph and Ariel; Junior, Norton, Norton AJS; Lightweight, AJS, Velo, Velo. Clubman's Senior TT winner Eric Briggs had a good year; he returned to the Island for the Manx where he managed a Senior/Junior double to win three Mountain Course races within three months.

* Peter Goodman, with a creditable third place in the Senior in his first TT appearance, was a grandson of Velocette's founder.

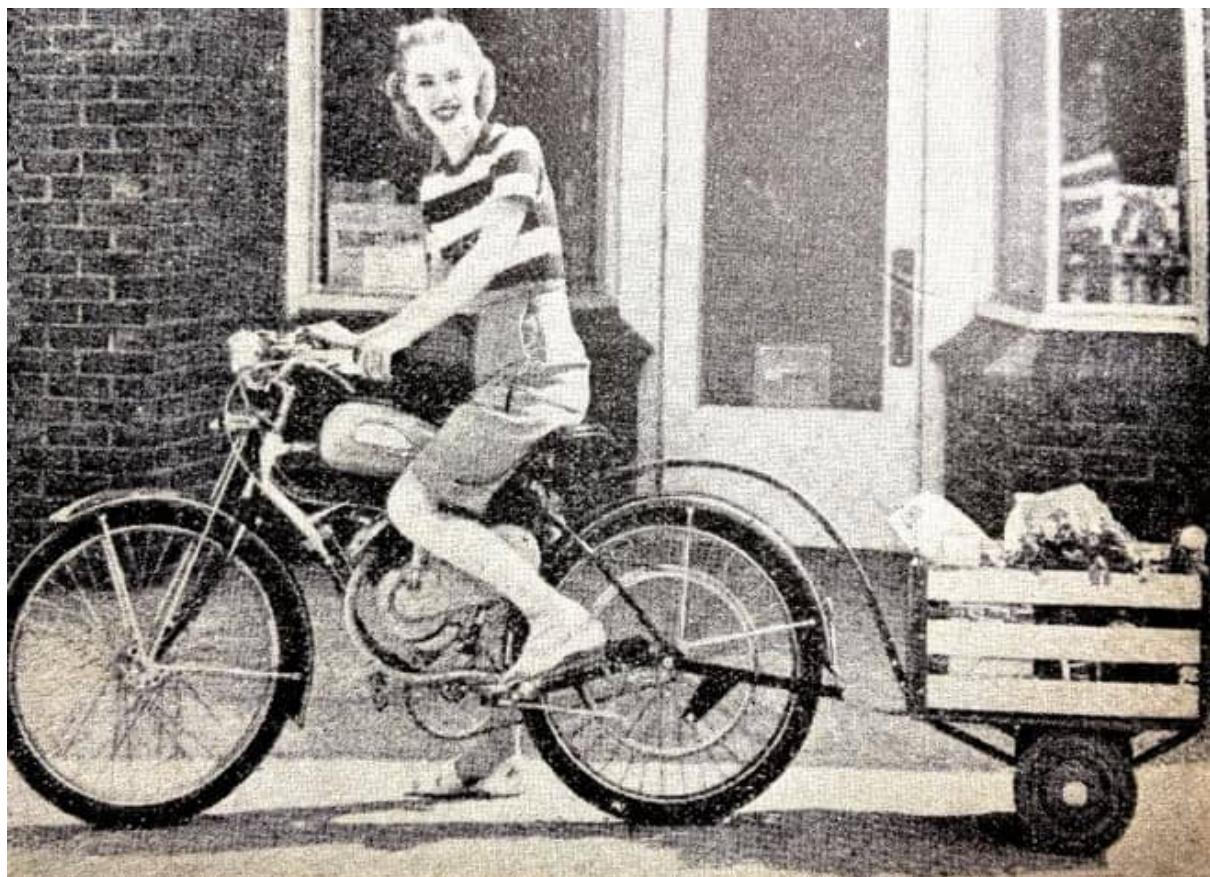
TT STARS WHO DIDN'T survive the war included aircrew Walter Rusk and Wal Handley; the blitz had done for Zenith Gradua rider Freddie Barnes, whose first race on the Isle of Man was the 1905 trial for the International Cup Race.



From 1947 the Dutch TT bounced back as an international event. The Brighton Speed Trials were back too; fastest bike of the day was a Bruff-Sup ridden by Bob Berry at 86.17mph.



HAVING BUILT AND sold 500 autocycles powered by ex-Japanese army radio generator engines, Soichiro Honda designed a purpose-built engine, dubbed the A-Type to produce the first powered two-wheelers to carry the name Honda. Tohatsu developed the TFL clip-on bicycle engine from its wartime 78cc twostroke generator engine. The 48cc TFL, sold with fuel tank and ancillaries, would power a plethora of utility tiddlers, including those made by Soichiro Honda. He also made use of the Showa suspension units that, like the TFL engines, were among the forced fruits of demilitarisation.



"The latest runabout to be produced in the USA is this lightweight trailer outfit with a four-stroke Whizzer unit. It is primarily intended for shopping and the 200lb capacity trailer may be disconnected for use as a hand-cart. Old-time riders of Triumphs will recognise the front-fork design."



Meanwhile In Ascot, Berks former powerboat and car world record holder Kaye Don branched out from importing Zündapps into motor cycle manufacture. The Ambassador

used Villiers engines from 147-248cc. [My first bike was a 1959 Amabassador Supreme with a Villiers 2T engine. Yes, I know, in the right hands the 2T is a reliable lump. For a clueless schoolboy it was a character building experience—Ed.]



FN's post-war range included the 448cc 11hp four-speed unit-construction Model 13 with a distinctly unusual front end.



Two survivors from 1947: a humble Puch split single (just back in production after the recent unpleasantness) and a noble Indian Chief.

FUEL SHORTAGES RULED OUT running the traditional long-distance trials so the organisers ran truncated events with the London-Land's End starting at Taunton and the Scottish Six Days Trial was based on Fort William rather than Edinburgh (Hugh Viney scored the first of three consecutive SSDT victories for AJS).

“AS A MOTOR CYCLIST of 20 years ‘wheeling’ it is my considered opinion that the well-used expression, ‘Racing improves the Breed’, is 100% true. I have, with one or two small breaks, ridden Rudes since 1928, and my present mount, a ‘37 Ulster, is the best of them all. It has inherent in its design all those attributes which proved their worth in the Island, and which are no less necessary on the road in all weathers for the average enthusiast. Roadholding, steering, braking and mechanical reliability are not just advertisements, they are the things which make all the difference between a motor cycle and a race-bred mount. Living in industrial Lancashire and travelling daily to

Manchester, Salford or the surrounding districts, demands 'handleability' for peace of mind, and, believe me, a Rudge makes such tranquillity commonplace. What a tragedy that these grand machines are no more! What of the future? After seeing Ernie Lyons doing a spot of fast motoring last September on a Triumph, surely the Triumph Co are not going to rest on their laurels? This machine is good. Given that little extra, which can only be acquired in the IoM, it should become absolutely superb, and there is no doubt that the days of the single are numbered in the 500cc racing field. I believe that it is not necessary to win a TT for a make to be successful. The very fact that they are entered is sufficient to show that the manufacturers are alive to the benefits which racing can bestow on their products. And so I say to all British manufacturers—support a racing policy, end let us see once again annually that welcome copy of *The Motor Cycle* which had at the top, 'British Supremacy Number'.

T Roy Pearson, Chadderton, Lancs."

"I CANNOT RECALL having seen any letters on the subject of sidecar acrobatics from the gentleman mostly concerned, ie, the passenger himself. Well, apart from the possible effect on sidecar design, etc, which the banning of such a practice would have, I reckon that the sporting side should not be neglected. As an ex-performer of these acrobatics I say let those who want to do it, do it! I know I enjoyed every second that I spent in (and out!) of the the 'chair', and the thought of myself being replaced by sandbags horrifies me. However, perhaps other passengers will be taking up the pen soon in support (I hope) of my plea—keep it as it is! After all, these passengers needn't do it, so they must like doing it. as I did.

V Morton, Tunbridge Wells."

"I own a 250 side-valve, but at some time in the future I most certainly want a bigger machine. But it must be a side-valve. So I gaze longingly in shop windows looking for a new 500 or 600cc side-valve, and I am disappointed. Now I do not ask for much. I do not demand side-valve twins. But how about a few comfortable side-valves for those of us who do not take a joy in spending hours mucking about with valve-gear and suchlike?

D Reed, London, NW1."

"PRICES OF BSA models have been increased: C10, 250cc sv, £107 19s 0d; C11, 250cc ohv, £114 6s 0d; B31, 350cc ohv, £142 4s 10d; B32, 350cc ohv, £157 9s 7d; B33, 500cc ohv, £154 18s 10d; B34, 500cc ohv, £170 3s 7d; M20, 500cc sv, £142 4s 10d; M21, 600cc sv, £146 1s 0d; A7, 500cc ohv Twin, £177 16s 0d; Speedometer, £5 1s 8d."



After 77 years this C10 is still earning its keep.

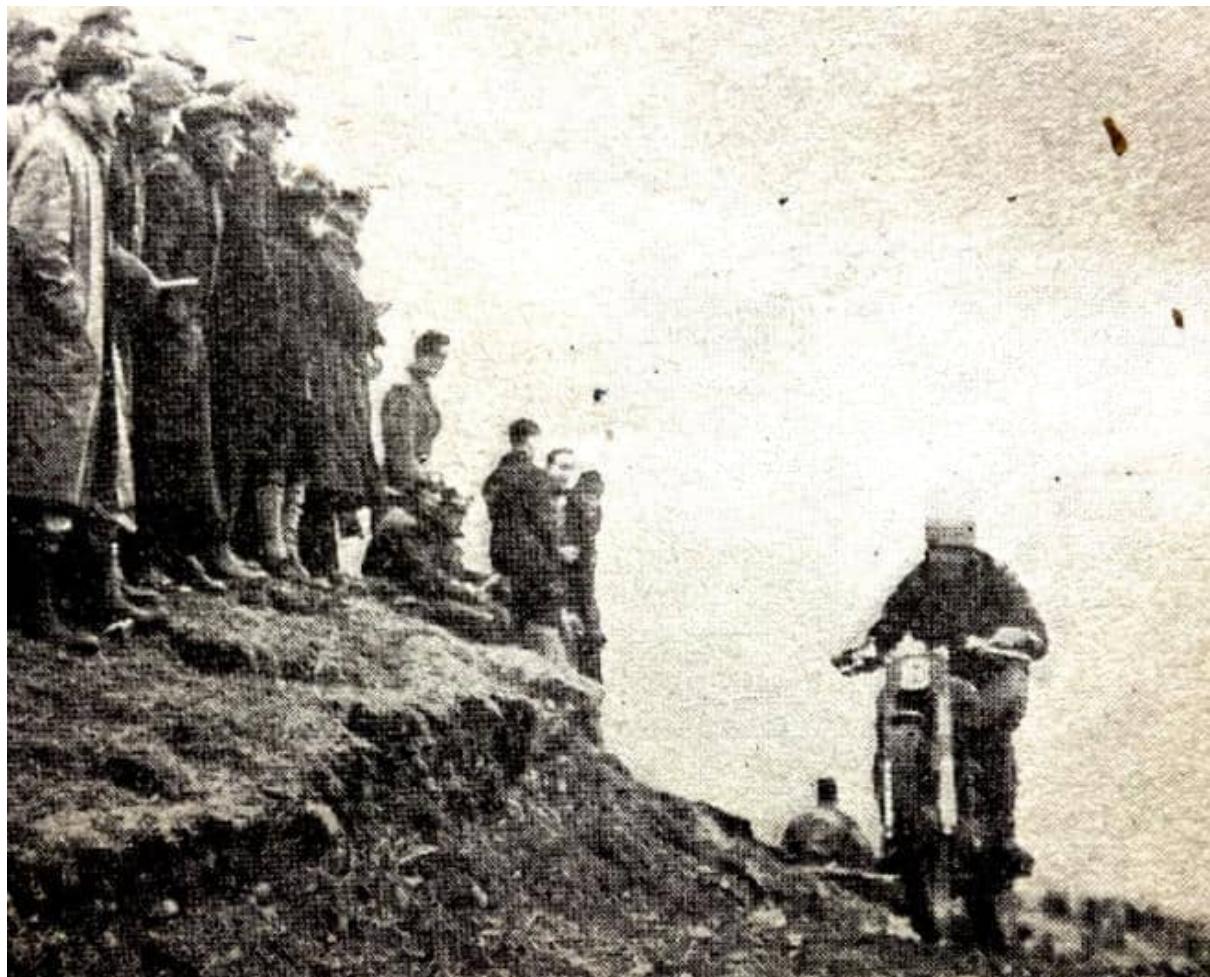
ANY WELL-HEELED 16-YEAR-OLD with a provisional licence could slap L-plates on a ton-up big twin so there was clearly a need for some form of rider training. The RAC-ACU Learner Training Scheme was set up with money from the government and the RAC but the training centres that sprang up all over the country were operated by local ACU clubmen. Novices were taught machine control, often on out-of-hours school playgrounds, using their own bikes or lightweights donated by an industry keen to be seen doing its bit for road safety. The enthusiasts who staffed the RAC/ACU scheme also brought newbies up to speed on everything from roadcraft and riding gear to basic maintenance.

AND JUST AS THE keen trainees were looking forward to their first taste of two-wheeled freedom the paltry petrol ration was withdrawn. Motor cycles being recommissioned by riders home from the war went back into storage unless their owners were lucky enough to qualify for 'essential use' petrol coupons. With no petrol it wasn't easy to sell bikes and competition ground to a halt.

ICE RACING WAS REVIVED in Scandinavia but Russia took the lead in developing the sport, switching events from frozen lakes to pukka stadiums which were flooded and frozen for events. Initially they used modified road bikes but as the sport evolved specialised ice-racers were adopted powered by JAO and later Czech-made ESO lumps.

"THE CUMBERLAND COUNTY MCC organised their annual Easter open scramble on Lazonby Fell, near Penrith. In the final of the 350cc race over seven laps of the fast, undulating moorland course, EC Bessant (Matchless) streaked into the lead at the start, closely followed by E Ogden (Triumph), RB Young (BSA) and Sgmn RF Croft, of the R Sigs, riding an Army-type Matchless. Bessant held his lead of some 150 yards to the finish,

although Ogden did his best to challenge him. The seven-lap 250cc race proved to be the most exciting event of the afternoon. AA Todd (Velocette) took the lead at the start, with J Carruthers (Velocette) and J Forster (Velocette) gradually forcing the pace. At half distance Carruthers passed Todd, who had an anxious moment in the deep, boggy section. Todd swept past both of his rivals on the straight section after the quarry. 250 Cup: AA Todd (Velocette); 2, J Forster (Velocette); 3, J Carruthers (Velocette). 350 Cup: 1, EC Bessant (Matchless); 2, E Ogden (Triumph); 3, RB Young (BSA.). There were 45 entries for the unlimited cc race over 12 laps but many entrants failed to turn up for the first two heats over three laps. In the final everyone was surprised to see Cliff Holden's white crash helmet leading a howling bunch of machines towards the bog. Bessant, for once, made a bad start. E Ogden passed Holden after the first lap, and the crowd murmured with excitement when Bessant, going like the wind, passed 12 riders in the first lap. At quarter distance Bessant's red-and-white chequered helmet was right behind Ogden, who desperately strove to resist the challenge. Bessant passed Ogden on the sixth lap, and steadily increased his lead to the end. Ivan Carr Cup and Unlimited Cup: EC Bessant (Matchless); 2, E Ogden (Triumph); 3, RB Young (BSA). Best Performance by Cumberland County Member: WH Millburn (BSA).



"Cumberland Grand National cameo—a glimpse of AA Todd (Velocette), winner of the 250cc class, in action."

Most of the material in this timeline is culled from the pages of The Motor Cycle but I've also accumulated issues of Motor Cycling, whence comes the following:

“OUR MANUFACTURERS HAVE unanimously decided, albeit with regret, to withhold their support from the 1947 International Six Days’ Trial. Their regret will be shared by all sportsmen in this country for the decision implies the absence of a British team from the Trophy contest...In a statement issued by the Manufacturers’ Union it is made abundantly clear that its members had as their only alternative the production of machines which could not be adequately prepared in the time available. The decision will almost certainly be misinterpreted on the Continent. That is unfortunate, but the truth is the organisers have themselves to blame for the absence of official British entries. Had the Czech Auto Club refrained from modifying the basic regulations agreed upon last April at the FICM San Remo conference, or even had notification of the intention to make such modification been sent to the Auto-Cycle Union by a reasonably early date, all would have been well. Instead, an inexplicable delay in delivery of those regulations has placed the British industry under an unreasonable handicap and one which it has rightly declined to accept. It may be asked why absence of trade support should deny Great Britain official representation in this important event. The answer is simple; the Trophy competition by its very nature has always been regarded as a contest between national motorcycles rather than national motorcyclists [*trivial typographical note: the Blue ‘Un saw ‘motor cycle’ as two words; the Green ‘Un saw ‘motorcycle’ as one word. As a former staffer of Motor Cycle Weekly, which was The Motor Cycle under another name, I have stuck to the old style that gave us MCC rather than MC; another seemingly trivial difference that has attained unexpected importance...but that’s another story, which traces its roots to the next story—Ed*]. Thus it is essential that any team representing this country should be mounted upon the best machines we can produce most suited to the regulations. Therein lies the reason for our manufacturers’ decision. The modified regulations favour the 250cc mount and there is insufficient time to produce the best possible British machines of this capacity. To gain a true appreciation of the position it is only necessary to imagine that Great Britain had organised the trial and had evolved a set of rules favouring the 350cc machine. Had this been the case we believe that neither Czechoslovakia nor Italy would have found it simple to produce in the time available models comparable to our own, as machines of this capacity can be regarded as the Cinderellas of the Continental factories.”

“THE AMERICAN MOTORCYCLE ASSOCIATION is the A-CU’s opposite number in the United States. Apparently there was something sadly lacking in the way in which it handled the organisation of its 1947 Gypsy Tour. So much is strongly suggested in a report that has lately been sent in by one of our readers in California. This annual event, which is very roughly the equivalent of our own National Rally, although run on somewhat different lines, is a very old-established fixture, and the name was, no doubt, inspired by the *Motor Cycling Gypsy Club*, which was in its heyday in the period

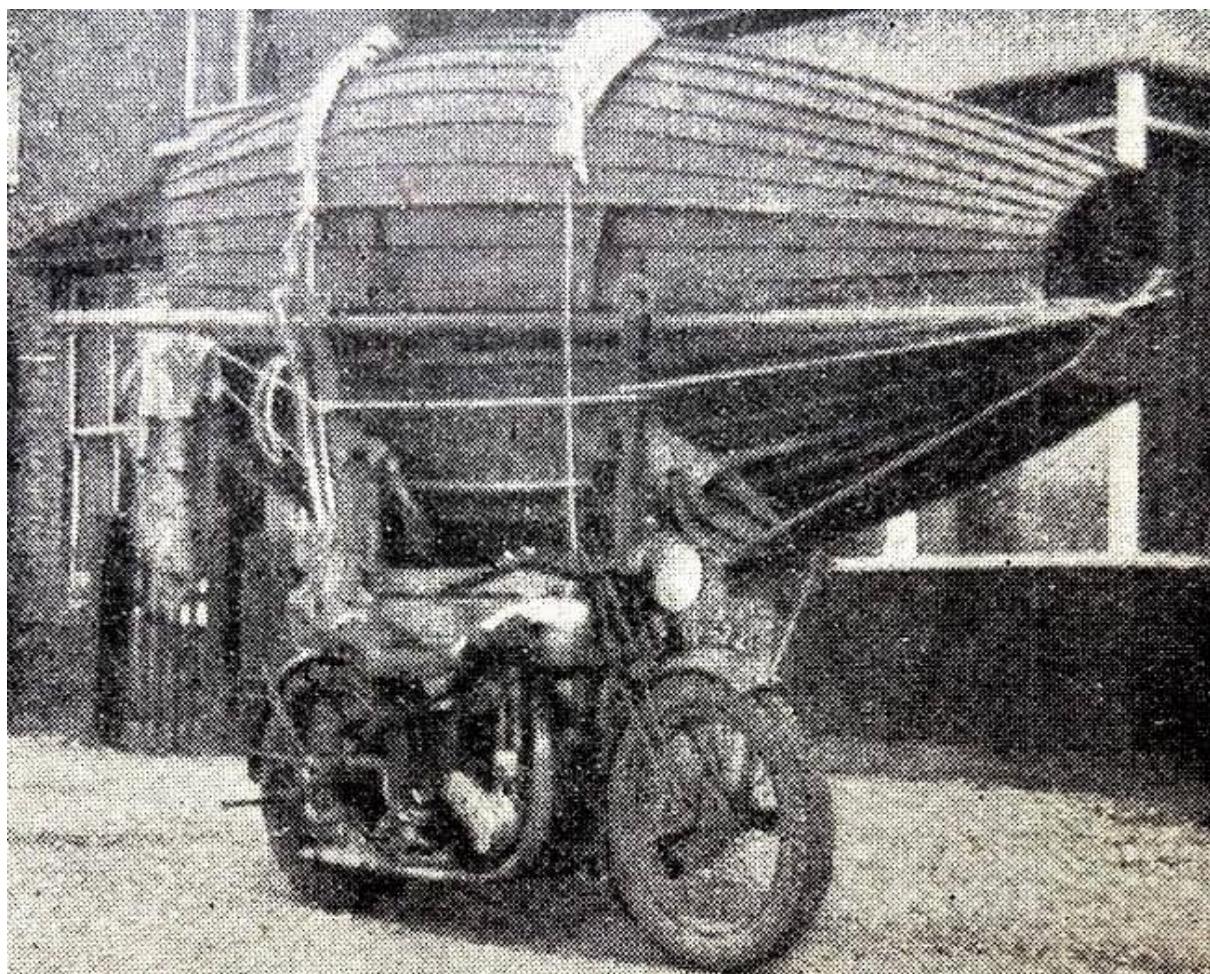
immediately preceding the 1914 war. This year, it seems, the Gypsy Tour finished at a town called Hollister, somewhere in the neighbourhood of San Francisco, and an account of the affair published in the local newspaper certainly makes most remarkable reading. One may, perhaps, make some allowance for the sensationalism of American reports, but even after doing so, it seems clear that the final stage of this event was allowed to degenerate into an orgy that was both disgusting and disgraceful. What appears to have happened was that the riders, who came from all over the United States, and are estimated to have numbered about 4,000, got completely out of hand and terrorised the entire town. Bars were wrecked and that kind of thing, while some enthusiasts thought it funny to ignore completely the local traffic regulations, which naturally led to a number of serious crashes. Getting on for 60 people had to receive hospital treatment, and after they had regained control of the situation the police made a number of arrests. One youth committed an offence which landed him in the county gaol for 90 days, which is just one indication of the kind of things that allegedly went on. The inevitable result of this affair will be that motorcycling will be branded as a rough-neck sport so far as that locality is concerned, and the news will doubtless spread to other parts of the country. Unless the AMA takes effective steps to tighten up its organisation, particularly as regards the discipline of competitors, it must expect severe repercussions from this outburst of hooliganism."



Images of motor cyclists behaving badly at Hollister had ramifications that last to the present day.

SEEMINGLY WELL-INFORMED US sources indicate that during the 1930s Hollister had hosted AMA sanctioned races organised by the Salinas Ramblers MC. Spectators participated in the 'Gypsy Tour' organised by the AMA and, as attendance grew, the Memorial Day races became as important to the local economy as the Hollister Livestock Show or the Hollister Rodeo. The races were discontinued after America's entry into the war. When they returned in 1947 local merchants welcomed the event. Many more motor cyclists than expected poured into Hollister and things did get out of hand. About 60 riders were treated for injuries at the local hospital; 47 were charged with minor offences such as public drunkenness, disorderly conduct and reckless driving; most of them were held for only a few hours. There were no destruction of property, no arson, no looting; no citizens were harmed. On the Sunday 40 California

Highway Patrol officers arrived with threats of tear gas; the motor cyclists went home. A City Council member stated, "Luckily, there appears to be no serious damage. These trick riders did more harm to themselves than the town." It couldn't have been that bad, five months later the town agreed to let the AMA and the Salinas Ramblers host the races again. But the *San Francisco Chronicle* used the headline "Havoc in Hollister". Legend has it that the AMA released a statement saying that they had no involvement with the Hollister riot, and, "the trouble was caused by the 1% deviant that tarnishes the public image of both motorcycles and motorcyclists" and that the other 99% of motorcyclists are good, decent, law-abiding citizens". The AMA denies saying any such thing but myth has overtaken reality and 'bikers' around the world wear 1% badges for no apparent reason. Six years later Marlon Brando and Lee Marvin starred in *The Wild One* which helped spread the image of the 'outlaw biker'. Films, books, magazine all jumped on the bandwagon, doing incalculable harm to the image of motor cycles and motor cycling. Enough said; let's get back to motor cycling.



"It's quicker by land! When taking a short cut from one estuary to another, this dinghy owner uses a 17-year-old G-type Ariel for transportation. The 'chair' chassis had been home-built using extra-heavy gauge tubing. The members which could be seen were about 2½in in diameter. The whole assembly was surprisingly rigid, although it swayed

gently on the springs when touched. I asked the owner how she handled in a cross-wind, and his answer (beautiful, I thought it) was that she 'veered a little'."

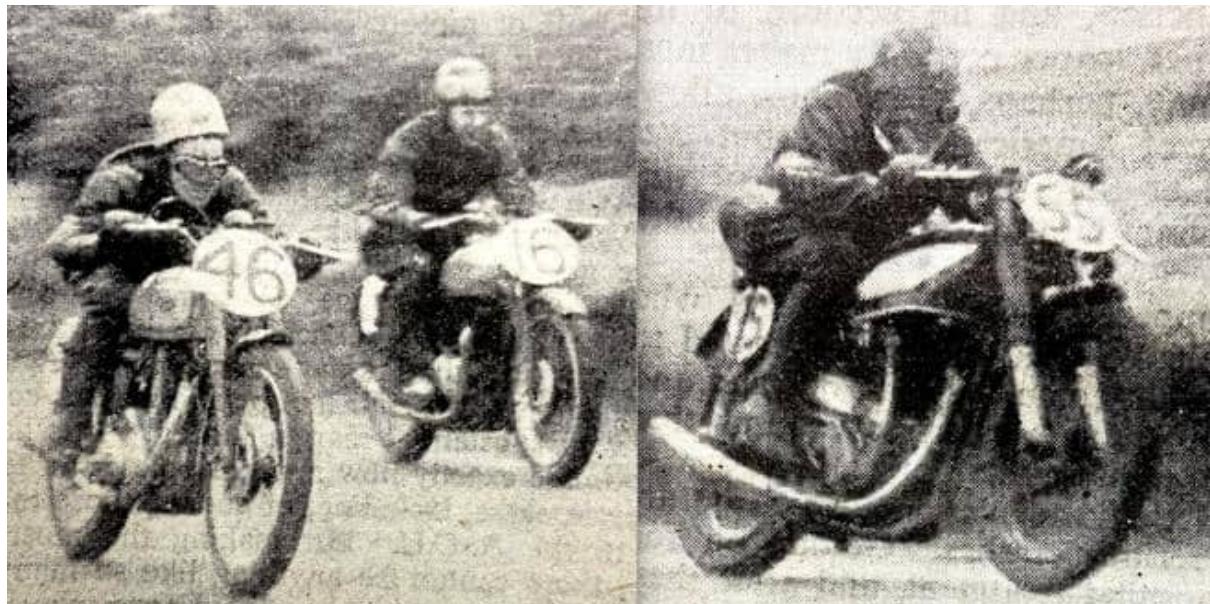
"UNTIL OUR OWN TIMES any road recognised as public was open to the use of all and sundry, by whatever means they cared to travel, and quite irrespective of its nature or condition. In recent years moves have been made, sometimes successfully and sometimes not, to close highways altogether, if not to the general public at any rate to motor users. Now the thing has started it is not easy to see where it is going to stop, unless every attempt of the kind is resisted to the utmost. Countless footpaths all over the country have been lost to ramblers for ever in the course of the past half-century or so, simply because people did not realise just what was happening, or did not care. Unless road users keep a watch on their privileges they are in danger of being barred from the use of many other pleasant by-ways."

"THE ENFIELD CYCLE CO has produced a magnificent brochure containing a record of its war effort. The whole thing is done in photogravure in two colours, and to many of its recipients it will no doubt come as a revelation of the ramifications of the Redditch firm, and the variety of its wartime products. It had no fewer than five factories in operation, including one 90ft below the ground, away in Wiltshire, and besides cycles and motorcycles and engines of various types, it turned out such things as predictors for anti-aircraft work and gyroscopic sights for various guns, including the Oerlikon."

"OCCASIONALLY ONE SEES registration numbers containing an unconscious element of humour. Recently, in London, I noticed an autocycle bearing plates with the letters LPA as part of the index number and to complete the picture the proud owner had his feet on a pair of old-style auxiliary footrests, fitted well forward, and was wearing one of those caps with the peak at the back. For the benefit of the uninitiated, of course, I had better explain that the letters quoted used, in the early days, to signify 'Light Pedal Assistance'—which was, more often than not. anything but light." *[lxion believed that the heating caused by LPA uphill, followed by rapid cooling on the reverse slope, wrecked the health of many pioneer motor cyclists—Ed.]*

"TWO MINIATURE ROAD RACE meetings, a full-scale 100 miles road race and two grass-track meetings is a programme for one week which should satisfy any enthusiast. Such was the 'menu' served up by clubs affiliated to the MCUI during Ulster's big holiday week, July 12 to July 19. The main attraction of the holiday week was the Wednesday's Mid-Antrim '100', held over a new 10.4-mile course outside Ballymena. The circuit, containing several long straights, gave every promise of high-speed lappery and the popularity of the race was such that 54 entries were received...The race was decided on a handicap basis, the limit rider, S Hodgin s (248cc OK Supreme) receiving 23 miles from WAC McCandless, who rode an AJ Bell 499 Norton from the scratch mark...From the outset, while the backmarkers were still awaiting the 'off', A McNeilly (490cc Norton) upset the handicap by turning a circuit at 69.98mph. He was in receipt of 16min 30sec

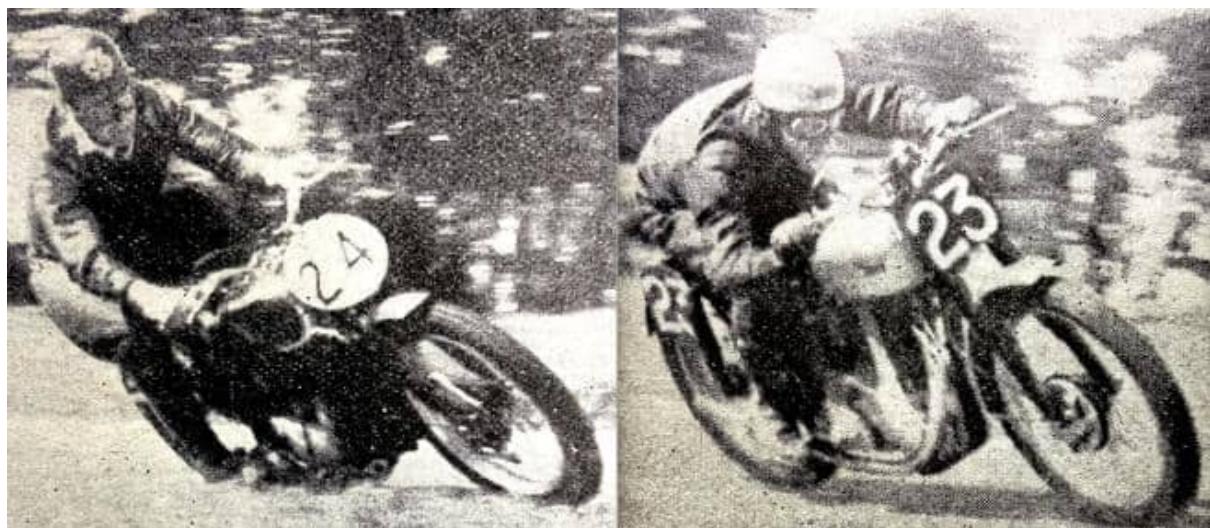
and at his opening pace would be difficult to catch. His speed was reflected by his appearance in third place at the end of lap two, by which time McCandless was just pushing off the line, 20 miles astern. At the end of the next circuit McNeilly was in the lead, averaging 72.98mph, with T Morgan (246cc New Imperial) in second place well behind. G Reid (348 Velocette) was third...A scrap was



“Bill Nicholson (348cc BSA), taking a holiday from trials riding, overtakes another rider in the Mid-Antrim ‘100’.” (Right) “The Joe Craig Cup for the fastest 500 went to Cromie McCandless, here seen at speed on the 499cc Norton he borrowed from Artie Bell.”

in progress between M Templeton (348cc Norton) and H Nicholl (490cc Norton), both averaging almost 76mph, but at this stage none of the faster men was in the first 10. Then came a lap by McCandless at 78.90mph despite a fall on his second circuit. On the fourth lap McCandless recorded 80mph as against 73.48mph by McNeilly, who was by now safely in the lead. At half-distance the order was McNeilly, Morgan, Reid, G Bell (348cc Norton), G Dummigan (249cc Rudge) and FG Kinning (348cc Norton). During the second half of the race the pace led to many retirements. The ultimate winner was a foregone conclusion, as by this time McNeilly led by almost half a lap. Interest, therefore, was centred on the efforts of the backmarkers to catch up. MW Baillie (348cc Velocette) was the first to appear among the leaders, being in eighth place on lap six, then seventh, fifth, third and into second place on the closing circuit. Templeton came from 10th place on the seventh lap into fourth on the final lap. The final four circuits by McCandless each established new lap records and brought him from 15th position to 12th, eighth and, with a shattering circuit in 7min 29sec (83.20mph), into third place on the last lap. McNeilly finished with over a lap in hand, having averaged 73.45mph for the journey. As he received the chequered flag he rashly cut across to the inside of the course, right in the path of Kinning, who was passing at high speed. Kinning’s subsequent avoidance of the timekeeper’s bus, some officials and *Motor*

Cycling's representative is worthy of mention. The runaway victory of McNeilly rather overshadowed some fine performances, notable among which were Billy Nicholson's average of 71.72mph on a 348cc BSA and Peter Gill's 75.20mph on a 348cc Velocette. No 250s finished the course in time, although S Hodges was still running when flagged off. On July 12 the venue was Bangor Castle Grounds, where the Ards MCC held their second series of miniature road races for this season. The feature of the meeting was the new lap record established by Cromie McCandless, riding AJ Bell's 499cc Norton. McCandless covered the mile circuit in 1min 9sec (53.48mph). Previous best was 1min 11sec (51.97mph) held jointly by E Lyons (498cc



"The winner of class D in the July 14 meeting at Bangor Castle, AG McFarlane (498cc Triumph)." (Right) "Second to McFarlane on Monday was the BSA star W Nicholson, who finished first in the 500cc class of the Thursday grass meeting."

Triumph) and W Nicholson (348cc BSA). The venue was again Bangor Castle Grounds on Monday, July 14, and larger crowds than ever turned up to see the racing. A notable absentee was Cromie McCandless, who was preparing his 499cc Norton for Wednesday's Mid-Antrim '100'. England was represented by AJ Glazebrook and CW Petch, both on 348cc Nortons. Petch dropped his model on a practice run and was unable to race. Speeds were lower than on Saturday, the best efforts being by AG McFarlane (498cc Triumph), Noel Hillis (348cc Norton) and Billy Nicholson (348cc BSA), all of whom had laps in 1min 12sec (51.25mph). The evening grass meeting staged by the Ards MCC on Thursday, July 17, at Bangor Castle Grounds, attracted large holiday crowds and was favoured with beautiful weather. Racing was keen and at times most exciting. A great scrap marked the final of the 500cc scratch race. The first heat had been won by Terry Hill (500 BSA), with AG McFarlane (498cc Triumph) in second place and the second heat by Billy Nicholson (500cc BSA), with OH Jackson (498cc AJS) behind. The subsequent battle between these four was something to be remembered. Hill led for a time, then Nicholson got ahead with Jackson on his tail. Under this pressure Nicky really opened up and brought the crowds to their feet with excitement.

He won by six seconds after a stiff fight. The remainder of the contests were equally keen.”

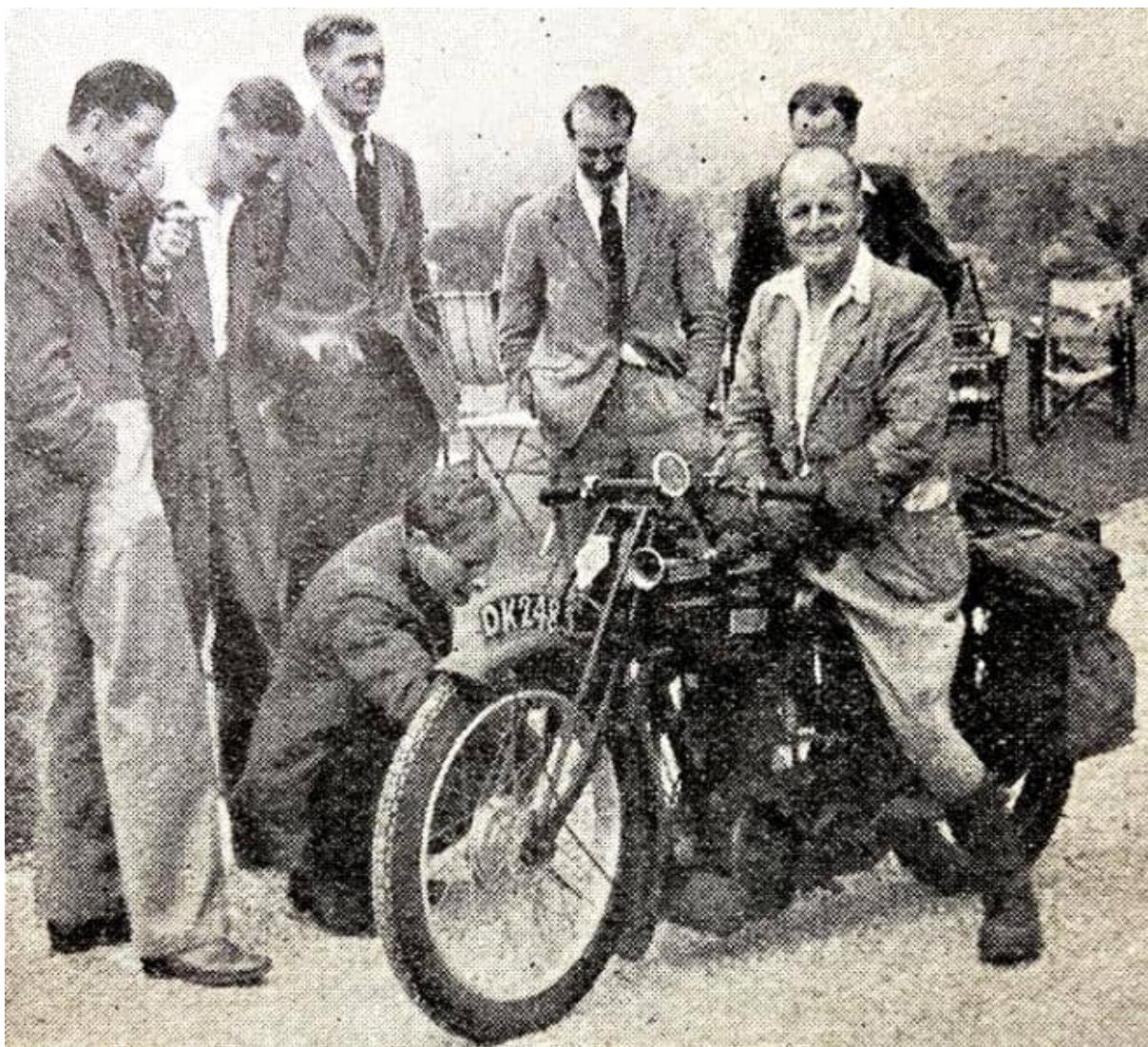
“HEAVY RAIN CAUSED the cancellation of the Belfast and District Club’s grass meeting, to have been held last Saturday, in aid of the Farmers’ Disaster Fund. Although large crowds turned up the organisers decided against holding the event as it was undesirable that damage should be caused to the Balmoral Showground venue. The meeting will take place at an early date.”

“LAST SUNDAY, A DAY of perfect weather, saw a huge crowd at Brands Hatch witness an excellent programme, including a series of match races between a Brands Hatch team and one from Wales. Commencing promptly at 1.30pm, the Grand Parade was led twice round the course by ‘chair’ expert Harold Taylor. Then came the combined heat and final of the 250cc Scratch Race. Cyril Clisby, being a non-starter and with D. Gregory (249cc Rudge) retiring at half-distance, after an exciting tussle, there was a clear field for Jack Colver, who romped home to win at a speed of 47.27mph on his amazing little Matchless. The special match races which came after the interval were somewhat dull to watch, with no opposition to the Brands Hatch team other than that which came from Angus Herbert (495cc AJS) who had been roped in to make up a depleted Welsh team. Brands Hatch won, 24-12. ES Oliver, however, had the time of his life and on his 500 Special proceeded to break as many of the track’s records as he could. In the third of the races, each of which was over four laps, he flew round to win in 4min 14.8sec, giving a speed of 56.51mph and making a new 650cc four-lap record. Not satisfied with this, he went on again in the fifth, to cover a flying lap in 1min 1.2sec, a speed of 58.82mph, a really marvellous ride. This is the fastest lap ever put up at ‘Brands’, beating even that of Ernie Lyons’s last year. The Grand Prix Handicap Final saw Angus Herbert (495cc AJS) and ES Oliver (500cc Oliver Special) with 65sec and 68sec handicaps respectively, but, undaunted, they set off to tear through the field. In close company, they whistled past one after another of the riders until, on the sixth and last lap, they had only two or three to pass. They changed places during this lap and were still flying on, although they could not beat JR Dunn (347cc Matchless) to the line. Oliver was satisfied, however, when it was announced that he had smashed the 650cc six-lap record in a time of 6min 16.6sec, a speed of 57.33mph!”



“Ron Frost (499cc Vincent HRD) and Angus Herbert (495cc AJS) fight for match race points. Frost rode for England, Herbert for Wales.”

“BLOW ME DOWN! It’s Harry Tate Junior!” As I ran into the car-park of the Lounge Café on Hog’s Back between Guildford and Farnham last Sunday, my attention was caught by the sight of an ancient and travel-stained motor cycle, positively staggering under the weight of two full panniers and an assortment of etceteras. As I had arrived on SS ‘Oildrag’—my 1929 Scott, which looks almost like a ‘46 since it’s been to Yorkshire for a ‘look-over’ by Harry Langman—for the mid-summer rally of the Vintage MCC, there was nothing surprising about seeing an ancient machine. The car park was full of ‘em. But few were at all travel-stained. Although many had come a long way—CJH Day’s 1921 ‘Beam, for example, had brought him down from Loughborough—these Vintage models nearly all looked as if they’d come straight out of the showroom. Who, then, had brought this rough old character into the company of the aged aristocrats of the two-wheeled machines? It wasn’t Harry Tate, Junior, after all, I discovered. Bill Fairburn is the name, a member of the club from Rochdale, Lancs. This 48-year-old fireman is devoting his fortnight’s annual leave to a 3,000-mile trip round the British Isles on his 1923 16H Norton. So far, he has ‘done’ the West Coast of Scotland and the East of England. He had ridden down from Northampton to attend the rally, and intended leaving that evening for Land’s End. Unless anything goes wrong with his plans, by the time this copy of *Motor Cycling* is on sale, Bill will have returned from Cornwall, visited Birmingham, where he’s calling at the Norton works, made a circuit of Wales and cracked smartly northwards in time to ‘clock on’ this morning for another 50 weeks of putting out fires.”



Bill Fairburn was riding round Britain on his 1923 16H.

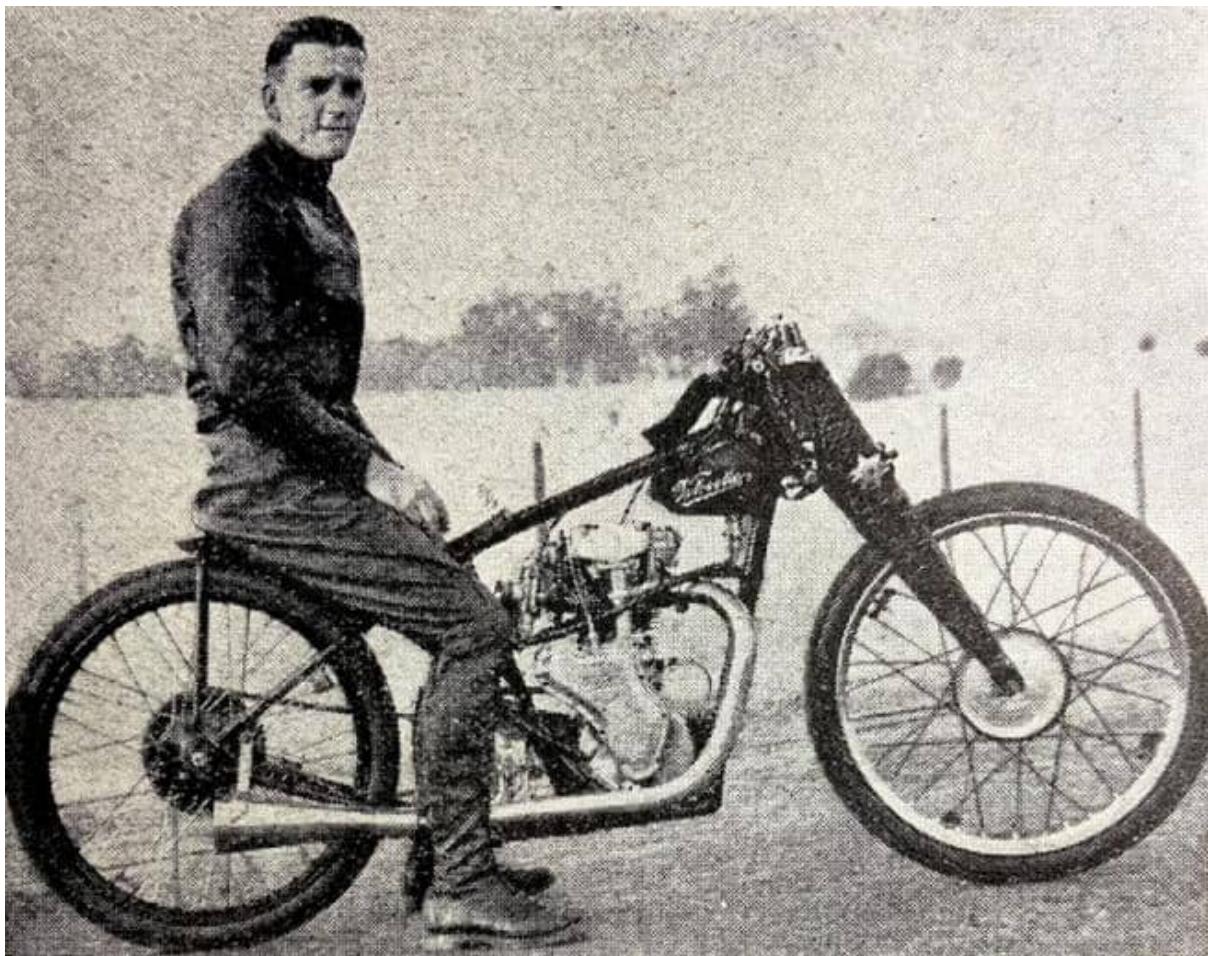
“EVEN AUTOCYCLE OWNERS will be catered for by the British Two Stroke Club when they run their road touring trial on August 10. Two-stroke riders from the South Eastern and South Midland Centres as well as members of the organising club may compete. The trial starts at noon from the Rambler’s Rest, Leaves Green, Kent (on the main Keston-Westerham road).”

“A NEW MOTORCYCLE, called the Typhoon, has been designed by a Swedish engineer. It is shortly to be placed on the market and is primarily intended for export, the South American countries heading the list. It has a Husqvarna type frame and a 7hp two-stroke engine, giving a maximum speed of 62mph. The price on the Swedish market is estimated at about 1,500 kroner (approximately £84).”

“THE FAMOUS NSU WORKS at Neckarsulm, in Germany, have now completed the construction of a small four-stroke machine equipped with a 60cc air-cooled engine with totally enclosed valve mechanism which gives an estimated maximum speed of about 50mph. Fuel consumption is claimed to be about 200mpg. The machine is fitted

with rear springing, telescopic forks and a specially sprung saddle and has a three-speed foot-change gearbox."

"MOTOR CYCLISTS ARE fully aware that commercialism cannot be eliminated from our pastime and, therefore, it must be accepted. But, so far as possible, it must also be kept in its proper place, which, surely, is that of a servant to the sport itself. So far this aim has been achieved. With the great majority of individual competitive riders, the sport always comes first; what can be made out of it is of relatively little importance. On the other hand, there is a small, but increasing, nucleus of businessmen in our clubs who, realising the entertainment value of organised sport, and with the example of the speedways before them, tend to favour the paying gate type of event. However, so long as the members are satisfied, the spectators pleased, and the sport is presented in such a manner as to instil enthusiasm for motorcycling generally, we can see nothing but good coming from these enterprises—always provided that the riders are not exploited and that the profits are ploughed back into the club so as to be of all-round benefit to the members. The danger, however, lies in the tendency for the business side of the undertaking to obliterate the sporting spirit which gave birth to the club, and it is for that reason, principally, that we consider the Auto-Cycle Union is acting wisely in pressing forward with the 2½% levy on paying gate takings which has lately been introduced to clubs throughout the country."



"What gear was he pulling? Tom Jemison holds a New South Wales State 250cc record at over 100mph on this MOV Velocette."

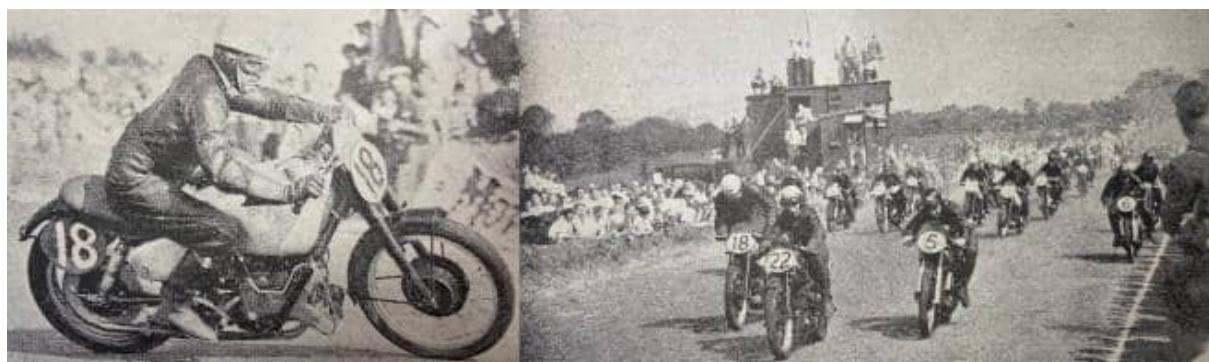


ULSTER GRAND PRIX

"WON AT NEARLY 98mph in 1939, when, for the first time, two 100mph laps were achieved in an international road race, the Ulster Grand Prix had enjoyed, almost uninterruptedly since 1928, the title of 'The World's Fastest Motorcycle Road Race'. Its nearest rival was the Belgian Grand Prix which takes place over the fast nine-mile circuit

of Francorchamps. Last year the first big post-war event to be staged was the Ulster Road Race. It was not an international event, but it was run over part of the famous 20½-mile triangle of roads which lie between Belfast and Antrim. The whole seven miles of the Clady Straight were included and the section from Clady Corner through Ballyhill to Nutt's Corner. But here war-time extensions to the Aldergrove airfield prevented a continuation down towards Crumlin and back up the old 'colonial' road to Muckamore. Instead, a right turn was taken and the course led along a secondary road through the little hamlet of Killead, with its several sharp turns and a hump-backed bridge, and along over an undulating road, to join the old circuit at Rectory corner, only half a mile from Muckamore and its right hairpin leading on to the world's most punishing straight. The course had thereby been reduced to 16½ miles. Racing tyres were not in production and a great many of the faster men retired early in the race. The bare results, therefore, suggested that the new Ulster circuit might no longer hold its title when international racing was resumed. 'Pool' petrol was upon us, too, introducing a new, and unknown, factor into the sport. Various expert opinions put the reduction in maximum speeds at something between 5% at the best, and 10% at the worst. Only VH Willoughby (348cc Velocette), the one really fast performer to finish the course, gave evidence, by averaging 87.27mph, compared with the pre-war Junior speed of 91.66mph, that the 'UGP' might still retain its laurels. Last Saturday an international race was held on the shortened circuit. The 19th Ulster Grand Prix was won by AJ Bell, of Belfast, on a 'works' 499cc Norton, at an average speed of 91.25mph. As the winning speed in the 1947 Dutch event was 83.95mph and in the Belgian 89357mph, the 'Ulster' is still the 'World's Fastest'. There was no foreign competition this year, and attention was, therefore, very largely centred upon the two manufacturers' teams. In the 500cc class three Norton singles were matched against three AJS twins. One Norton was in the hands of the long-experienced Harold Daniell. Two Irishmen rode the others; AJ Bell, of Belfast, who promises to be one of the greatest riders since the late Jimmy Guthrie, and E Lyons, of Co Kildare. Jock West, winner of the 'Ulster' in 1937 and 1938, headed the AJS team. With him were RL Graham, famous short-circuit man, and EJ Frend. There was also Bob Foster to be reckoned with. Riding Peter Goodman's 499cc Velocette, reputed to be one of the fastest 'unblown' machines in existence, and with a most successful year's racing to his credit, he held the lead for several laps before mechanical trouble put him out of the contest. In the Junior race there were only two 'works' machines—the Nortons ridden by JJ Lockett and K Bills. The latter retired early on and it was left to Lockett to win the first event in which he has ridden as a manufacturer's entry. But for the greater part of the race it was FL Frith, on a 348cc Velocette, who led the field in this class. M Cann and M Barrington on Italian Guzzis made a 'two-man' race of the Lightweight class, and, in winning it, Cann reversed the decision of the timekeepers in the Isle of Man. The first British machine across the line was an Excelsior, ridden by LG Martin, who finished third. One man won the Governor's Trophy for the best performance in the Open Handicap, won the 350cc class handicap, and finished second in the scratch race for

that class. He was LA Dear, riding a 348cc Velocette entered by George Bryant of Biggleswade. The race took place in blazing sunshine of a brilliance unusual for Ireland. As a result of the heat there were patches of liquid tar on several parts of the course—the same bother which reduced the speeds in this year's 'Dutch'—and the approach to Clady hairpin was so bad that riders could scarcely use their brakes. In the seven miles of the Clady straight, the course climbs, in a series of switchbacks, a full 600ft. It is this labouring, undulating and bumpy full-bore climb which has a lot to do with the high percentage of mechanical failures which always occurs in the 'Ulster'. A bus strike on the Saturday morning did nothing to reduce the number of spectators. But it did result in many of them gathering at Muckamore, where they arrived by train, or Clady, which they had reached by walking most of the seven miles from Belfast. The congestion at these points caused the start of the race to be delayed from 2.30pm to 2.52pm, while the marshals were getting the crowds under control. In front were the Seniors, 21 of them, and all but four mounted on Nortons, the exceptions being Foster's Velocette and the three 'works' AJSs. Behind them, due to start one minute later, were the nine Nortons, seven Velocettes and one AJS, which comprised the Junior class, and farther to the rear were the Lightweights—two Guzzis, two CTSs, two OK Supremes, five Excelsiors and one Rudge—the most mixed entry of all. At 2.45pm the official car returned from the final inspection of the course. The starter took up his position on the roof of the timekeeper's hut, and the hands of the huge manually operated starting clock began to move. 'One minute to go,' 30 seconds..15..5, 4, 3, 2, 1—bang!—a scutter of feet, a bellowing cacophony of sound, and the first post-war Ulster Grand Prix had commenced!



"JM West, whose Senior AJS finished third, cornering at Clady." Right "You can almost hear the thunder of the exhausts in this picture of the start of the first post war 'Ulster'. The 500cc winner, AJ Bell, carrying No 5, is seen getting aboard his Norton while the unlucky AR Foster (Velocette), is No 22. Jock West (AJS twin), who came in third in the Senior Class, is No 18."

THE 500cc RACE: Jock West (AJS), Bob Foster (Velocette) and Artie Bell (499cc Norton) were first off the mark, but valuable seconds were lost by Jock as his twin spluttered on one cylinder before bursting into full power just past the pits. Last man to get his engine to fire was the promising new local rider Baldo Meli, but in all only 10sec had elapsed

between the crack of the starter's gun and the departure of the whole class. Ten anxious seconds, nevertheless, for the Belfast boy. There were only three non-starters. HB Myers and Jack Brett, both entered on Nortons, had failed to arrive from the mainland. GA Coulter, who had hoped to compete in his first big road race, had trouble during Thursday evening's practising with the Rudge Ulster which he has rebuilt during the war years, and could not effect repairs in time. Very bad luck. That left 21 starters. Apart from the AJS team—West, Les Graham and Frend—and Foster on the 499cc Velocette which carried Peter Goodman into third place in this year's Senior TT, the rest of the 500c. class were riding Nortons. With the exception of the three works models, the majority were square-finned 499cc 'Manx' springers, but S Arnold had an earlier model with rear springing and girder forks and BM Graham's pre-war job was equipped with a McCandless rear end. It seemed that the 250s had scarcely departed before the loudspeakers were announcing that Bell, Foster, Lyons and Daniell had all rounded Muckamore Corner, 8½ miles away and at the start of the seven-mile straight. At Loan Ends, two-thirds of the way along the straight, the Velocette was in front; but the Nortons of Bell and Daniell were on its tail. The roar of the leading machines could now be heard across the open fields. Momentarily there was silence as the riders shut off for the bottom gear hairpin at Clady; then necks were craned in the grandstand for the first glimpse of the leaders hurtling over the crest of the slight hill between the corner and the start. There they were! It was the Ulsterman, Artie Bell, who led, and the crowd cheered loudly in appreciation. One second behind him were Daniell and Foster, riding abreast. Lyons came next—the Norton team holding three of the first four places —then Jock West (AJS) with his team-mates just astern, and Rex McCandless squeezed in between Ted Frend and Les Graham. The latter gave a very definite 'thumbs-down' as he passed the pits. Bell's average speed from a standing start was 92.14mph, nearly 1mph faster than the best flying lap in this year's Belgian Grand Prix. The second man had also bettered the 91.21mph recorded on that occasion, so it seemed already as if the 'UGP' could still claim to be the 'World's fastest'. At the end of the second lap the leading positions were the same. Bell still in front, Daniell and Foster together just a short way behind. This was Bell's fastest lap and by averaging 94.79mph he had increased his lead to 5sec. Les Higgins (499cc Norton) had a short pit stop to check on a 'faulty plug'. A second stop was made later in the race and it was only then that he discovered that the strap securing his tank-top chin pad was being sucked into the mouth of the carburetter! AV Carter, Bill Beevers and S Arnold all had more serious trouble and retired. Muckamore and Loan Ends both reported that the Velocette and the second Norton were now closing up on Bell; certainly Bob Foster had reduced his distance from the leader when they passed the grandstand, and at Muckamore on the fourth circuit he was reported to be only 15ft behind. Now came bad news. Harold Daniell had retired with a rear wheel puncture. Since 1934, when he last rode as a private entrant, Harold has been consistently unlucky in Northern Ireland and this made yet one more 'Ulster' in which he had failed to finish. At the same time there was a retirement in the AJS team,

Les Graham's foot-change mechanism having ceased to function. Noel Christmas had also retired, so that at this early stage of the race the 500cc field had already been reduced by one-third. Using every ounce of the Velocette's performance—it was reported to have made the fastest speed of all, 111.23mph, over a measured kilometre by the timekeeper's box—Foster took the lead from Bell on the fourth circuit. But he didn't hold it for long; the Irishman was in front again at Muckamore. Just half a minute behind the leaders, Ernie Lyons was holding third place. Jock West's AJS still lay fourth, Frend's fifth. A steady sixth man was Rex McCandless on his Norton. There was great excitement at the end of the next lap, when the leading pair went by so close together that their times were announced as being equal. They were nearly a minute up on Lyons. Eventually Foster managed to get a slight lead once more, and increased it considerably when he roared past the pits at the end of the sixth lap, whilst the 'works' Nortons pulled in to refuel. By now the average speed had risen to 93.88mph. Both Bell and Lyons were at their pits for 31secs, but although the AJS pair postponed their stop, the Norton men still retained second and third places with several seconds in hand. Tommy McEwan retired with his Norton suffering from clutch trouble, and sand racer RJD Burnie was 'black-flagged' following a report that his machine was steering erratically. After he had been delayed for some time by the scrutineers, however, he was allowed to proceed. For the next three laps Foster held his lead, and by the end of the ninth he had an advantage of 19sec, despite a 31sec pit stop on the previous circuit. The Ajay people staggered their stops so that West refilled at the end of the seventh lap and Frend pulled in next time round. Then, with nearly two-thirds of the race completed, mechanical trouble hit the Velocette on its tenth circuit. A broken exhaust valve was reported to have put Bob Foster out of the running. Now Nortons—Bell and Lyons—held the first and second positions, with a comfortable lead of 95sec. Bell eased back his throttle. West and Frend came next. Rex McCandless was two minutes behind Frend and the Scotsman, J Seggie, lay sixth, half a minute in front of Meli. Frend, who had crashed at considerable speed during the practising, was still stiff and either fatigue or an unreported tumble lost him a place to McCandless on the 11th lap. But Rex's gain was short-lived, for before the next circuit was completed his Norton had 'packed in'. As Jock West was three minutes behind Bell by now, it looked as if nothing but very bad luck could rob Nortons of victory. Both Norton team-men, indeed, could afford to have a second pit stop on the 12th lap. Seggie, from being one of the 'tail-enders', suddenly found himself lying fourth with only two laps to go, whilst poor Frend had dropped back to sixth and Meli now lay fifth. Higgins and WJ Spratt were the only other Senior men still on the course. Seggie, however, after a very steady ride, ran into trouble on his final lap and failed to complete the distance, and Higgins and Spratt were both flagged off before they had covered the full 15 laps. Right at the end of the race Ernie Lyons made a very fine effort to get up with his team-mate. From being 45sec in arrears at the end of the 13th lap, he had reduced this deficit to 33sec as they started their last circuit, was almost on Bell's tail at Muckamore, and finished only 15 $\frac{1}{2}$ sec behind him. Jock West

and Ted Frend brought their AJS twins into third and fifth places, thus proving that this new machine has gained tenability in its first year, and private entrant, Baldo Meli, took a well-earned fourth place on his 1947 Manx Norton. Altogether an excellent race and one in which the average speed would have been considerably higher had the Bell-Foster battle gone the full 247 miles.



“An impression of the Junior winner J Lockett (Norton) at speed on the approach to Ballyhill.” Right “An official of the promoting body, the Ulster MCC, gives the checkered flag to the Belfast Norton rider, Artie Bell, who averaged 94.25mph for the whole race.”

THE 350cc RACE: One minute after the Seniors had departed, the flag fell again and the seventeen 350cc machines were pushed off. It was an even better start than the Senior, and the riders disappeared down towards Ballyhill in a solid phalanx, with K Bills (Norton), FL Frith (348cc Velocette), JJ Lockett (349cc Norton) and BJ Goodman (348cc Velocette) at its head. There were only two non-starters, TF Tindle and F Shilling, who had been injured in a car crash on his way to the boat. Freddie Frith, whose machine has been built from those used by Stanley Woods and the late Ted Mellors just before the war, was in the lead at Muckamore. Thursday’s practice had already shown that he has completely recovered from the shoulder injury received when thrown from his Guzzi while practising for the TT, and he was riding with all his pre-war brilliance. He still led when Loan Ends was reached; and at this point Lockett and Bills, on their ‘works’ Nortons, and LA Dear (348cc Velocette) were riding abreast in second place. When they passed the stands, Frith still, had the advantage; Dear and Lockett were riding abreast in second place. When they passed the stands Frith still had the advantage; Dear and Lockett were still abreast, but Bills had dropped back slightly. The leader’s average was 84.78mph. It was nearly half a minute before the rest of the class appeared, when another bunch of three, FW Fry, BJ Goodman and H Andrews, all on Velocettes, dashed past. Another lap still hadn’t separated Dear and Lockett: it looked as if they would be going right through the race as a pair. Frith had increased his lead to 11sec, but poor Bills had dropped out, with a motor which no longer had compression. Fry was now just ahead of Goodman. There was one other retirement apart from Bills, that of Artie Bell’s namesake from ‘across the Border’, G Bell (Norton). MW Baillie (348cc Velocette)

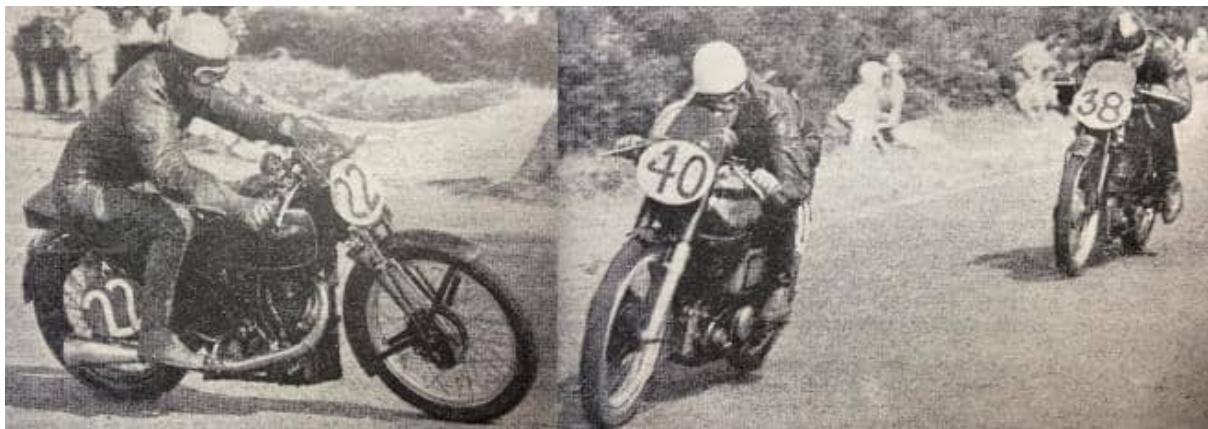
stopped at. Muckamore but managed to get going again. On the third lap Dear almost overshot Nutt's Corner; as a result there was an appreciable gap between him and Lockett. Fry was having trouble and slipped back to 12th position. Bertie Goodman took fourth place and Andrews fifth. Coming up from ninth, WS Humphry had forced his Norton into sixth position. EN Millar, riding a Mark VII Velocette equipped with McCandless rear springing, retired and on the fourth lap his example was followed by Fry. At the end of the seventh lap, when he came in to fill, Freddie Frith had a lead of 26secs over Lockett, who pulled into his pit just as the Velocette rider was departing. About the same interval existed between Lockett and Les Dear, who also pulled in on this circuit. Bertie Goodman still lay fourth, but the fifth place was now filled by J Bailey (348cc Norton), Humphry lay sixth and H Pinnington (348cc Norton) occupied the seventh position he had held steadily throughout, despite a tumble on the wet tar at Clady. Just after half-distance, WM Webster (348cc Norton) and S Dalzell, on the lone ohc AJS, retired, and two laps later Humphry followed them out of the race. His disappearance was due to an unfortunate disregard of pit signals which caused him to run out of petrol half-way around the course. Lockett had made an extremely quick refuelling stop and on the eighth lap was only 5sec behind Frith. Making a tremendous effort, he was only 1sec behind the leader on the ninth lap. Things were getting hectic! The big excitement, however, occurred on the tenth lap, when, down by Ballyhill, Frith had a valve drop in! He had led right from the start, had pushed the lap speed for the class up to 86.62mph and appeared to be a certain winner, as he evidently had a little in hand over Lockett in the matter of speed. This left Lockett, a most stylish rider, leading the field on the remaining 'works' Norton. Les Dear's Velocette was only 90sec to the rear, and Goodman sat safe in third position, some way behind. J Bailey now lay fourth, with MW Baillie fifth—still cracking well after that first-lap stop—and Pinnington now up one place to sixth. H Billington (348cc Norton), H Green (348cc Norton) and H Andrews completed the numbers of those still hoping to finish the 231 miles represented in 14 laps. Not a single change of position occurred in the concluding laps, the riders finishing in the order given, with the exception that the last three were 'chopped' by the finishing flag before they could commence their final laps.



"250cc winner M Cann (No 63) with the second place man M Barrington (No 65) in hot pursuit. Both rode Italian Guzzis." Right "Coming up under the trees from Clady towards

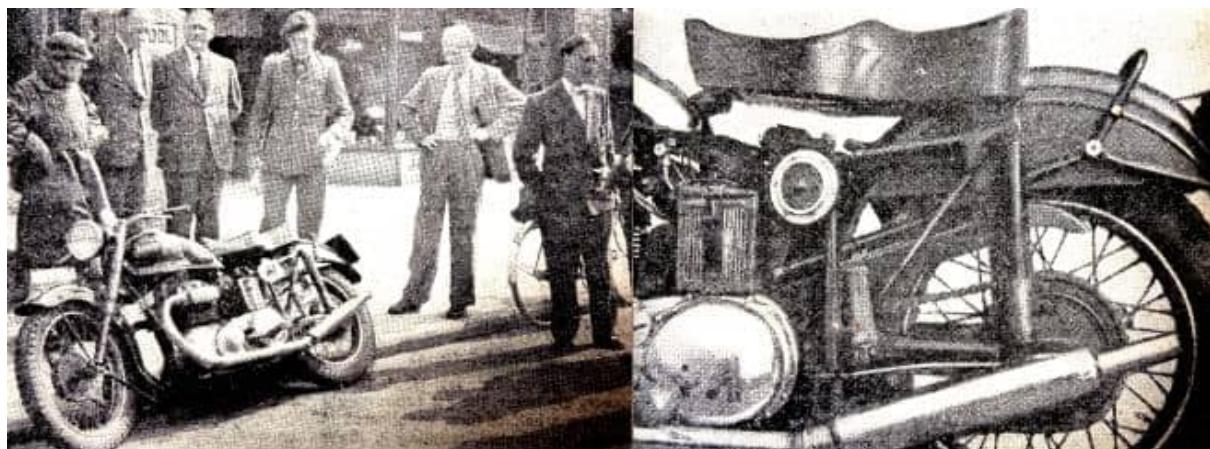
the Grandstand. Leading is No 41, BJ Goodman (Velocette) third man home in the Junior, No 17 is BM Graham (Norton) and behind is No 9, T McEwans (Norton)."

THE 250cc RACE: Four non-starters, CH Manders (Excelsior), GL Paterson (New Imperial), G Dummigan (Rudge) and C Tattersall (CTS) left 12 Lightweights at the back of the grid to wait until the departure of the Seniors and Juniors at minute intervals before they could commence their 214½-mile ride over 13 laps of the course. Maurice Cann took about 5secs. longer than anyone else to get under way, his engine '16 stroking', but well before the end of the lap his Guzzi was at the head of the field, where it stayed throughout. RH Pike's Rudge was actually in the lead on the way down to Muckamore, but there he had to stop to change the plug. As soon as he tried to restart an exhaust valve collar broke (something which had happened to him only the previous week-end, at Abridge aerodrome) and that finished Roland's ride in the 1947 'Ulster'. Veteran 'Paddy' Johnston, too (he finished second in the 1923 race!), got no farther than Muckamore, where his Rudge-engined CTS broke down. In one lap Cann and M Barrington—one second behind him—had established a lead, with their Italian Guzzis, of nearly a minute over the eight remaining lightweights. LG. Martin on a 'spring-heel' Excelsior lay third—where he remained for the entire race—and closely bunched behind him were SM Miller (249cc CTS), RA Mead, with his beautifully prepared and much-modified 'Mechanical Marvel' Excelsior, RT Drinkwater on another Excelsior 'springer', and J McCredie, riding a rigid-framed Excelsior. The one-second interval between Cann and Barrington lasted for six laps, with Cann always just in front. The average speed rose steadily from 78.10mph on the opening lap to 79.32mph. Barrington intended to pull in for refuelling after the sixth lap, but overshot his pit and carried on. He had lost the advantage of tailing Cann, and, before the lap was over, had suffered a broken valve spring which he changed in Killead village in 65sec, and had lost the enormous megaphone with which his machine had been equipped since the TT Lightweight Race—it had been noticed to be loose as he passed the pits. To increase the gap between them, Maurice Cann made a record circuit in 12min 13sec (81.08mph) and on the eighth lap he repeated the performance. By now Barrington was over four minutes in arrears. But he still had over three minutes in hand over LG Martin, who lay third. Only three other competitors were now motoring; Ben Drinkwater, fourth, less than a minute behind Martin; SM Miller (CTS) and, bringing up the rear, J McCredie. RA Mead had given up the fight on the previous lap when his little Excelsior started 'drying-up'. After Maurice had pulled in for his pit stop he slightly reduced his rate of knots for the five remaining laps, despite which, however, his winning speed was 78.78mph."



"AR Foster (Velocette) who led the race from the fourth to the end of the ninth lap when he retired with engine trouble." (Right) "Winner of the 350cc class, J Lockett (40, Norton) scrapping with the runner-up, LA Dear (38, Velocette), who won the Governor's Trophy—the Grand Open Handicap Award."

"IN THE OCTOBER 19, 1944, issue of *Motor Cycling* appeared an illustrated article dealing with the activities of a young Belfast engineer-cum-racing man who appeared to hold very decided views regarding rear-wheel springing and suspension generally. Following this introduction to Rex McCandless, riders on this side of the Irish Sea heard little of his name until a certain exponent by the name of Bill Nicholson suddenly leapt into prominence by winning the 1946 Cotswold Scramble. His BSA, which so deeply impressed fellow-competitors and spectators alike with its exceptional handling, wore a McCandless-produced 'tail'—and remember that rear springing had always been frowned upon by our scrambling and trials fraternity, no matter how much the road-racers valued it! Following this public demonstration of the McCandless springing in very real action, many competition riders, mindful of the Irish rider's effortless performance, began to put aside their deep-scored prejudice, and inquiries by the dozen were addressed to the Bell and McCandless establishment—for Rex is in partnership with the famous Norton exponent. 'Ordinary everyday' riders were not slow in observing that pictures of Irish road racers in action frequently portrayed standard sports machines wearing this desirable spring heel, and the McCandless post-bag quickly became so much the heavier. The increasing regard for this simple and comparatively inexpensive method of 'idealising' many a rigid-framed mount did not pass unnoticed by members of the trade in this country. Mr JR Ferriday, principal of the Feridax accessory concern,

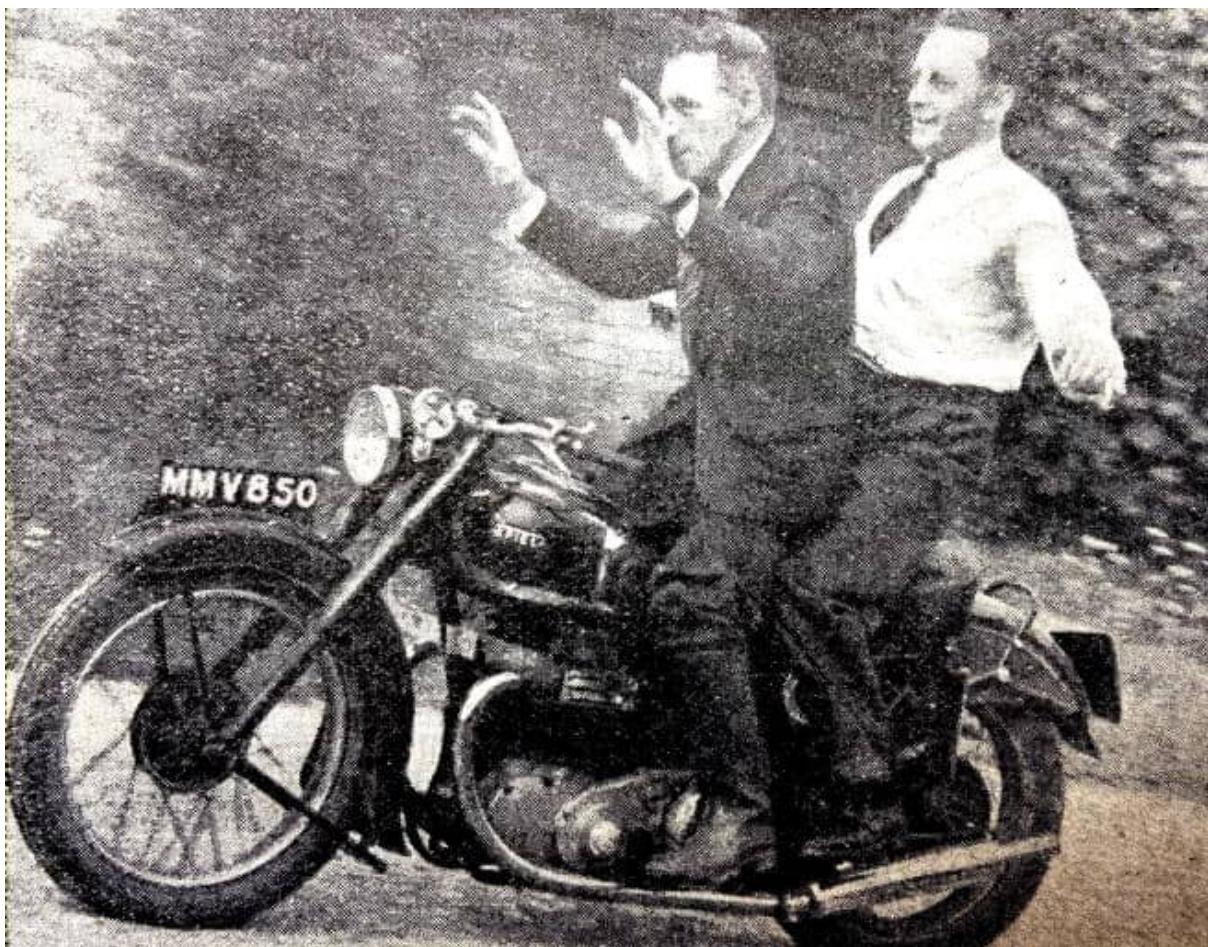


"With the McCandless-sprung Ariel Four as the centre of interest, this group includes, on the left, *Motor Cycling*'s Charles Markham; next to him is Fred Anning and, on the extreme right, the latter's co-joint managing director of Feridax-McCandless, JR Ferriday." (Right) "The neat way in which the McCandless rear suspension has been 'grafted' on to the 1,000 Ariel. Note also the Feridax Dual seat, or saddle-cum-pillion."

despatched his own Ariel 1000 to Belfast, and when it returned with its tail sprung he promptly proceeded to hammer *The Beetle* (as he so unkindly terms it) around the country at positively indecent speeds. Among other cruelties, *The Beetle* was called upon to suffer many hard and fast laps of the Scarborough racing circuit in the hands of course-marshall Arnold Moore. The latter's efforts to buy the Ariel outright were laughed to scorn by Jim Ferriday, who had watched carefully the behaviour of *The Beetle* on its many rasping laps in the hands of Moore! In our July 17 issue appeared a brief announcement which proved that this new springing had created sufficient confidence for the formation of a manufacturing company in this country. Thus it came about that I received an invitation to attend an informal lunch party celebrating the formation of Feridax-McCandless, of Cheltenham, and to sup the health of joint managing directors, JR Ferriday and Fred Anning—one-time West Country trials specialist. *The Beetle* was present, too, which was just what I wanted, and the further requirement of a really bumpy un-metalled road was pointed out by 'Cheltenham Flyer' Jack Williams.

Following a brief, but hearty celebration, our little party of the Press moved out of the town to the selected roughery. It was a 350-yard stretch of wide, unfrequented and completely neglected road, which the average car driver would negotiate at little more than 10-12mph, whilst an unsprung solo motor cycle would conceivably tackle it at 15-20mph. Glancing at the healthy proportions of the big Ariel as I proceeded to discard my riding coat, I'll swear *The Beetle* sniggered as I became revealed in true proportion *sans* voluminous kit. I have never felt particularly inspired by rodeo artists, but this insolent 400lb of motor cycle was there to be diced, and, come what may, we would dice together! With thousands of miles-worth of experience on *The Gent*, I felt no misgiving on the question of steering; on the contrary, I have a great respect for Ariel 'telescopics' and felt quite happy about the navigational prospects. But when three and

a half hundredweights of motorcycle begins ‘buck-jumping’, pictures of one’s murky past are apt to flit across the fear-stricken vision. ‘There’s a flat-spot on the carburation just above tick-over—haven’t cleaned the ‘gasworks’ out for ages—you’ll have to watch it, because she goes like a bomb when she cuts in again...’ Jim Ferriday was talking, handing out a message of cheer, and I departed muttering vaguely about shocking maintenance. Twenty seconds later *The Beetle* and I, having arrived at a mutual understanding, were cruising over the worst hummocks at a steady 30mph. in third. ‘Too easy,’ I said to myself, and mentally arranged to wallop the same potholes at 35-40mph on the return trip. I wouldn’t pretend that my run back was good propaganda for anything short of showy suicide, but we kept ‘right side up with care’ and landed after every shattering bump with a pleasant cushioning effect in evidence at the rear. ‘Damping on the rebound only,’ the Ferriday man had said, and we had to admit that it worked well. The fact that my 10 stones had been perched well back on the Dualseat might have helped, of course—which thought produced The Very Idea! A quick turn around and back into the roughery—then up on the rests, and, just to find out how much I really would be thrown out of contact, the bars were released immediately the speed rose to 28-30mph. This was genuine rodeo stuff, and if things hadn’t worked out the way I had decided they should, it wouldn’t have been ‘no hands’—it would have been ‘no teeth’! Back among the group of interested spectators, I fell to pondering. If this springing was as well regulated as it seemed, surely a pillion rider



“Markham and Ted Underwood demonstrate the navigation of the Ariel with its proprietary rear springing over bumpy potholes.”

would be equally safe, despite a slightly more direct contact with the source of shocks. A tentative suggestion to those present brought incredulous looks and comments in the ‘Gertcher’ strain. Psychology was applied, however, and a couple of minutes later I set off with a pillion rider who has but the haziest idea of controlling a motorcycle and expressed himself as not particularly keen to become enlightened. As a partner in a thriving advertising agency business, however, Ted Underwood understands sales talk, and I managed to talk him into a temporary partnership aboard *The Beetle*. Within a hundred yards, this ‘fully inexperienced’ passenger was demonstrating daring deeds in duo as we larruped gaily over the bumps with arms outstretched and nothing more than four size sevens in contact with the model. No fewer than six times we travelled this length of bumpery, with speedometer readings varying between 25 and 35mph. Let me record here my gratitude for the touching faith displayed by a non-rider in accompanying me on such circus tricks. It did not prove difficult, and I’m no Viney in the matter of accurate balance. To say that this specimen of McCandless springing works well on fast main-road bends and bumps would be stressing the obvious. Irish road races have proved the fact already and further confirmation should be to hand during Manx Grand Prix week, when more than one sample will be seen in urgent action on the

Island circuit. The address of Feridax-McCandless is Feridax House, Frederick Street, Birmingham, 1."



Until the FIM banned superchargers Oskar Pillenstein's Fürther racing team had great success with a blown Zündapp KS600 outfit that they tuned to develop 60hp to give a top speed of just over a ton.

"THROUGH THE MEDIUM of your columns my club would like to thank the Chester MC for the way in which they looked after one of our members, providing him with lifts on club runs, when he was stationed in their area recently after being called up in the Army. Needless to say, any members of the Chester MC will find a hearty welcome should they find themselves able to give us a visit. At the same time, the invitation is extended to members of any other club situated away from their home towns and in our area—South London.

CR Bruguiere (Press Secretary, Streatham & DMCC), London, SE26."

At the end of the war the basic petrol ration was designed to give private vehicle owners 150 miles a month. In 1946 it rose to 270 miles per month—but on 1 October, 1947 'basic' was withdrawn; it was not restored until June 1948. Motor cyclists were not amused.

THE FIGHT FOR OUR "BASIC" PETROL

“A PARADE OF MOTOR CYCLISTS four and five deep, stretching for over two miles, formed the impressive finish to the petrol protest rally held at Brands Hatch last Sunday. In spite of dull, uninviting weather, with threatening clouds and a keen wind, motor cyclists rolled up in their thousands as the appointed hour approached. The meeting was to have been opened by Earl Howe, but he was prevented from coming by an unfortunate accident on the previous day. Mr. Dennis Strange, hon secretary of the Sanderstead Club and of the Motor Cyclists’ Petrol Appeal Committee, opened the proceedings with a resumé of the Committee’s activities to date, telling of ‘the other six rallies being held simultaneously throughout the country, and outlining the main points of the basic petrol drive, namely, the organisation of deputations to every Member of Parliament and to get every motor cyclist to take up the matter with his trade union, write to his MP, and write to the local and national Press; he was roundly applauded. Purchase Tax paid on new machines which would become merely a liability without petrol, was one of the points raised by Mr Harold Weir, the next speaker; there was no justification for playing around with the small man’s purse...After making everyone laugh heartily, Mr Harry Tate, the stage star, spoke seriously. He had been a motor cyclist from the earliest possible age and he felt that no good could come of motor cyclists having their life blood taken away. Mr Tate had journeyed from Folkestone to be present. **FROME RALLY:** Point after point emerged at the Frome meeting—once the ice had been broken by a member of the audience going up to the microphone. The area organiser, Mr Hodge, after opening the meeting, said that, speaking as secretary of a motor cycle club, the Frome & District, the ending of basic would mean the death of club life. He was followed by the local secretary of the RAF Association, who pointed out that without basic people would be unable to get to Association meetings. A motor cyclist of 40 years’ experience maintained that riders have ‘asked for it’ by not becoming organised—by not joining one of the bodies such as the RAC. **WINGFIELD PARK:** The first of the Midlands’ contingent arrived at Wingfield Park nearly an hour before the time scheduled for the Rally, and by 10.30am there must have been nearly 1,000 people at the venue. The sky was dull and overcast, yet still they came, those doughty enthusiasts to whom the basic ration is all-important. By 11am, although no accurate check was made, there were roughly 2,000 motor cyclists present. These 2,000 were representative of a much greater number. They brought signatures from fellow riders and workmates who, because of shift work in the factories and mines, or because of lack of petrol, could not themselves attend. The whole of the industrial Midlands of England was represented at the rally, and also there were representatives of the daily and national Press, and even a Gamma British photographer operating with a cine camera. **NORTHERN PROTEST MEETING:** From all parts of North-West England riders converged last Sunday morning on the little village of Greenfield, near Oldham (Lancs), in order to register their protest against the abolition of the basic petrol ration. And not only motor cyclists, but a considerable number of car owners, realising, no doubt, that this was a common fight, turned up to voice their protest also...From the conversation it

was obvious that it was widely felt that this vexed topic had gone beyond normal realms, and many expressed the view that this was only the thin end of a very large wedge. From the owner of the Raynal Auto to the big Vincent-HRD, all were unanimous on one point, however, that all lawful means be tried in order to get 'basic' restored as soon as possible. Good work had already been achieved in the matter of petitions; Halifax & DMC collected over 1,000 names in less than a week, and other clubs reported similar progress—opportunity was also taken to get forms filled up as the spot. A very necessary item in view of the large attendance, namely, an amplifier unit, was fixed up, and over this Mr Jack Irwen, of the Manchester Ace MC...paid tribute to the Sanderstead & DMC for their lead in getting these meetings going, and it was as a result of attending the London meeting, in fact, that his club found itself the organisers of this rally."



"Head of the imposing procession which stretched for over two miles and wound up the Brands Hatch rally."

"MANY THOUSANDS ATTENDED last Sunday's meetings in different parts of the country to protest against the abolition of the basic petrol ration. Thousands more would have done so had it not been for scarcity of petrol—their need to conserve what little fuel remains to them. As expected, the largest protest rally was in the South, at Brands Hatch, near Farningham, Kent. Six thousand, it has been estimated, were at that protest meeting alone. The thanks go out to the Sanderstead club and to its little band of helpers who have striven magnificently on behalf of all and are determined to continue the fight. The Derby Pathfinders, too, must be mentioned for the part played in endeavouring to replace inaction with action. While motor cyclists are loud in their protests in private, they are still too inclined to be inarticulate publicly. At some of the meetings last Sunday it was difficult for members of the audience to reveal over the microphone the disgust they inwardly feel, and what the abolition of basic petrol means to them and to their families. Those who were willing to speak often showed that its denial spells very real hardship—hardship which they should bring to the notice of their

MPs and trade unions. The time for apathy is past; motor cyclists need to get together—to be organised—each playing his or her part. The quantity of fuel asked for by motor cyclists is not large—a mere couple of gallons a month would make all the difference to willing workers and the lives of thousands. France, it will have been noticed, has decided on these lines. While the basic ration is being eliminated for other vehicles, a ration of five litres a month is being retained for motor cycles, the most economical of all motor vehicles.”

“THE MOTOR CYCLISTS’ PETROL Appeal Committee was elected at a meeting at the RAC, at which 113 clubs were represented. At that meeting were letters from a further 115 clubs (unable to be represented), pledging full support for any measures passed. To start a fighting fund for the committee, the meeting resolved that every club should make a donation of not less than £1...Hundreds of thousands of appeal forms, posters, handbills, and other documents have been printed...Night after night a comparative few have been working ungrudgingly into the small hours for the benefit of the many. Obviously the Appeal Committee’s fight cannot continue unless adequate funds are forthcoming. Donations from private individuals as well as clubs—however small—should be sent to the hon treasurer, Mr JA Simcocks, 48, Teevan Road, Croydon, Surrey.”

“I SHOULD LIKE to praise the Government for abolishing the basic ration. So many people have written about the disadvantages. What about the advantages of it? I can honestly say that the news was as good as the VE day news. Do readers realise that prices of secondhand and ex-WD bikes will fall by at least 50%? Even then the dealers will be making a reasonable profit. I used to be what the lads call an average rider. I shall be again, I hope, after I have obtained a reasonable bike at a reasonable price. On the other hand, I really sympathise with the average rider. I know what joys can be got from taking the ‘missus’ to a local grass-track meeting, or a Sunday afternoon down by the river. Well, I must close now, hoping that everybody’s dreams of unlimited petrol come true (after I have got my bike at my price, of course).

Another Ex-DR, Dudley, Worcs.”

“IN THE MIDST of all the letters of indignation at the withdrawing of the basic petrol ration, why not spare a thought for the smaller businesses specialising in motor cycle repairs? There must be many thousands like ourselves, who have put everything we possess, and a bit more, into our business, only to realise that by one Government decision the whole business is crumbling like a pack of cards. I do not doubt for one moment the necessity of the decision, but it is going to be hard for us and hard for the staff to find not only our pleasure stopped but our living as well. And what of our stock of accessories, bulbs, etc, on which we have paid Purchase Tax? By all means let us protest by every means we can think of. Let us all, as motor cyclists, have a good old British moan. It may not do a lot of good, but it will relieve our feelings.

JF May, Berkhamsted, Herts.”

“I READ THIS WEEK that the poor Germans can still motor 180 miles per month; do we Britishers appreciate that we won this war? As ‘Here’s Hoping’ states, the Labour voters are not helping the Government, but why should they? We have been led up the garden by false promises by those in power, and even if they promised a return date of the ‘basic’ I doubt if that promise would be kept. To Mr Roberts I would say: Let all sections of the community share these austerity cuts and leave us the open road, rain or shine, once or twice a month. Doubtless ‘Veteran Rider’ will take exception to the rain or shine, but at least he can return to his horse plus an umbrella. If this epistle seems barbed with venom, only blame the fact, that my Speed Twin” must very shortly hibernate. The best of luck to *The Motor Cycle*.

C Harris, London, SW4.”

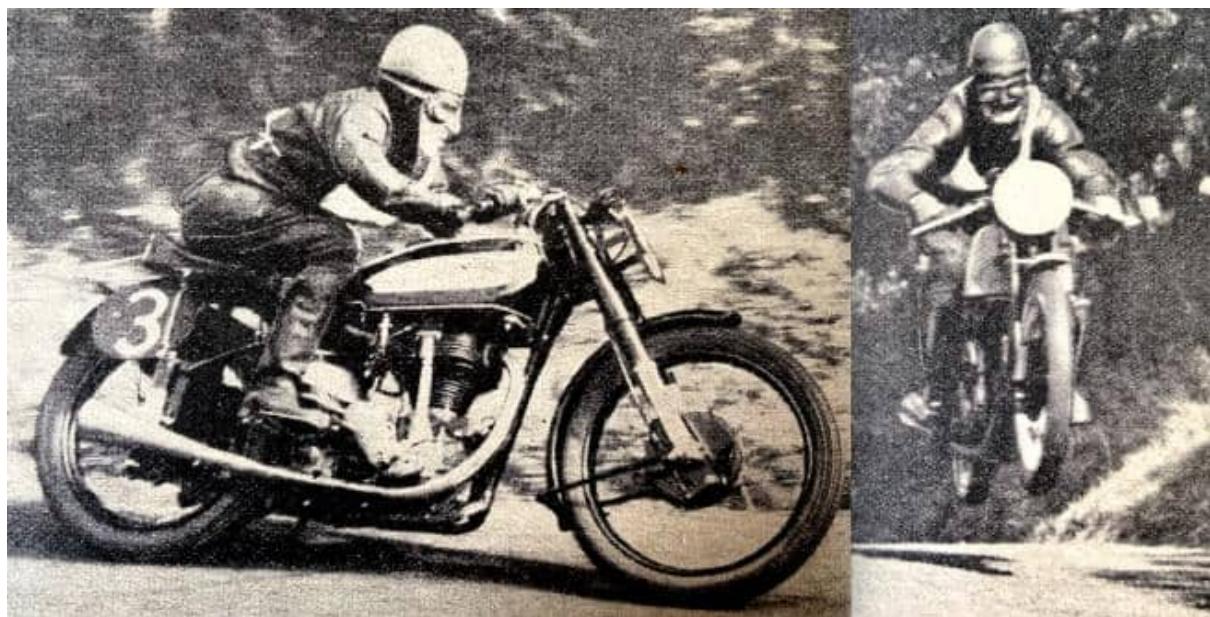
“GRANTED THAT THE COUNTRY is in the throes of an immense and appalling. crisis (due, no doubt, to the futile and ignorant juggling of our ‘leaders’), but does this crisis mean that the motor cycling fraternity have to spend their time working hard during the week and looking forward during that same week to a Saturday and Sunday looking at the model and thinking where it (and they) could and should be—motoring down some open highway? After weighing the pros and cons, I say that we deserve our petrol—just enough to keep those ‘little men with hammers’ out of the pot at any rate. A small instance. At the garage where I work we do up a lot of RAF engines—lorries, cars and so forth. For a few weeks I took no notice of these engines when they were delivered, although something about them struck me as peculiar. One day I tumbled to what it was. Although they were coming in for overhaul, each engine was most scrupulously clean! I asked how this was, and the reply I got shook me, to put it mildly. ‘Oh, we simply turn a petrol hose on them¹’ Crisis? Where? Among the working class, yes! But what about the bigger men?. Bus companies, for instance. Fifty- and 100-gallon coupons. If they want any more—ask for it, that’s all! How much pleasure service has been cut out? One-sixth! How are the motor cyclists (that were) to get to work? The Government evidently expect us to use buses. So in the long run it means more buses, more petrol for those buses, and less mpg. Crisis? Where? Certainly not on the buses. As the only healthy and uncommercialised sport left is motor cycling, I say to the people concerned, ‘Give its the petrol and we will finish the job.’ Just a reminder, before I close, of what an eminent MP said about motor bikes. “They are the most economical and cheap form of fast transport for work and pleasure that there is. I foresee a great increase in the number of machines on the road during the next year.’ Now that same man is allowed to take this last pleasure front us. Let’s hope that motor cyclists at the forthcoming rallies will say, ‘NO’.

Squariel, Lincoln.”

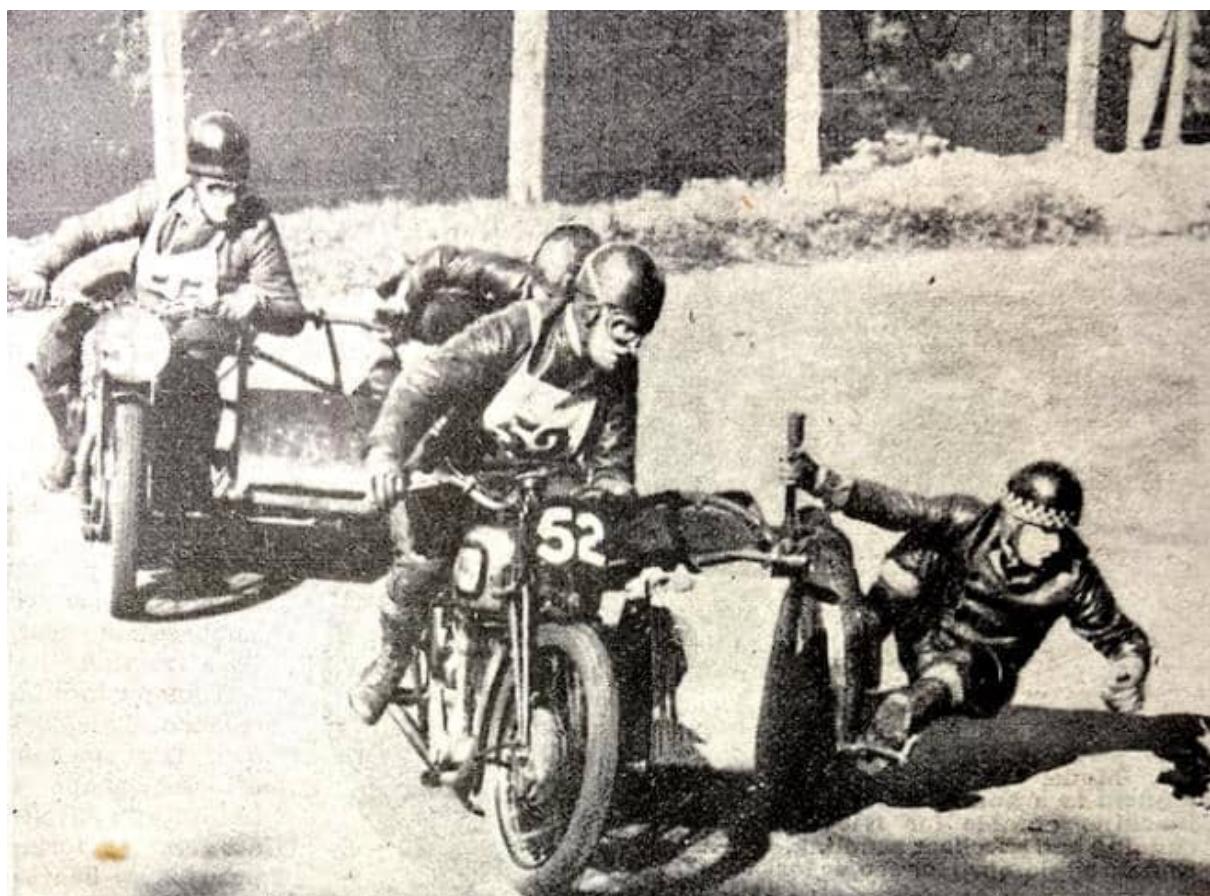
“UNLESS THERE IS AN 11th-hour reprieve this is the the last week of ‘basic’ petrol. After next Sunday no private motor vehicle is allowed on the road except for special purposes in accordance with the provisions of the Control of Motor Fuel, Order, 1947. This means

that the purpose for which a vehicle is used must be that for which the Regional Petroleum Officer for the area has issued so-called 'supplementary' coupons. Even for the holder of supplementaries there may be no deviation from his route on the score that some 'basic' is still in hand. The motoring community is in the same position as it was when the submarine menace was at its height—the days when petrol was brought at the cost of men's lives—and with a comparatively small saving of dollars as its sole satisfaction. What a contrast, and what an anti-climax to hard-earned victory! The struggle for petrol will and must go on. No by-election will be without question following question. Slowly but surely it will be brought home that this cut has a disruptive effect on every industry and hits all, rich and poor, travellers by public transport whose queues inevitably become longer, as well as owners of cars, motor cycles and autocycles. One extraordinary anomaly is that at the time we close for press there still appears to be nothing except cost to prevent the owner of a private vehicle using alcohol fuel of the type employed for speedway racing. Perhaps before next Monday there will be yet another Order. It has, of course, been stated in Parliament that there is no ban on the use of electric vehicles, cars or motor cycles."

"THE FIRST OF SCARBOROUGH'S two race days last week-end was distinctive in many ways. First of all, Friday was graced with perfect weather, clear and bright throughout the long programme that went on without a break for nearly six hours. Sidecars were introduced to the course for the first time and there was also the inauguration of long-distance racing in the shape of a 56-mile (23-lap) event for the 16 fastest riders in the two previous short-distance 350cc races. The new starting point on the widened road on the low side of the course was also a great improvement. So much for the scene in general. In detail the outstanding episode of the day was the brilliant way in which W Doran (348cc Norton) wore down the stars in the 350cc 56-mile race by his perfectly judged riding. Parkinson, Bills, Briggs, Barnett and Cann were for once outclassed by a rider who rode so consistently that it seemed that the rest had either to win or bust. As soon as Doran realised how things stood he eased down slightly to win by a most comfortable margin, thereby establishing himself as one to be watched in future."



"Close-up impression of W Doran (348cc Norton) taken just after Memorial Corner. Doran's superb riding was a feature of the meeting." (Right) "A remarkable action shot of leaping Maurice Cann (348cc Norton) in the 350cc scratch race."



"A study in angles JS Jenkins (Ariel-JAP sc) follows R. McDonald (Norton sc) round Mountside Hairpin in Heat 1. Jenkins won comfortably."

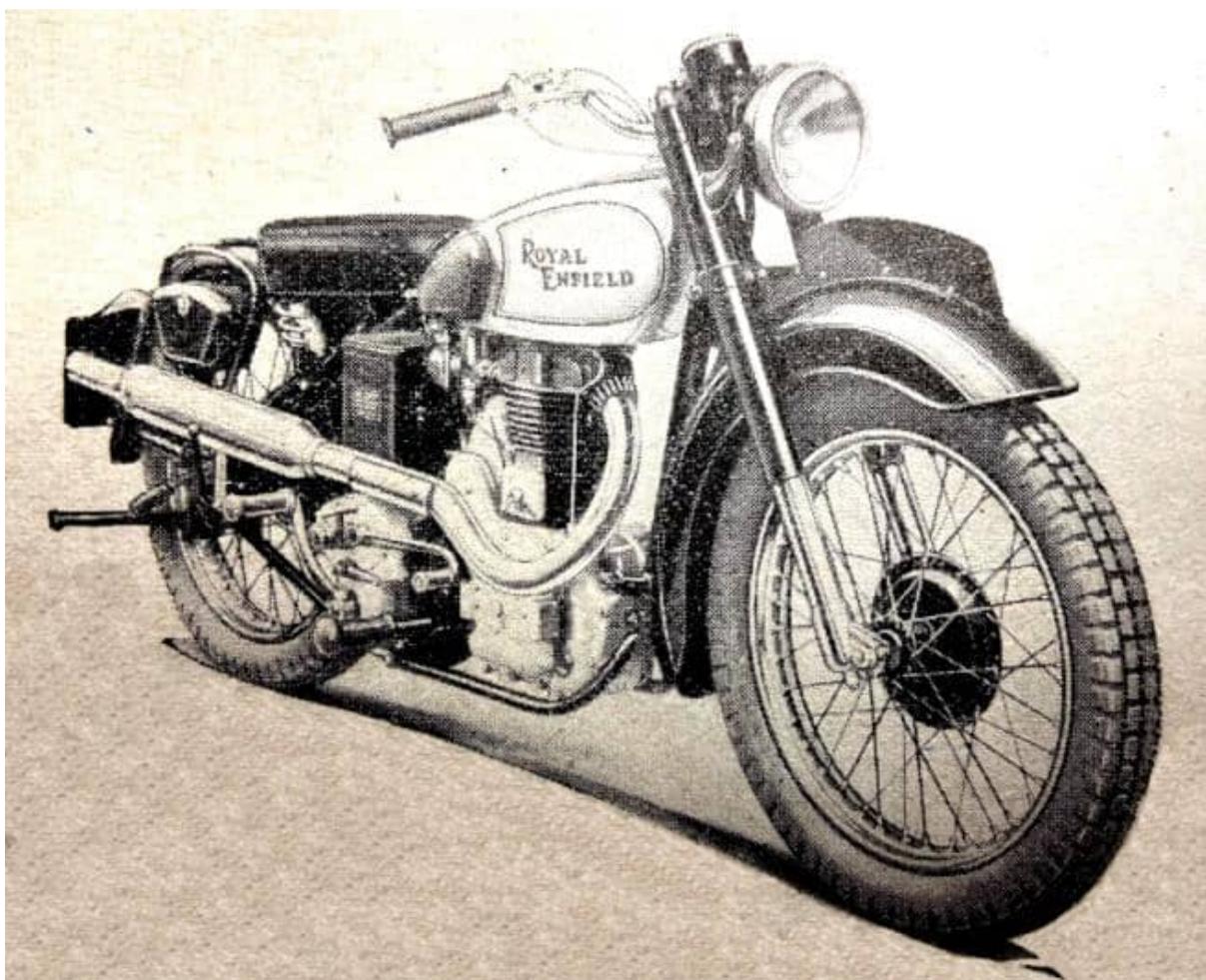
"THE TWO ROYAL ENFIELD models already available are being continued for 1948, but with a number of minor modifications. On the 125, wheel, rims, handlebars, saddle springs and contact-breaker cover are now chromium plated. The exhaust pipe, at its port end, incorporates a streamlined expansion chamber, which has the effect of improving two-stroking at low revs and of increasing the pulling power between 20 and 30mph. So much more power is noticeable that it has been found possible to use a rear sprocket containing one fewer teeth, thus raising the gear ratios...Now arranged at an angle on its bracket, the speedometer is easier for the rider to read; there is also a better sweep for the cable. The only alteration to the power unit is that deflectors in the piston are now absent. These deflectors had been carried on to suit an old type of cylinder in use at the beginning of the war. They are now redundant, and their removal has no effect, except perhaps to raise the compression ratio by a fraction. A longer tool box is fitted...of the same canister shape as before...beneath the saddle...The single-port two-stroke has a bore and stroke of 53.79x55mm. Compression ratio is 5.5 to 1. With its unladen weight of only 1351b, ground clearance of 6¾in, petrol consumption of 100-120mpg and its maximum speed of 40-45mph, this little machine is a handy, economical, go-anywhere mount has been tried out and proved sound under arduous battle



"A mount which made history in the war—the famous 125cc Flying Flea in its civilian form." (Right) "Useful legshields for the rider who must keep clean even in the dirtiest weather are obtainable for the 125cc model."

conditions. In peace the model has astounded many by its capable fund of power. Finish is black and chromium, with a frosted silver motif on the petrol tank—which, incidentally, holds 1½gal. The 350 has its rims, saddle springs and lower telescopic fork tubes chromium plated, and its timing and gear-box covers are polished. Rubber is now fitted to the brake pedal, foot-change lever and kickstarter crank...A snap-on, chromium-plated cap has now been fitted to the top of each fork leg. These rounded covers are neat and give the forks a more streamlined appearance. Bore and stroke...are 70x90mm. Valves, rocker gear and push rods are totally enclosed and automatically lubricated. A piston of heat-treated aluminium alloy is used and gives a compression

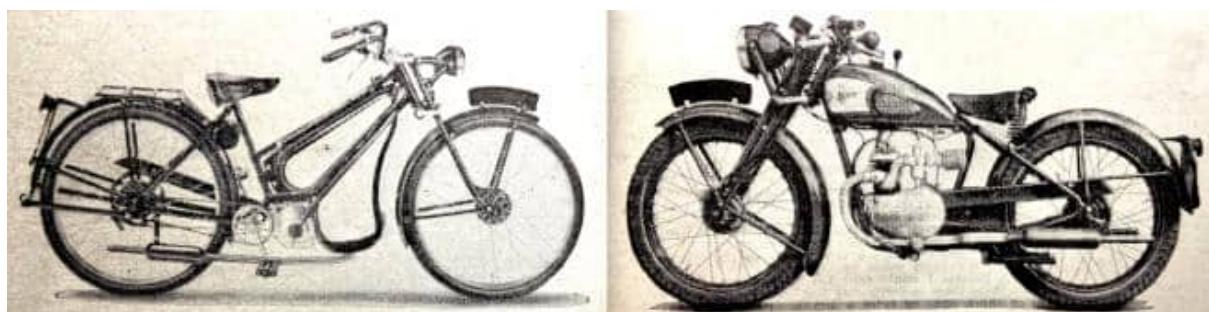
ratio of 5.75 to 1. The cylinder head is, of course, detachable. The timing gear runs in an oil-bath. Lubrication is on the dry-sump system, but, instead of an oil-tank there is an oil compartment integral with the crankcase. By this means little time is taken for the oil to warm up, and the lubricant therefore reaches the vital parts of the engine more quickly after a cold start...A special feature of the foot-operated gear-change mechanism is the Enfield over-riding device, which enables a rider to slip into neutral from any of the gears other than bottom simply by pressing down on a pedal...On the gear-box casing is an adjustable stop which ensures a precise finding of neutral. The primary chain is enclosed in an oil-bath case...An efficient prop-stand is fitted. Finish is black, chromium plate and frosted aluminium...maximum speed claimed is 65-70mph. The legshields available as an extra may be fitted to either machine. Enfields for 1948, then, offer two machines, each fulfilling a definite purpose—and fulfilling it well."



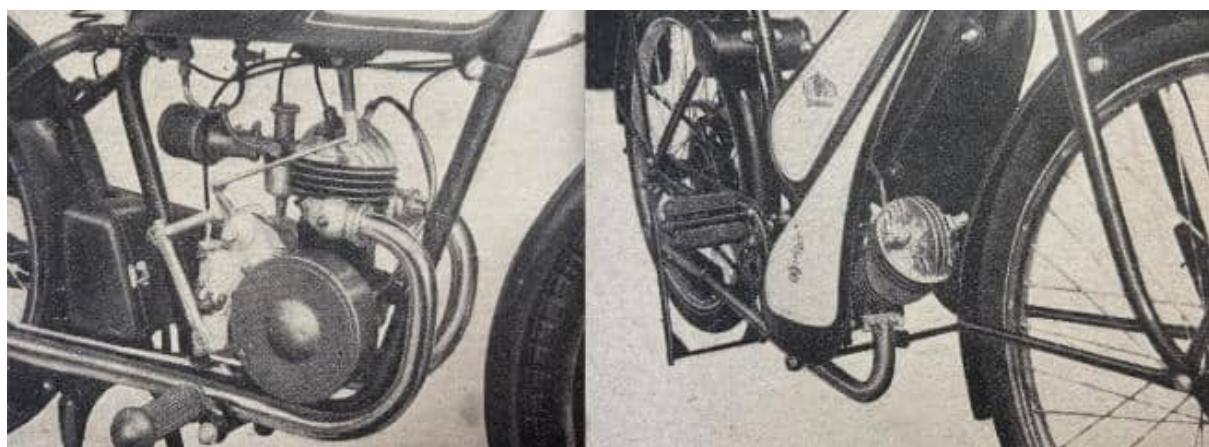
"The post-war 346cc Model G Royal Enfield is a smart looking machine notable for its sweet running and excellent handling. Royal Enfield oil-damped telescopic forks are fitted."

"WITH ONLY SMALL MODIFICATIONS. the present Excelsior range of machines is being continued for 1948. There are three autocycles of 98cc. One of these is the Autobyk, a single-speed model with a Villiers engine; the second is the Autobyk de Luxe, with the

single-speed Excelsior Spryt engine introduced last May; and the third is the Super Autobyk, a machine that uses the two-speed Excelsior Goblin engine-gear unit. There are only two alterations to the Universal. A twist-grip for throttle control is being standardised in place of the lever hitherto used, and the head-lamp glass is to be domed—thus improving the looks and fanning out the beam...Fourth model in the range is the 125cc Universal, a three-speed lightweight motor cycle with a Villiers 125cc engine. All models are, of course, two-strokes...Bore and stroke are 50x62mm. Lubrication is on the petrol system from a tank that holds 2½ gallons of the mixture. Made up of only three weldless steel tubes, the frame holds the engine-gear unit at three points Link-action forks of pressed steel are fitted, and these have the normal central compression spring. A Villiers flywheel magneto provides ignition and lighting, and a 24/24W main headlamp bulb is used. Finger adjustment is provided for the 4in brakes. Tyres are Dunlop, size 19×2.75. Weight of the machine is about 145lb. Gear changing is effected by a hand lever which protrudes through a gate in the top of the petrol tank. Finish is maroon with cream tank panels."



"The 98cc Spryt is fitted horizontally in the frame of the Autobyk de luxe." (Right) "The smart 125cc Universal has a maroon finish with cream tank panels."



A close-up of the sturdy 125cc Universal model, which has a Villiers engine with integral three-speed gear box." (Right) "Air-flow to the engine is not interfered with, but assisted by the shielding on the autocycles. This is the Autobyk de Luxe."

"ALMOST UNBELIEVABLE—A WEST of England Trial with four clean sheets! Two of the four men were Irishmen, Nicholson (500cc BSA) and RT Hill (500cc BSA), and the others, Alves (350cc Triumph Twin) and TH Wortley (347cc AJS). The deciding factor was the

times in the special test. In this competitors had to freewheel downhill some 25 yards, get their engines going and ride as quickly as they could to the starting point. Nicholson beat Alves by 1½sec and thus won the trial—the 500cc single beat the light 350 twin. The start was from Newton Abbot and the course, as usual, lay on Dartmoor, which last Saturday morning was in its kindliest mood. There was glorious sunshine and the autumn colouring was superb. Nearly all the old favourites in the form of hills were included, among them Manaton, Wheelbarrow (Dark Lane), Manor, Ruggadon, Greystones, Gatcombe and Broadway. An innovation was the inclusion of the old Roman road at Totnes —Harpers Hill, it is called—and this was by far the most difficult hill in the trial. RESULTS: *The Motor Cycle Trophy* (best solo), W Nicholson (499cc BSA), 0 marks lost, 18sec special test; *The Motor Cycle Trophy* (best sidecar), H Tozer (496cc BSA sc), 34; Hosking Trophy (runner-up solo), PH Alves (349cc Triumph Twin), 0, 19½; 125cc Award, N Hooton (125cc James), 29; Excelsior Cup (up to 250cc solo), MJ Gray (250cc Matchless), 11; Snell Cup (up to 350cc solo), TH Wortley (347cc AJS) 0, 27½; Letchworth Cup (over 350cc solo), RT Hill (500cc BSA), 0, 26½; Pike Cup (runner-up sidecar), H Flook (490cc Norton sc), 38; Trade Team Trophy, BSA (W, Nicholson, PH Hewitt, FM Rist), 20; South-Western Award, GE Godber-Ford (490cc Norton); Club Team Trophy, Birmingham MC (PH Alves), PH Hewitt, VN Brittain), 23; Best West of England Member, J Plowright (346cc Royal Enfield), 7.”



"A

glimpse of Harold Tozer (BSA sc), who made the best sidecar performance in the trial, on narrow Wheelbarrow Lane."

"WJ SMITH RODE HIS 500cc AJS to win the Scottish Grand National over a wet and gale-swept Roughrigg course on Sunday. Several hundred people endured the biting wind and battering hail and were well rewarded with as spectacular a display of riding as has ever been seen over the circuit. Sheltering behind shale bings, the crowd cheered and laughed as competitors skidded over wet grass; ploughed through a morass of mud, and splashed through 18 inches of water. Easy winner of the first heat was D Turner (BSA), who was first from the start and gradually increased his lead. In the second heat WJ Smith lay second to G Miller (350cc Matchless) for the first lap but, going through the ditch, Smith ran along the bank to take the lead. In the second lap Smith had increased his lead, but Miller, in second place, was closely followed by D Robertson (350cc BSA) and T Rankine. When they finished in that order, the riders were well separated."

“I HAVE BEEN given a very unfair deal, for when I was in England last I succeeded in getting a brand new BSA B33. About a week after I bought the machine I read that the petrol ration would be cut. But now, with only six weeks more to go in the Army, I learnt that there would be no petrol at all. I have had only a few miles of pleasure for my £175, of which the Government quietly took £30. So now, when I am on my demob leave, I shall have plenty of walking to do, as I live in the country. I shall have to sit back and watch the damp slowly ruining my bike. This is a poor reward to have waited so long.

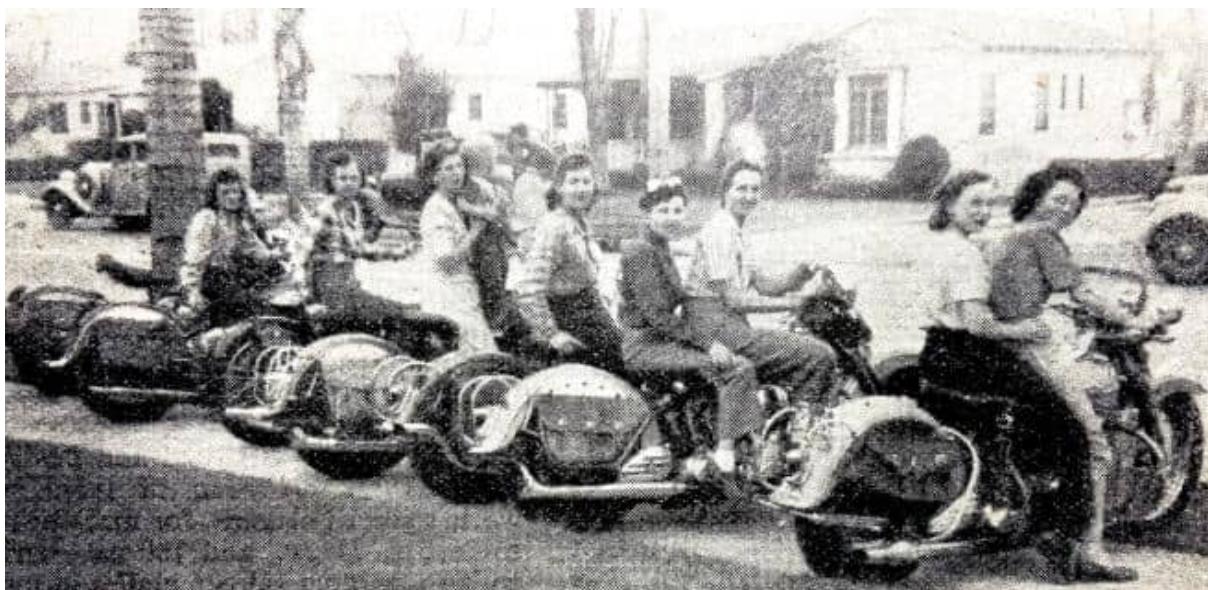
DLA, B33, BAOR.”

“I AM AN EX-NAVY MAN, who served in both wars and the interval between them. I was due to retire in 1941, but had to continue to the end of the last struggle. When I came out I looked around for a job, and found nothing unless I got away front my country village. I bought a motor cycle, giving the grateful Government £40 for the privilege. To show their gratitude, they now say, ‘Now put your machine in its shed; you have had it, but we have your money.’” That is not the end of it. I must now pay 18s a week bus fares and queue up for buses, which go every half an hour. I want my bike for work first, pleasure second—and there are thousands like me. Now a second angle which gets me is the reason put forward, ‘saving of dollars’, etc. Tripe! What about the TUC refusing to co-operate with the Government unless they stopped pleasure petrol and. hotel feasting? Why do people keep on with this rubbish about ‘food before petrol’, ‘save dollars’, etc. Ask the TUC what they know about it.

EA Turner, Effingham, Surrey.”

“MEET THE ‘MOTOR MAIDS’ of AMERICA. Linda Dugeau introduces the USA all-girl club of hard riding enthusiasts. ‘...I can’t understand people complaining that it is difficult to snake a heavy motor through congested traffic. I have ‘Flanders’ bars and risers on now, which take the bars out of your lap—and there is scarcely a hole too small for that ’74’ to squeeze into! Perhaps you may think I find it easy to handle because I am big, but that is not so. I am just barely over 5ft, and weigh around 115lb. I can pick the ’74’ up if I happen to drop it—which I haven’t done since I got the ‘Flanders’ bars—and push it anywhere necessary, except up a steep grade. And, after all, you don’t buy motors for their pushability! If only girls would stop thinking how much a motor weighs and just take off with it, they’d get along much better. There is no reason why any girl shouldn’t ride the biggest, heaviest motor made, if she just thinks she can! Of course, this riding would be limited to good roads. I am in entire agreement with the California riders, whose chief pastime is ‘cow-trailing’ in the hills and desert, that there is nothing better than the English motor for that game. Small tyres do better in heavy desert sand and hand clutch and foot gear-shift are fine on mountain roads, where sometimes it’s bad to take a hand off the bars, and they are less tiring in bad going if you have to get off and push a lot. That is one reason why so many girls out here ride English motors—they are brought up on ‘cow-trailing’ and don’t like pavement and traffic at all. I confess that I haven’t yet become an ardent cow-trailer, even though [my husband] Bud bought a 1946

Triumph Speed Twin last January so we both could take turns using it...Compared with America, riding conditions are very different in your country, of course. The small, light motors are completely suitable for England because distances are so short, roads (as I remember them when a child) are narrow and winding, and there is little incentive to tear off and burn up the road, because you'd reach your destination much too quickly and have nothing left but to come back! Our riding opportunities in the U.S.A. are so different with our long trips, super-highways, etc, especially in the West, that we need an entirely different kind of motor from yours. We want a good riding machine that takes bumps in its stride, has plenty of room for big saddlebags and other luggage and comfortable facilities for riding pillion. As you go East, you find more and more girls riding nothing but '61s' and '74s' and few of them are hefty. You should meet Dot Robinson of Detroit, for example, One of the most feminine of women, just 5ft, with a perfect, diminutive figure and magnetic personality, she has won some 50 trophies during the past 18 years, any one of which a man would give his eye-teeth to, possess, especially those for the Class A side-hacks in the Jack Pine Runs. Of course, she is unusual, but we have a considerable number of girls, competing with men on an equal basis, who come out in very enviable positions. Dot has a daughter, just 15 now, who has ridden some sort of two-wheeled vehicle since she was six and now has a Harley '45' painted to match her mother's in blue and grey, the club colours of the Motor Maids of America, a national organisation, auxiliary to the AMA, which I founded in 1941 for girls who own and ride their own motorcycles. We have a national meeting every year as well as many local events, and the members certainly enjoy travelling around the country. I know 1 did last summer, I put in over 7,500 miles, just going here and there to visit friends. I would like very much to hear from other girl riders in England and find out what their problems are over there. As a matter of interest, I have recently heard from a girl in Holland who was fined in some small town there for riding on Sunday morning, during church time, in "unsuitable attire," to wit, leather breeches! It must be tough to try to ride with such prejudice rampant!"

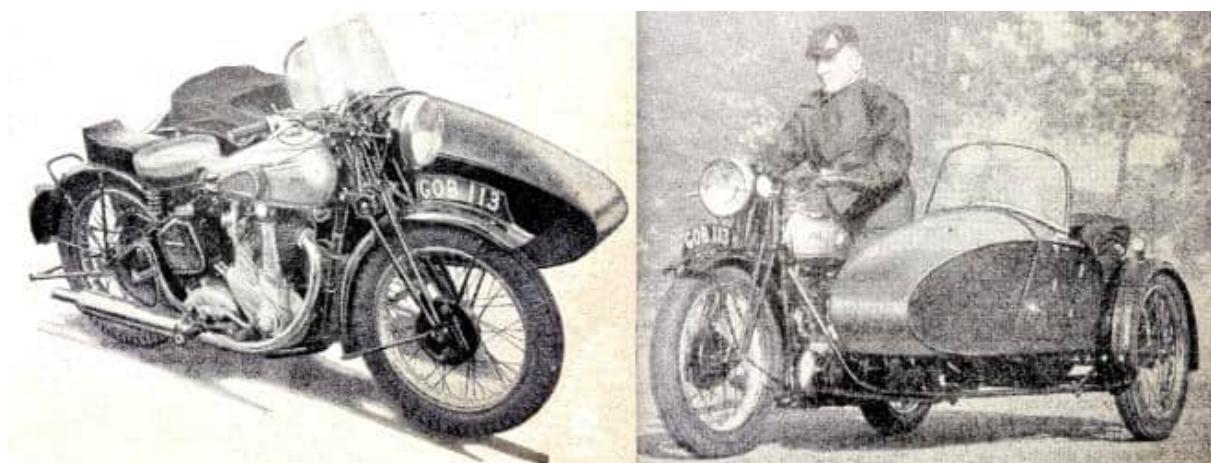


"Some of the 'Motor Maids' with their man-size American models, after lunching with the State Director of Southern California on the occasion of the club's convention."

"AT THE RECENT FICM Congress in Paris the decision was taken to introduce new regulations governing sidecar races. A majority of the delegates was in favour of standardising the design of racing sidecars in such a manner as to ensure that passengers shall remain normally seated. We consider this decision to be unwise. The average speed of such races will be reduced and the danger to passengers increased. The only means by which these snags might be overcome would lie in the development of banking sidecars which have no value as a commercial development and are, themselves, subject to especial dangers inherent in their use. Sidecar racing is a spectacle and can never be anything else. As a spectacle, the acrobatics of the passengers are thoroughly appreciated by the spectators. Why, then, attempt to restrict these activities? If the hope is entertained that the new regulations will enhance the sale of sidecars for everyday purposes, we believe that hope is foredoomed. The Sidecar TT Races exploded that particular theory more than 20 years ago. As races they were very enjoyable, but as propaganda for the combination they were a dismal failure."

"THIS, CLEARLY, IS A 'Nicholson year'. No surprise, therefore, need be occasioned by the announcement that the popular little Ulsterman, mounted on his 499cc BSA, won the North-Western Centre's Lancashire Grand National last Saturday. That he won so easily and decisively did, however, rob the event of much interest as he had the race in his pocket long before the half-way stage. Local star Ted Ogden (499cc BSA) and a strong Southern contingent, which included Jack Stocker (497cc Ariel), Hugh Viney (347cc AJS), and Ted Frost (497cc Ariel) were all spectating by the eighth of the 20 laps! Last year's 'fastest 500', Bob Foster, of Cheltenham, was an absentee, which was a further pity, because the AJS rider nearly monopolised proceedings in 1946."

"TO THE HARD RIDERS whose preference is for three wheels, whose pockets dictate 500cc and whose temperament is inclined towards brisk travel, there is something lacking in the performance, however lusty, of a side-valve-engined combination. Whilst none would doubt the ability of such an outfit to provide reasonably quick transport, the accent would be on utter reliability, coupled with unhurried driving methods. Such lines of thought must have prompted the BSA company's introduction of a new model into their M range, which, since the war, has featured two much-respected favourites in side-valve form—the 600cc M21 and that sturdy warhorse so well known to every Services DR, the M20 500cc edition. The newcomer to this M series retains all the attributes associated with its side-valve counterparts in terms of guaranteed reliability, but goes one step farther by possessing an overhead-valve engine which has acquitted itself notably in open competition work when housed in a lighter B33 frame layout. In such trim, *Motor Cycling*'s solo test, carried out earlier this year, showed that this 499cc engine was capable of 80mph performance, with good accelerative power and low speed 'punch'. Therefore, it is not surprising that the factory, in seeking to supply the need for a lively, well-built combination machine with a lasting reserve of power, turned to this unit as an ultimate choice. It does not represent anything in the nature of a new departure for the BSA concern, and many readers will be struck by the close similarity of its specification to the pre-war 496cc ohv M23 Silver Star. Features of the M33 specification include a heavyweight pattern triangulated cradle frame, with integral sidecar lugs; central compression spring, girder-type forks with hand-controlled damper; quickly detachable rear wheel; 8in Lucas head lamp with sealed beam reflector and bulbous fluted glass, and a heavyweight four-speed gearbox. The 499cc engine measures 85mm bore and 88mm stroke—an excellent type for 'pep' at low rpm—while the

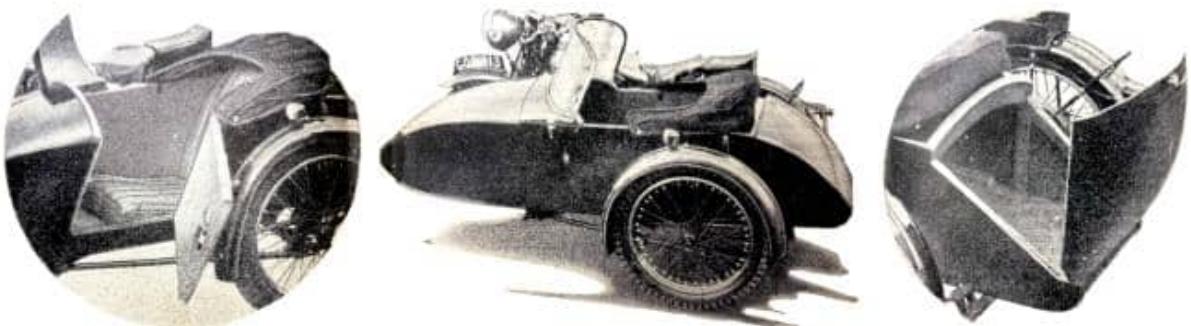


"The M33 BSA and Model 22/47 de luxe tourer sidecar make a handsome pair, costing, equipped as shown, £235 ls 6d, including purchase tax." (Right) *Motor Cycling*'s tester found the outfit one which handled easily and comfortably and which was capable of cruising at 50mph."

compression ratio is 6.6 to 1. Crankshaft rigidity is assured by double journal bearings on the drive side and a special outrigger on the timing side supporting the mainshaft pinion and the cam spindles. With a machine so suited and destined for sidecar work, a road test would hardly have been complete without the addition of an appropriate 'chair', and here a special word of commendation is due. As delivered for test, the M33 was attached to the latest BSA sidecar—which was described in our issue dated September 4 last and is designated in the catalogue as Model 22/47. Although referred to as a de luxe tourer, it lacks nothing of sleek line, and many favourable comments accompanied expert inspection of its construction and roomy accommodation. A 15-stone passenger, some 5ft 10in, in height, found no difficulty in seating himself comfortably with elbows set naturally—thanks to a body width of 19½in at the seat squab. With the hood raised, the same passenger found adequate headroom, while body width at usual knee location is 18in. The depth of the seat squab comes to 26in. The seat cushion is pneumatic and ingress and exit are tided by a hinged scuttle and a wide door. The roomy locker has a streamlined lid, retained by a metal strap, which locks down securely when not in use, and the hood is protected by a snap-fastened envelope cover. Complete enclosure is supplied by the hood, which snap-fastens to the body sides and is retained at the top by a wing-nut on the metal rim of the screen. Two quarter-elliptic springs at the rear and twin helical springs at the nose supply a high degree of immunity from road shocks without pitching, and the triangular-constructed chassis is attached to the machine at four points. Worth noting is the inclusion of a jack, enabling the sidecar wheel to be lifted for removal or tyre repair. Engine starting proved to be a very simple business, even when the outfit had been left standing under skimpy cover for some four or five cold autumn days. It was advisable, in such circumstances, to spin the engine with the exhaust valve lifted (the lever is mounted on a common control with the ignition lever beneath) for three easy swings, followed by a gentle flooding and two-thirds retarded ignition setting. One kick would then suffice every time. No use was made of the air lever throughout the test, but it was always necessary to retard the ignition for hot or cold starting. In this respect the engine was fairly sensitive, and sensible use of the lever control was needed to deal with the combination of a heavyish load and low-octane Pool spirit. Piston slap was evident with the unit cold, but while the valve gear could be heard at work, it was never really obtrusive unless one grossly over-revved, as when ascertaining maximum speeds in the intermediate gears with the rpm in the region of 6,000. When pulling strongly, the exhaust note was rather prominent but could not be said to cause offence at ordinary cruising speeds. The gear operation was inclined to be heavy, and it was necessary to shut the grip down for minimum tick-over to ensure silent engagement from rest. No sound of gear-whine was ever experienced and the clutch was reasonably light, yet progressive in action at all times (despite periods of deliberate abuse), thanks, no doubt, to its generous proportions. Split-second gear-changing demanded determined pressure on the pedal if revolutions were high in the intermediate gears—

circumstances liable to occur on hilly twisting, secondary roads. The normal 'change-up' speeds were 10mph in bottom, 25mph in second and 40mph in third gear, while traffic driving showed that top gear could be usefully employed down to 18mph.

Minimum non-snatch speed in this ratio was 14mph with half-retarded ignition setting. Frequent traffic halts supplied evidence of a quiet and reliable tick-over without need for 'blipping'. Experiment throughout the 800-mile test proved that for most comfortable handling the fork damper gave best results when firmly tightened and with a front tyre pressure of 19-20lb. A fair degree of damping on the steerage eliminated a tendency for the front wheel to 'waver' on bumpy surfaces—a peculiarity that may have been due to the high and forward mounting of the large head lamp. An extreme test carried out with a 10-stone passenger and the outfit completely 'flat out' under favourable conditions of gently falling gradient showed that, with the speedometer reading 70mph, a slight flexing on the forward attachment tubes was noticeable. Long runs on the open road with this 10-stone sidecar load proved that a steady cruising speed of 50mph was easily attainable. Bearing in mind that use of the gears would normally produce this gait in 15 seconds from a standstill, it was a useful speed, obtained without fuss, and could be held on all but the steepest main-road hills. Averages in the region of 38-40mph could be plotted and achieved without 'caning' the motor. Third gear was useful in aiding snappy acceleration from 25 to 40mph whenever caravans of heavy transport had to be overtaken by 'leap-frog' tactics—and even in busy main-road conditions petrol consumption would comfortably top the 50mpg mark. Braking was good and the front tyre would squeal protest if the for'ard anchor was applied violently below 30mph—some care was necessary on wet roads, especially wood setts, if wheel-locking was to be avoided. Unfortunately, no adjustment is provided for the rear brake pedal and, in its normal position, it is necessary to lift the left foot clear of the rest in applying the brake. Setting the gear lever to individual requirements is aided by its mounting on a splined shaft, and the footrests are adjustable within generous limits. The handlebars may be adjusted for angle by slackening off two clamp bolts, and both brakes have hand-controlled adjusters. A non-stop 160-mile run which occupied a fraction over four hours failed to produce a vestige of fatigue, but there were signs that the right shoe had been in contact with the clutch pushrod adjusting locknut on the gearbox end cover. Oil-retaining qualities were splendid, and at the end of a full 500 miles hardly a single smear sullied the exterior of engine or gearbox, the latter, of course, being lubricated by engine oil via an accessible filler and level plug. Nor was there any trace of leakage from the oil-bath primary chaincase. Frequent night runs produced proof that the new 8in Lucas head lamp, with its concentrated 'flat' beam, enabled dark-garbed pedestrians to be distinguished readily even at 200 yards' range and allowed a night-time average hardly less rapid than was possible by day. Thanks to rubber strip jointing on the scuttle and full hood enclosure, the sidecar



L-R: "A sensibly sized door and a lift-up scuttle ensure easy ingress to and exit from the sidecar seat." "The Model 22/47 sidecar is a distinctive companion for the latest BSA. Its cost is £75 1s, including purchase tax." "Luggage can be carried in the capacious boot of the sidecar so designed as to blend pleasantly into the lines of the body."

provided weatherproof travel in the heaviest downpour. A front mudguard valance would have been welcomed by the rider in tackling short runs over muddied city streets, but it is understood that present circumstances do not permit this luxury. A three-gallon fuel tank gives a minimum mileage of 150 without need for refuelling, and a two-level petrol tap affords a reserve supply. Central positioning of the filler cap makes it a little difficult to ascertain the true level of the petrol, but a sensibly located filler on the oil tank allows easy sighting and refilling. Maintenance tasks earned the M33 a high standard of marks. Removal of the quickly detachable rear wheel, which is effected by the BSA tube and tommy-bar combination spanners, is aided by a detachable rear mudguard portion and spring-up rear stand. Rear chain adjustment is simplified by a cam adjuster on the sprocket side, and a normal sleeve bolt on the off side. An accessible draw-bolt behind the gearbox on the timing side enables fine setting of the primary chain tension. No difficulty attends removal of the carburettor jet-well or the less frequent task of tappet adjustment. The voltage control unit is mounted beneath the saddle, but the tester was never conscious of contact between it and the mattress springs. Front-wheel removal is facilitated by the provision of a slit toggle for easy removal of the front brake cable. Deep guards to top and bottom runs of the rear chain prevent oil spray reaching the tyre. The finish and appearance of the whole outfit reaches a very high level and is deserving of favourable comment. Feminine appreciation naturally centred on the sensible layout and pleasing lines of the sidecar, cellulosed in shining, dignified black, while enthusiastic riders were apt to dwell on the many features of a machine so obviously built for a purposeful job. It offers a measure of reliability and snappy performance which underlines the claim of really satisfactory and economical 'transport for two'."

"A DESIGNER IS A MAN who can make a better article for a lower price.' The words were those of the late Harry Collier, TT winner, designer and manufacturer, and his axiom was used by Mr AB Bourne, Editor of *The Motor Cycle*, when introducing a paper, *Motorcycling Design of To-day and Tomorrow*, to London Graduates of the Institution of Mechanical Engineers, Automobile Division, on October 29. The speaker's

opening theme dwelt on the degree to which present design has been consequent upon a gradually developed policy of blending the angularities of early machines into more pleasing lines. The indifferent eye appeal of the 1906 3hp Triumph was cited; in comparison were shown enlarged photographs of the rather more compact-looking Model H, and the 498cc Triumph TT model, which followed some 10 years later and featured an ohv engine, a mechanical oil pump and other characteristics of the modern school. Here was revealed the early tendency for artists, as well as development engineers, to play a part in planning design. On the technical side, this planning meant closer grouping of components within the frame and, indeed, Mr Bourne prophesied still greater homogeneity compatible with reasonable accessibility—the latter factor being relatively less important as reliability increases. Pressings, the increased use of welding, of ‘boneless wonder’ construction, opined the speaker, also would probably find increasing favour in the motorcycle world. His optimistic note concerning the future of the telescopic type of fork suspension did not match up with the shadow of doubt expressed over transmission questions. Here, said Mr Bourne, British design was in a cleft stick, particularly with regard to the complementary subject of rear suspension. The speaker’s experience with spring frames had led him to expect an average useful rear chain life of some 7,000 miles only. Improvement, it was thought, could be brought about by enclosure of the chain—primary chain drive, protected and working in oil, was already nearly 100% satisfactory—although costs might go up as a result, possibly raising prices to a level comparable with those of shaft-drive models. Where the disposition of the engine suited, as in the case of the post-war Sunbeam in-line twin-cylinder model, shaft drive was the obvious transmission solution.”



Discussing the evolution of motor cycle design, Arthur Bourne, known to his Blue ‘Un readers as Torrens, referred to Triumphs produced in 1906, 1916 and 1926.



...for comparison purposes here's the 1947 Speed Twin with its new-fangled teles.



The Speed Twin gained a 350 stablemate. The 3T was generally similar to its big brother but borrowed features from the TRW and 3TW WD models. It featured rocker boxes incorporated into its iron cylinder-head casting and a built-up (pressed-together) crankshaft with one-piece conrods. The 350 engine developed 19hp and was capable of 74mph; with careful riding consumption could be stretched to nigh on 80mpg.

“FRONT BRAKES FIGURE in this week’s news. Two motor cycles, it will be seen, are now fitted with larger front-wheel than rear-wheel brakes. While it might be wrong to attach special significance to the change in this instance, and particularly to suggest that it marks the beginning of a new trend, there are many experienced riders who will acclaim the development. Thoughts on front-wheel brakes have been clouded by the old-time cry of the pedal cyclist that front-wheel brakes were dangerous. The stirrup front brakes on early motor cycles were dangerous, not because they were efficient—as a means of slowing down the machine they were singularly ineffective—but owing to their flimsy

construction, which rendered them liable to catch in the spokes. Even to-day it is often difficult to make a novice realise that, since the effect of slowing down is to transfer weight from rear wheel to front wheel, the front wheel can offer the more effective braking. Perhaps because of this outlook there has been a tendency, particularly among manufacturers of lightweight motor cycles, to fit small front brakes of no great power. Indeed, some motor cycles would be far better from the braking angle were their makers to exchange the front brakes for the rear ones. If the change causes the subject to be pondered afresh it will have done motor cycling a good turn."

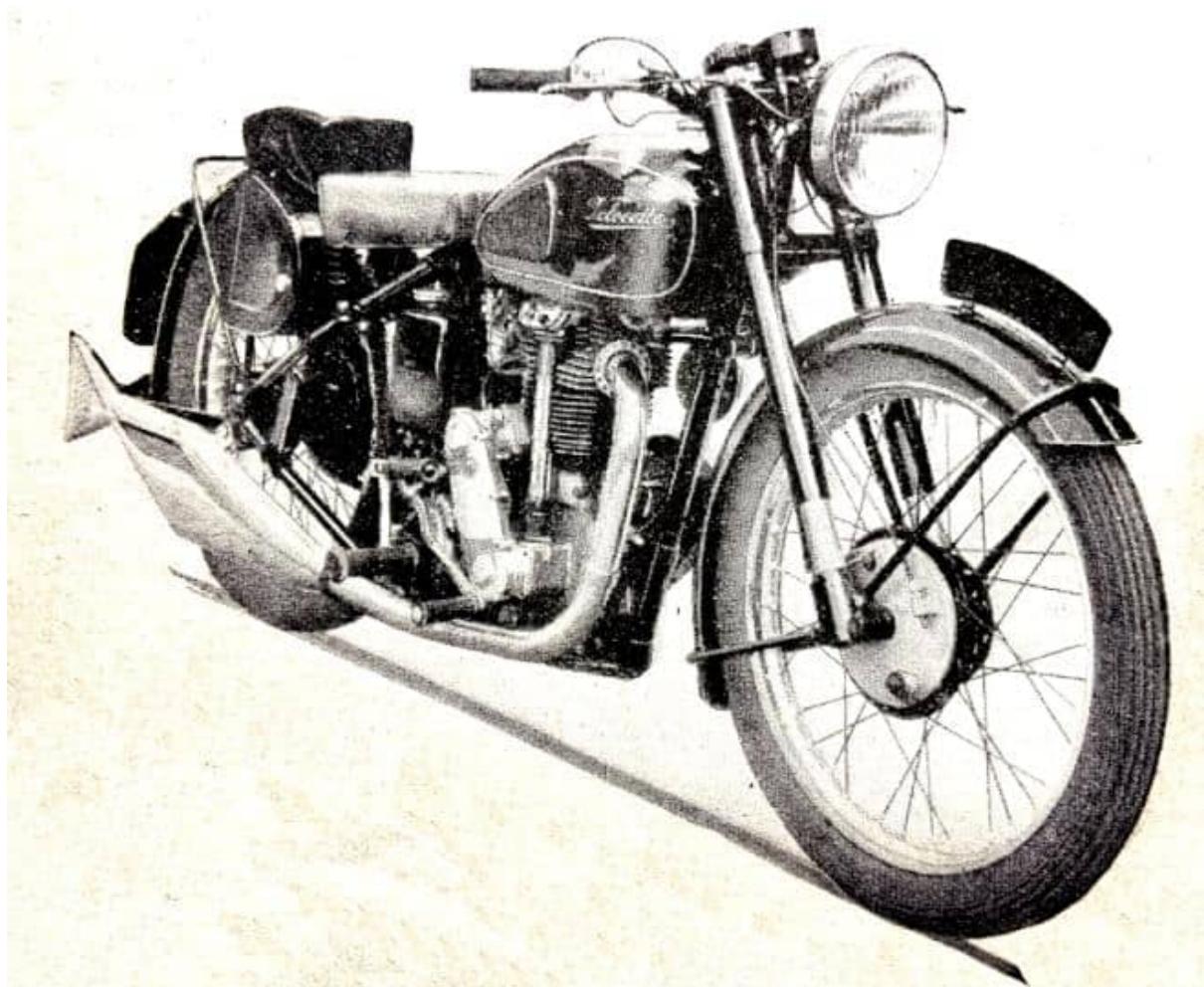
"MOTOR CYCLE SPORT comes to its temporary close with a trial which has attracted over 300 entries. This is the open-to-South Eastern Centre event fixed for the last day for the use of 'basic'. Never has there been such enthusiasm for motor cycle events as that displayed since the war. From the country's aspect this is to the good; it reveals the virility of British youth of to-day, for of all sports there are few so manly or so educative as competitive motor cycling. Its elimination means more—much more—than mere hardship to the participant and the spectator. It spells loss to the nation in terms of skilled manhood. While the ban lasts, no longer will there be the automatic development by sporting motor cycling of men to pilot our aircraft, man our tanks, ride as despatch riders and constitute key personnel in factories. Have the lessons of war been forgotten so soon? Maybe there will be no war for years to come, but the loss remains. The qualities required in civilian life to-day are just those which competitive motor cycling develops—judgment and skill, initiative, quickness in thought and action, and the team spirit."

"I PICK THIS WORD out of our description of the new Norton cam gears, designed to diminish the orchestra of mechanical noises which is generated by every petrol engine in the world. I suppose there are three separate elements in this orchestra—the 'clack' of impacts (as between valve and tappet, or valve and seat); the 'churr' of engaged pinions; and the 'ring' of outraged metal. I wonder if any experimental engineer has ever taken a mechanically silent water-cooled engine and, without altering any other item, substituted finned air-cooled pots for the original water-jacketed pots? I shall never forget the incredulous rage of a very famous, designer who in 1919 produced a small air-cooled multi-cylinder unit for a projected light car and utterly failed to secure a degree of mechanical silence which he deemed potential customers likely to tolerate. He was so impressed by the sound-damping effect of water jackets that he urged several motor cycle designers to copy Scott practice, and adopt some form of liquid cooling. He likened the damper action of the water to making a wine glass ring, and then suddenly stopping its vibrations with a touch of the finger.—Ixion"

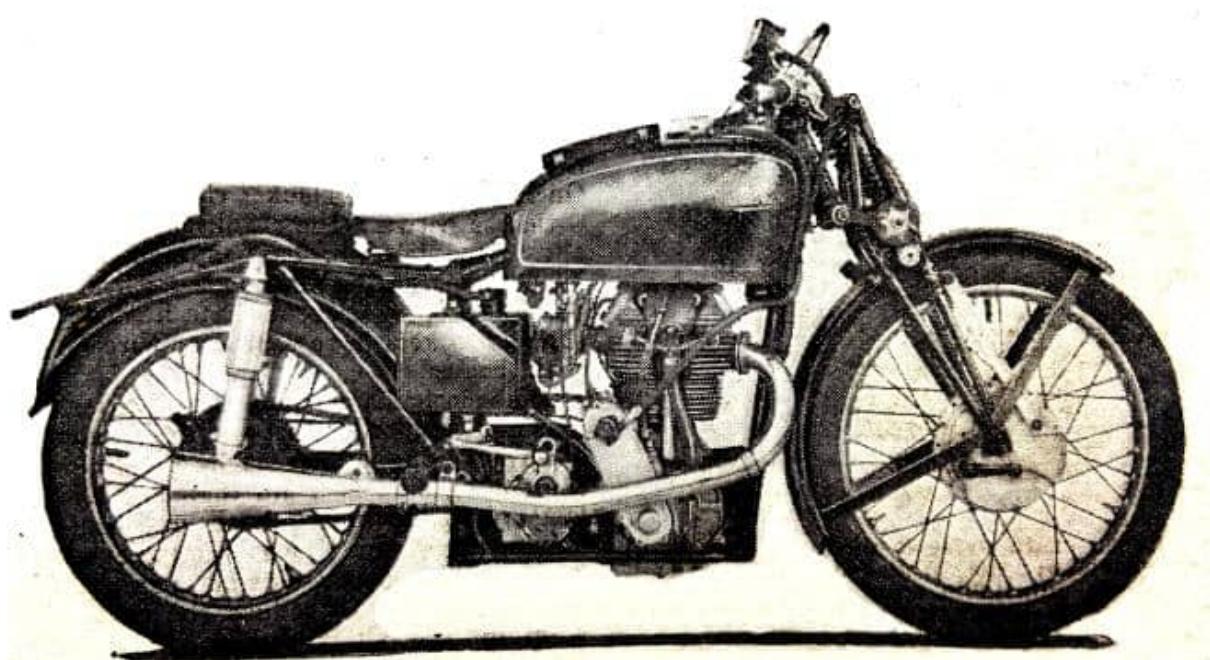
"SEVERAL READERS, ESPECIALLY a voluble friend in N Ireland, grumble about equipment shortages. They have secured delivery of the ardently awaited bus, but are still minus some item which they regard as vital. Maybe a propstand, or a luggage

carrier, or a pillion seat. I hate to exhort patience, but the blunt fact is that raw materials are as ferociously rationed as beef steak, and steel in particular is a permanent bottleneck. I am afraid that many of our readers still fail to grasp the ugly fact of our insolvency. We are at the moment probably worse off than Spain or pre-war Italy. Could any fact be more eloquent than the stopper laid upon building homes for the thousands of young couples who still have to 'muck in' with strangers or their in-laws?—Ixion"

"FOR 1948 VELOCETTES ARE continuing to market four standard machines and a racing model. But the standard models are being equipped with Dowty front suspension—on which the 'springing' is by air and the damping by oil. Racing model KTT is continued as before, with Webb, parallel ruler-type front forks. The standard models include the well-known high-camshaft, push-rod operated MOV, MAC and MSS (of 248, 349 and 495cc respectively), and the famous overhead-camshaft KSS, a 350 for long acknowledged to possess the punch normally attributed to a 500. Petrol tanks on these four models have had to be made slightly less bulbous in order to provide an adequate steering lock with the new fork arrangement. As the Dowty forks are depressed, a rising piston in each leg compresses a supply of air previously pumped into the legs. A tube feeding both legs at the top ensures that each contains the same quantity of air. Damping of each leg is effected by a plunger fitted with a washer, past which oil has to flow as the forks operate. A synthetic rubber buffer just above this washer prevents jarring at utmost rebound; and extreme upward movement of the piston is checked by a cushion of oil (whose normal or static level is at the top of the piston), so that there is no unpleasant bottoming of the forks. The advantage of air 'springing' is that progressive action is ensured. Incidentally, the oil in the legs not only damps but lubricates as well. In order to reduce to a minimum variation in wheelbase, which must occur with movement in all sloping telescopic forks, it has been arranged that the fork legs are as upright as possible. They are, in fact, parallel with the steering column. Correct trail has been retained by placing the front wheel spindle in a forward position relative to the fork legs."

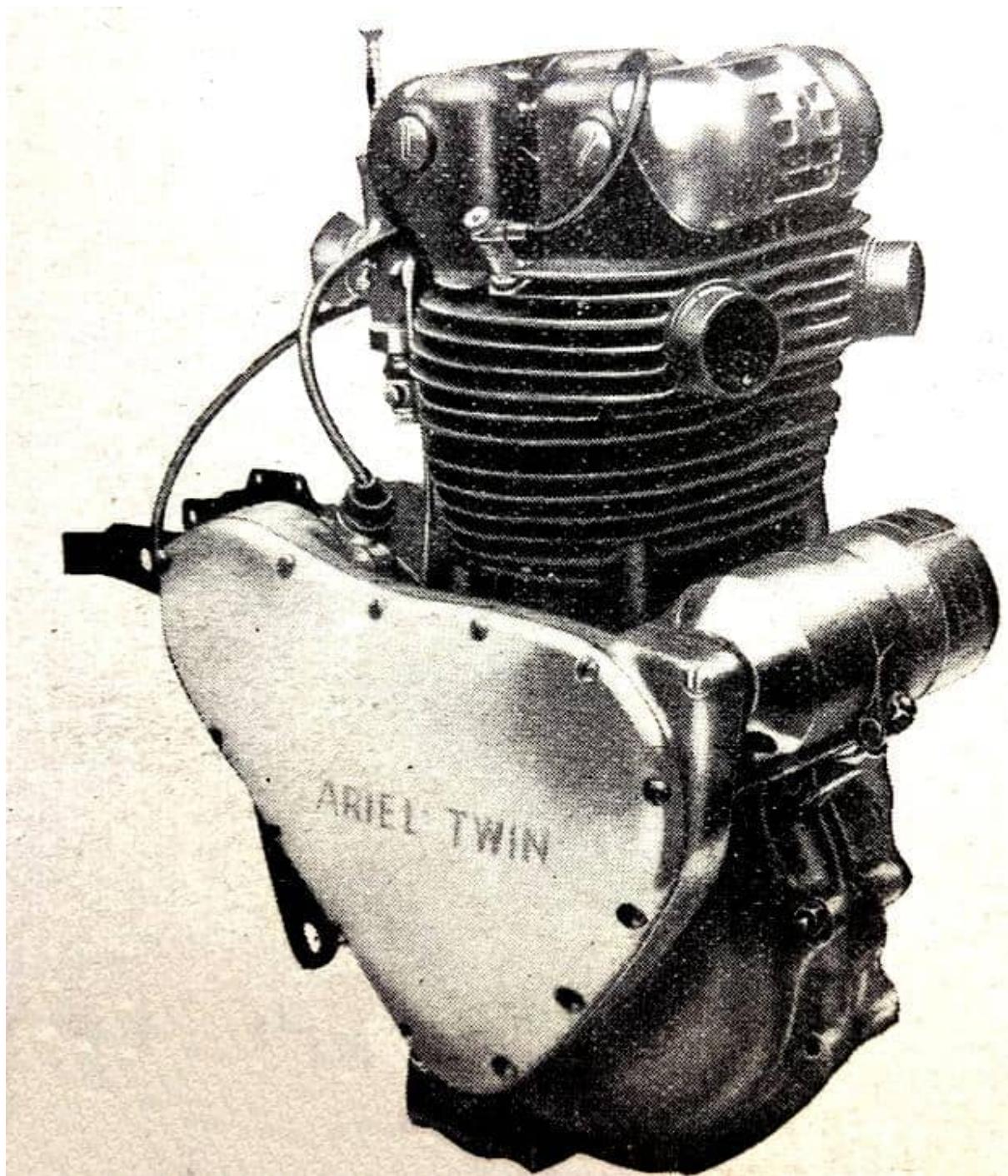


"The handsome appearance of the camshaft models has been further enhanced by the fitting of Dowty telescopic forks."



"A model packed with power—the wonderfully successful KTT 350."

ARIEL FITTED TELESCOPIC forks to the Red Hunter one-lunger (not least to attract buyers in the US) and joined the vertical-twin fray with a 500, the Deluxe KG Red Hunter and the sportier KH Red Hunter. Yes, a Red Hunter twin. Confusing, ain't it? The Blue 'Un took a close look at Ariel's twin: "The Ariel twin...becomes an even more attractive machine when the power unit is examined in detail. Mr Val Page, when at his drawing board, had in mind evolving an engine which would be quiet in operation, smooth and tractable, and lively in performance...An examination of the engine soon discloses technical features which contribute to this success...apart from the engine and the oil-tank the new Ariel- twin is almost exactly similar to the single-cylinder models...The specification...follows closely that of the 500cc VG de luxe model, except that the rear tyre is of 3.50in section. A minor frame alteration is that the front down tube is set slightly forward at the bottom to accommodate the dynamo and is fitted with a brazed-on sidecar connection lug. The model at present in production is the KG de luxe priced at £146 plus Purchase Tax of £39 8s 5d. As soon as possible a Red Hunter model will be available which will have the familiar red finish, with more chromium plating, and a specially assembled, tuned and bench-tested engine, polished ports and cylinder head. The front tyre will be a Dunlop ribbed, size 3x2lin. This model will be priced at £155 plus Purchase Tax of £41 17s. On both models the speedometer is an extra at £4 plus £1 1s 8d Purchase Tax. The makers are Ariel Motors, Selly Oak, Birmingham, 29, England."

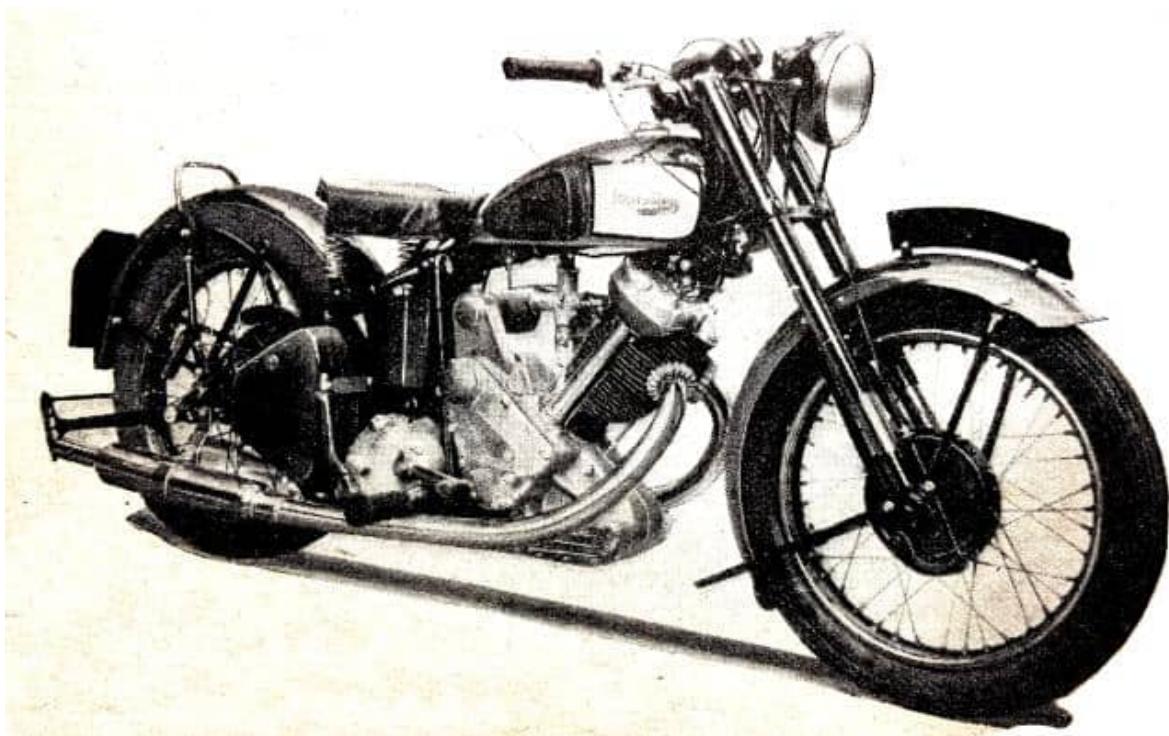


"Neat exterior of the complete power unit."



Ariel kept up to date with teles on the Red Hunter and no doubt they work better, but I've always thought the late 'thirties Hunter was particularly beautiful.

“NO CHANGE IS BEING MADE in the P&M Panther models for next year. That the incorporation of the Panther-Dowty Oleomatic forks in all three models included in the current programme has been successful has been demonstrated during this year, and they are now firmly established in the specification. The three models are the 250cc Model 60 with three-speed gear box; the 350cc Model 70 of similar design, but with four speeds; and the 600cc Model 100, the latter being recognised as primarily attractive because of its excellent characteristics as a sidecar machine. All three engines are single-cylinder, with push-rod operated overhead valves and completely enclosed overhead-valve mechanism. Both the smaller engines have forwardly inclined cylinders mounted on the crank-case in the usual way, the crankcase being carried in the frame between engine lugs and so forming a structural component.”



"A model famous for its attributes as a sidecar machine—the 600cc Model 100."

"THERE ARE NOW 30 clubs which have received machines under the RAC-ACU training scheme. Many of the clubs are giving practical and theoretical tuition as a regular part of club activities, and the others will be cracking shortly. In many cases, and especially in the South, the inquiries the clubs receive and the demand for training is almost overwhelming. More clubs with training sections are an urgent need. Under the scheme clubs are supplied with machines and with petrol coupons; they receive assistance and guidance in obtaining private land for riding instruction and on any other problem from the RAC and ACU. The accident prevention officers of the area give every aid and co-operation, and local police are as keen as mustard on the scheme. Now that so many other club activities are crabbed by lack of petrol, there is more time for experienced members to devote their energies to training newcomers. I can think of no better way for a club to be of service to itself and to the motor cycle game than to go out wholeheartedly for this training. Many clubs, I know, are nibbling at the idea. May I recommend to the committees of those clubs that a firm resolution to start would make a good entry in the minutes of the first New Year meeting? Full particulars from the Motor Cycle Manager, The Royal Automobile Club, Pall Mall, London, SW1."

"WITH THE ABOLITION of our 'basic', discussion naturally turns to methods of propulsion whereby the models can be kept on the road without burning precious fluid. The most consistent method put forward is a starter motor driven by a fairly hefty battery, and then various suggestions follow to devise a method of charging other than by the nightly trickle charge. A dynamo run from the rear wheel is ruled out (why?), but what is wrong with a wind-driven propeller suitably mounted driving a dynamo? At 25-

30mph the strength of wind should be sufficient to put something into the battery, unless, of course, the reverse happens to when one rides a pedal-cycle, ie, one would be riding constantly down-wind instead of pedalling invariably into wind! I wait to be thrown to the No 8 Hats.

350 Ajay, Warrington, Lancs."



Terrot, which had spent the German occupation making generators for Wermacht Zündapps, resumed production with the 125cc two-stroke EP (named for the designer, Edmond Padovani).

“PLEASE PERMIT ME after 20 year’s reading of the ‘Blue ‘Un’ to have a word about ‘basic’. Let’s stop all this mud-slinging. It is easy to say all these things now. Surely there are a lot of motor cyclists like myself who can remember a time not long ago when most of us had to lay up the bike because the pay packets wouldn’t run to all-the-year-round running. This also applied to car-owners. When September 30th came round it was finish till March 24th. But didn’t we have some times tinkering during those winters and saving up for that red-letter day, March 24th! There was that old Rudge bought for a cycle and 25s. Six of us learnt to ride on it over parts of what used to be included in the Travers Trophy course. What a host of memories! Then I recall the two-speed chain-driven Beardmore Precision I bought for 50s (what a hill-climber!), an old Norton, a Premier, an Excelsior, 2½hp Raleigh and 3½hp P&M. Well, we did enjoy those winter evenings, even though the dole was a dark blot in Durham at that period; and well I remember the chairman of a ‘means test’ board telling me that as I owned a motor cycle I should look farther afield for work. At least this sort of thing is not on the present Government’s agenda, and, though petrol was 1s 2d a gallon it was still ‘rationed’ according to the pockets of those times. Well, many thousands of miles and hundreds of ‘Blue ‘Un’s’ have come and gone; and after what the ‘outfit’ has come to mean for the

three of us over many years, I think we can at least claim to it being a 'a great miss'. However, let us take our medicine as we have proved we can 'take it' and hope that it will all be for the best for everyone—more so for our sons. So let's keep up the real 'Blue 'Un' and let's have some real letters of readers' experiences, bikes discussed, and the general run of things, that makes the game last and helps the time nearer when we can have some 'Square-Fouring'.

GW Robinson, Luton, Beds."



The first Motocross des Nations was hosted by the Netherlands. Belgian and British riders took on the home team at Wassenaar; Bill Nicholson, Bob Ray and Fred Rist took the Chamberlain Trophy back to Blighty.

TECHNICALLY THE ISDT should have been hosted by Germany but while technically the Jerries had won in 1939 the Nazi-dominated 1939 event was a fiasco and it was only appropriate that the first post-war ISDT was instead held in Germany's first victim, Czechoslovakia. Britain was so skint that, for the first time in the event's history, the ACU felt unable to send Trophy or Vase teams. The Czechs swept the board, relying on two Jawas 250s, a 350 and a 500 combo for the Trophy and CZ 125s for the Vase. The 22nd ISDT was based in Zlin, Monrovia; now part of the Czech Republic. The daily routes took in the Slovak, Moravian and Silesian mountain; following the 1,325-mile trial the final speed test was held over a 2.6-mile circuit in Zlin. Three privateers flew the flag for Britain: AA Saunders (500cc Triumph), of Coventry; IA Hitchcock (500cc Triumph), of Folkestone; and L Sheaf (250cc SOS), of Bromley. They were joined by Irishman A Tamplin on a 500cc Norton. Most of the 126 entrants were Czechs but they faced competition from the Netherlands, Hungary, Austria, Poland, Switzerland, Belgium, Italy and Finland—a good number of them rode British machines, notably AJS, Ariel, BSA, Excelsior, Matchless, Norton, Triumph and Velocette. Two Czech and two Italian teams competed for the International Trophy; two Czech, two Polish, two Dutch, two

Hungarian and one Italian team were in the International Vase competition. There were also six manufacturers' teams and 13 club teams including the three Brits, who rode under the ACU banner. Czechoslovakia won the Trophy, losing just nine points, ahead of Italy with 871. The Czech A-team won the Vase, ahead of the Dutch B-team and Polish B-team. The CZ-mounted Czech D-team had a perfect trial, with no points lost, to give CZ the manufacturers' award. And to complete Czechoslovakia's victory, the club team award went to MC Podebrady. Inevitably the Czech contingent dominated the medals, with 59; Hungary took 11, the Netherlands nine, Italy eight, Poland seven, Austria and Switzerland four apiece and Britain three (all bronze).

XXII.

MEZINÁRODNÍ ŠESTIDENNÍ SOUTĚŽ
SIX JOURS INTERNATIONAUX
INTERNATIONAL SIX DAYS TRIAL

FICM

ZLÍN, 16.-21.IX.1947.

OFICIÁLNÍ PROGRAM

Kčs
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The victorious Czech Trophy team, messrs Dusiot, Simandi and Stanislav, on their 350 Jawas; team manager Vivar and combo pilot Bednar—the sidecar passenger doesn't get a mention in the official records..

“INTEREST IN SCRAMBLE-TYPE events is steadily widening. When covering the International Six Days’ Trial, Harry Louis got the Czechs interested and since then has had requests for further details and specimen regulations. Way over the other side of the world, in the United States, Hare and Hound races are gaining in popularity. These events often take place over mountain rough stuff—the idea is to catch the ‘hare’, who is, in effect, the route marker, before he reaches the finish. As might be imagined, British machines show up well in these H and H frolics. I have just heard the result of the Little Bear Run held in California won by Dutch Sterner on his ‘scram’ AJS, who caught the hare 10 miles from the finish; second was A LeBard on an equally ‘scram’ Matchless. Apparently this race was in the nature of a practice for the national championship—the Big Bear Run. The Americans are encouraging-riders of foreign machines and in the Big Bear show there is a 3ft high trophy for the first man home on a foreign machine. Incidentally, Sterner also won the Cactus Derby—that was a 450-mile trial with a tough time schedule over desert sand and mountain trails.”

“I DO NOT CLAIM a record by any means, but can beat by six years the record claimed by ‘WW5449’, who purchased a new Excelsior in March, 1928, which is still giving him good service. I bought a new AJS 2½hp B1 Sports model and registered it on March 1st, 1922. ‘Fanny’ cost £85 and doesn’t owe me anything. I got a ‘gold’ in the 1922 Scottish

Six Days'. I had a very pleasant 1,600-mile tour this summer to Devon, Cornwall, Land's End and back, via Wales and up to Aberdeen. It was a no-trouble run, but the rear chain required adjusting once. I have done 6,000 trouble-free miles this season and the model is in fine fettle. She'll climb the new Rest and be Thankful on top gear (5.29 to 1), but needs second gear (three-speed box) for the old Rest.

Roy M Wilson, Glasgow."

"I'VE BEEN A READER of *The Motor Cycle* since the middle 'twenties, and still look forward to it every Thursday. My favourite items are 'Make-Do and Mend', and 'Letters to the Editor'. Up to now I've never contributed to the latter, but I feel I must add my support to 'Rudge Happy'. I ride a 1928 Rudge Special which I bought new that year. The gear box has never been out of the frame, and I've never seen inside it, the only replacements being one kick-start return spring and one set of clutch springs. The primary chain was replaced only this year. The engine, apart from piston rings, has cost me a mere £3 to £4. For real service and hard work the Rudge wants some beating. Since Easter this year I covered some 2,000 miles, just pottering around at week-ends, pulling a sidecar on solo gears more often than not—three up. Incidentally, the same inner tube is still in the front wheel and now only wants a few pump-fulls of air once in a while. The same main bulb in the head lamp is still doing its work. I wonder if that's anything like a record. But I've got a grouse and a big one—the poor output of the Maglita. This time of the year the battery is always flat. I wonder if any of your readers have managed to overcome this by fitting a suitable Magdyno or have managed to drive a separate dynamo somewhere on this type of machine? After weeks of thought the problem has got me guessing. I should be glad to hear of any successful conversion.

RH Eves, Colchester, Essex."

"MR TG MEETEN, AND MR LEN SHEAF, the rider of the one British two-stroke in this year's International Six Days' Trial, must surely be very pleased about the letter from 'Sunbeam Lion'. But I am an ohv and ohc fan. As a newspaper man I had the opportunity to see this year's event in Czechoslovakia and to notice everything connected with the Trial. I very closely watched the performance of all machines and riders—and I cannot agree with the opinion of 'Sunbeam Lion'. Two-strokes won this event because of the following reasons. In Czechoslovakia it is impossible to buy a four-stroke. This was the reason that all the first-class riders used two-strokes. Of the four strokes used, some were old sports or de-tuned racing machines and were mainly in the hands of newcomers to such an event as the 'International'. Although most of the Hungarians and a few of the Dutch riders used brand new four-strokes, they had not been prepared for the trial and some were not even run-in at the time the trial started. The reason they were not run-in is that they arrived very late from the manufacturers. Many riders retired or lost marks because the quality of the cycle parts on some machines was bad—not because the four-stroke engines failed. During the whole of the trial there was very good weather, but, given wind and rain and mud and other heavy going on some of the

sections and, say, a Trophy team (on four-strokes) without lost marks at the start of the speed test, then the two-strokes would not have won the event. Everyone admired the fine performances of the CZ and Jawa two-strokes, but with the best British riders on four-strokes in this year's event it is unlikely that the two-strokes would have won. I do hope 'Sunbeam Lion' will not now imagine that I am paid by British four-stroke manufacturers to praise their machines. I am not a British subject at all, but I have had a lot of experience with motor cycles—two-strokes and four-strokes—and if 'Sunbeam Lion' is so fond of two-strokes I am prepared to exchange my 250cc Jawa for a new ohv machine made in England.

'Wheelbarrow', Czechoslovakia.'

"THE MERE TRIP-WIRE of one slender week and a day was holding up the iron curtain of no 'basic'. Yet there were 178 entries for the open John Douglas Trophy Trial, held last Saturday. And further applications were still being received after the closing day. That an event of this size could be held so near to the curtain's fall is great tribute to the organisers (Bristol MC&LCC), who continued calmly with their preparations, in the face of difficulties. Real trials weather prevailed on Saturday: a soft, grey-skied hunting morn, if ever there was one. At 9.30am, when the first man was due away from the Griffin Inn, Bridge Yate, near Bristol, no rain was falling in that area. But heavy weather during the previous night had further muddied the observed sections and had given main roads a patent-leather shine. And rain fell later in the day—rain of the peculiarly English, misty type, that 'sets in for the evening'. BHM Viney (347cc AJS), W Nicholson (499cc BSA), GE Duke (348cc BSA) and FM Rist (348cc BSA) each lost only six marks. But the special tests came into action, and Viney won the Solo Trophy from that comparative newcomer to the ranks of the experts—GE Duke. Boyish-looking Duke's devil-may-care style of riding suggests genius and reminds one of Nicholson the master. FH Whittle (598cc Panther) did well to lose only five marks in winning the Sidecar Trophy; but the sidecar route did not always coincide with that of the solos. First observed section was Glee (for solos only)—a banked, muddy track rising through the trees and divided into two sub-sections. Slithery rock outcrop on a slight left-hand bend added to the difficulties, and the first four competitors all footed. The fifth, PH Waterman (498cc AJS) subsided into the bank near the bottom. By keeping well to the left on the rock step, B Lacey (500cc Ariel), G Collins (347cc AJS) and LA Ratcliffe (347cc Matchless) were clean; but W Nicholson (499cc BSA) and BHM Viney (347cc AJS) both footed and thus lost three of their six marks. So did Duke (348cc BSA). RESULTS John Douglas Solo Trophy (for best solo performance): BHM Viney (347cc AJS), 6 marks lost. John Douglas Sidecar Trophy (for best sidecar performance): FH Whittle (598cc Panther sc), 5. Bristol 150cc Cup: M Riley (125cc DMW), 27. Bristol 250cc Cup: NJ Gray (246cc Matchless), 28. Bristol 350cc Cup: GE Duke (348cc BSA), 6. Bristol Unlimited cc Cup: W Nicholson (499cc BSA), 6. Barton Motors Cup (for best solo performance by a member of the promoting club): J Douglas (499cc Royal Enfield), 20. Catherine Hicks Cup (for

best solo performance by a member of a Wessex Centre club): H Fowler (348cc BSA), 15. Manufacturers' Team Prize: BSA—FM Rist (348cc), W Nicholson (499cc) and GE Duke (348cc), 6 each."



"TW Pittaway (125cc James) tackles the greasy mud of Doynton Hill." (Right) "DC Baynton (Triumph) keeps his feet on the rests and fights the slimy surface of Doynton."

"THE BROMLEY MC organisers of Sunday's Open-to-SE-Centre Campbell Cup Trial, took every precaution to avoid a repetition of last year's 'mud plug'—and went to the other extreme. Most of the 24 observed sections were easy, and many of the 242 competitors were heard expressing the opinion that they had come to the chalk hills of Kent in expectation of being confronted with a very much more sporting course. The first observed section was within a few yards of the start, at the Clearway Café, near Brands Hatch, and its tightly taped bends and undulating leafy surface was typical of all the other sections (every one of which had been manufactured or 'improved' with the aid of tape). To Viney (AJS) or Blackwell (Norton), with their works' machines capable of plonking around the hairpin bends at almost 0rpm, these tortuous sections presented no problem, but it was surprising to see how numerous were the marks lost by quite experienced riders here—the third and fourth sections caught out even more than the first. But they were difficult only in a tricky sort of way, and at no point around the 30-mile course was any premium placed on dashing tactics."

"SNEAK-THEIVES SEEM to be abroad again. Recently the Editor has received letters from readers who complain that their machines have been robbed while unattended in public car parks. One lad lost a front wheel and another a battery, a tool-roll and a

steering damper. I remember there was a spate of this caddish thievery earlier in the year—it is the sort of meanness that makes one feel one would like to deal with the thief personally before handing him over to the police. Recent correspondents, who wrote from the Derby and Lancashire areas, report that the stealing occurred during darkness. After next week-end there will be far fewer machines left in dark public parking places, but those who are out on business and have to leave their models might be well advised to use garages—presumably the shortage of garage space for parking will not be so acute with so many cars and motor cycles off the road."

"IT HAS BEEN DISCLOSED that there is the possibility of a road-racing circuit being developed in the Isle of Wight. However, when the subject was pursued by Mr C Lewis, secretary of the BMCRC, at the Council Meeting of the ACU, Prof. Low stated that it would be a number of years before the project would be realised."



"Foreign Secretaries may disagree on questions of policy, and customs may vary from land to land, but in one respect at least there is international unanimity—the interest displayed by youngsters in motorcycles. On the left, a Moscow Children's Club goes In for 'Youth Training' in a practical manner, and above, a group of English schoolboys stand enthralled by the prospect before them."

"IN OUR PAGES THIS WEEK are a challenge to the British motor cycle industry and a threat to our prestige in the sphere of sport. Our correspondent, Count Lurani, reveals in his description of the Milan Show such a wealth of ingenuity and technical

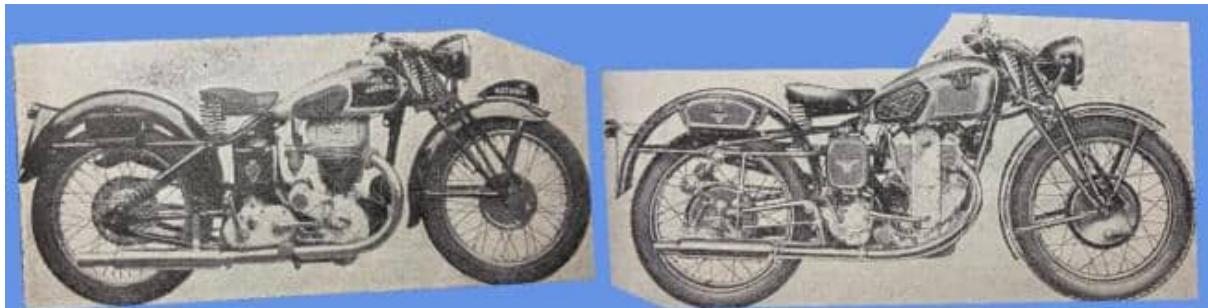
advancement in Italian motor cycle construction that many of our own development engineers and designers may well feel that it would have been profitable to have paid this 25th anniversary exhibition a visit. We may feel, perhaps, a twinge of envy, but nothing is to be gained from taking a 'sour grapes' attitude over past differences. We are realistically faced with the fait accompli that Italy is a serious rival, out for her share of what is to be gained in the world of motorcycles...Whichever way the battle goes, the very prospect of it must surely raise a question in British minds and that is the 'hoary annual' of how much longer are our own motorcycle manufacturers to be condemned by the authorities to undertake these epic struggles at such a disadvantage? Even during the war the Italians were enjoying road races. Since the declaration of peace they have been through a gamut of events and hardly a week has gone by during the season when their factories have not been engaged in one or more speed events. Yet, here in Britain, even an attempt to find a substitute for Brooklands or Donington in an aerodrome circuit is fraught with every kind of negative interference from officialdom. So far as the forthcoming struggle for supremacy between the British and Italian camps is concerned there is little that we, as individual onlookers, can do save wish our men luck. On the other hand there is a tremendous task that the industry itself could undertake would it only unite in the belief that racing is not incidental to, but of pre-eminent necessity for, a sales reputation that will count as a hallmark everywhere."



Italian power at Milan. L-R: "The now familiar 125cc twin two-stroke Aspi engine appeared in a rear-sprung frame with shaft drive." Parilla 250. "One of the most remarkable engines is this 350cc OMB which has a $\frac{1}{8}$ th speed camwheel and 'pull-rod' operated valves." "This strange 125cc Mas engine is an ohv with jacketed cylinder and cooling by forced draught." "A vertical twin two-stroke, this MV model is a 125 employing unit construction."

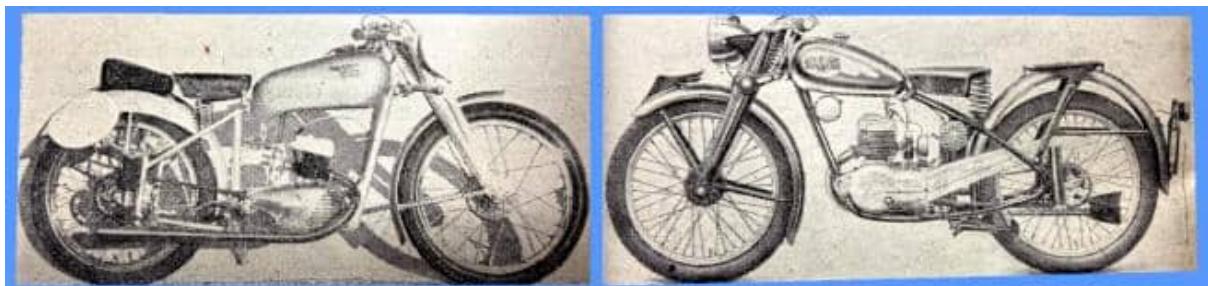
"THE 25th INTERNATIONAL MOTORCYCLE and Cycle Exhibition of Milan, inaugurated on November 29 for a 10-day run, has been a great success. No fewer than 316 exhibitors took part to make it practically an all-Italian affair, since, for obvious reasons, the import of foreign motor cycles to this country is still impossible. The only British exhibit was a lonely Square Four Ariel, with rear springing, while the only other foreign models on show were Indians and Harley-Davidsons, making a come-back after many years of absence. When these machines will be on sale in Italy is still a mystery. One's first impression of the Show was that the bigger factories have practically left their models unchanged except for minor improvements, while a general and impressive tendency towards the very light (125cc two-stroke) model was noticeable. Of course,

the typical Italian ultra-light models, auxiliary cycle engines, scooters, etc, were more favoured



"An exceptionally interesting rear suspension system is one of the features of the 500cc Astoria." (Right) "The massive-looking 250cc CM with chain-driven ohc."

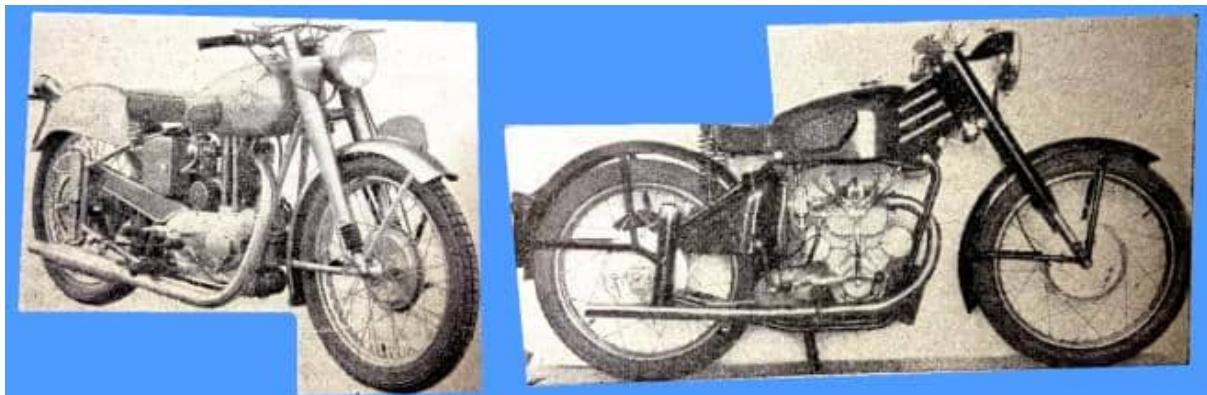
than ever. Also there were some outstanding prototypes forecasting interesting production models of the future. It was noticed, too, that the sport has had a great influence on the Italian market and practically all the exhibitors showed some form of racing machine, even in the smallest classes, many being equipped with rear springing. Virtually it was a single-cylinder exhibition, since only the little 125cc Aspi and the new 125cc MV came into the multi class in the lightweight field, with the twin Sertum 500cc model representing the larger Italian field. This 25th Show was a real anniversary exhibition and more than 80 would-be exhibitors had to be refused for lack of space. There is great enthusiasm in Italy, but unfortunately the business side is not so good, for the general situation is now very critical. Indeed, is feared that not a few of the exhibitors may fail to stand up to the oncoming crisis and that possibly only



"The racing edition of the 125cc two-stroke Morini has central spring forks." (Right) "A famous make in Italy—the Bianchi. This is the 1948 125cc model."

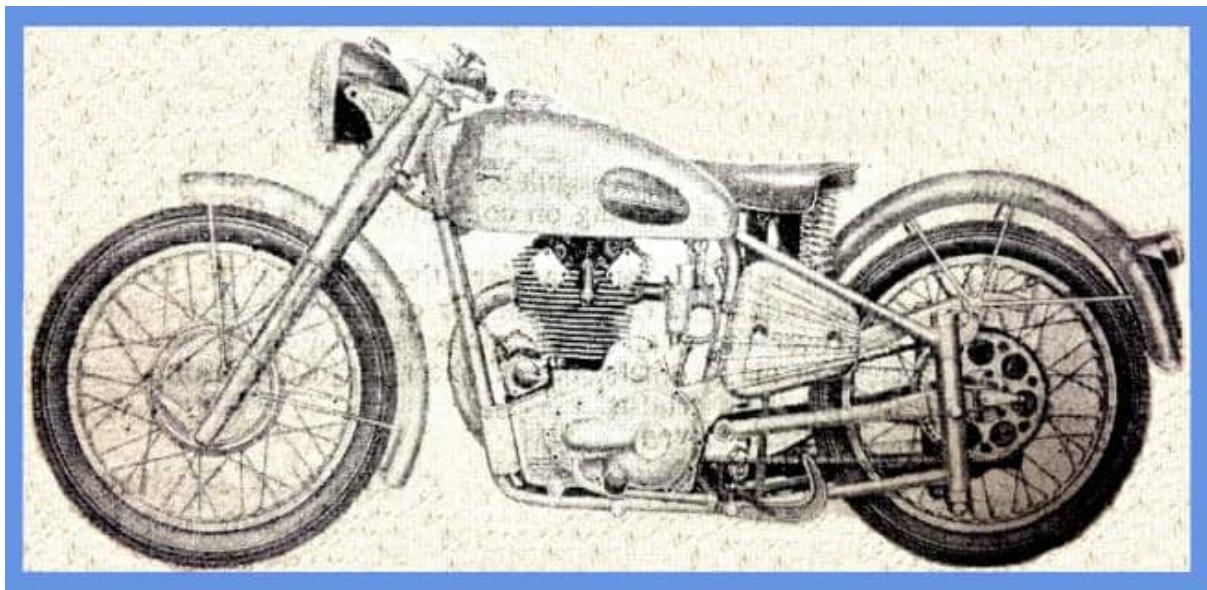
the bigger and sounder concerns will last through the difficult period which looms ahead. Prices are still very high, due to the rising labour costs, and export is practically down to nil. However, the Show revealed the extraordinary vitality of Italian technicians and factories and that all of them, big and small, have made a very great effort to revive the industry. Let us now go round the stands: **Ariel**, the one and only British model, was shown on the **Astra** stand, where machines built under Ariel licence in 250, 350 and 500cc capacities were also exhibited, as well as a very neat 125cc two-stroke with telescopic forks—one of the nicest machines in the Show. **Guzzi**, of course, had a very

impressive stand displaying all the usual models, as well as a new version of the 500cc machine with 'teles'. These machines are really all very ugly to look at, but are still the best models that can be bought in Italy. Also, the racing machines are on sale, in replica form of the winning 250 and 500cc jobs. The twin-cylinder and the 'Gambalunga' ['Long Leg], however, are not on the market. **Sertum** featured the International Six Days' Trial 250cc model, as well as the twin 500cc mount. Their great novelty, however, was the new sports 250, a very neat effort incorporating a



"The new ohv MV250. Note the frontal finning on the sump." (Right) "An offside view of the complete 350cc OMB."

sturdy pressed-steel frame with welded members. **Okra** was another popular stand, and here could be seen the 'Nettuno' and 'Saturno' singles in normal, sports and racing form. One of the surprises of the Show was the **Morini**. This 125cc machine provoked much favourable comment on its fine construction. Described as a competition model and finished in 'all-aluminium', it weighs only 62kg and represents a very complete little racer that will undoubtedly be popular in 1948 Italian and Continental competition spheres. The old-established **Mas** concern broke new ground by concentrating on a remarkable single-cylinder four-stroke 125cc with air cooling arranged by forced draught round a jacketed, inclined cylinder. **Parilla**, a newcomer to the Italian industry, showed a beautiful array of various types of their 250cc machine that is very well laid out and finished. The weight of the racing model is only 98kg and a very handsome machine it looked in its bright red paint. **Miller** showed the well-known 200cc model and a really outstanding 250cc 'Jupiter' model. This all-enclosed machine embodies a number of interesting and



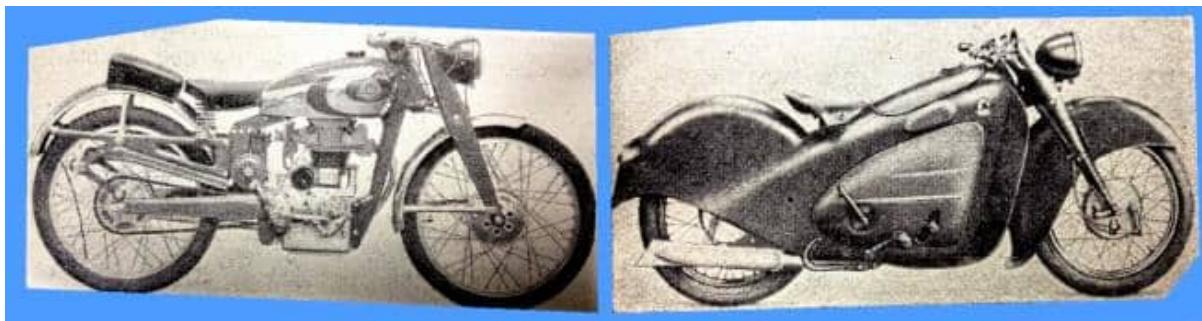
“Making its bow, a newcomer to the Italian industry is the Parilla. The 250cc sports model, pictured, features unit construction and rear springing.”

carefully studied details. The engine is an ohv of 62.5x51mm; the telescopic coil-sprung forks, with air dampers, also incorporate the instrument panel, while the fuel tank can be removed in less than a minute to make the engine very accessible. Duralumin hubs and air-damped rear springing are also features of the specification. **Bianchi** included with their standard 250cc model a new 125cc two-stroke that is one of the best-finished ultra-lightweights, and likely to be one of the best sellers. **Breda** had a little utility model, **Musa** an auxiliary two-stroke, **Furetto** a nice motor-scooter, and **MM** showed motor cycles of classic design in the 350 and 500cc classes. **Aspi** displayed the beautiful two-cylinder BMW-looking 125cc two-stroke. and **Siata** the famous 48cc four-stroke, three-speed auxiliary engine that is one of the most popular models, and which is fitted in no fewer than 23 special bicycles of different makes. **Garelli** exhibited the now world-famous 34cc ‘Mosquito’ two-stroke auxiliary engine, and **Carda** and **Alpino** had also auxiliaries to offer. Rapidly becoming renowned for its performance is the **MV** 98cc two-stroke with telescopic forks, but the company also had two novelties. One is a 125cc two-stroke side-by-side twin, a neat and clever model that is to be developed for racing. The other newcomer is a sturdy 250cc ohv of 63x80mm that is said to give 13bhp at 4,500rpm. Another striking ‘show hit’ was the prototype **OMB** of 350cc—a capacity most unusual in Italy. Designed by Signor Pedrini and built at considerable expense by the comparatively small concern of OMB at Bologna, it has front and rear telescopic suspension, while the



“With an engine which looks like an Excelsior-Norton-Velocette hybrid, but with the rest of the machine distinctly Italian in appearance, the beautiful 250cc Parilla should, with the Guzzi, ensure an Italian monopoly in the Lightweight class which Britain once held.” (Right) “Developed as a second string to the challenge to the ‘four’, the 1948 single-cylinder Gilera is liable to present a serious challenge to British machines in the 500cc class.”

frame is unusual in that the tank forms part of it. By removing two nuts the machine can be virtually divided into two parts to make engine inspection a very easy job. The valve gear is quite novel and incorporates a large cam-wheel turning at $\frac{1}{8}$ th engine speed and having the cam profiling cut internally on the underside of the toothed ring. Thus, the push-rods do not ‘push’ but the ‘pull’ the rockers. All bearings are of the roller type with a bore and stroke of 76x76mm, 26bhp is developed at 7,000rpm. The carburettor is a Cozette, the brake drums and hubs are in duralumin, the gearbox has four speeds, and the complete weight is 135kg—a most interesting and unorthodox machine typifying the spirit of engineering adventure which is so strong among Italian technicians...The new air-cooled, four-cylinder **Gilera** racing engine has now been successfully tried [revamped to run without a supercharger in line with the FICM blower ban which killed off Benelli's plans for a blown 250cc transverse-four producing 52hp at 10,000rpm. Pity.—Ed]. The complete machine (500cc) weighs 120 kg (approximately 265lb) and will be the leading Senior Italian machine in 1948. The great rider Serafini will probably ride for the factory next season and it is also probable that four Gileras will start in the TT race in June—two fours in the hands of Serafini and Pagani and two single-cylinder models as well. The much-talked-of newcomer, the ohv 250cc Parilla, is to be entered in big-time racing with a strong team of riders. The complete weight of this model is only 216lb. What with this and the inevitable Guzzis, it looks as though British circus artists who might still be game enough to ride our own pre-war ‘250s’ had better think again about the lightweight category!”



“The 250cc pressed-steel Sertum.” (Right) The ‘enclosure enthusiast’s’ dream come true! The 250cc ohv Miller ‘Jupiter’”

THE FOUR-POT GILERA racer that drew crowds at Milan had been revamped to run without a supercharger in line with the FICM blower ban. This ban also killed off the Velocette Roarer and AJS V4 racers, neither of which could be competitive without supercharging. Velo soldiered on with its naturally aspirated cam my singles, but AJS bounced back with a dohc parallel twin racer designed for a blower but was still fast without one. It featured cooling spikes rather than fins that earned it the sobriquet Porcupine.



TT veteran Jock West rode a Porcupine into 14th place in the Senior, but took third place in the Ulster.

THE MANUFACTURERS’ UNION planned to revive the Earl’s Court Show, but coal shortages and problems with component supply were so severe that they cancelled it. Maintaining the supply of existing models was quite enough to keep hard-pressed manufacturers busy; resources could not be diverted to launching new models.

BETWEEN THEM THE bicycle and motorcycle industries earned £20m in desperately needed exports, compared with £4.5m in 1938.

ONE-DAY TRIALS had always been a peculiarly British pastime but a hardy band of Belgians, who might well have encountered the sport while in uniform, established the Lamborelle Trial along British lines.

“LETTERS FROM CANADA and the United States of America and the comments of recent visitors to North America stress that fresh thought should be applied to the question of the most suitable saddle or seat for a motor cycle. A widespread view is that the typical supple-topped saddle is outmoded. Whether the best arrangement is a saddle and pillion seat built in the form of two saddles linked together, a much longer saddle which provides a variety of positions for a solo rider or, by reason of its length, will accommodate a pillion passenger in addition to the rider, a built-in bucket-type seat, or some other form, is a subject for debate. One of the reasons why Britain has clung to the present type of saddle is because it mates in with the lines of the machine and looks neat. Some of the other types, including certain pan seats with spring seat pillars, afford greater comfort, but tend to ugliness. Our view is that eventually dual seats built into the rear mudguard assembly are likely to be the rule. What must never be overlooked is that with a solo motor cycle steering is largely effected by legs and thighs. Rigidity of the seat laterally is thus of paramount importance. Here is a problem for the New Year.”—Ixion



Not all American motorcycle were big twins. The Mustang, made by the Mustang Motorcycle Corp of Glendale, California, was

a tough-as-old-boots utility mount powered by a 320cc sidevalve single with a three-speed Burman box (The first few Mustangs were produced with 125cc Villiers lumps). It ran on 12x4in disc wheels with a rigid frame and weighed 210lb. It was also among the first US bikes to sport teles. Here's a funny thing: there was no tappet adjustment, instead the owner was expected to grind down the valve stems at every decoke. When the cops evaluated a Mustang its 10.5hp propelled it to 64mph with a cruising speed of 50-55mph. And a hero named Walt Fulton bored his Mustang to 400cc, machined a head out of Dural, fed it on nitro-methanol and got it up to a ton.

“GREETINGS TO ALL MOTOR CYCLISTS: to readers in Iceland, Borneo, Siam and the hundred other parts of the world to which *The Motor Cycle* travels week by week. The Editor and Staff join in wishing you a Happy Christmas and the best of New Years. May there be petrol for all in 1948, the money for a new model—and good riding. With this last number in the old year, it is right to count some of the blessings, grim though the picture, in Europe at least, may still appear. How many in Britain recall summer weather so perfect as this year's for holiday tours and week-end runs? What a store of happy memories the majority of motor cyclists have. And never has there been such a full programme of motor cycle sport, nor such mighty entries. A basic petrol ration or not, Britain is not to be denied all its motor cycle sport in 1948. There is also to be a show next year. And manufacturers have much of interest on the stocks. The indications are that Britain is making steady headway—so much so that after uncertainty the nation can look forward to the future with confidence. There is good reason to be cheerful this Christmas, and may there be happiness and prosperity for all in the New Year.”—Ixion

“MAY I TAKE THIS OPPORTUNITY of wishing motor cyclists everywhere my hearty good wishes for Christmas and the New Year? Let us hope that 1948 brings us all petrol—and in reasonable quantities! May it also see this old country of ours once again steady on its feet, so that many of the petty restrictions and controls to which we are subject can be abolished. In the meantime, let us all resolve to pull together so that when petrol returns club-life will be more vigorous, healthy and progressive than ever before! **Birchington:** Dec 31st, New Year's Eve Party. **Bohemian:** Dec 25th, Appetiser Hike for men only; meet at HQ at 11am. Dec 28th, Coach Trip to Robinson Crusoe Holiday Camp, leave at 10am. **Castle Colchester:** The Annual General Meeting will be held on Jan 2nd at the Plough Hotel, Colchester, at 7.30pm. **Cricklewood:** The Annual Dinner and Dance was held in the Silver Horseshoe, Neasden. Following an excellent meal there were the usual toasts and speeches. Mr G Arthur, secretary, who proposed The Club, welcomed the guests, among whom were Mr Waller, secretary of the **Ace Group**, members of the **Bayswater Club**, and several of the **Bulldog MCC**. **Dublin & District:** A record membership of 170 and a successful year's working were reported at the AGM. Owing largely to the success of the Skerries '100', which it is hoped to run again next year, the credit balance has substantially increased. **Dublin University:** The club's handicap scramble for the Griffith Trophy, held in the Powerscourt Deerpark, Co

Wicklow, was won by AEG Moore (343cc Triumph) off the 9min mark, who finished 32sec ahead of M Barrington (499cc BSA), the Lightweight TT winner, off 2½min... **North-East London:** The Revenge Cycle Trial was very successful. An extremely difficult course gave competitors, who included two ladies, a grand day's amusement. Best performance was by D Morgan, who proved as capable aboard a bicycle as he is on his 350cc AJS. The best lady was Miss K Flynn and best committee member, AC Woppard... The club's annual Christmas Party will be held at the Fishmongers Arms, Wood Green, Dec 28th. Club-nights are held every Thursday at the Victory, Chingford Rd, Walthamstow, E17; neighbouring clubs and unattached riders are welcome to attend. **Portsmouth:** The first post-war presentation of awards was held at the Kimberley Club Room. The awards were presented by Mrs WE Taylor, wife of the club's president. When the awards had been distributed the prize winners were subjected to a quiz, and if one failed to answer correctly, had to pay some amusing forfeit. **Southern Observers:** Dec 31st, New Year's Eve Party. **South Reading:** Dec 28th, Christmas Party (California at 4pm). Dec 29th, Club-night at HQ, at 7.30pm. Dec 31st, New Year Party (Peppard at 8pm). **Stockton:** Dec 31st, Club's Christmas Party in the club-room at 7pm. **Streatham:** Dec 31st, New Year's Eve Party; Coaches leave Davis Garage, Mitcham Rd, at 7.30pm. **Tenterden:** Dec 26th, Boxing Day Cross Country Cycle Run, starting from Pixies Lane, Rolvenden Hill, at 10.30am. **West Middlesex Amateur:** Dec 26th, there will be a meeting at the Vine, Stanmore Hill. West London: Dec 28th, Evening Social at HQ, at 7pm. **Wickham:** Dec 28th, the second of the monthly hikes, starting from East Croydon Station at 10am. Dec 31st Quiz-night at the club-room, 8pm."—The Clubman

"JUST FANCY, FOUR DAYS' holiday at Christmas! To some of us who have been in this game a year or two it seems unbelievable having to-day (Christmas Day), Boxing Day, Saturday and Sunday, all to our-selves And the reason is not just the abolition of the basic petrol ration, since the change that enabled us to be our own masters at Christmastime occurred before the war when there was petrol in plenty. Do you remember the Motor Cycling Club's London-Exeter Trials starting on Boxing Day? The choice of date was alleged to have been due to a desire on the part of the 400 or more participants to get large gulps of air following the previous day's festivities. Postponement of the event to the first week-end in January was supposed to be because many officials, being family men, were not too keen on dragging themselves away from home on Boxing Day. Whether this was correct or not, I felt that the great winter trials lost some of their romance when the date was changed. The fact that one ventured through the night on a 400-mile trek late on the Bank Holiday, leaving the majority of one's fellow countrymen beside their fires or, if one had a late number, asleep in bed, gave one a feeling of derring-do. It was not that there was any sense of superiority, but merely of adventure. And adventure there often was. My habit was to go right through the trial. I would not have missed the night run from Staines or Slough or

Virginia Water to Exeter for anything. Fog, ice, snow, hail, sleet, rain—was there any variety of weather which was not encountered on one or other of the 'Exeters'? It might seem balmy at the start and, only a few miles beyond, the road would be coated with wet ice. Do you recall how dozens, gaily dropping down towards Camberley on the 1938-39 event, suddenly found themselves travelling at almost undiminished speed in what the Army calls the prone position? I was fortunate on that occasion, since experience on earlier Exeter Trials had shown me the wisdom of using a sidecar outfit. The incident which drove home the idea that three wheels can be better than two occurred the far side of Exeter. I was describing the event with the aid of my 593cc four-cylinder Silver Hawk Matchless. All had gone well on the night run. Breakfast had been one of those typical Exeter Trial breakfasts—Deller of Exeter's bacon and eggs. Lovely crinkly bacon, I recall. Feeling at peace with the world, and omitting to remember that I was covering the entire event myself, I went gay on the twisty, twirly road that leads from Exeter to Fingle Bridge hill. One of the bends was entered at about 60, and whether it was merely slime or wet ice I do not know, but a two-wheel slide resulted and the machine and I ended up on a rough patch on the far side of the road—forks bent, head lamp smashed, wheels right out of line. There can be objections to having such a magnificent driving light that speeds of 60 and 70 can be indulged in. Somehow the machine had to be straightened; somehow we had to get to Fingle Bridge, to all the other hills, to finish and home. It was managed all right—well over 200 miles—and



"Some of the heroes who battled their way to Slough."

did I learn my lesson! Our job is to get through; whoever else may retire, it must not be us. That is why, on a trial such as this, you will generally find that we go to such lengths in preparing our machines. Everything is checked; a fog lamp is fitted and, quite likely, the electrical equipment manufacturers will be brought in to make sure that the whole lighting set is as near perfection as they can make it. And apart from fog, there is that little matter of water. More than once the route has had to be changed at the last

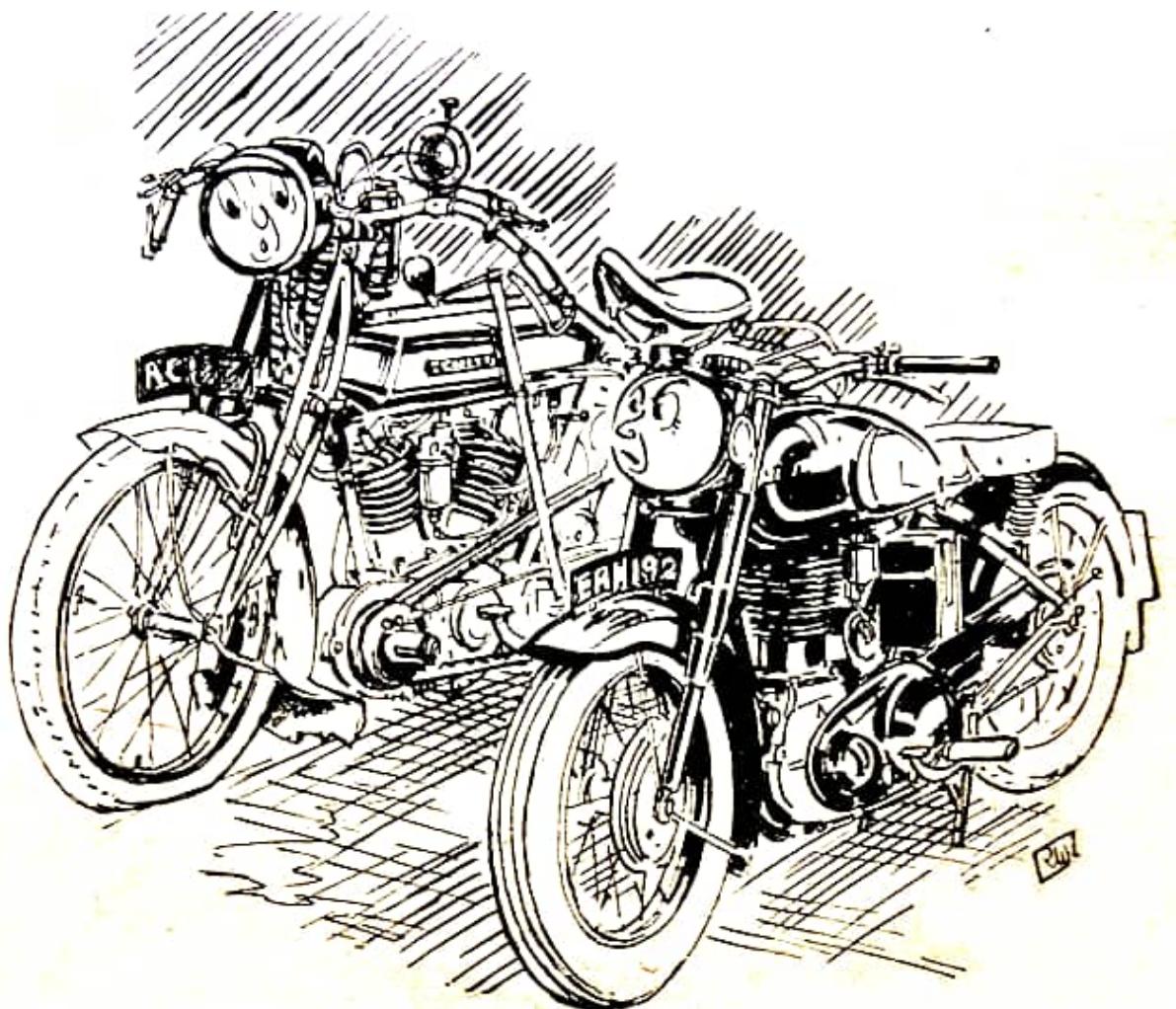
moment because of impassable floods. Ugh! One is travelling along on good tarred or asphalt road; at one moment it is merely glisteningly wet and the next, the change imperceptible in the light from the head lamp, one has entered flood water. Sometimes there will be a highly desirable warning—perhaps a red light and a notice or an AA or RAC patrol waving a torch or storm lantern—but the number of times on ‘Exeters’ that the first one knew of a flooded section was the zipp of wheels through water followed by something akin, to a wall of water smiting the machine and oneself...Did I mention plug covers? But it is fog at night which has so often made the trials really arduous. Just think of it, Salisbury Plain, mile after mile of it, enveloped in swirling mist, with the visibility at times only a few yards and at others, perhaps 50 or more. The speed schedule may be only 20mph or, at the most, 26, but just try keeping to schedule on such a night, let alone wandering to and fro through the entry trying to see a large number of competitors and picking up information. And one cannot stop long at time checks otherwise one won’t see the entire entry on the hills. A part of the route I shall never forget is that which lies between Crewkerne and Chard, the 700 and more feet high stretch past Windwhistle Inn. And can’t the wind whistle on this exposed tree-girt section of road, tugging at one’s. machine and threatening to cast it and the rider off the highway. How often the wind has been laden with hail or stinging rain! But the greatest Exeter of all was one which ended at the starting point, Slough. Late on Christmas Day, 1927, snow began to fall. It was not just a few flakes, but fell for hour after hour and a mighty wind got up, to hurl it into drifts. Imagine, if you can, the feelings of one young journalist who had undertaken to cover the trial, going right through with the competitors. All he had was a solo motor cycle, his faithful 1925 16H Norton. There was nothing for it: somehow or other he must get hold of a sidecar. Kenneth Rae came to the rescue; he had an old Norton sidecar in stock. The whole of December 26th was spent getting the machine ready for the battle through the snow—the trial was to start on the evening of the 27th. I was living in West London in those days and thus a mere 20 miles from the Slough Trading Estate, but even covering that distance was an adventure. The wide Great West Road had merely a lane through the snow a couple of cars’ width. But getting to the starting point was nothing on a sidecar outfit compared with doing the same journey on a solo; and what of the hardy souls who made, or were endeavouring to make, their way there from points much farther afield? A hundred or more did get to the start. Some took to fields in places because the roads were impassable owing to drifts. Many had shovels and at times dug their way through. Some poor souls became marooned. Never have I found such an excited crowd at the starting point of a trial. All, it seemed, had some tale of adventure to tell. With this as prelude, what would happen on the actual trial? There was a band in the restaurant on the Estate. Muffled up as they were, many competitors fell to dancing to pass away the time while officials tried to get in touch with points along the route. Ponchos, waders, multifarious garments underneath—what a sight it was! After some hours came the announcement that the trial was off: there were drifts house-high in places and to get through to Exeter or even to Basingstoke, for that matter,

was out of the question. Up went a second notice, signed by competitor after competitor—"We desire to start!" But finally they took 'No!' for an answer; there was nothing else for it. Then came the anti-climax (?)—the battle through the snow back to their homes. Do you wonder that those old Boxing Day 'Exeters' linger in people's thoughts?"—Torrens

To finish the year The Motor Cycle offered its pedestrianised readers a rather charming fantasy, seasonal cartoons and its traditional ghost story; in this case with a wartime setting that would have been familiar to so many of its readers.

"IT WAS A LARGE and ostentatious garage, the latest post-war models glittered in the windows, beckoning siren-like to impecunious youth to sample their chromium loveliness. Behind this bright façade lay a stock of second-hand machines of varying pedigrees, and mostly in fair running order. One might compare this show-room with the second floor of a boarding house ; not, perhaps, the best rooms in the house, but at least adequate. Further back was the repair shop, and, to put it bluntly, the assembled junk of years. A harsh voice broke the stillness of the early morning. It was that of a camshaft 350: 'I'm just about browned off with this place, and with my young man. Calls himself a rider. My foot-change! Can't even decoke me himself, but has to leave me here. Afraid to soil his lily-white hands, I suppose.' 'Ah, things aren't what they were, nor people either,' replied a very elderly Zenith Gradua from the murk of a distant corner. 'I shouldn't be surprised if you were exchanged any day for one of those new-fangled twins. Not that I've got anything against twins being one myself, but what I say is that you young folk lack character, the same as your owners. Now look at me. I may not be a beauty, judged by modern standards, but I've got temperament, which is one thing you moderns lack.' 'Temperament?' replied the camshaft tartly. 'I don't know so much about that, you old stringbag. I had a whale of a time last week. Oiled up a treat in the middle of Oxford Circus in the rush hour. Laugh! Never laughed so much in all my life as when my young man had to push me to a side turning and put in a soft plug. You should have heard the remarks the taxi drivers passed.' 'You young lassies don't know the meaning of good honest-to-goodness laughter. You should have seen me smash up a belt twice in an hour. Not a mere rubber belt, either, but a hinged leather Whittle. Though I suppose it's too much to expect you to know that name. Push you round a side turning, my dear! My boy had to push me five miles before breakfast on that occasion. But he loved me in a way your man will never love you. Look at my lines. Can you copy those curves?' She coyly showed off a pair of delicately moulded Bramptons, and dropped 'super-sports' handlebars, liberally arrayed with throttle and air levers, exhaust-lifter and magneto control, and festooned with cables and gas-tubes like the head of a frowsy old female such as she had become. 'You don't understand modern conditions,' said the camshaft model. 'We stand for mechanical efficiency. You can't blame me if my young fellow tries to get me through the West End on a hot plug, can you? And no one can show me a tail light on a blind in the country. Compare yourself with me? You drink too much. Always

did, I reckon. Look at your tyres. Thin, beaded relics. No wonder you chucked them off unless they were kept on with security bolts!' 'What you don't seem to realise, my dear,' said the Zenith, sweetly blowing from the elevation of her 30 years' experience, 'is that it was all these things, the delightful uncertainty of every journey, that kept our young men true to us. You talk about a breakdown in Oxford Circus with pride! I call that bad manners. We used to break down regularly in the heart of the country, miles from anywhere, and that did us both a lot of good. No. I would run sometimes like a dream, sometimes like a nightmare. That was just a part of my attraction. Talking of comparisons, look at your own neat four-speed gear box—and then look carefully at my Gradua.' The camshaft model did so, unwillingly, as though afraid to see some detail in which the old girl might be superior. She looked long and carefully, but could only make out a somewhat corroded mass, half concealed behind a mask of sludge. 'Your box—so what?' she asked cynically. 'What about your old box?' Don't you see, my dear young thing,' replied the Zenith, in an even sweeter tone, 'don't you know? Even this is infinitely variable.' Away in a distant farmyard a rooster crowed, beckon-ing a new dawn. Silence descended on the garage, broken only by the rhythmic drip of oil from a broken sump."



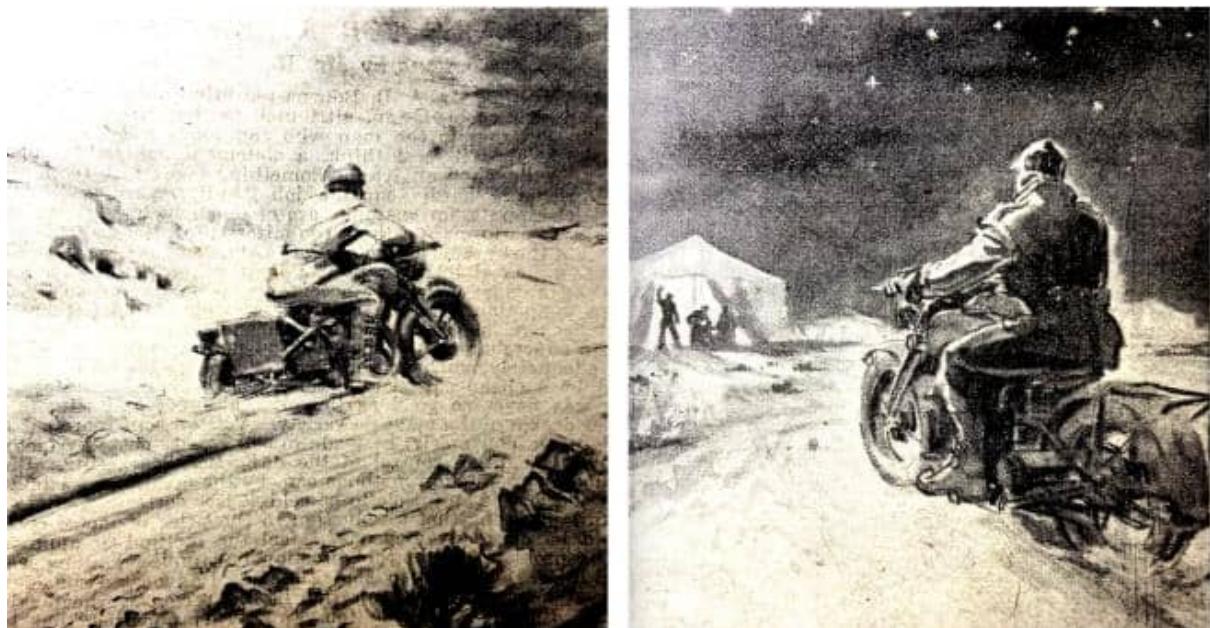
"You don't understand modern conditions," said the camshaft model. "We stand for mechanical efficiency."

Escort in the Desert

"CHRISTMAS EVE THOUGH IT WAS, the usual crowd thronged the clubroom around about eight. Most club-nights were organised, but this evening we sat around and chatted. Eventually and inevitably we began to reminisce, recalling pre-war days when the club had run the Centre's most popular grass meetings. Jack Brown was wistfully wondering what might have been if our track had not gone under the plough when Ray

Sharpe, who had been gazing into the fire, suddenly entered the conversation. 'Say,' he said, swivelling round in his chair, 'did any-one ever come across Harry Chater during the war?' Harry had been our star rider—and my particular pal. Beyond a general recollection that he had joined the Army through *The Motor Cycle DR Scheme* and gone oversea in the early days of the war, no one had much news of him. Ray looked across, at me. 'Didn't you 'ever hear from him, Tom?' he asked, 'you used to be pretty pally.' 'Well, I did meet him in Egypt a couple of times,' I replied. I hadn't felt like shooting any lines, but the lads seemed to sense a story and waited expectantly. And this was my story...

Being an RAF pen-pusher wasn't much fun at first, but when the Squadron moved up into the desert I scrounged a 350 Triumph that the MT boys hadn't much use for. I was roped in for convoy work during the advance; when we settled down Benghazi way I still managed to hang on to the bike. Later on there was a flap and one of those 'strategic withdrawals' began. We retreated towards El Adem. There's a pretty tough escarpment in the last stretch. It's a hard pull and the road twists like the devil, while dust-storms reduce visibility to yards; so I stopped the Triumph at a bend on the worst part of the climb to check the trucks past. The last one had just ground its way over the pimple when an Army DR on a Norton flicked up the hill and round that corner as though he were sprinting along Brighton front. As he disappeared from view I heard his motor cut. I started off and very soon found the Army type sorting over his tool-kit. I stopped again. It was Harry Chater. We recognised each other simultaneously, but Harry spoke first. He was in a



"...an Army DR flicked up the hill and round that corner." (Right) "Presently I saw ahead a small cluster of tents against the darker background of the desert."

terrific stew, and although it was our first encounter for perhaps twelve months, he dispensed with a normal greeting. 'Hey, Tom,' he said urgently, 'got a plug? Mine's

cooked.' The Norton smelt like a fried-fish shop. Luckily I had a spare. Harry was off again after a brief explanation about a 'tearing hurry' and 'dispatches', and, as a concluding remark, 'Thanks, Tom—do the same for you one of these days...' 'And did he?' a voice asked. The interruption brought me back to earth. The memory of the old days had been so strong that I could almost feel the sand in my teeth; and a pull at my pint seemed to wash it out of my throat. I didn't see Harry again for a longtime (I continued). The Squadron moved to Gambut, and before we had settled down I was posted to the Delta on promotion. Soon after Monty started the Alamein business, I had a shift back to the "Blue". My new unit wasn't so easy with bikes, but eventually I acquired an ancient BSA and was happy again. Just before Christmas, '42, we advanced to another landing ground. I heard that my old Squadron was over the way, and as things were slack on Christmas Eve decided to pop over and see the lads. It was a short run; three or four miles on a desert track, a good clean bat along the coast road, and another three or four miles to their landing ground. Most of my old pals were still with them and my timing was good—a truck load of "Stella" had arrived from Alex. Did that beer flow! Maybe it was the beer, or maybe swank, but when the time came to leave I announced I would cut across the wide open spaces instead of tooling right over to the coast road. Chiefy Kemp, i/c MT, told me not to be a fool. 'There are more mines over there than pebbles on Whitstable beach,' he exclaimed. 'It's "keep out" by day, let alone by night.' 'So what,' the Stella I'd poured down my throat re-plied, 'there's a moon, isn't there?' There was, but after half an hour's riding I knew I was lost and began to wish my route had included the coast road. I stopped hurriedly when a length of barbed wire coiled round the footrests. Then I sensed mines. When I saw the twisted remnants of a 3-ton Chev I knew I was in the middle of them. The moon was bright enough to read a newspaper; not that I wanted to read a newspaper in the middle of a minefield. I began to panic. I was scared to blink, let alone move off again. The cold began to cramp my legs, but I was afraid to get off the saddle. I was wondering what the blazes to do when suddenly I saw another motor cyclist alongside. I nearly fell off the BSA in amazement. It was uncanny. One instant I was alone and the next there was—Harry Chater. 'Why...Harry...' I stuttered, hardly believing my own eyes. Harry didn't say a thing. Just grinned, kicked his bike into life, and motioned with his head for me to do likewise. Would you believe it? That Beeza wouldn't fire. The sudden stop had oiled up the plug. Harry twigged the trouble, fumbled in one of his pockets and, after another of his odd smiles, fished out a plug.



It did the trick and we set off, Harry leading. He went a roundabout way, twisting, turning, doubling back, veering one way and then another. I followed behind, feeling confident—and safe; Harry obviously knew a way through those mines. Presently I saw ahead a small cluster of tents sharply outlined by the moonlight against the darker background of the desert. The occupants were sitting outside—welcoming Christmas Day I reckoned. Then I realised I couldn't see Chater. I glanced over my shoulder thinking he had dropped behind. But he hadn't—there wasn't a sign of him. Bewildered, I stopped. The tents weren't far away, and by the time I had finished peering around looking for Harry one of the group had strolled over. He didn't wait for me to speak. 'You're a lucky beggar,' he said laconically, 'do you know you've just left one of the thickest minefields Jerry ever laid? Our DR was killed there only this morning—a fellow called Chater.'

I looked around the table. There was an awkward silence until Ray Sharpe began to collect the empty glasses. When he reached my glass he hesitated. He was about to speak, but I forestalled him. 'Yes, Ray, I've still got it,' I said, as I took that plug out of my trousers pocket.'



"He would want a motor cycle!" "My word it is cold tonight!"

As usual, some of the contemporary ads that tempted readers of the Blue 'Un and Green 'Un—which, considering the lack of petrol in the latter part of the year must have been a tad frustrating.

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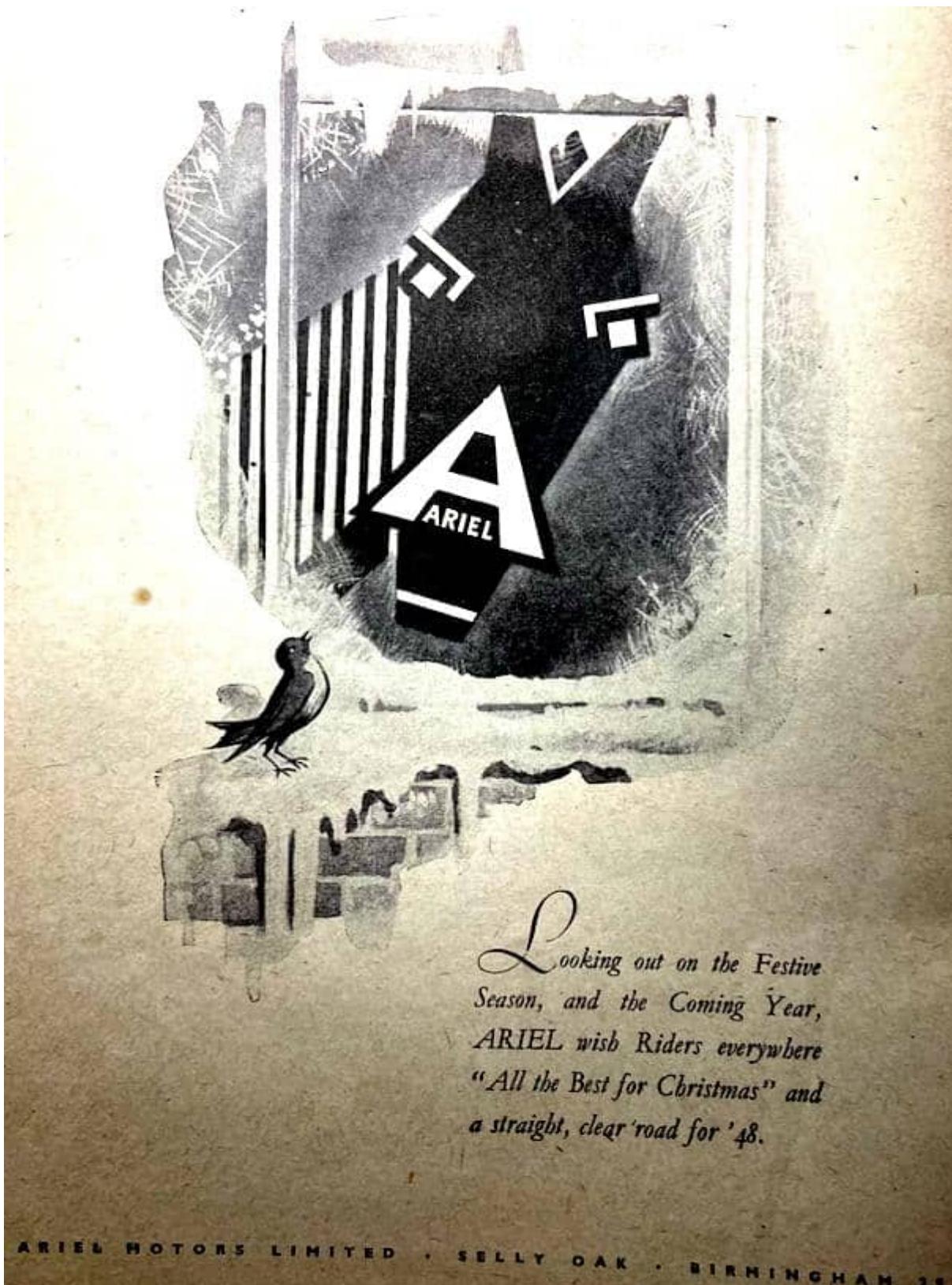
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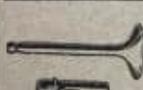
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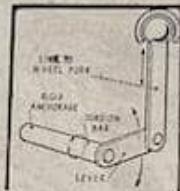
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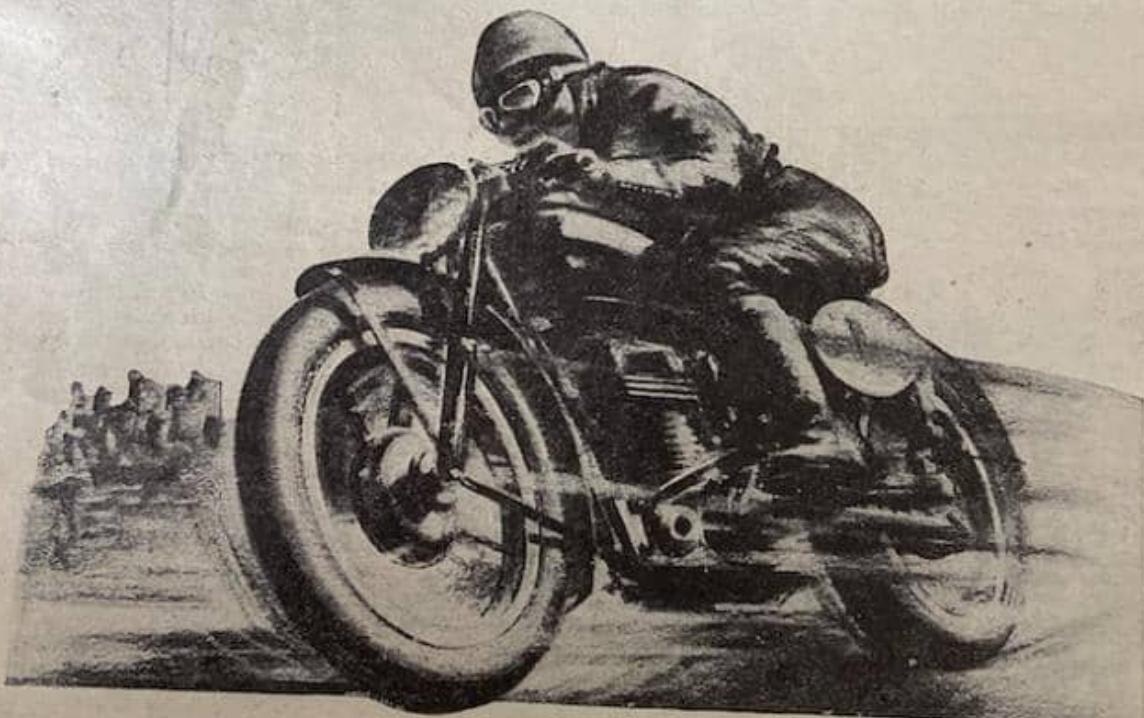
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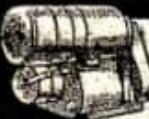
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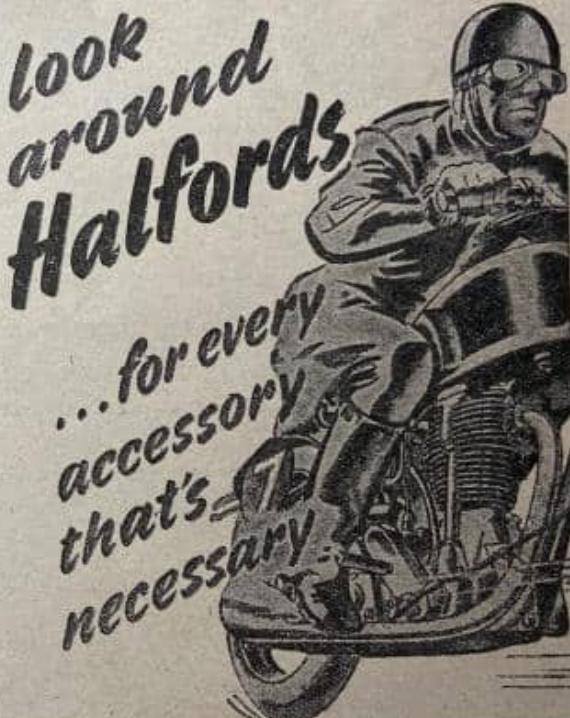
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The Junior and Lightweight Races will be run on Sept. 9; the Senior Race on Sept. 11. Practising begins Sept. 1st.

For particulars and entry forms write to Mr. C. R. Ducker, 32, Athol Street, Douglas. Entries at single fees close on August 2nd; at double fees on August 9th.

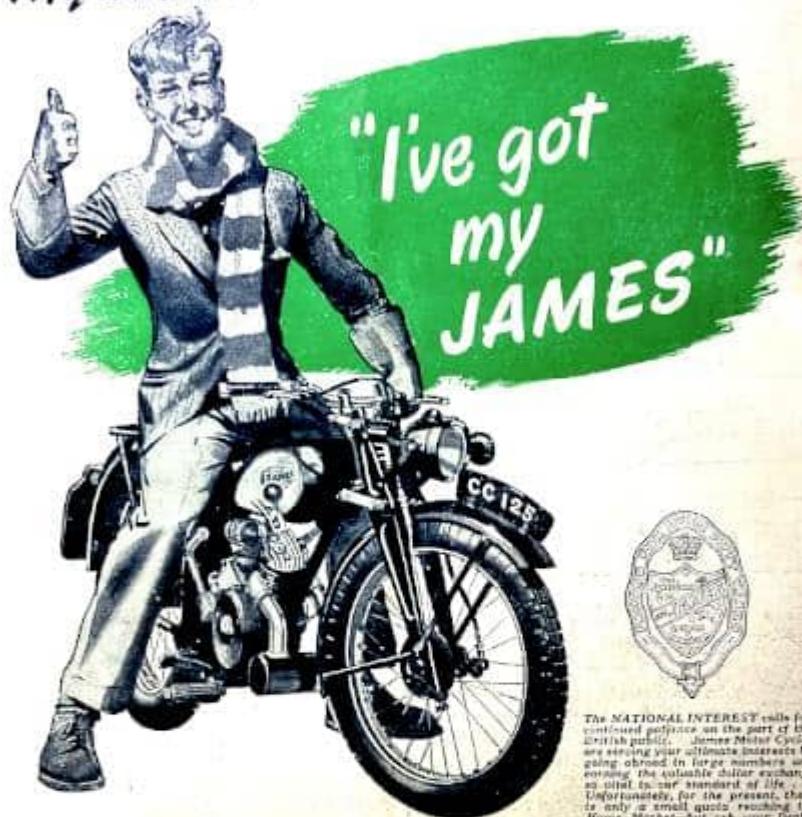
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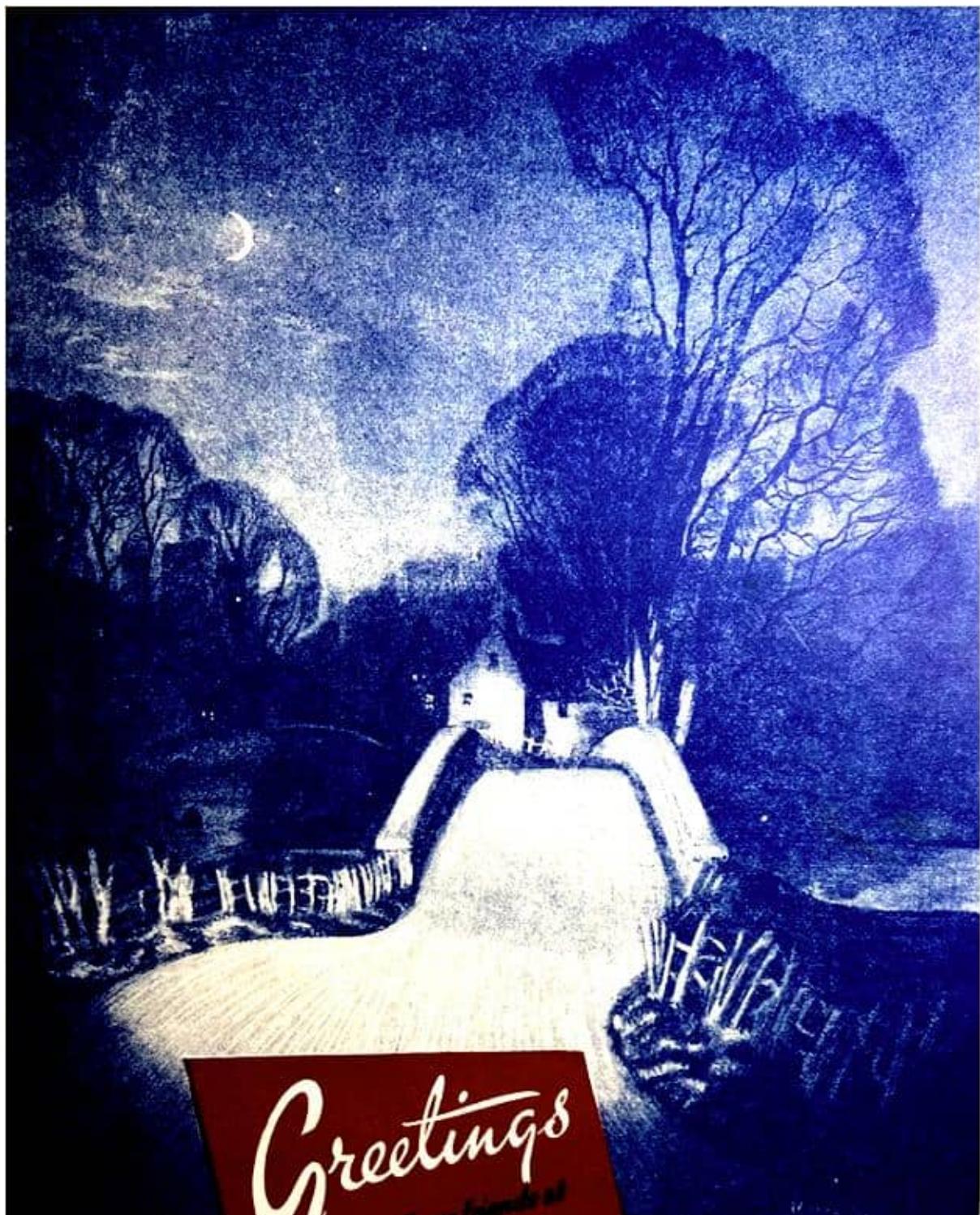
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PACY WILL!"

Says George

SPARK **Pacy** PLUGS
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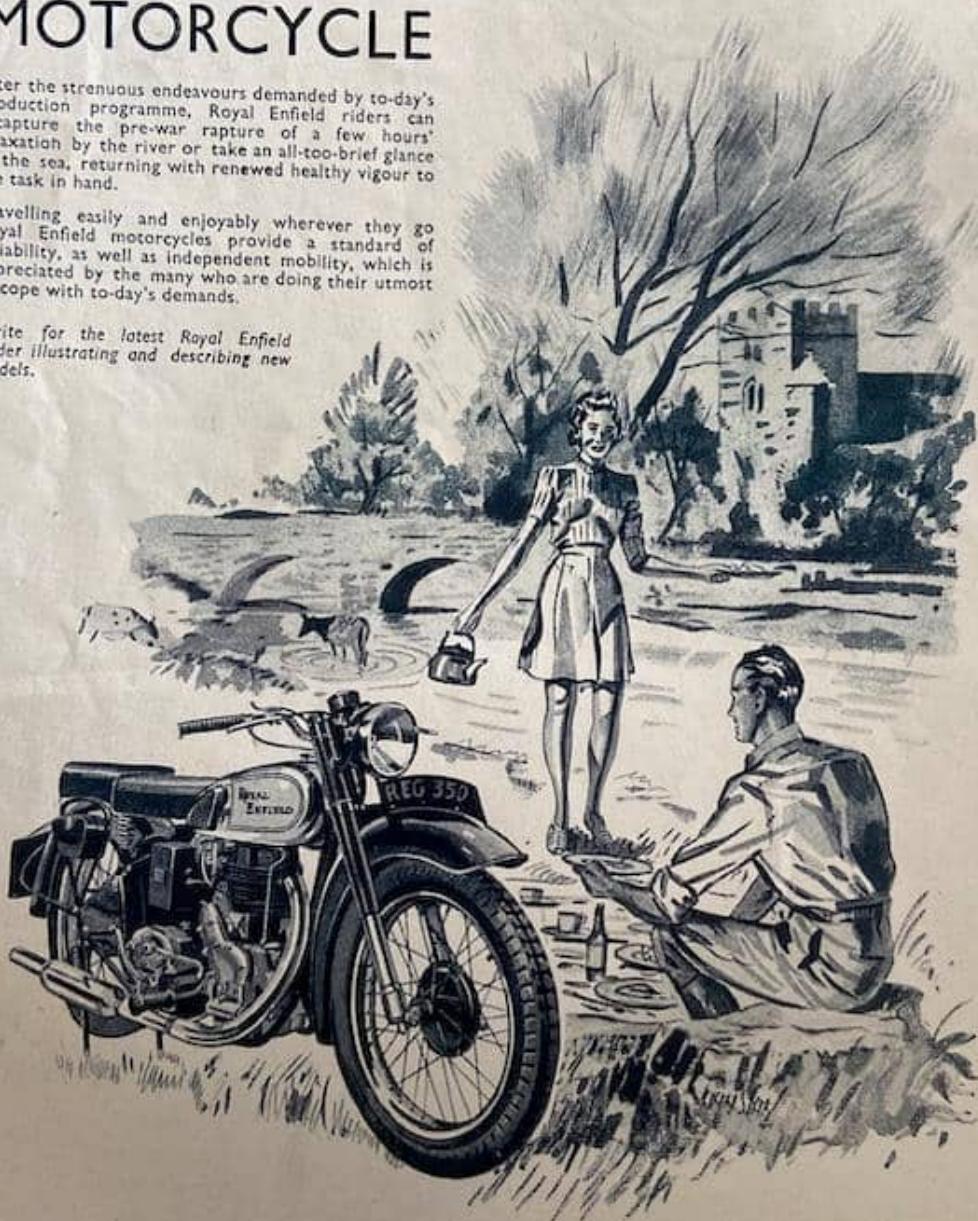
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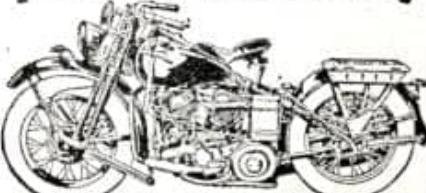
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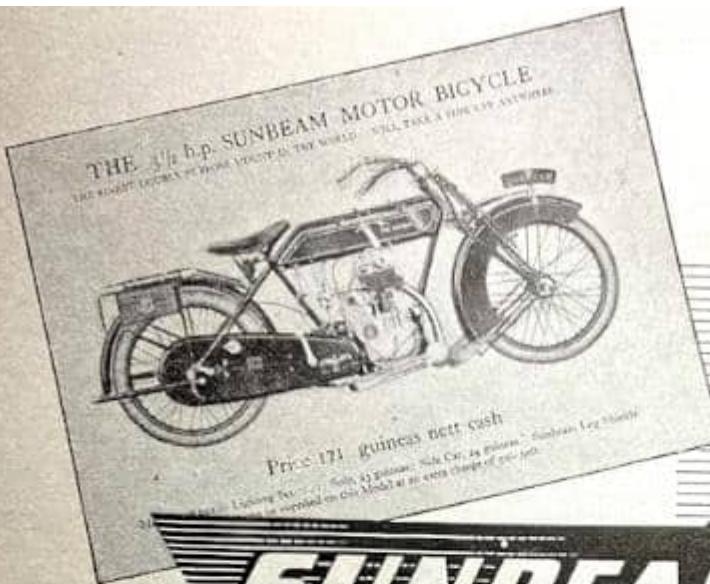
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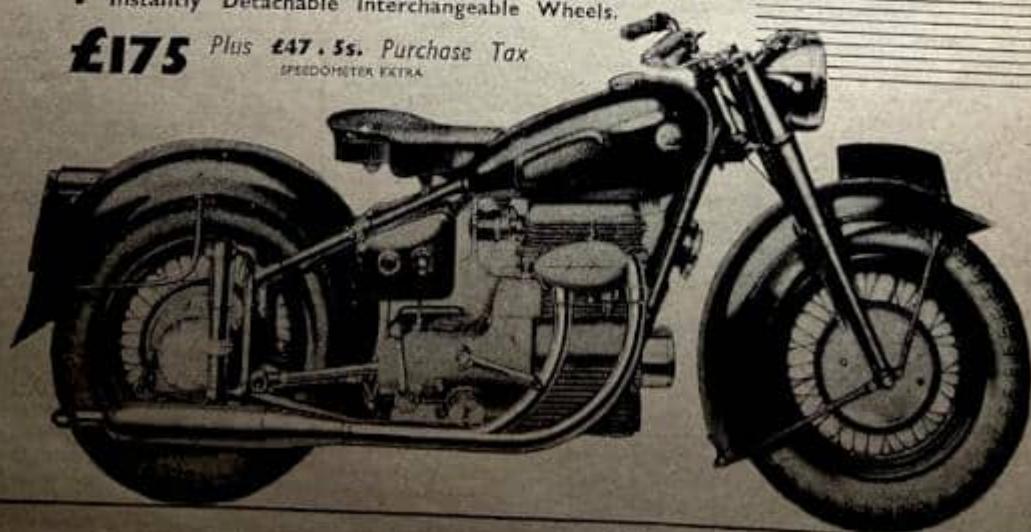
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Genuine ex-R.A.F. Leather Flying Jackets, lined throughout with Lambswool. Zip fastener front. Wind and rain resisting. In very excellent condition and an absolute bargain for Motor Cyclists, etc. All sizes from 34 in. to 42 in. Chest—state Chest size when ordering. Limited supplies—cash willingly refunded if dissatisfied.

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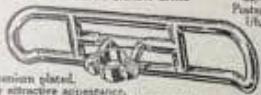
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Sanctioned by the American Motorcycle Assn.

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THE CITY OF DAYTONA BEACH

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FEBRUARY 22 AND 23

1947

Program Chairman, Jimmy Roberts

OFFICIAL
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PROGRAM

35c

1948

THE 98CC IMME R100 was only made (by German designed Norbert Riedel) for three years which is a shame because this tiddler was packed with innovative features. The two-stroke horizontal 'power-egg' engine swung together with the rear wheel, which was connected to the centre of the machine by the exhaust pipe which doubled as one side of the frame. And there was only one fork leg. The single-sided layout facilitated wheel changes; the wheels were interchangeable and a spare could be bolted next to the rear wheel. Just before the factory closed a few 148cc examples were made.



Not as famous as the BMW R100 but arguably more innovative, the Imme R100 deserved a longer service life.

Clearly alarmed at the prospect of losing motorcycle export revenues (particularly from the US) the government made fuel available for the big open trials, but scramblers and roadracers languished with dry tanks alongside the roadriding fraternity.

The hard-pressed industry put on a brave face at Earls Court, where AMC joined the vertical-twin club with the badge-engineered 498cc AJS Model 30/Matchless G9. But on the track the two marques went their own way: the 348cc ohc 7R 'Boy Racer' was definitely an Ajay.

Vincent came up with the Series B 998cc Black Shadow which offered unheard of ton-up performance at an unheard of price: £500 plus a painful £81 purchase tax (at the end of the war the average house cost about £500. In three years that had tripled but in 2013 that would still put the price of a Shad at about £70k).

For £60 BSA would sell you a pretty little D1 Bantam with a lively 123cc twostroke engine. The design came from DKW as part of Germany's way of saying sorry; it also appeared in East Germany (as an MZ) and the US (as a Harley). The humble Bantam would become the best selling British bike of all time.

BMW had returned to its roots during the war, producing aero engines for the Luftwaffe. This attracted the attention of the RAF. It took until 1948 to rebuild the plant; BMW's first postwar bike was the R24 250 ohv single which was better suited to postwar austerity than the potent boxers.

The other Axis powers were also stirring. In Japan Soichiro Honda established the Honda Research Institute Co; on the track Italian and German multis were proving a match for the ageing British one-lungers.

Fergus Anderson won the 500 class in the French Circuit de Pau but he did it on a Guzzi. He rode the first 7R off the production line in the 350 race and was doing well when the clutch failed.

Norton notched up another Senior TT hat-trick but only after Omobono Tenni's Guzzi proved unable to cope with pool petrol – for four laps it had outpaced the Nortons of Artie Bell, Bill Doran and Jock Weddell. An AJS 7R proved the new model's potential by managing 4th.

Ironically, having come a fantastic fourth in the Senior behind three 500s, the 7R was beaten into a forlorn fifth in the Junior by four of its fellow 350s. Frith and Foster's Velos were first and second, ahead of Bell and Lockett's Nortons. Maurice Cann rode his 250 Moto Guzzi to victory in the Lightweight TT, followed home by Roland Pike (Rudge), Doug Beasley (Excelsior) and Ben Drinkwater (another Guzzi).

The Clubman's TT had a 1,000cc Senior limit so it was no surprise that Vincents (ridden by Jack Daniels and Phil Heath) were first and second with Milton Sutherland's Norton third.

Keen to win export dollars, Triumph and Norton sent bikes to the prestigious Daytona Beach races in Florida to challenge Harley Davidson and Indian on their home ground. A Norton International ridden by Canadian Billy Matthews came a creditable second in the 200-mile Experts race (behind an Indian but ahead of a Harley. A GP Triumph placed 6th). Norton Inters were 1st and 2nd in the 100-mile Amateur race.

Indian broke with its big-twin tradition by launching European-style 217cc ohv singles (the Silver Arrow and Gold Arrow) and 490cc ohv vertical twins (the Sport Scout and Super Scout).

Even stripped of their blowers, the trio of transverse fours that Gilera sent to the Dutch TT were formidable adversaries. But Artie Bell's Norton one-lunger was first past the Senior flag, ahead of a Gilera ridden by Nello Pagani with Jock West third on an AJS Porcupine. The Lightweight Dutch TT marked the racing debut of the two-stroke Montesa, which hailed from Spain.

A GP Triumph won the Manx Grand Prix; it was ridden by Manx baker Don Crossley who also placed third in the Junior, which was won by Dennis Parkinson's Norton.

Guzzi star Omobono Tenni was killed during practice for the Swiss Circuit de Berne.

Italy hosted the ISDT.

1949

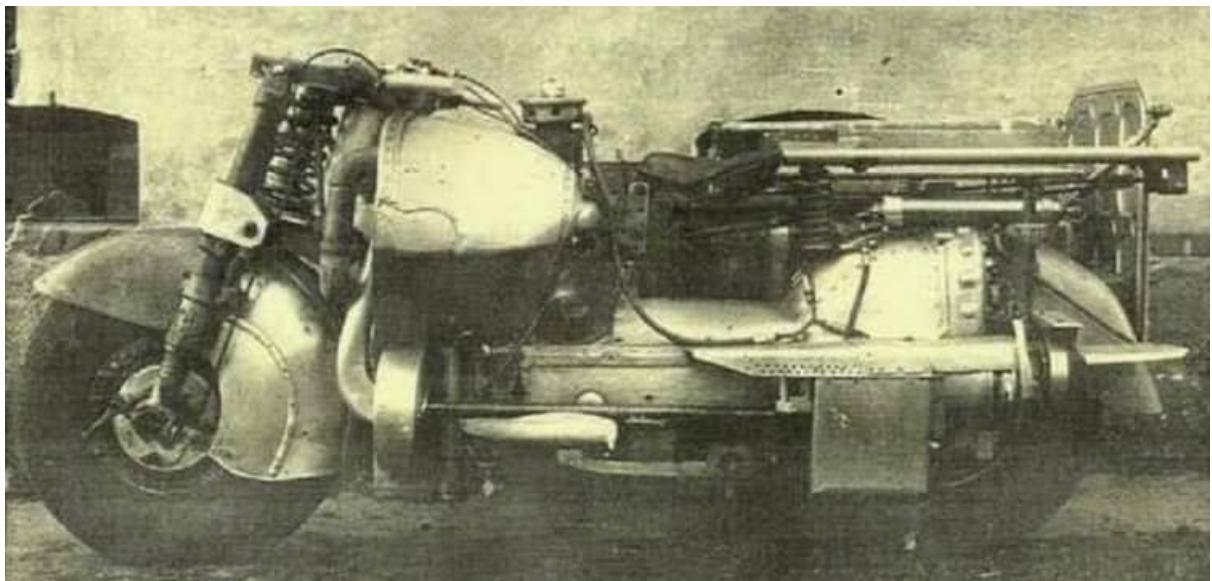
THE MSS (MOTOCYKL STANISŁAW SKURA) was an extraordinary motor cycle handmade by Polish genius Stanisław Skura. He worked at a military airbase and clearly made good use of his access to equipment and materials, particularly aluminium. Power was provided by a V-twin engine with a capacity of some 4,500cc. One source claims that Skura made his V-twin from part of an Me109 engine. If so its capacity would have been nearer 5.6 litres —in either case, Skura clearly wasn't messing about. It drove through a three-speed box and was designed for eight passengers including the driver (three on the bike, two in the sidecar and three standing on the rear platform). Word has it (on a Polish enthusiasts' site, and they should know) that the authorities were impressed enough that they wanted to buy the MSS1 but Skura didn't want to sell the beast until it was legally registered in his name. The cops retaliated by ordering its destruction on the grounds that he'd used military equipment and parts including cylinders (from generator sets), conrods, gears, magneto, headlight, carbs, wheels and tyres (from aircraft), bearings, etc. Many of these parts dated from the Nazi occupation. So I reckon that was a pieprzona hańba. It seems he might well have got away with taking the MSS apart and reassembling it when the heat died down. But, like so many motor cycle obsessives, that wasn't his style. Skura lost his rag and smashed it with a hammer in front of the Security Service men. Years later he melted down the aluminium and used it cast components for another project, the MSS500. For more on that turn to 1957.



That front wheel looks like it started life on the back of an aircraft...



Room for eight, and power for many more!



Aluminium as far as the eye can see...



...and here's the MSS in glorious colour.

BSA launched the first post-war Gold Star but it wasn't a 500. The original Goldie was based on the 498cc Empire Star but the ZB32 Gold Star was based on the 348cc B31 so this was a Goldie 350, complete with teles and optional plunger rear suspension. It was primarily designed as a competition mount.

The Royal Artillery formed a motorcycle display team and mounted them on Matchless G3s (later replaced by BSA Gold Stars).

The first motorcycle appeared with the Honda name on the tank: the 3hp, 98cc D-Type Honda Dream.

The FIM established the World Motorcycle Road Racing Championships, initially with six rounds and classes for 125, 250, 350 and 500cc. The opening round of the new series was the TT.

This was the year that the new breed of 500cc vertical twins grew to 650s, primarily for the Stateside market. Triumph was first out of the gate, followed by BSA, where Bert Hopwood redesigned the Val Page 'longstroke' A7 as the A10 Golden Flash.

Moto Guzzi supercharged and streamlined one of its 250cc racers, bolted on a sidecar andworks rider Cavanna piloted it along the Milana autostrada at better than 209km/h (130mph).

motorcyclimeline.com