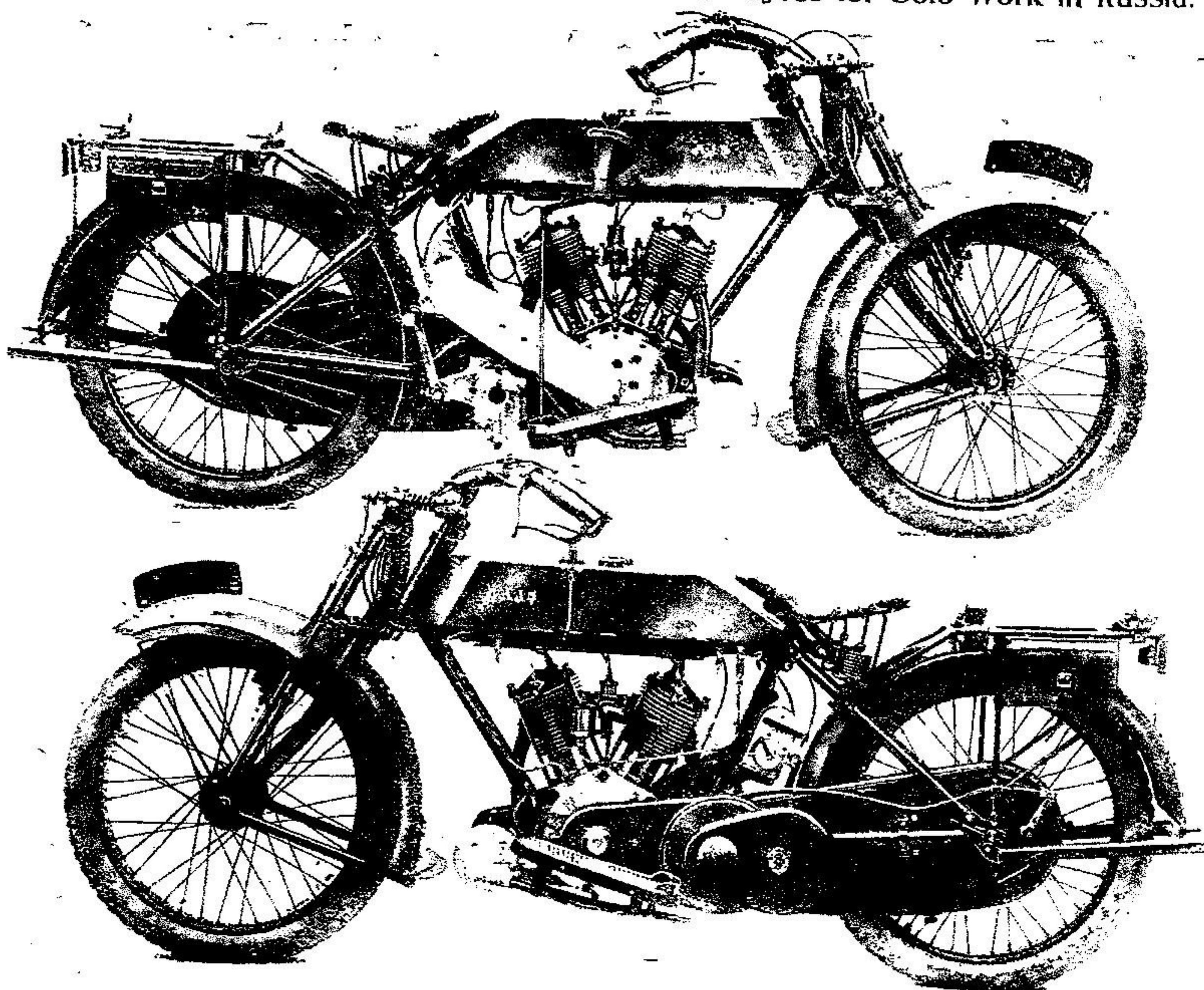


## A.J.S. FOR MILITARY WORK.

The Special Design of 6 h.p. Mount with 28" x 3" Tyres for Solo Work in Russia.



### A TWIN A.J.S. FOR THE ALLIES.

A specimen of the 6 h.p. three-speed A.J.S. machine, a large number of which are being supplied to the order of the Ministry of Munitions for the Russian Army.

**A**MONG firms favoured with orders for the hundreds of British-made bicycles now being produced in this country for the Russian Army are the manufacturers of the A.J.S. This make of motor cycle has not hitherto been used extensively in war work, but it has many strong claims for consideration, its record for reliability and speed being well-known. We illustrate a specimen of the machine intended for the Russian Army, and it will be noticed that there are quite a number of departures from the standard specification. The model is the 6 h.p. twin (74 x 87 mm.), and by reason of the difficult conditions under which the machines will be used, the Russian Government stipulate certain features, including a 6in. ground clearance. Again, the magneto must not be placed in close proximity to the exhaust arrangements, which requirement has necessitated the A.J.S. transferring the magneto to a position at the back of the seat tube, where it should be well protected from mud or foreign matter, though a long chain drive is the result. The frame has a horizontal top

tube, whereas the standard A.J.S. slopes rearwards. In most details the standard type conforms to the special requirements of the Russian Government. One of these, which will particularly appeal to Overseas riders, is the demand for oil bath chain cases. The 6 h.p. machine illustrated will not be used as a sidecar mount as many may have imagined. The Russian authorities stipulate 650 c.c. as the minimum capacity for solo machines and an engine in the neighbourhood of 1,000 c.c. for sidecar work, which will alone serve to show the extremely difficult conditions under which the machines will be used. The magneto, by the way, is a Thomson-Bennett, and the plugs Sphinx, so that the whole of the machine is British made in every part.

The tyres fitted to this machine are 700 x 80 mm. light car pattern Dunlops.

Since the first military A.J.S. was produced, both the handle-bars and seating arrangements have been slightly lowered, giving the machine a symmetrical appearance, which will be appreciated by reference to the accompanying illustrations.



**"Tank Minor"—a Suggested Featherweight Monocar.—**

easily be fitted, and can be arranged so as to be operated while standing on the footboards, and the back part of the vehicle could then be closed in if desired, but, as the three-wheeler would be very little, if any, heavier than an ordinary  $3\frac{1}{2}$  h.p. machine, a running start would be easier.

**The Body.**

The body, seat, and back mudguard (with toolbox on top) would be made of three-ply wood, and the mudguards and toolbox would be made to slide off for tyre repairs. The top and sides of the so-called "body" are fixed to each other and are free to revolve round the front cross tube, which runs through the two ash members and also through the two sides of the body, so that the body can be lifted over for engine adjustments, being fastened down at the rear with two thumbscrews, one on each footboard. A removable U-shaped metal shield fits over the engine, while the remainder of the sides of the "tunnel" in which the engine is placed is enclosed with enamelled leather or waterproof fabric.

By lengthening the framework a seat for a second passenger could be placed between the driving seat and the rear mudguard, the seat being placed cross-

ways but inclined so that the passenger is facing half-front with both feet resting on one of the footboards.

**Suspension.**

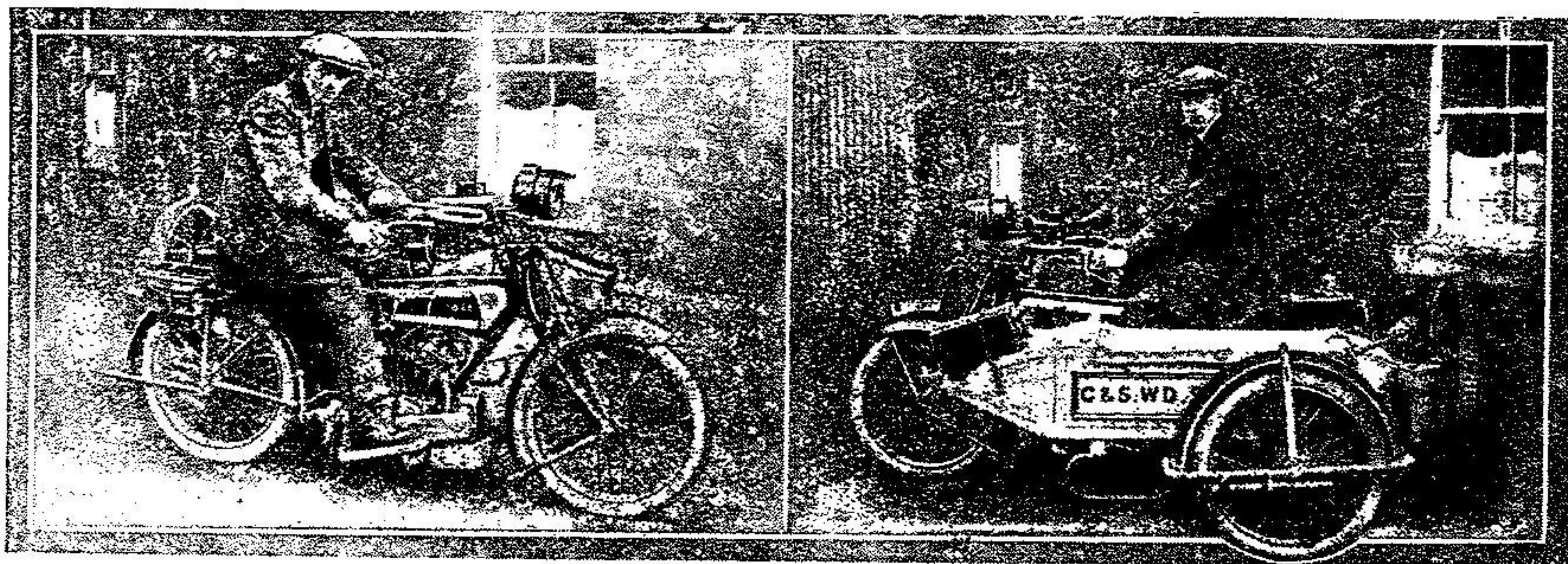
The suspension is by opposed coil springs fore and aft—two each side at the rear and two each side at the front, the latter being placed outside of the body between the axle and the projecting front cross tube. Steering would be by wheel and bobbin or direct, the throttle and air levers being placed on the steering half-wheel, ignition control on the steering column (or also on the wheel), front and rear brakes operated through Bowden wire by left and right pedals—or, if a clutch be fitted, this would be operated by left pedal and hand brake fitted to front wheels instead.

This vehicle would be a real featherweight monocar, following motor cycle lines as far as possible. I should be glad of criticism, sympathetic or otherwise. I had intended to try and build some such runabout this winter had time been available. It would be interesting to know if other readers think there is a likelihood of any post-war demand for vehicles such as these, specially designed by motor cycle manufacturers so that their particular power unit can be readily transferred to it for winter riding.

EAST COAST.

## Sidecar for Business Purposes.

A HOME-MADE CONVEYANCE FOR GOODS AND SAMPLES.



An A.J.S. commercial outfit, the sidecar of which was "home made." The way the spare petrol and oil are carried is worthy of notice, the tins being held by part of an old chain and a spring, which hooks on to a screw head.

**M**R. J. S. BOUSFIELD, of Westbury, Wiltshire, writes us as follows: "I have tried all sorts and kinds of motor cycles, but never had such good service as from the A.J.S. shown in the accompanying photograph. I have now had three of this make, a  $2\frac{3}{4}$  h.p., a 4 h.p., and 6 h.p.; the last-named I am now running on half petrol and half paraffin. This machine has run 15,000 miles, and I have had very little trouble except for tyres, petrol pipe blocked up, magneto points requiring cleaning, etc., and such can only be regarded as incidents. I remove cylinders for decarbonising and grind valves in every 1,000 miles. This appears to keep the engine in perfect order, and I believe in plenty of oil. Never have too

little oil is my principle. My average running is about 250 miles per week—all weathers. The sidecar fitted is my own make out of old tea chests, etc., and is about half the weight of the average body of the same type. I do not carry a passenger—only samples and small packages; in fact, the machine is used for business purposes only."

**GOODS MADE IN GERMANY.**

The proprietors of this journal, being fully in accord with the recommendations agreed upon at the Paris Economic Conference, give notice that they will not permit the advertisements of new goods manufactured in enemy countries to appear in this publication, either during or after the war.

ILIFFE & SONS, LTD.





### A Sixty Mile Trip along the Most Southerly Coast of Europe.

FOR many months I had been stationed at Gibraltar, and had rarely seen a motor cycle during that period, the exceptions being two or three 7-9 h.p. Indians, a  $3\frac{1}{2}$  h.p. Rudge Multi, and a couple of Douglasses. No motor cycles from Spain appear to penetrate so far as Gibraltar, though there are a fair number of cars to be seen—especially sporting models of the Hispano-Suiza.

Imagine, then, my joy as a motor cycle enthusiast on seeing a brand new 1916 6 h.p. A.J.S. and sidecar buzzing merrily along an open stretch of road at a good 30 m.p.h. I soon found that this new importation belonged to Mr. Drew, of the E.T.C. cable ship *Amber*, and the latter gentleman lost no time in suggesting a trip to Tarifa, the most southern point in Europe, so that I might judge the paces of the A.J.S. for myself.

We started early, as we wished to do a little exploring on foot, and had to be back by evening gunfire, but I soon had a taste of the speed of the A.J.S. On arriving at the Spanish Customs House in Linea, the smiling official, nodding a friendly recognition to my host, glanced at the pass and waved us through.

From here we had to make our way right round the bay to Algeciras, which lies directly opposite Gibraltar, and is connected by a service of steamers. Until a few months ago the new road to Linea had not been completed.

and motorists had to leave their cars in Spain or have them hauled along the beach by mule and donkey power. Now, however, the road is roughly laid, and only waiting for the rains to set it. In England we would think it an execrable stretch of cobbles and pot-holes, but we were only too thankful for it here.

I, as the passenger, can vouch for the extraordinary comfort of the A.J.S. sidecar over this stretch, which we traversed at about 25 m.p.h., passing Campamento with its racecourse and polo ground, and striking a long, winding stretch of country lane inches deep in heavy white dust.

We crossed First River and Second River by elaborate iron girder bridges, and ran through two exceedingly picturesque fir tree plantations, and past quaint little roadside inns built of wood and thatch, one of which had an outside shelter covered by a thatch extended from four fir trees. We passed some

Spanish infantrymen busy with a machine gun course, and, proceeding through the outskirts of Algeciras, we turned sharply to the right, where we struck the Cadiz road—a military road of wonderful engineering ingenuity and excellent surface. This road is excellently graded, and in places it winds for miles with a mountain on one side and a precipice on the other; at other points one can see it only for a few yards ahead as it winds its tortuous course between boulder and precipice. At one place the road drops very suddenly for several hundred feet, then follows a complicated S bend between

two rocks. This danger point is indicated by one of the excellent Spanish road signs—a conspicuous white S on a black background.

#### To Tarifa.

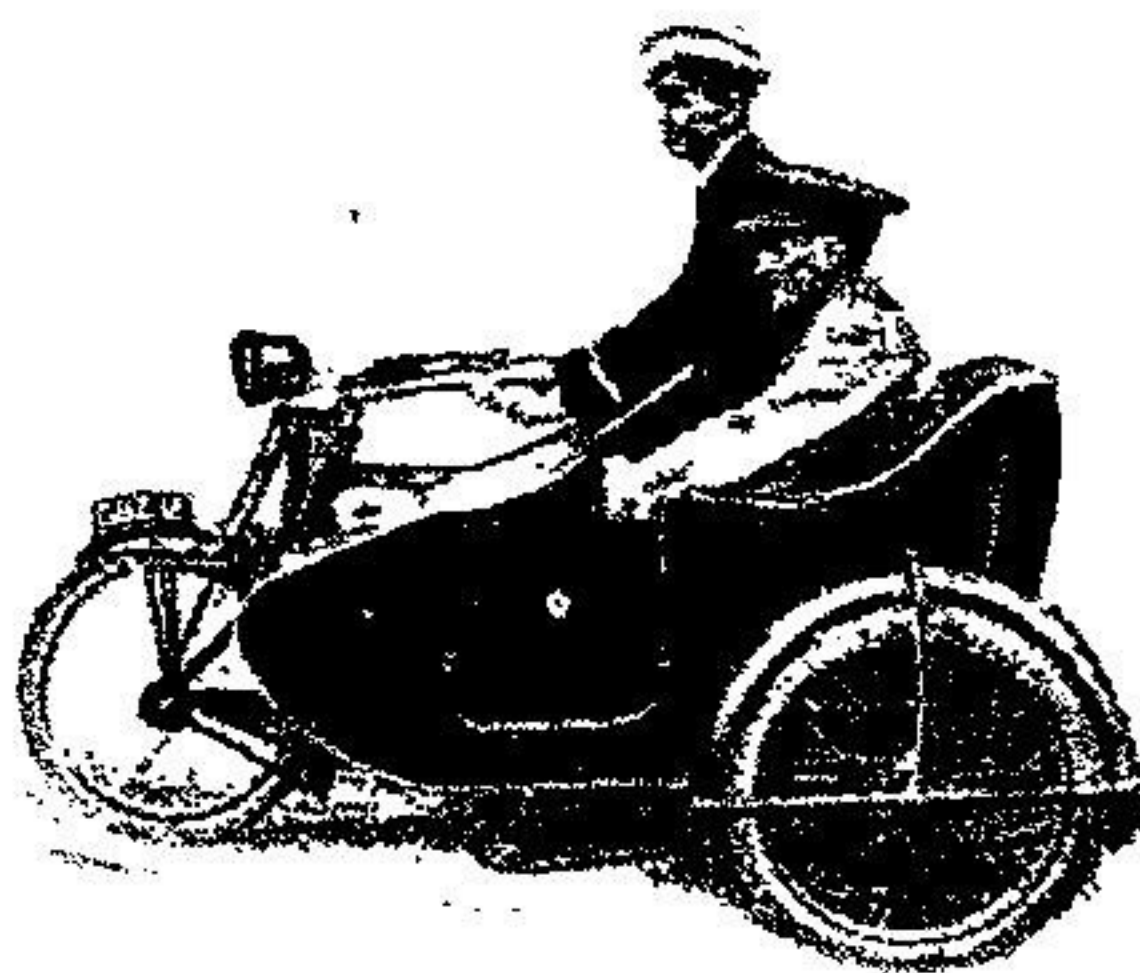
After a steady climb of several miles from Algeciras the sea comes in view once more—a magnificent sight from this altitude, which makes the horizon appear so high that what one imagines to be sky is really sea, with the coast of Morocco across the Straits and

Tangier at the water's edge. Soon after this the long descent to Tarifa begins, the little white town coming into view very suddenly between two cliffs.

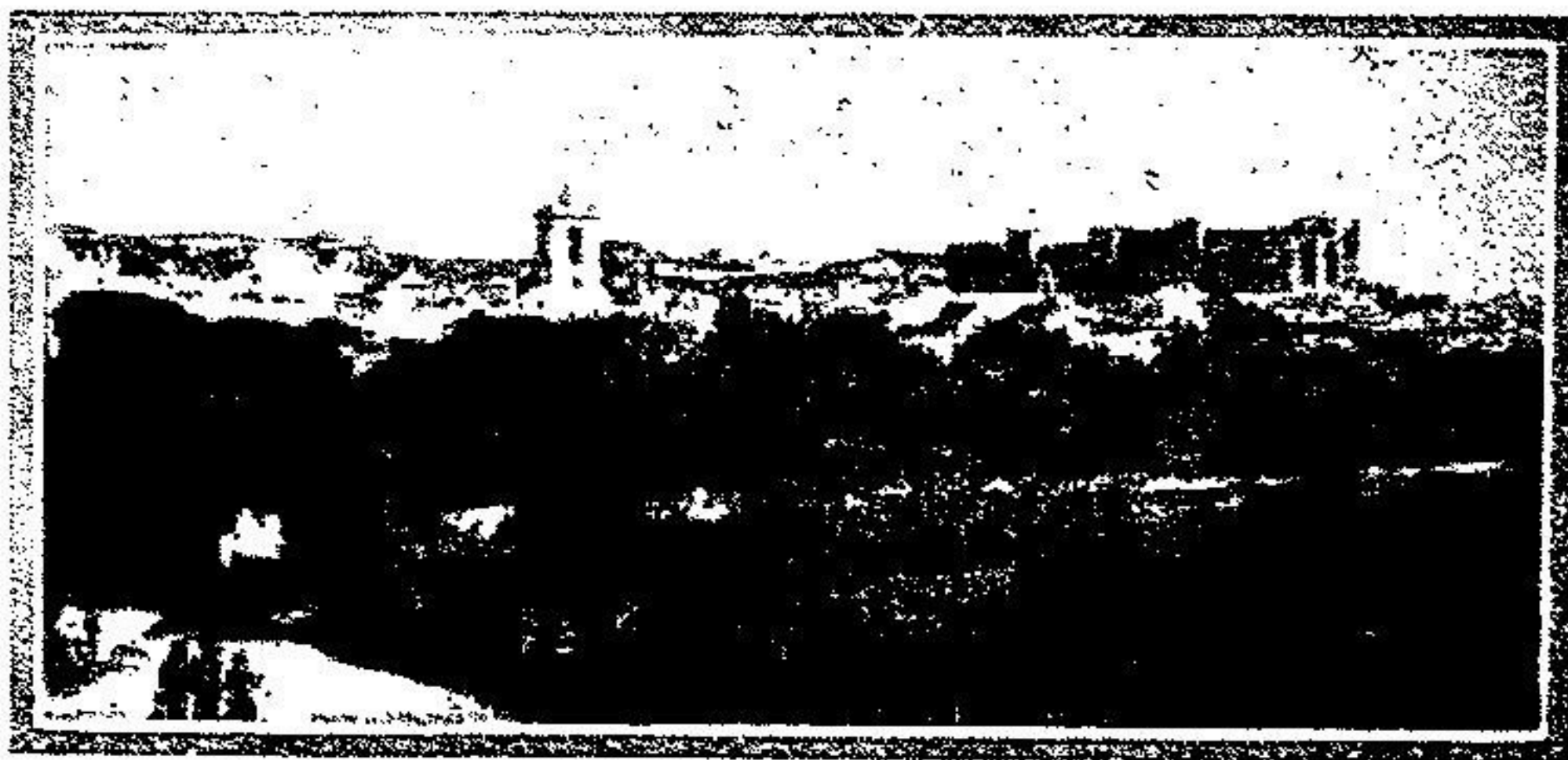
Just before reaching Tarifa we stopped to take a photograph of the cemetery. The honeycomb in the far wall, which can be seen in the photograph, is used for the storage of coffins, and here they are allowed

to remain as long as an annual payment is kept up. The moment these payments cease, however, the coffins are ejected and thrown on to the common heap—rather a brutal custom.

In addition to being famous as the most southern point in Europe, Tarifa is interesting for the part



The A.J.S. outfit on which the journey was made.



The historic town of Tarifa, showing the old fortress on the right



**In Spain with a Sidecar.—**

it played in the fighting between the Moors and Spaniards, and its fortress is a magnificent old building.

The town itself is a pretty little place, where dark fir trees show to advantage the quaint white buildings, and the mountains form an effective background.

**Civility and Good Food.**

The hotel is a crude place as compared with any English inn, but we were treated with great civility, and brought course after course of Spanish dishes, all well cooked and cleanly served.

After lunch we strolled round the town, and were pursued by a horde of children clamouring for "pennies"—the only English word they seem to know.

After a lounge and a smoke we returned to the outfit, and, starting up the engine at the first kick, were soon burbling up the hill out of the town on second gear. The wind that met us as we climbed the hill was terrific. This pass in the mountains is an outlet for gales blowing from the north or north-east, and has been known to blow the heavy A.J.S. outfit to a standstill—even when coasting downhill. To drive hard against such a gale is unsafe, especially downhill, as a sudden lull causes a most disconcerting acceleration which might prove disastrous on a bend.

It was not long before we reached the crest of the ridge of mountains above Algeciras and were dropping down the long winding road that brings one back to something nearer sea level. Afterwards we made short work of the villainous road from Algeciras round the bay to Linea. After the atrocious surfaces of the roads that wind among the hills in a most tortuous fashion we found the fast going of the plains much to our satisfaction; and we let the engine have full throttle on the few straight stretches we encountered.

On the homeward journey, with the setting sun behind us, the hills and valleys looked their very best, and my only regret was that I had used all the films I brought with me.

**Behaviour of the Natives.**

Now a word about the behaviour of the people one meets on the road. It is well

known that at Linea children run in front of horsemen and horsewomen galloping along the beach to polo or hunting and claim damages if knocked down, and the military are very quick to put any foreigner into prison if an accident occurs.

In the country everyone gets out of the way quickly enough—whether out of politeness or fear I cannot say. Horsemen jumped the gully at the roadside in order to give us the road in several cases, and the men in charge of the long trains of pack mules and donkeys were most anxious to get the animals on to the extreme edge of the road. As the average Spanish car is driven all out most of its time, this may have something to do with it, but the country people almost always gave us a wave of the hand and shouted "Adios" as we passed. They seemed extremely courteous—a great contrast to the townspeople.

**The Iniquitous Mule.**

Dogs, too, have a very bad name, but here again their bark seems worse than their bite, and though they look a very fierce tribe, they caused us no trouble beyond running alongside.

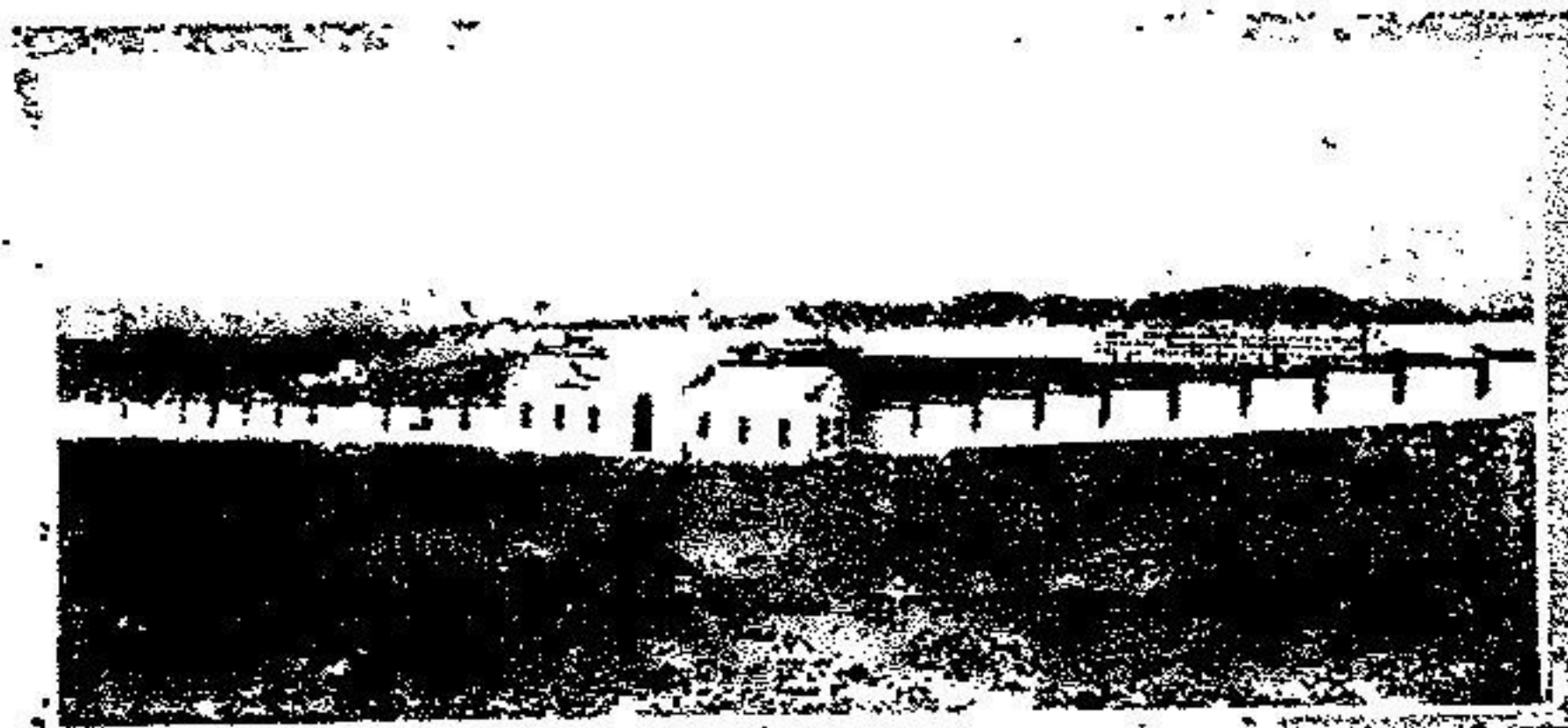
The only other animals to show signs of unfriendliness were a young bullock, which lowered its enormous horns, and a mule, which turned away with a characteristic anxiety to present its heels to anything dangerous, and

threatened to put a hind leg through the sidecar wheel.

There are many old remains of historical buildings scattered about Southern Spain, most of which are associated with that turbulent period when the Moors and Spaniards were frequently in conflict. Antiquarians will find these districts prolific with objects of interest. The country is steeped in romance; but ever at its side stalks poverty, yet never that poverty that one might term wretched. The nature of the people prevents one getting that impression. Even the poorest of the poor seem to have philosophy which leads to a contentment with their lot that some people might envy, but many despise.

Altogether it was an enjoyable run, and if people choose the best roads—which they can have almost entirely to themselves—Spain is a most attractive country for a tour.

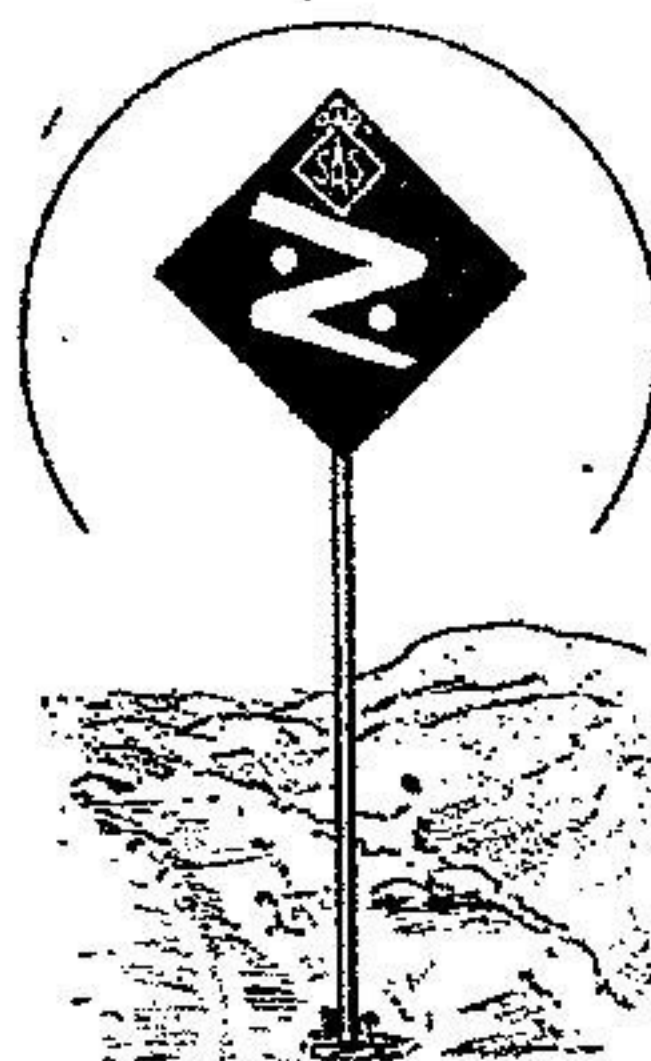
R.F.M.



(Top) The burying ground at Tarifa. For a yearly payment the coffin is left in one of the honeycomb partitions seen in the background, but if the payment is neglected the coffin is thrown on to a common heap.

(Centre) The A.J.S. sidecar in open country.

(Bottom) The old Moorish fortress at Tarifa, the scene of many historic and dramatic incidents in Moorish and Spanish history.



A Spanish A.C. road sign indicating a descent with hairpin bends.



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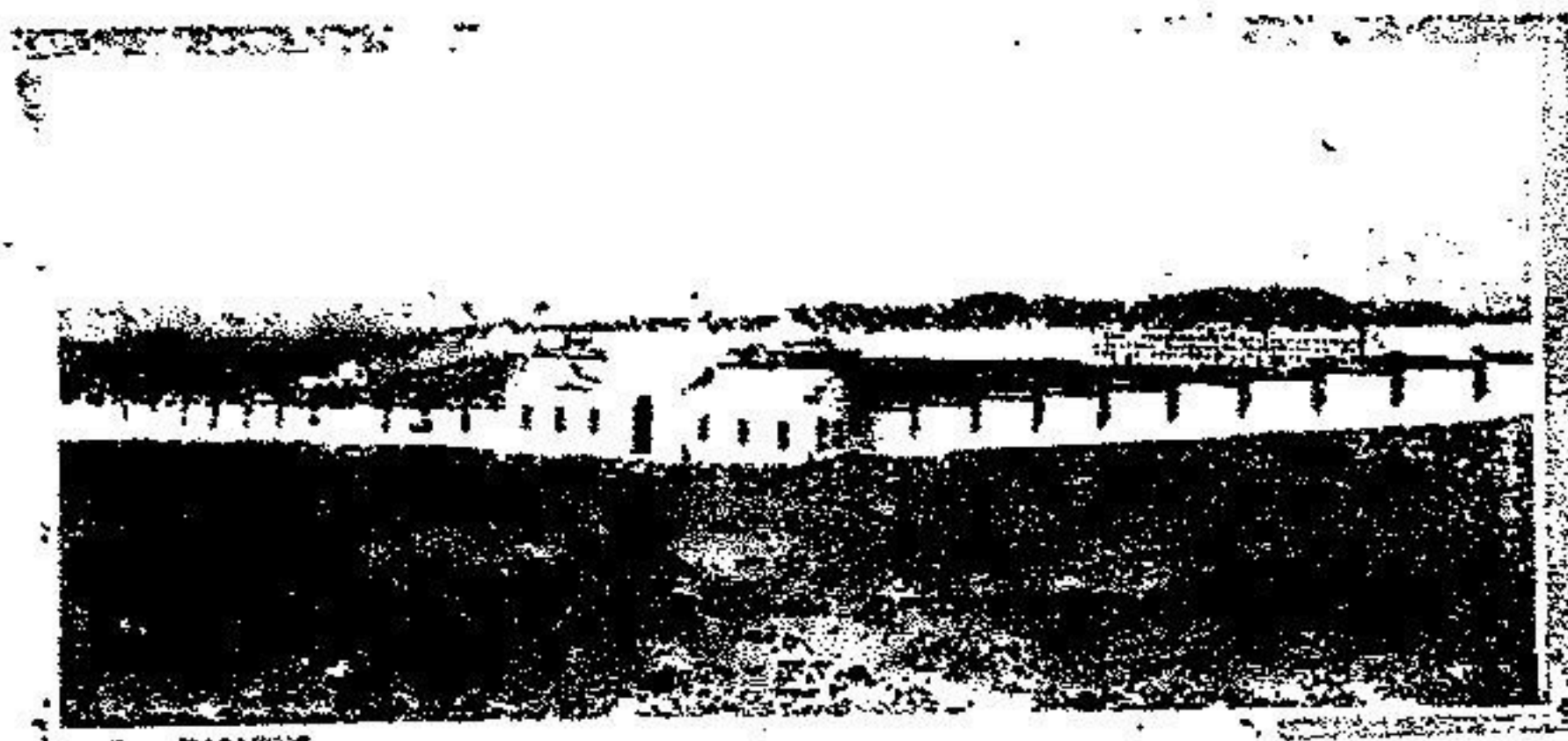
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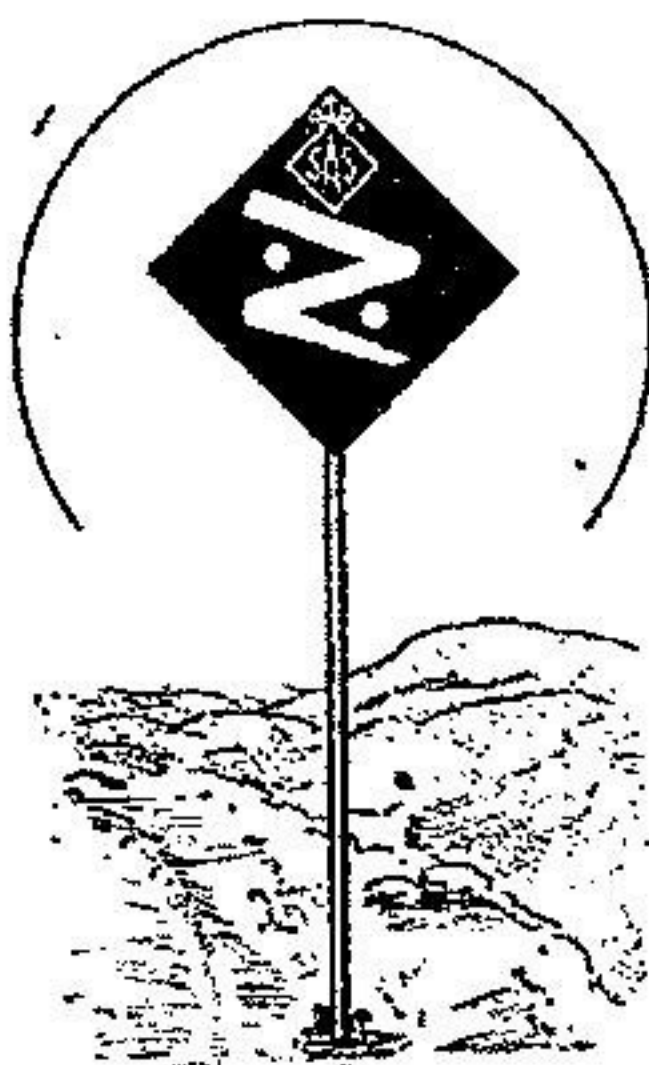
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A Spanish A.C. road sign indicating a descent with hairpin bends.



# THE DISABLED.

—of such conversions. Some users speak most enthusiastically of their adapted machines, whether sidecars or "auto-chairs," and any reader more happily situated can well imagine the appreciation and delight of a disabled soldier, or civilian, who had thought that solo trips and progress by motive power were beyond him.

There will be those men who have had the misfortune to lose only a hand or foot, and who will be able to consider the purchase of, or the conversion of, an ordinary type of motor vehicle, and enjoy practically all the benefits to be obtained from them.

In the second list will be men who will require a vehicle of quite a different character. The simple bath chair with an auxiliary power unit attached just sufficient to propel the vehicle at 5 or 6 m.p.h. will be all that is called for.

## Converted Vehicles.

But the majority of lame men who have tasted the joy of the open road on a favourite mount will undoubtedly be most interested in details concerning its conversion into a vehicle fit for their use than in any special type.

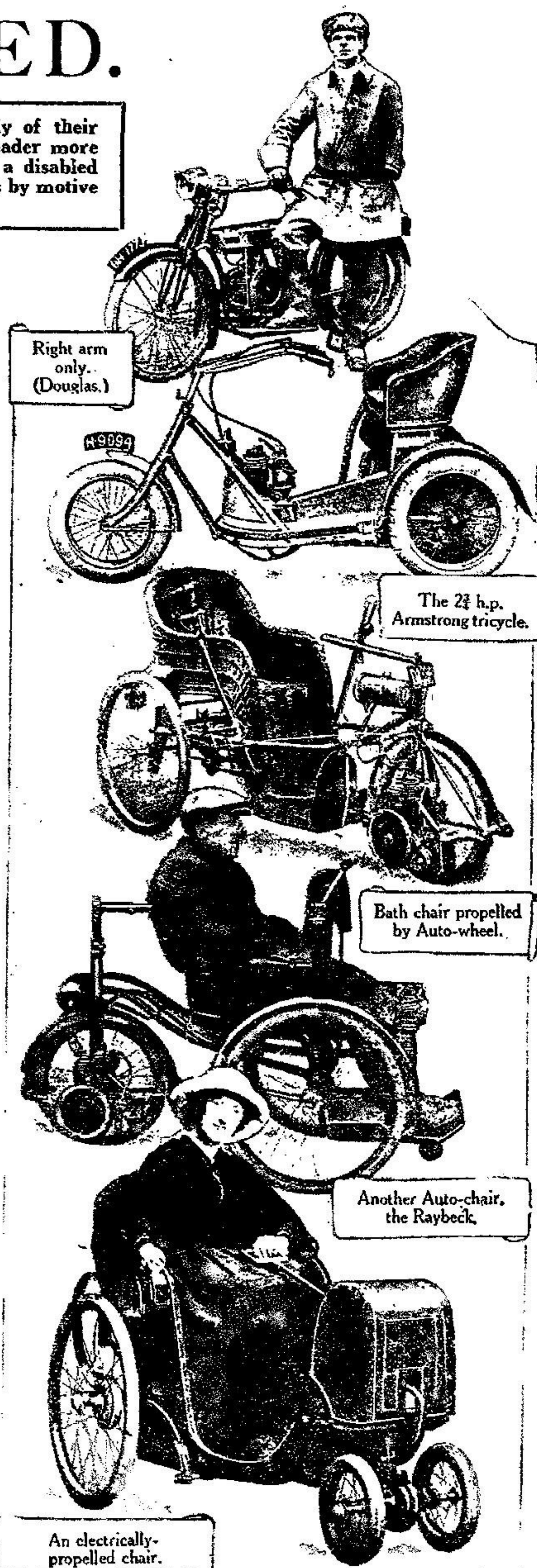
One of the illustrations shows an A.J.S. outfit so converted, and, although almost standard in appearance, it possesses one striking exception. In place of the orthodox handle-bar a hoop has been fixed, which enables the driver to steer with his body when changing gears or when attending to the lubrication, etc. The control levers to the carburetter, exhaust lever, and front brakes are within easy reach of the right-hand grip, the clutch and rear brake being operated from the right footboard.

The owner says he has accomplished some long runs and can easily steer and handle the machine. In this particular instance, the owner had never possessed a motor cycle before, which should surely convince any person, should any person require convincing, of the ease of the manipulation of a modern motor cycle. The difficulty of steering whilst operating levers has been overcome in a most novel though unconventional manner.

In the case where a rider minus an arm prefers to risk riding solo the problem is not easy, although two riders, Messrs. Davis and H. Winston, who have adopted this method are shown. There must always be an element of risk attached to it, perhaps too great a risk for any but experienced riders to take. The former rider had the controls of his two-stroke Spark-Brook brought to the left, leaving the right handle-bar clear. This he had straightened out, and a piece of steel screwed on to provide a rest for that part of the right arm, i.e., to the elbow, which still remains.

## Driving from the Sidecar.

By far and away the greatest possibility offered to lame men lies in adapting the controls of a motor cycle so that it may be driven from the sidecar seat. This idea is not new, the practice having been occasionally adopted by riders ever since the advent of the sidecar; but, strangely enough, the idea never became popular. One would have imagined those riders who habitually run their sidecars throughout the





## COAL GAS



## IN PRACTICE.

## SOME NOTES ON THE USE OF A FLEXIBLE GAS CONTAINER.

SOME little time ago we announced that we were procuring a motor cycle gas trailer, mounting a flexible bag for the purpose of a practical road test, and as three or four hundred miles have now been covered with the trailer in tow we are in a fair position to set before our readers a few notes concerning the results.

The gas trailer complete was supplied by Messrs. Douglas Cox, and was the smallest size produced by that firm, having a capacity of approximately 120 cubic feet. It was delivered to us complete in every respect, the connection from the bag consisting of a length of rubber hose with union and tap for leading gas direct to the carburetter of the machine. We have utilised this connection for filling, which takes about forty minutes, though the bag is provided also with a large trunk for connecting direct to the main. The end of this trunk, however, must be bound up after each refill in a way that will ensure a perfectly gas-tight joint, which promised to be rather a troublesome business, and, since the tap at the end of the flexible hose was of the same thread as the socket terminating the main from which we proposed to fill up, the use of this pipe suggested the simplest method.

The tests were made on a 6 h.p. latest model A.J.S.—an engine which, though remarkable for steady pulling, is of the

low compression type, and it is conceivable that the difference in power developed between coal gas and petrol would not have been so marked had an engine having higher compression been used.

## Carburation Arrangements.

The existing carburetter was adopted for the gas as follows: The brass tap connection from the gasbag was screwed into the junction of an ordinary  $\frac{3}{4}$  in. cast iron T piece, the junction being  $\frac{1}{2}$  in. in diameter. One end of the T was turned out so as to be a driving fit on the boss of the air intake of the Amac carburetter, and at the other end, by means of a nipple, an elbow was fixed to face the direction in which the machine travels, so as to reduce wastage by blow back. Immediately the engine is started the gas tap is turned "off" till irregular running, owing to too weak a mixture, sets in. The tap is then turned slowly on again, the point at which an even purr is resumed being taken as the correct mixture. All controlling is then done by the carburetter throttle, the air lever being fixed fully open, though for up grades or very flat going it is found advantageous occasionally to vary the mixture by the gas tap.

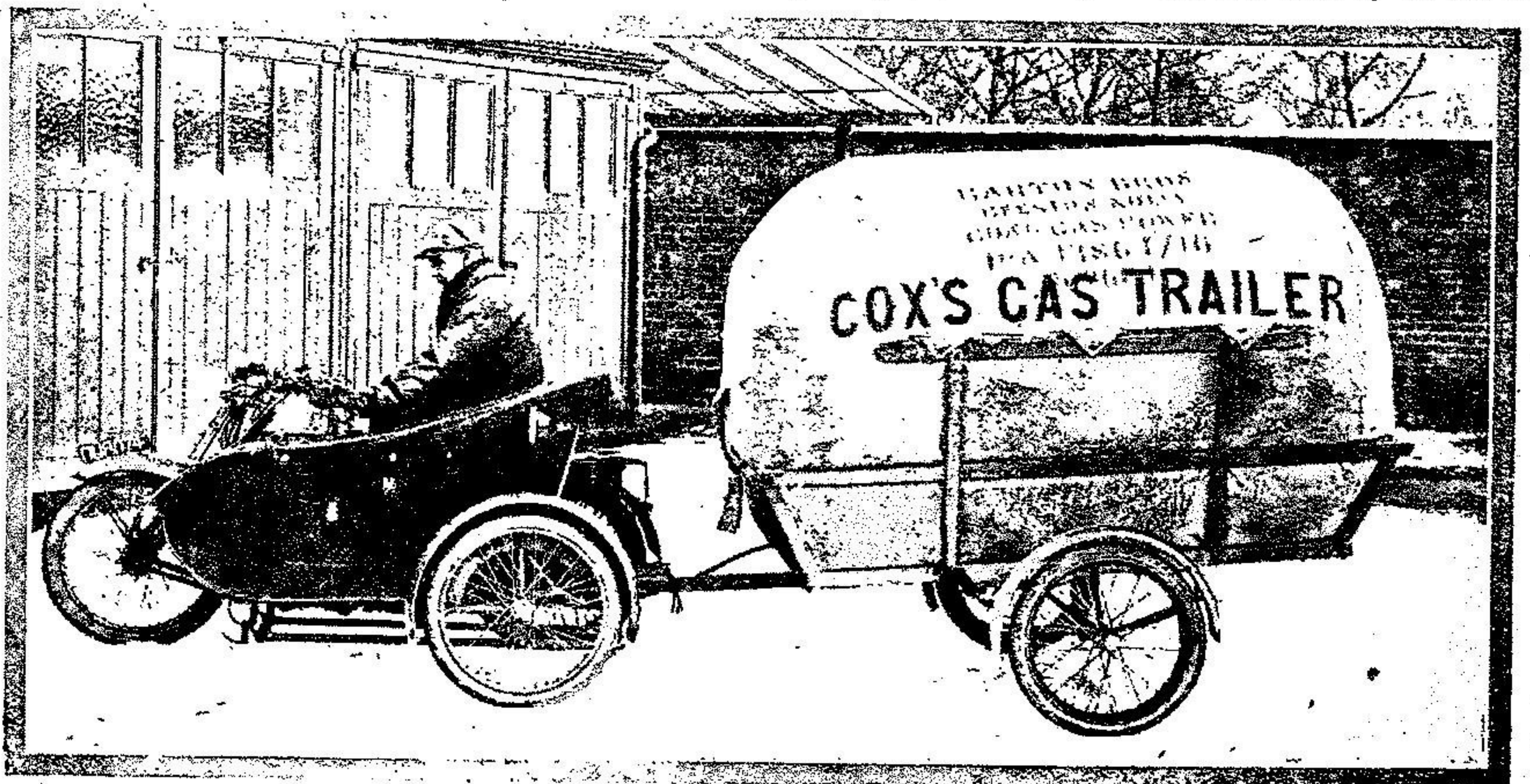
This is, of course, a very rough and ready method of using the gas, permit-

ting a certain amount of wastage, but it is taken that the average rider will employ methods equally rough and ready. We have in course of manufacture a simply designed gas carburetter, and it will be interesting to note at a later date how this fitment compares with the present method.

## The Gasbag.

The gasbag is not of the more costly type produced by Messrs. Barton, but is one of the "ordinary" patterns supplied to meet popular demand, and we believe that the makers of it have experimented very considerably in their efforts to arrive at a way of treating the material which will render it quite gasproof. The bag in our possession, however, leaks considerably: If garaged overnight in a fully inflated condition, it will be found quite slack the following morning. The leakage in twenty-four hours we find to be over 25 cubic feet; so it may be taken that, if these bags are to give safe and efficient service, some more effective method must be contrived.

Not only is this loss wasteful and objectionable, but it brings about numerous difficulties. Servant girls are apt to wander about at night time with lighted candles, and in these days Sarah Jane is becoming scarce enough, without hastening her exit from earth by the use of a



The Cox 120 cu. ft. gas container attached to the 6 h.p. A.J.S. with which it was used.



**Coal Gas in Practice.—**

gasbag. The works manager informs us that the drayhorse will not eat his food if the gasbag is anywhere near; and sometimes when the trailer is left in a spacious warehouse, the whole atmosphere of the place becomes polluted. In these days one can overlook the fact that the fitment is unsightly in appearance and difficult to garage, but wastage of this kind must be eliminated or success for the scheme is impossible.

Incidentally it may be added that great care has been taken not to strain the seams of the bag by overcharging, but a good deal of mud is plastered on to the fabric by the rear wheel of the motor cycle, and we rather think that this does not increase its gas-retaining properties, just as mud on a canvas tent will cause rain to stream through. The canvas is rubber treated, and therefore a waterproof oil must not be applied.

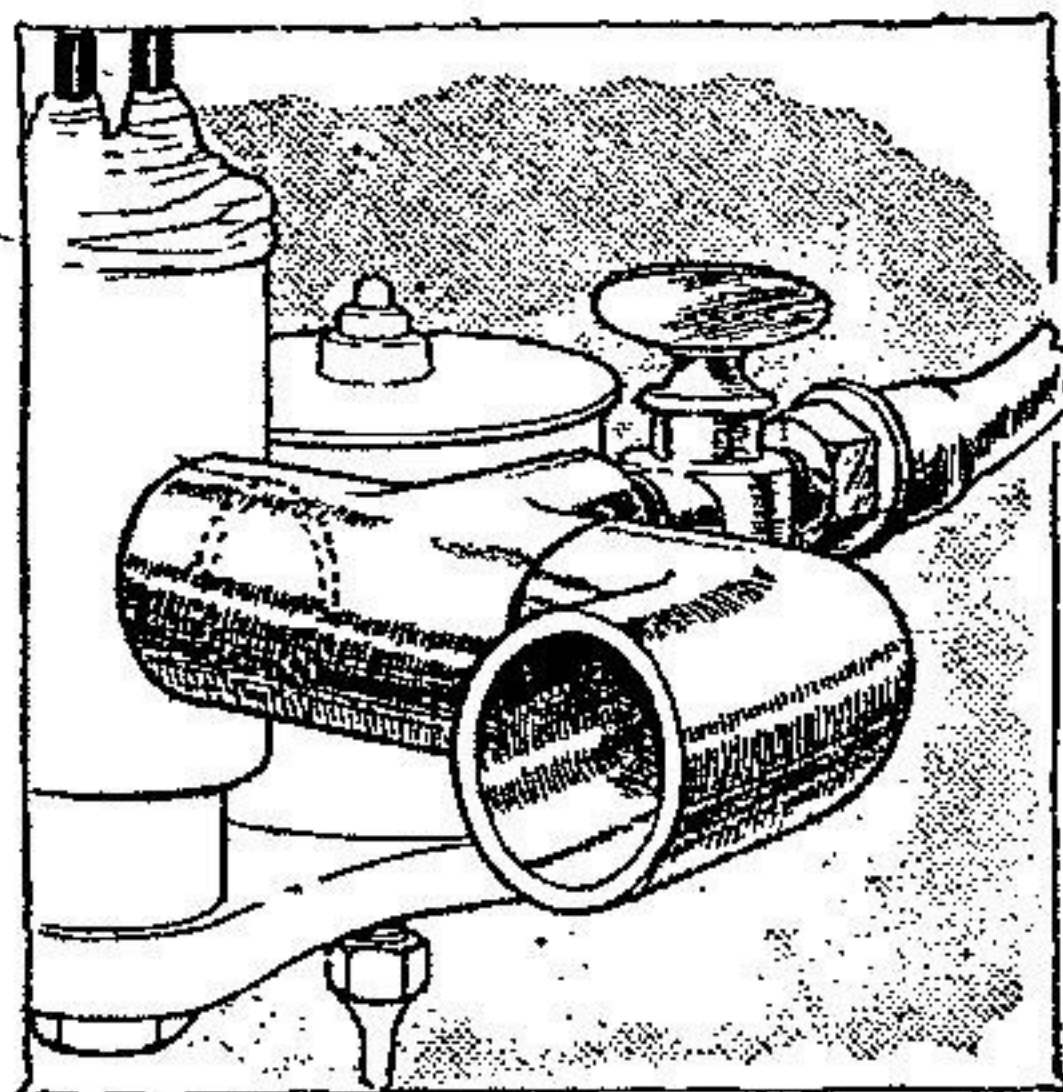
**On the Road.**

Now as regards the actual running on coal gas, the results have proved to be equal to our expectations. The carburetter was tuned for high r.p.m., and therefore a slow tick over was not permitted with petrol. With the gas fitment, on the other hand, a most remarkable tick over is obtainable—no sound other than the steady working of the valves being audible. Given favourable conditions in the way of a following wind, the machine is capable of attaining the same road speed on gas as on petrol, viz., 48 m.p.h., but nothing like the same power is obtained. When running on coal gas the power falls off instantly with the revs., and a change down is necessary for quite small hills. Taken all round we should say that coal gas is about 4 m.p.h. slower than petrol.

We have experienced no trouble whatever with overheating, but slightly less oil is used. Similarly, we have had no trouble in starting, except on very cold mornings, when the engine does not become free after a few turns on the dry

gas as it does after flooding the carburetter. Even an injection does not have the same effect, and it has proved necessary once or twice to flood the carburetter and start on petrol.

Owing to the high point (over 500° C.) of spontaneous ignition of coal gas, it is impossible to obtain a knock, however long a change down be postponed. The engine will flog itself to a standstill without a suggestion of a knock, which certainly does not apply when petrol is used. We found, indeed, when running



The gas carburetter attached to the air intake of the Amac. It consists of a cast iron  $\frac{3}{4}$  in.  $\times$   $\frac{1}{2}$  in. T-piece, nipple, and elbow.

on petrol and towing a full trailer, that if the faintest whiff of gas be turned on when knocking begins, the knock immediately ceases.

The best method of running has proved to be to turn off the gas at the tap as far as the engine permits, then run with the throttle wide open. Thus, though an economical mixture is used, a very full charge is drawn into the cylinders, giving the effect of high compression, and while this system of driving seems to be as

economical as any, it further enables the engine to maintain a healthy bark and a reasonably high road speed.

So far our mileage per charge has proved to be about twenty-two, which is far from being satisfactory. Our riding has consisted of five-mile journeys, however, each consumption test extending over twenty-four or thirty-three hours, so that the poor results can be assigned mainly to leakage of the bag. This has prevented us from arriving at any useful data as regards comparative results, but the petrol consumption of the machine is approximately 70 m.p.g., so that we should obtain thirty-five miles per charge.

**Reversing!**

The trailer is a few inches wider than the sidecar, and when negotiating a right-angle corner care must be taken not to remove pedestrians from the corner of the kerb—otherwise no great difficulty has been experienced in town riding. All sorts of complications begin, however, if one attempts to push the outfit backwards, the trailer shooting off at the most unexpected angles. On one occasion we entered an hotel yard crowded with farm carts, and were promptly instructed to retreat by the way we had come—the only way. Such a retreat was impossible, however, till we had commissioned the hotel boots to carry the trailer bodily while we pushed the machine!

We tested the outfit on petrol with the gasbag fully inflated for wind resistance, and found that it made no difference to the speedometer reading, except against the wind. Then the resistance was very noticeable, and with a machine having a smaller engine it would present a real difficulty.

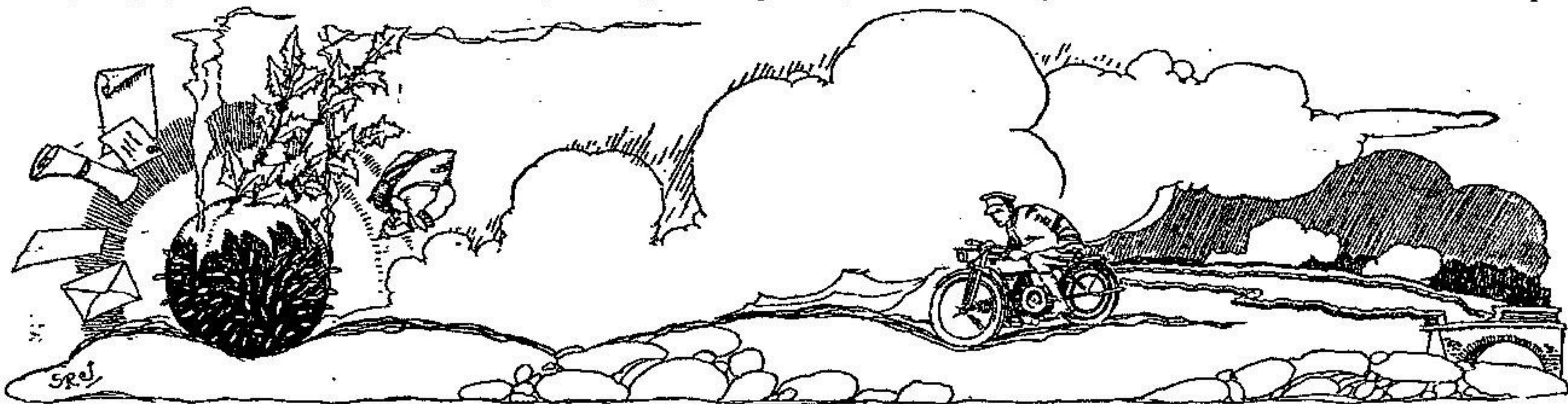
For some considerable time now the gasbag has enabled us to cover the five miles between home and business four times daily without trouble and without hold up of any kind. Given a really gas-tight bag we should be entirely satisfied with the result.

**GERMANY'S FAITH IN ELECTRICITY.**

INTERESTING discussions in Germany, of which reports have reached this country, indicate that great reliance is to be placed on intensive development of electric power as a chief agent of rapid reconstruction of industrial prosperity. One of our most eminent consulting engineers has favoured *Electrical Industries* with the following pithy and emphatic comment on these designs of our chief enemy: "It is true that Germany had before the war gained enormous economic advantage by public encouragement of

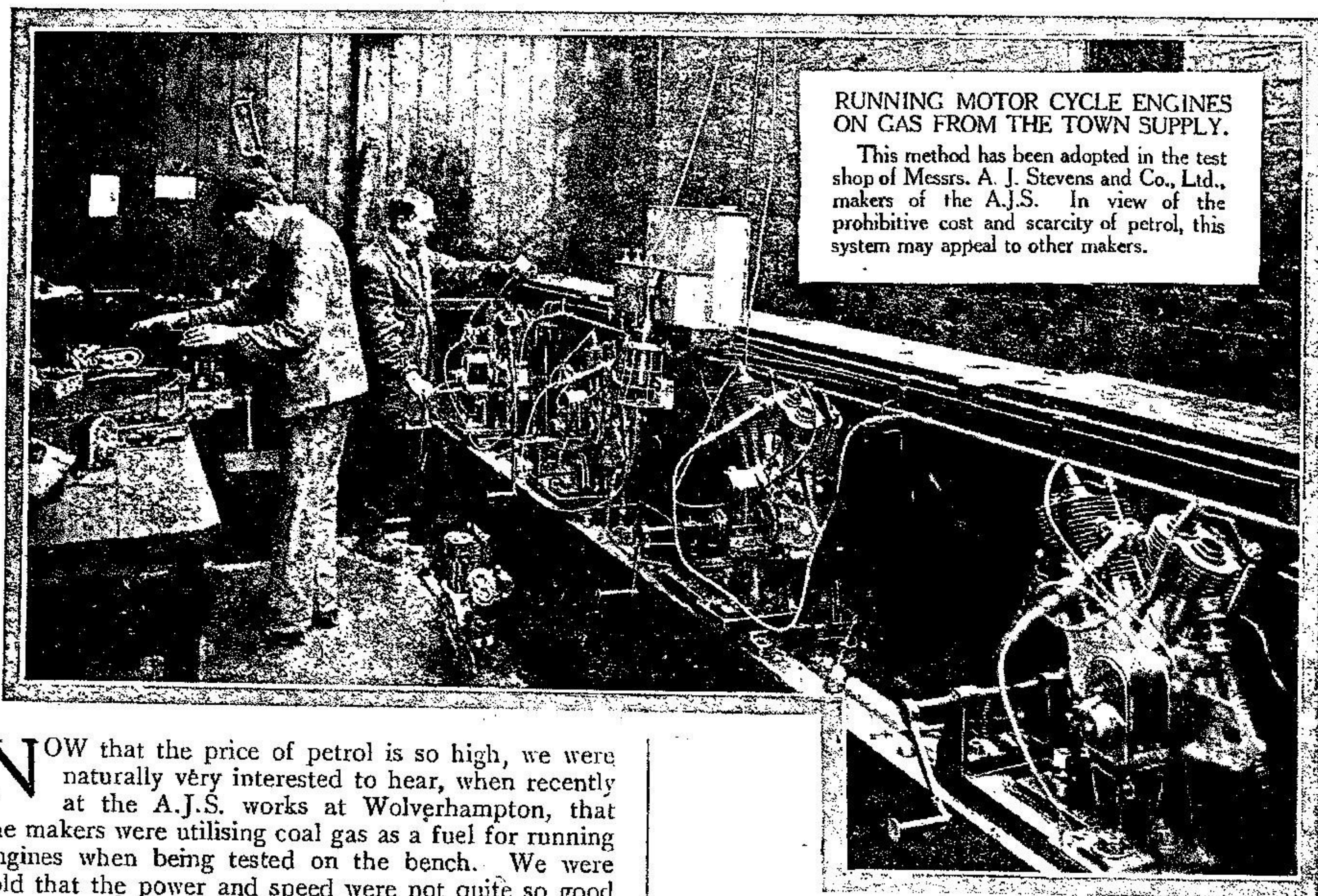
electrical science, but a far greater cause of her advancement has been our gross neglect of our own opportunities. If the war has at last opened our eyes to the terrible dangers of national ca' canny, we may comfort ourselves with the following solid unassailable facts: England is the most favourably situated country in the world for deriving public and private benefit from electrical progress, and can, if she choose, have a supply of electricity laid on practically everywhere, like water,

cheaper than Germany or any other big country on earth. With this priceless blessing England can not only defy competition in a wide range of manufacturing industries, but can bring about a wonderful revival of agriculture and abolish domestic drudgery. Whatever Germany can do we can do twice as well in this field, if only our people will drop their pettifogging parochial notions of electrical development and support the establishment of single-minded administration from a broad national standpoint."





# PETROL ECONOMY.



## RUNNING MOTOR CYCLE ENGINES ON GAS FROM THE TOWN SUPPLY.

This method has been adopted in the test shop of Messrs. A. J. Stevens and Co., Ltd., makers of the A.J.S. In view of the prohibitive cost and scarcity of petrol, this system may appeal to other makers.

**N**OW that the price of petrol is so high, we were naturally very interested to hear, when recently at the A.J.S. works at Wolverhampton, that the makers were utilising coal gas as a fuel for running engines when being tested on the bench. We were told that the power and speed were not quite so good as when petrol was used, but the results obtained were quite satisfactory, as the comparative results were much the same, while the saving of trouble and mess was quite considerable.

The method of supplying the gas is simple in the extreme. A large main gas supply pipe runs along the back of the test bench, and small branch pipes are taken off and lead direct to the engines. At the induction pipe entrance a bunsen burner attachment is fitted up, so that the quality of the mixture can be

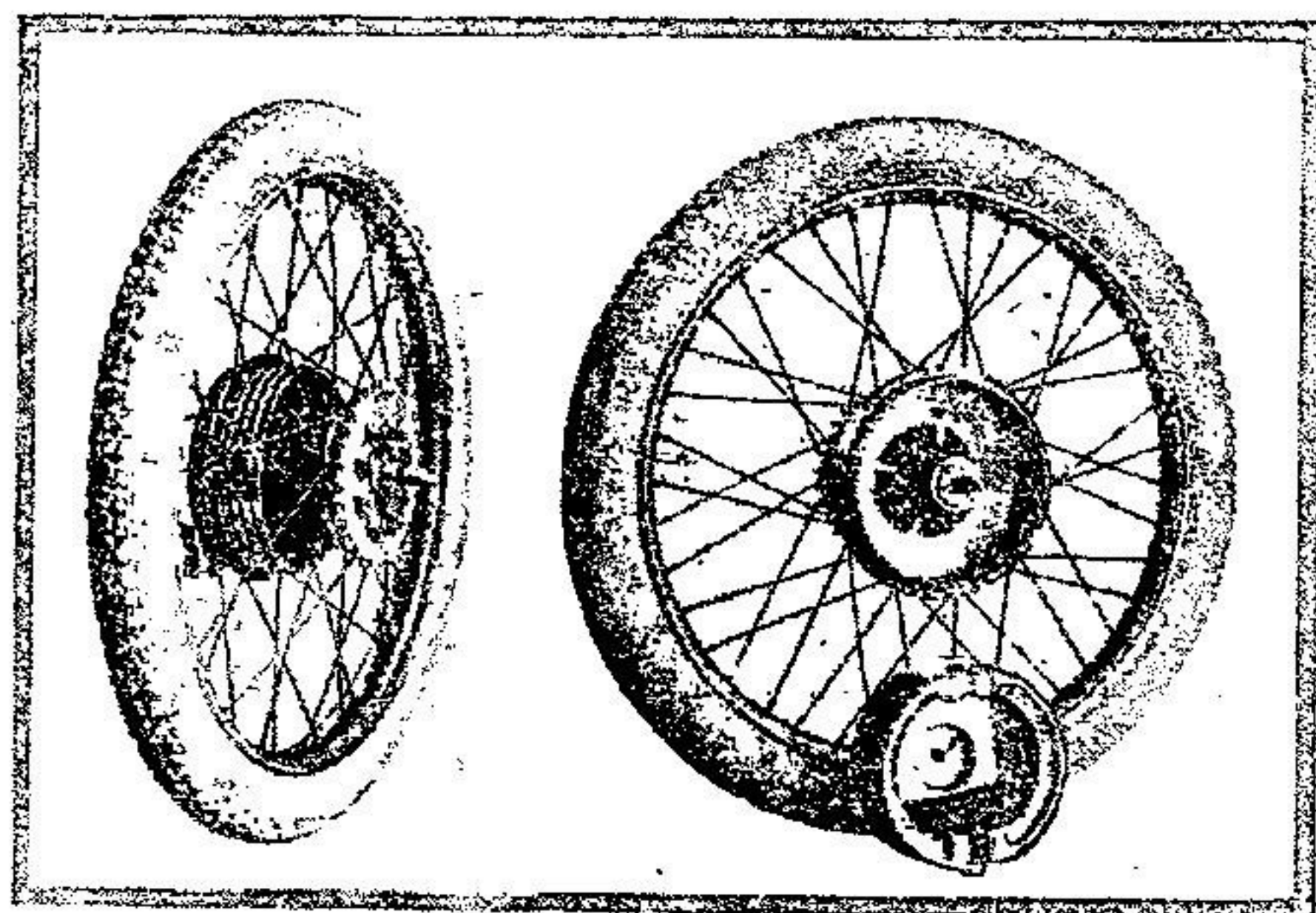
adjusted when necessary, while the speed may be varied by turning on or off the gas supply.

At first the gas was introduced directly into the ordinary carburetter. This worked quite satisfactorily but was not quite so convenient as the present arrangement. The engines show no signs of overheating, and start quite satisfactorily on the gas. We saw two engines running in this manner, one a  $2\frac{3}{4}$  h.p. single, the other a 4 h.p. twin, and both appeared to run with perfect regularity.

## AN A.B.C. IMPROVEMENT.

**F**EW firms are more up-to-date or progressive than A.B.C. Motors, Ltd. They have succeeded in producing one of the most ingenious and original, and at the same time practical, machines at present on the market, and only an excess of Government work prevents their supplying these to the public.

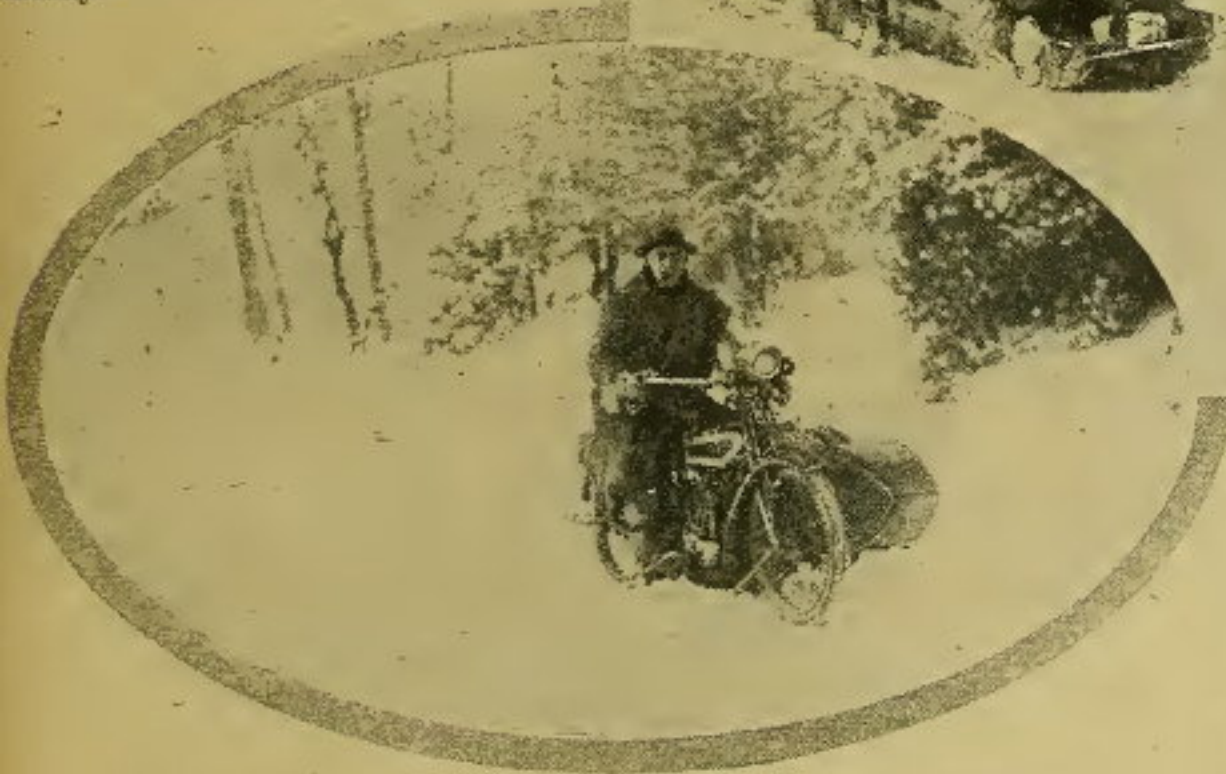
The latest development is the introduction of a new type of hub which contains two internal expanding brakes working independently, one of which is actuated from the handle-bar and the other by the pedal. The brake drum forms part of the hub, and thus the tendency to unscrew that arises with screwed-in brake drums is avoided. The brakes are made of a cast aluminium alloy, lined with Raybestos and provided with hardened steel plates where the cams make contact. It will be noticed that the brake drum is ribbed so as to assist cooling. Another point of interest in connection with this hub is that two separate and distinct transmission shock absorbers are fitted.



A.B.C. brake drum. The left view shows drum and sprocket in position, while that on the right shows the drums detached and the manner of their working side by side.



re were 1,054 accidents caused by vehicles of all types during 1916, of which 906 were slight and 48 fatal. Of those that did not result fatally, 454, or more than 50%, were caused by automobiles; almost one half of the fatal accidents—21 out of 48—were also caused by motor cars. Next to the motor car the tramcar was the chief offender, there having been ten fatalities and 154 lesser accidents due to the tram. Horses and horse-drawn vehicles caused the deaths of five persons and injuries to 84. There were all told 84 motor cycle accidents, considerably less than 10% of the total, and of these only one resulted fatally.



(Top) Although the recent downfall of snow was not relished by everybody, it was thoroughly enjoyed by the convalescent Tommies, who are shown above making the most of a Clyno sidecar.

(Bottom) An A.J.S. outfit owned by the manager of the British Petroleum Co.'s depot at Coventry, whose work necessitates the use of a motor cycle in every kind of weather.

B11





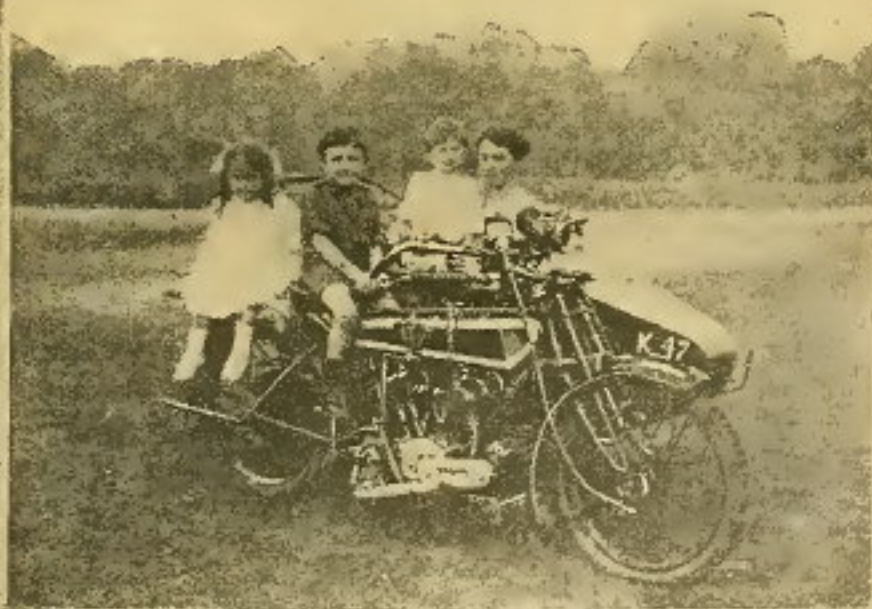
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4

(1) A typical Welsh mountain road—the picture well conveys the desolation and loneliness of these highland districts. (2) Remains of the old Roman wall at Uriconium, near Shrewsbury. (3) The writer and the A.J.S. combination on which the tour was accomplished. (4) One of the most characteristic of the beautiful old half-timbered houses—the Feathers Hotel, Ludlow.





Rev. A. M. Walmsley, of Kandy, Ceylon, sends us the above pleasing photograph of his family aboard an A.J.S. outfit. On September 21st, 1916, an illustrated article, entitled "The Motor Cycle in Ceylon's Sunny Isle," appeared in these columns from his pen.

3



## MOTOR VOLUNTEERS AND THE WOUNDED IN LONDON HOSPITALS.



On the 3rd inst, an entertainment for a thousand of Britain's wounded heroes was arranged at the Holborn Empire by the London Regiment of the National Motor Volunteers, who undertook the conveyance of the men. The ubiquitous sidecar was, of course, largely in evidence. The machines in the foreground are a 6 h.p. A.J.S. and a 7 h.p. Indian.



# A Converted Double-seated Sidecar.

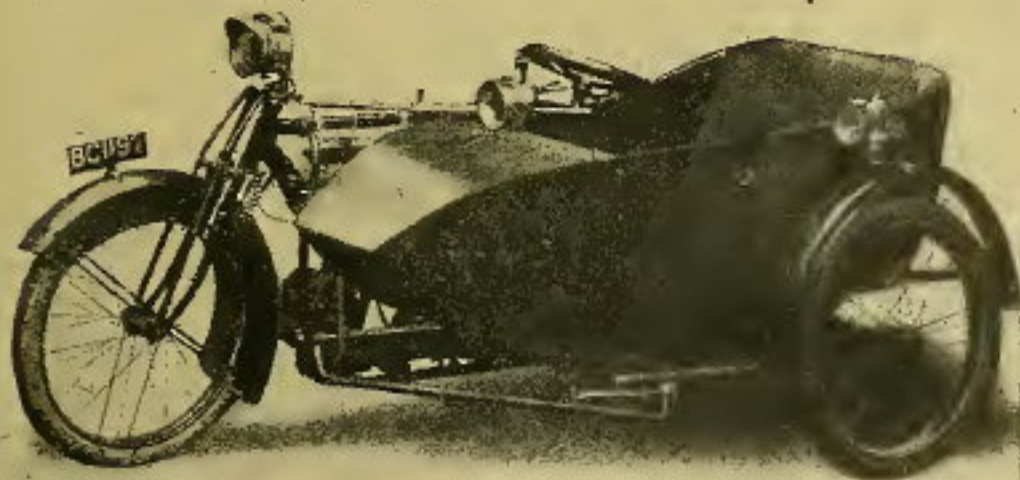
How a Reader obtained Protection for the Driver.

**I**N our issue for March 29th we dealt with the subject of motor cycles for the disabled, and although the accompanying photographs were not submitted with the idea of showing a disabled man's machine, it is very similar to some we then described for such a purpose. Mr. E. Hulse's device may also interest riders who desire cleanliness and at the same time wish for a sociable outfit. He says:

"I have made the sidecar up myself, which, as you can see, has wheel steering and pedal controls to clutch

and brake. I can say that my old 1912 A.J.S., which is attached, has never yet given me a moment's trouble on the road. The body of the sidecar is built of three-ply wood, and, strangely enough, the engine seems livelier with the sidecar than it was before. Both chassis and body, also the sidecar wheel, are sprung, the body being on three coil springs under seat. I would be pleased to show the conversion to anyone interested who calls at my address, 34, Regent Street, Kingswood, Bristol."

A converted double-seated sidecar, steered and controlled from the driver's seat. Our correspondent considers that the general results are better with the present attachment than in its original form.



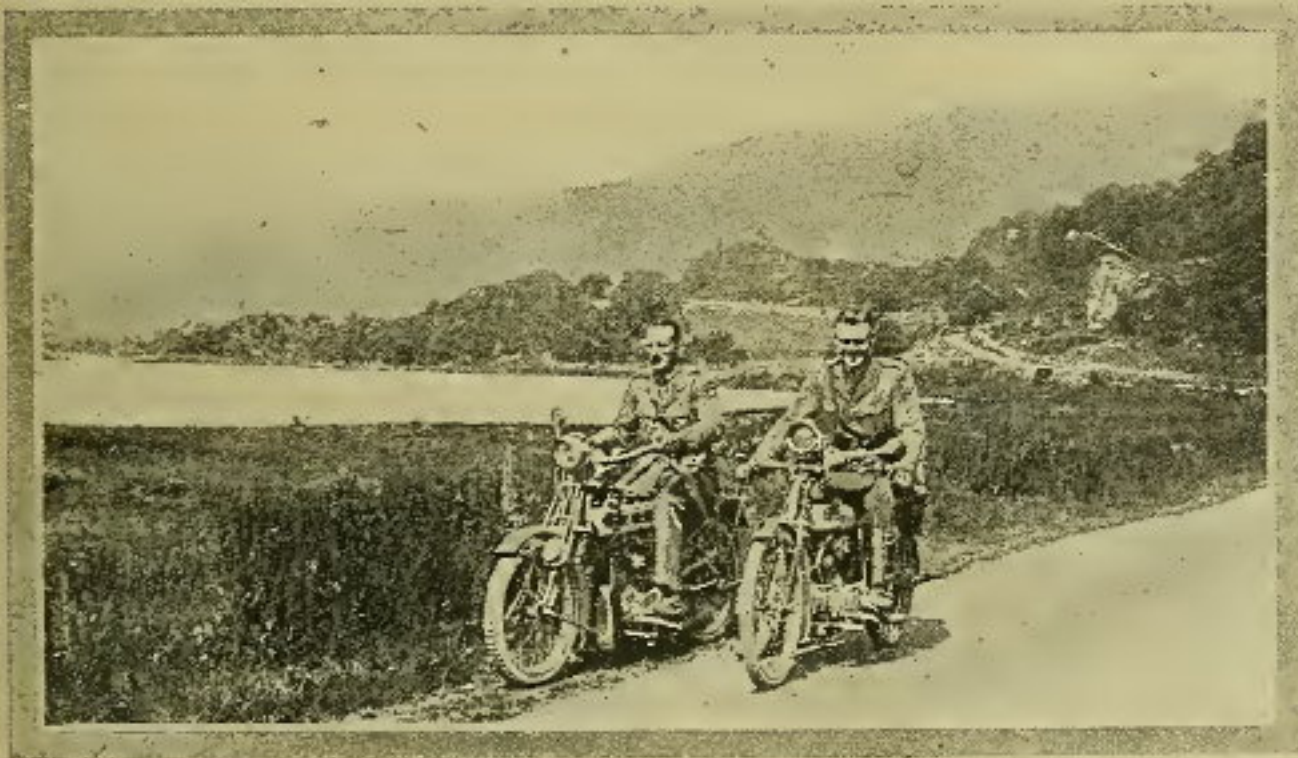




MOTOR CYCLISTS IN MOTOR VOLUNTEER PARADE AT LIVERPOOL.

The Fifth Lancashire Light Car Battalion Motor Volunteers held a parade in Shiel Park, Liverpool, on Sunday last, the 15th inst. Among the numerous motor vehicles were a number of sidecars, including a Sunbeam, A.J.S., and Triumph.





Officers of an R.E. training centre spending their few leisure hours 'midst the beautiful scenery of "Snowdonia," North Wales. The photograph, sent by Lt. A. G. Guthrie, R.E., was taken on the Carnarvon road, and shows Enfield and A.J.S. motor cycles.



## THE A.J.S. RUSSIAN MODEL.

**A**MONG the illustrated descriptions of Russian military models which have appeared in recent issues, it will be recalled that the 6 h.p. A.J.S. was reviewed. In detailing the departures in design, we stated that the frame has a horizontal top tube, which is not actually the case, for it declines rearwards as in the standard design, the tank being "saddled" over this tube to give it a large capacity—as a matter of fact, it accommodates approximately two and a half gallons of spirit. The two lower portions of the tank are connected by a pipe at the rear end. The A.J.S. was one of the first firms to standardise the straight

top tube, and has a natural objection to any departure from an approved design.

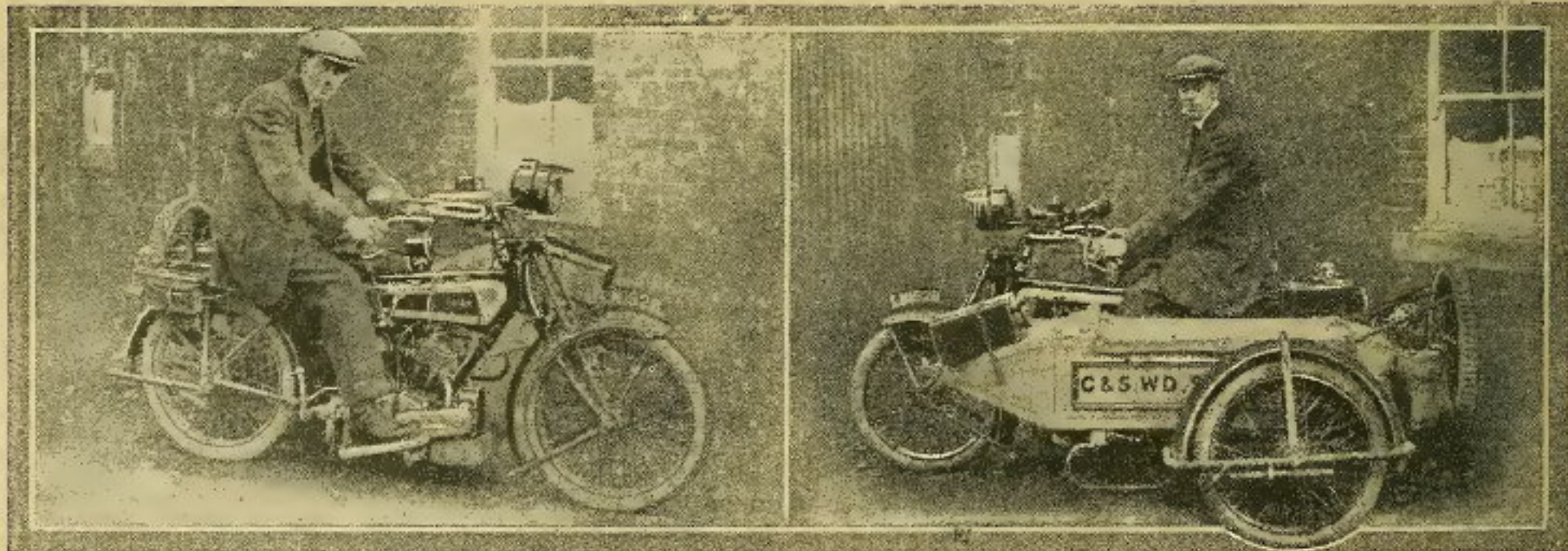
Another item on the Russian model, to which we did not draw attention, but which is certainly worthy of a reference, is the improved method of actuating the clutch. In place of the perpendicular arm below the casing, the clutch is now actuated by a bell crank lever, neatly covered in, almost at the top of the casing, and which is operated by a Bowden wire. This system is not only to be preferred on account of its cleanliness, but has also effected an increased ground clearance.





# Sidecar for Business Purposes.

A HOME-MADE CONVEYANCE FOR GOODS AND SAMPLES.



An A.J.S. commercial outfit, the sidecar of which was "home made." The way the spare petrol and oil are carried is worthy of notice, the tins being held by part of an old chain and a spring, which hooks on to a screw head.

**M**R. J. S. BOUSFIELD, of Westbury, Wiltshire, writes us as follows: "I have tried all sorts and kinds of motor cycles, but never had such good service as from the A.J.S. shown in the accompanying photograph. I have now had three of this make, a  $2\frac{3}{4}$  h.p., a 4 h.p., and 6 h.p.; the last-named I am now running on half petrol and half paraffin. This machine has run 15,000 miles, and I have had very little trouble except for tyres, petrol pipe blocked up, magneto points requiring cleaning, etc., and such can only be regarded as incidents. I remove cylinders for decarbonising and grind valves in every 1,000 miles. This appears to keep the engine in perfect order, and I believe in plenty of oil. Never have too

little oil is my principle. My average running is about 250 miles per week—all weathers. The sidecar fitted is my own make out of old tea chests, etc., and is about half the weight of the average body of the same type. I do not carry a passenger—only samples and small packages; in fact, the machine is used for business purposes only."

## GOODS MADE IN GERMANY.

The proprietors of this journal, being fully in accord with the recommendations agreed upon at the Paris Economic Conference, give notice that they will not permit the advertisements of new goods manufactured in enemy countries to appear in this publication, either during or after the war.

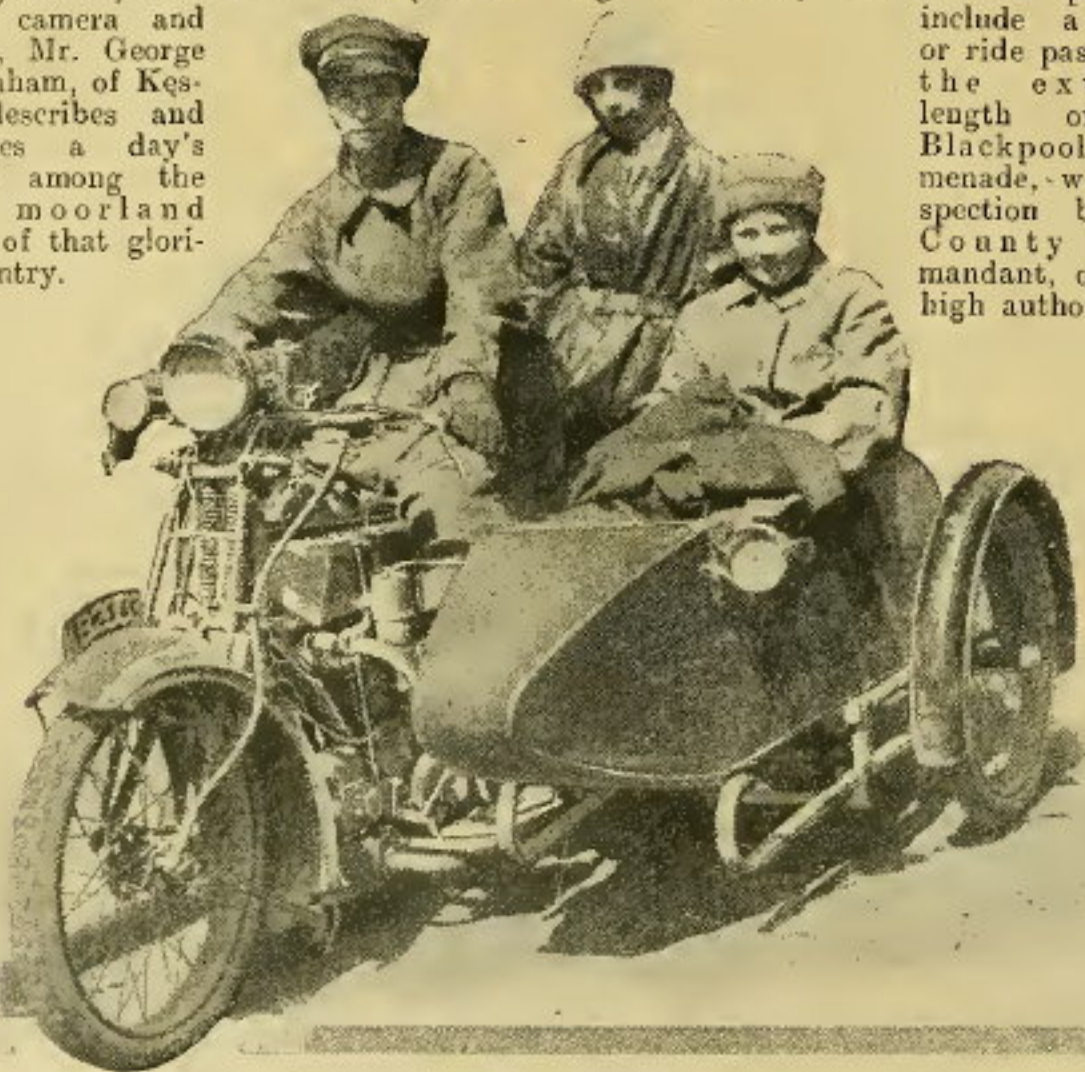
ILIFFE & SONS, LTD.

B24



revel in an article in the current issue of *The Light Car*, in which that exponent of the camera and the car, Mr. George D. Abraham, of Keswick, describes and illustrates a day's journey among the lofty moorland heights of that glorious country.

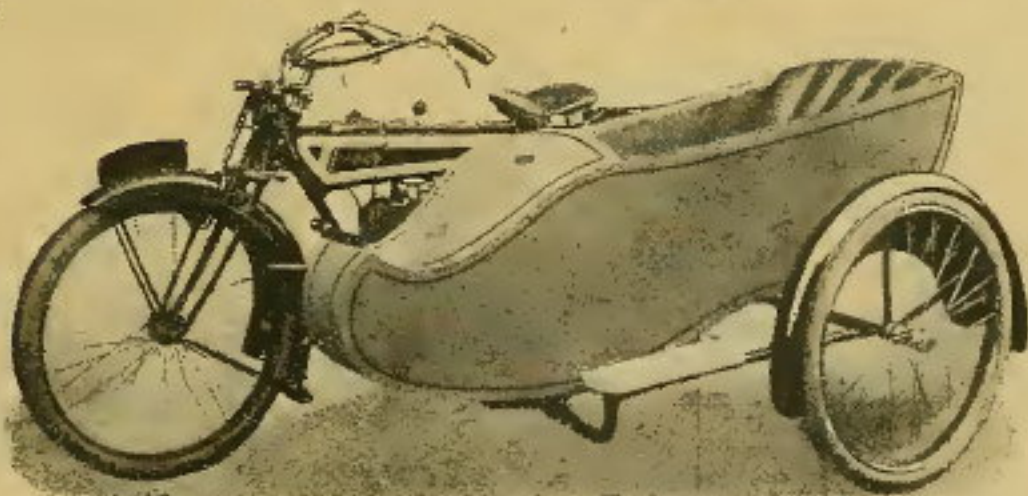
settled until the strength of the gathering is known, but it will probably include a march or ride past along the extreme length of the Blackpool Promenade, with inspection by the County Commandant, or some high authority.



#### A SPORTING TRIO.

Mrs. Stevens Wood, of Wolverhampton, with Mrs. Stevens in the sidecar and Mrs. Wade on the carrier, covered part of the route taken by the Lancashire Motor Cycle Volunteers (illustrated on pages 424 and 425 last week). They were observed taking the hill between Llangollen and Ruthin, North Wales, in good style, on their 6 h.p. A.J.S.

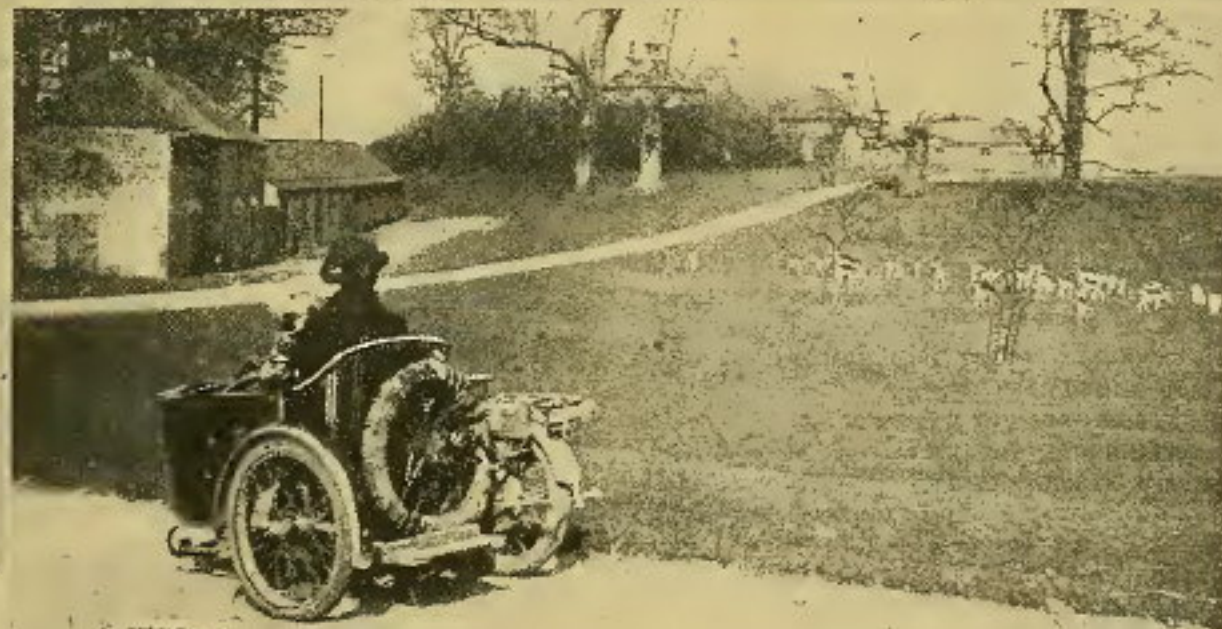




A 2 $\frac{3}{4}$  h.p. A.J.S. outfit, to which is attached a Northern featherweight sidecar.



seats of the Earl of Percy. The church is also worthy of note, one of the monuments inside being erected to Blind Jack of Knaresborough, otherwise John Metcalf, who, although totally blind from the age of six, was noted as a clever road maker. He was responsible for the reconstruction of many of the chief main roads of Yorkshire and Lancashire. Crossing the railway, the road continues past Plompton Park to



Fountains Abbey stands in these grounds, and the river Skell flows through them.

In the grounds of Studley Royal. The sidecar in the foreground is a 4 h.p. twin A.J.S.

After a run of five miles the inland watering place of Harrogate is reached, the road afterwards undulating to Ripley. From Ripley we ran into the park of Studley Royal, and past the historical Fountains Abbey, then on to Ripon. After a brief inspection of the Cathedral we made for York again, *via* Green Hammer-ton and Marston Moor.

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### MORE NEW USES FOR THE SIDECAR

A cinema operator busily filming a procession during the recent Baby Week    He has converted his A.I.S. sidecar into a temporary grandstand



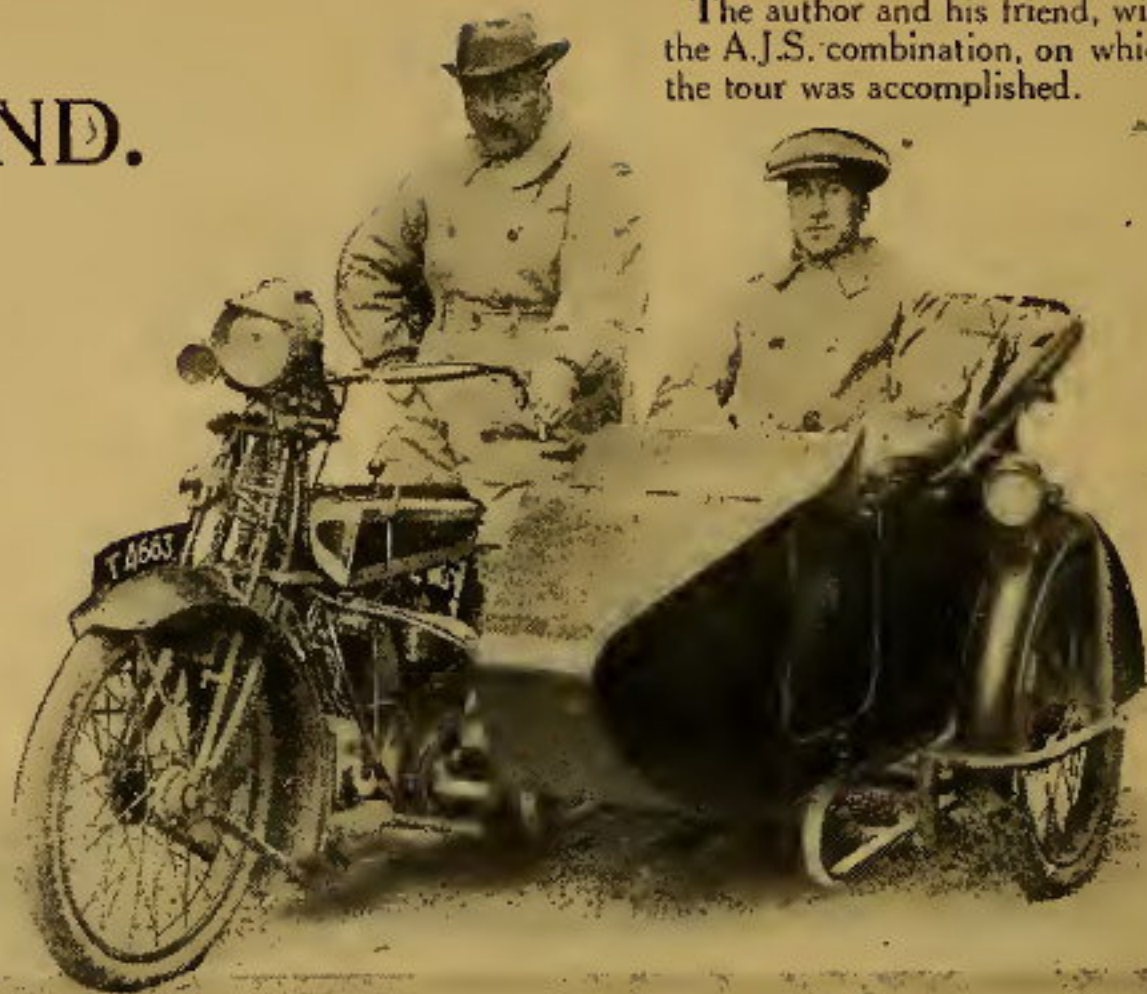
# DARTMOOR AS A TOURING GROUND.

SOME ACCOUNT OF THE  
ROADS, BEAUTIES, AND  
ANTIQUITIES OF SOUTH DEVON.

By H. TAPLEY-SOPER.

THE "Forest of Dartmoor," as it is described in ancient documents, generally calls up visions of impossible roads, bogs, fogs, escaping convicts, and, perhaps to the more romantic, "pixies" (the local name for the little fairies who are supposed to dwell in parts of the moor). For the fairies we cannot vouch, fogs seldom occur in the summer months, and bogs need not trouble motorists who are content to stick to the main roads,

The author and his friend, with the A.J.S. combination, on which the tour was accomplished.





# DARTMOOR AS A TOURING GROUND

Some Account of the  
Roads, Beauties, and Antiquities  
of South Devon.

By H. TAPLEY-SOPER.

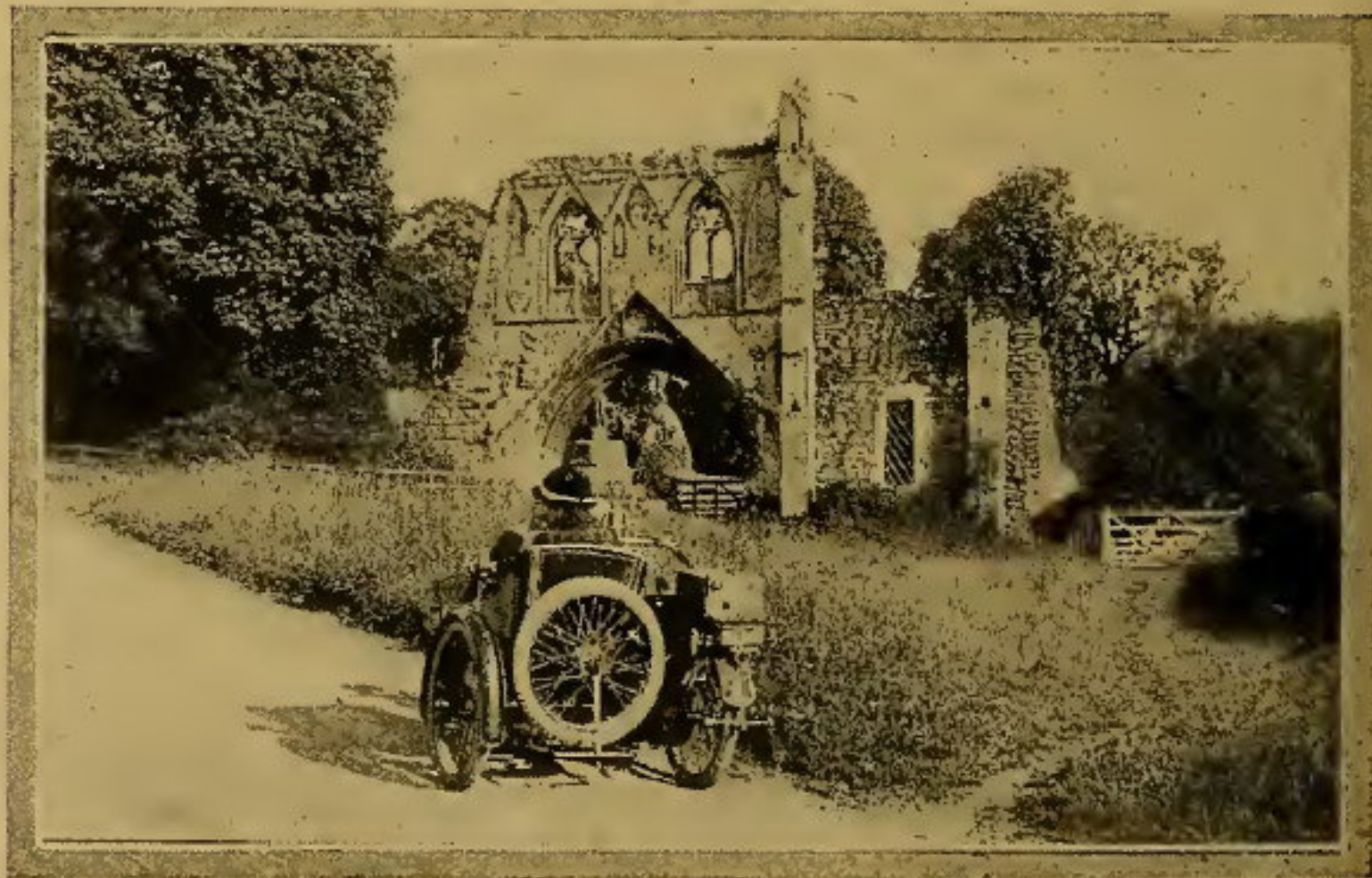
*(The first instalment appeared on August 16th.)*

THE initial twenty miles of our second Dartmoor tour takes us over a course which will be very familiar to riders in the reliability trials of pre-war days. We again quit Exeter *via* Fore Street, but on passing over Exe Bridge turn sharp to the left and soon desert the



Powderham church, surrounded by the exceptionally fine yews, which are worthy of note. In the foreground are three Enfield and two A.J.S. outfits.





ON THE YORK - SCARBOROUGH ROAD. The ruins of the Early English gateway (1121) of Kirkham Priory, thirteen miles from York. Founded by Walter Espec for Augustinian canons in memory of his son. The sidecar is a 1916 4 h p. A.J.S.









### IN BUCKINGHAMSHIRE.

The spirit of solidity and endurance always seems to be exemplified in ancient archways, and these somehow emphasise the ephemeral nature of things of to-day in a most insistent manner. The old mediæval archway through which an A.J.S. is about to pass is the entrance to the old Manor House at Long Crendon, Bucks.





A picturesque scene near the southern entrance to Lake Windermere at Newby Bridge. Hundreds of motor cyclists will recognise the spot, which may recall to many the happy touring days of old. The sidecar is a 5-6 h.p. A.J.S.

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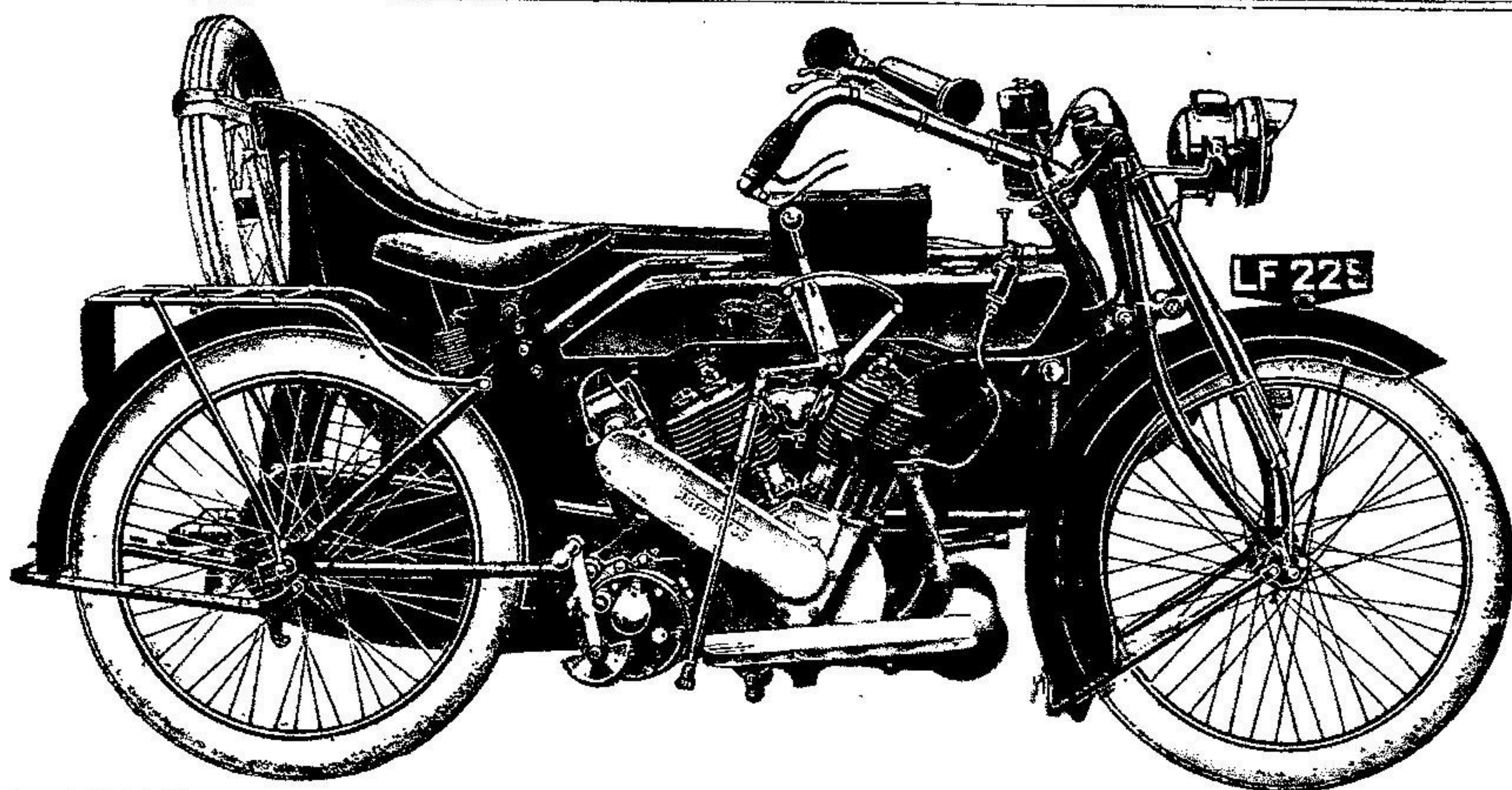




A picturesque scene near the southern entrance to Lake Windermere at Newby Bridge. Hundreds of motor cyclists will recognise the spot, which may recall to many the happy touring days of old. The sidecar is a 5-6 h.p. A.J.S.

B





# THE WAR MODEL

# Matchless

THE PERFECT PASSENGER MOTORCYCLE

## BRIEF SPECIFICATION.

*Special 8 h.p. J.A.P. Engine—Improved Girder Pattern Spring Forks—  
Countershaft 3-speed Gear—Silent Chain Drive—Patent Quick Detachable  
Wheels (including Spare Wheel)—3 inch Tyres on all Four Wheels—  
Extra Long Sidecar Body—Folding Luggage Carrier—5 inch Mudguards.*

*We are now in a position to supply a number of these famous models. Orders will be executed in strict rotation.*

**Place your order NOW to ensure  
PROMPT DELIVERY.**

Write for full Particulars to "DEPT. W.M."  
H. COLLIER & SONS, LTD., PLUMSTEAD, S.E.18.



# THE MATCHLESS MILITARY MODEL.

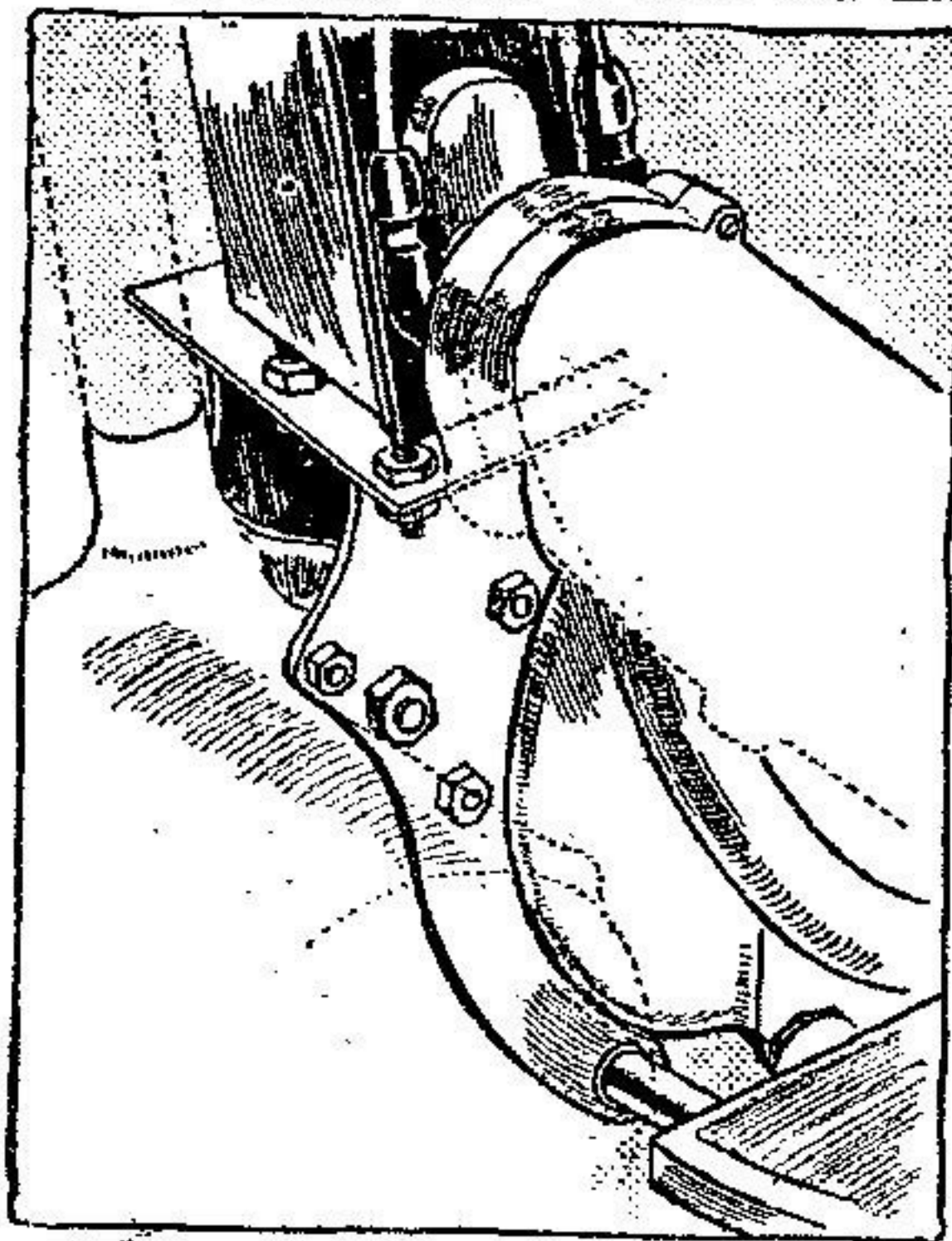
Another Machine Strengthened and Adapted to the Requirements of the Russian Army.

FOR some time we have known that Messrs. H. Collier and Sons have been the recipients of an order for several hundred sidecar outfits for the Russian Government, and, hearing last week of their completion, we took an early opportunity of inspecting one of these machines with a view to adding it to the long list of Russian military machines with which we have dealt. During the last two years we have become so well accustomed to describing machines which were not intended for sale to the general public that it is quite refreshing to learn that a certain number of these machines will be available for private distribution.

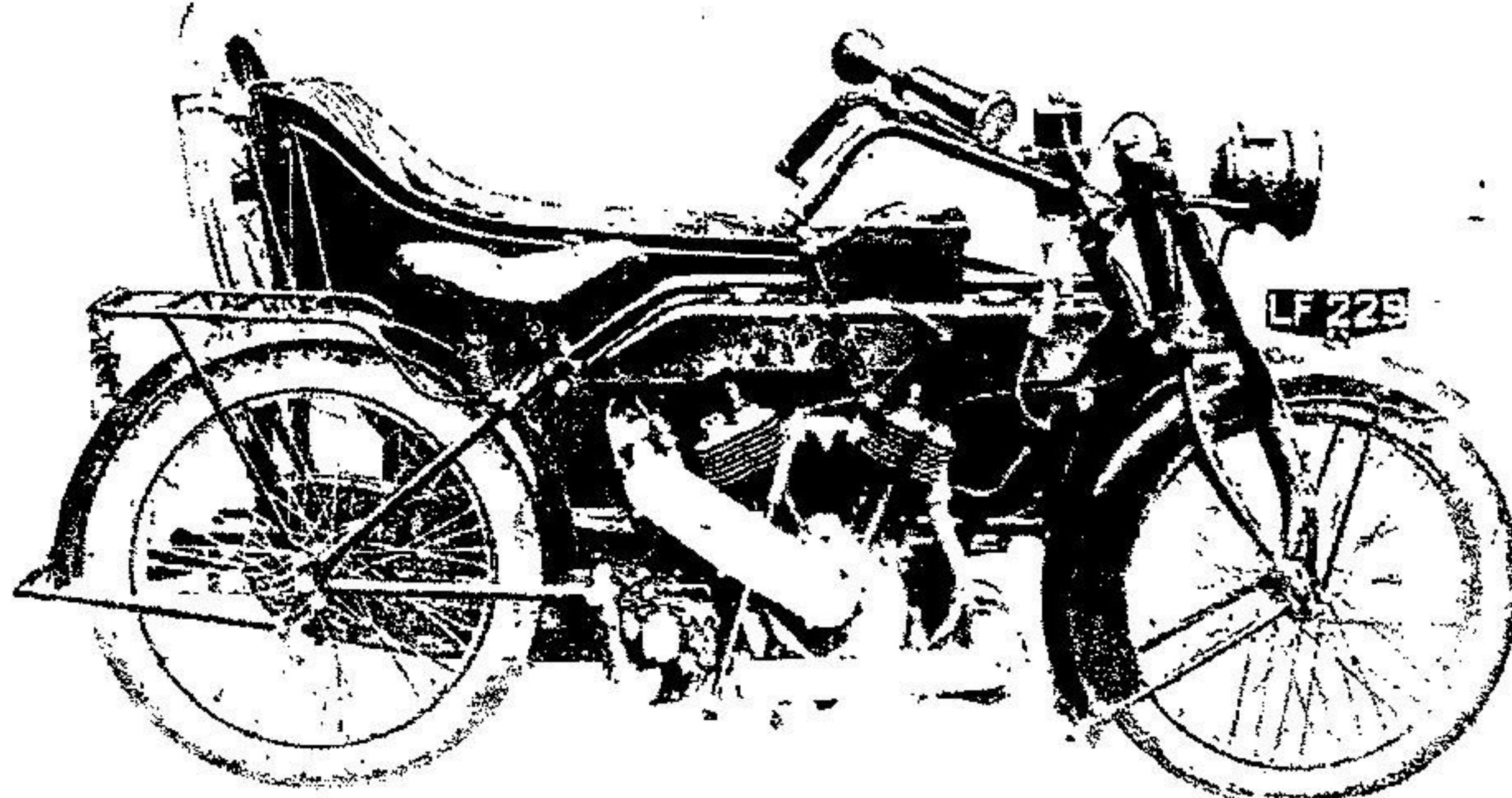
This new and powerful Matchless sidecar will be known as the 8B2/M Russian military model. It is an excellent outfit, which, while presenting no very startling innovations, is a sound and practical job, calculated to give absolute satisfaction under the most trying conditions. It is a curious yet absolutely rational conglomeration of features peculiar to the already-described flat twin and the M.A.G. engine models, and it must be borne in mind that this machine has been built to specifications drawn up by the Russian military motor cycle experts.

## The Power Unit.

The source of power in this military model is derived from a standard 8 h.p. V-twin J.A.P. engine, having a bore and stroke of 85.5 mm. x 85 mm., and following the latest J.A.P. practice throughout. The lubrication is automatic, while extra oil is delivered from a Best and Lloyd



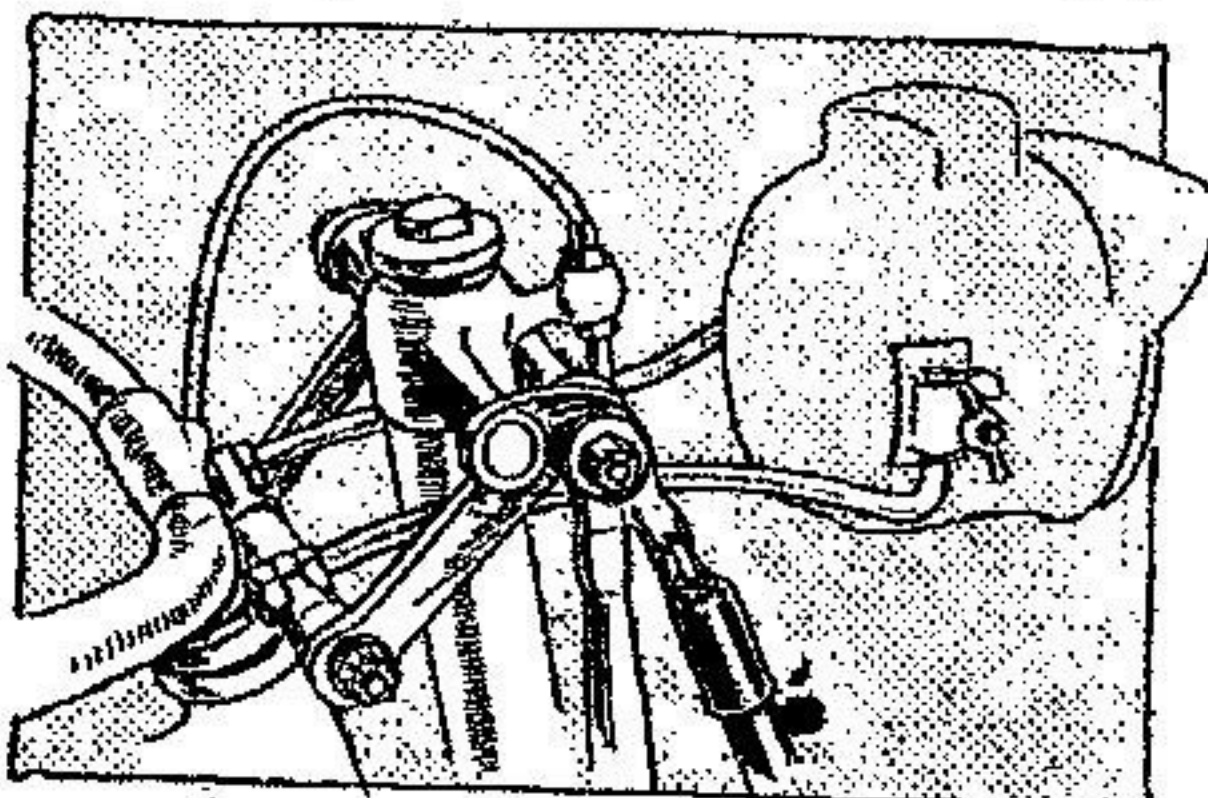
New magneto bracket and platform.



8 h.p. military Matchless J.A.P. (85.5 mm. x 85 mm. = 976 c.c.) built to the order of the Russian Government.

combined pump and drip feed, the oil pipe having a branch near the crank case union by which oil can be fed direct to the clutch.

The Dixie magneto is chain-driven, and is carried on a bracket forming part



The special lamp bracket. Note the lugs on the horizontal tube of the spring fork.

of the steel plates bolted to the frame lugs and serving to hold the engine in position. An extension of the engine plates serves to carry the platform to which the magneto is bolted, and the magneto itself is held by bolts, which enable it to be raised or lowered.

The carburetter is the standard form of two-lever Amac, fitted with a warm air intake, which has been a feature of Matchless motor cycles for some years.

The clutch actuating mechanism, gear box, and totally enclosed chain transmission, including the silent chain drive from engine to gear box (a feature of the M.A.G. and H models), are retained, while the silencer, instead of being of the pattern usually provided with Matchless sidecar combinations fitted with J.A.P. engines, consists of the larger expansion chamber and long extension pipe.

Other features which have been common to the model H are the exceptionally wide and efficient mudguards, the guard to the front wheel having excellent side shields. From the later model H the new type of gear lever quadrant and the improved handle-bars have been adopted. As is the case with the later type of Matchless sidecar combination, all wheels are detachable and interchangeable, but in the new Russian

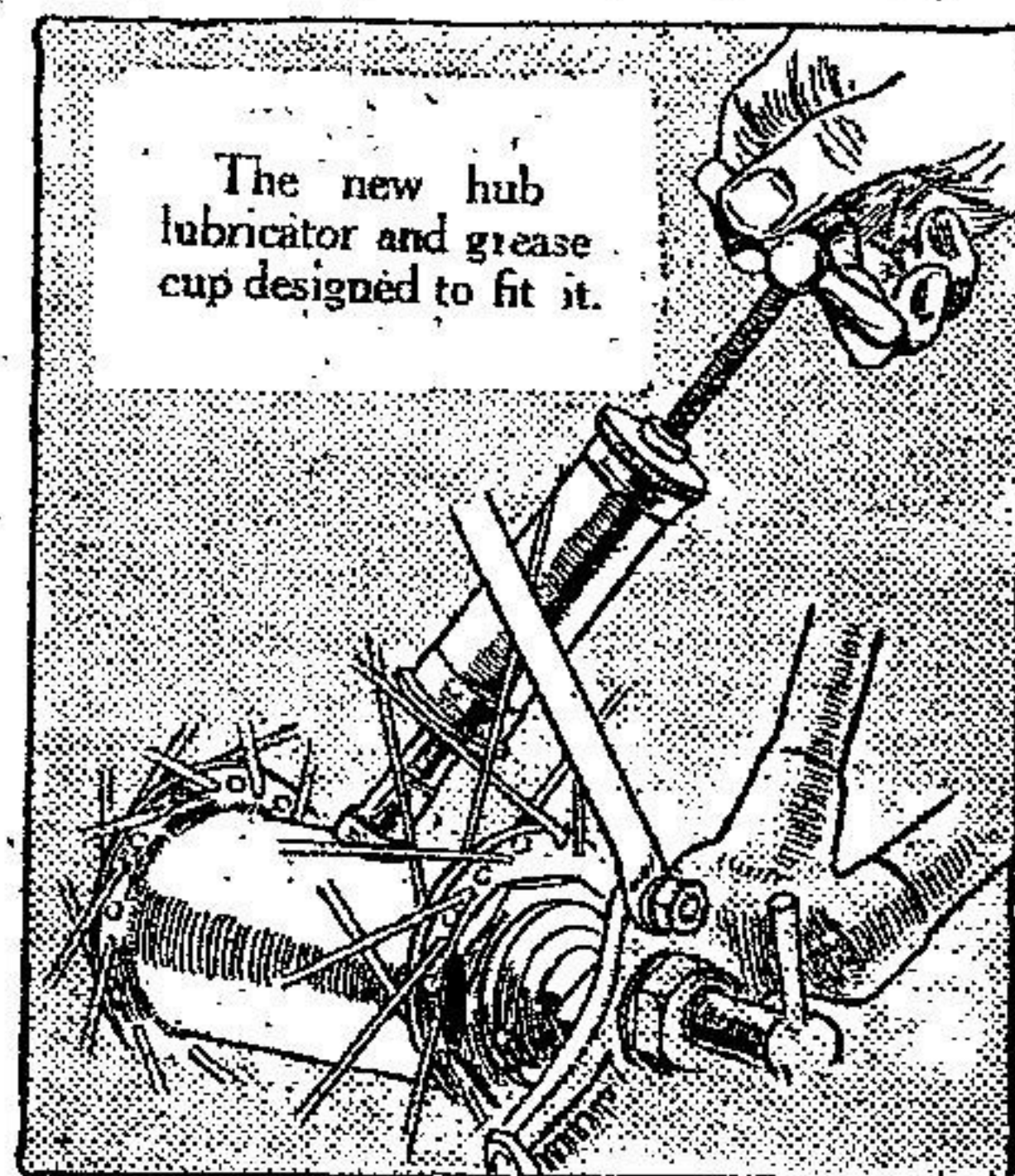
machine there has been fitted a special lubricator designed to allow the spout of a grease gun to fit it exactly, so that an ample quantity of lubricant can be injected under high pressure. It is especially essential that these hubs receive sufficient grease, as not only does the injection force out and exclude grit, but it enables the wheels to be easily and quickly detached, whereas lack of lubrication causes sticking and rust. A comfortable Brooks saddle and

footrests assure comfort and good control for the rider, though the handle-bars necessitate rather an upright position for rough riding.

The lamp bracket, specially made by Collier and Sons for either Lucas electric or acetylene head lamps, is worth mentioning, as it bolts direct on to lugs forming part of one of the horizontal front fork tubes. The sidecar, which is bigger than standard, is provided with a strong and roomy luggage carrier, and mounts the spare wheel at the rear. The sidecar body is suspended on spiral springs, but the Matchless system of springing the sidecar wheel is not incorporated in this model. The sidecar frame is of great strength, and is suitably trussed to preserve rigidity.

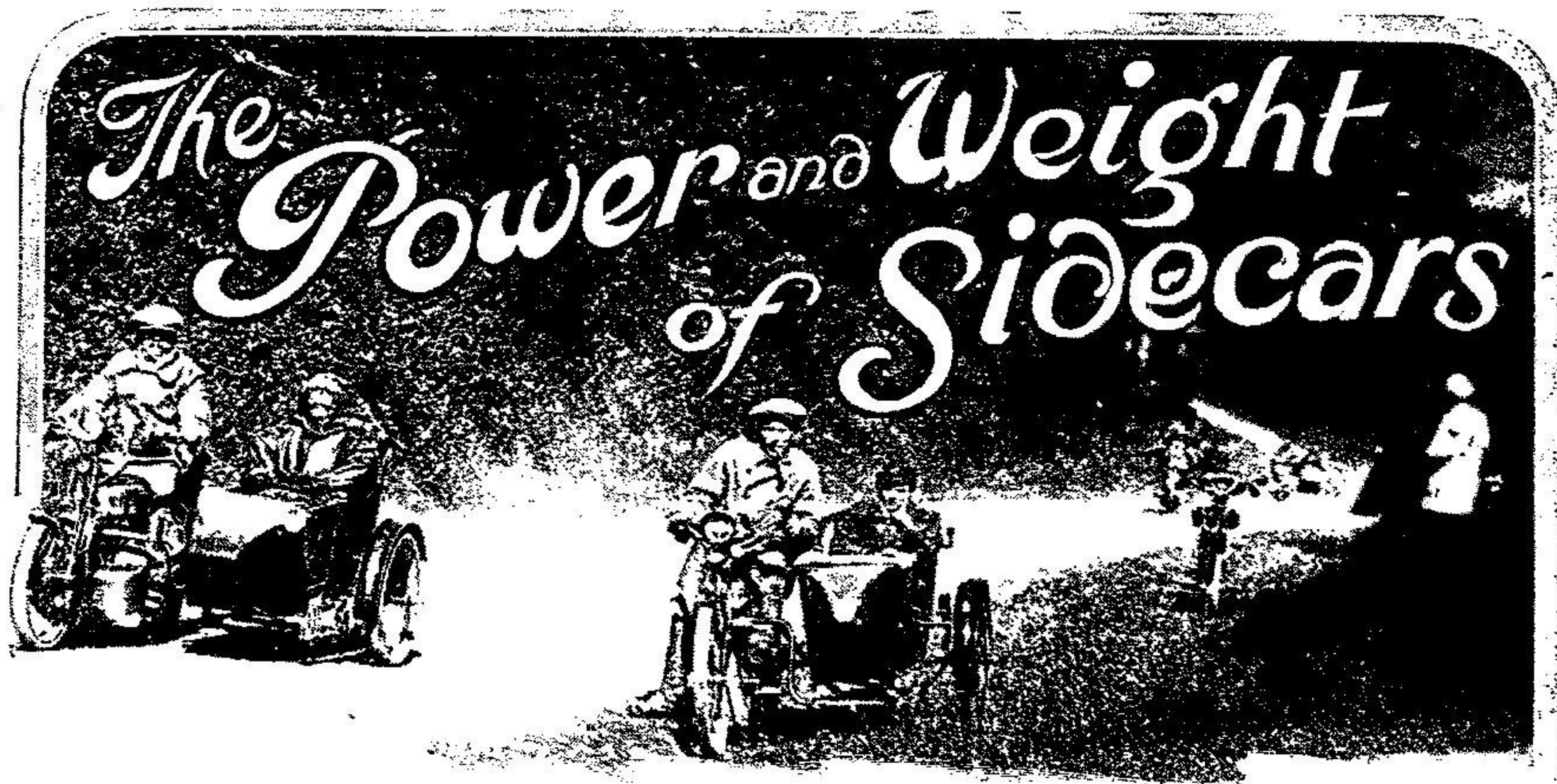
On every machine instructions are printed in Russian on the top of the tank, the latter being of ample dimensions, and is provided with large filler caps, that to the petrol compartment being glass-topped.

Altogether the machine has been thoroughly well thought out, and though not perhaps quite so comfortable as the pre-war 8B model, it is a really serviceable mount.



The new hub lubricator and grease cup designed to fit it.





### PROMISING FUTURE FOR THE MEDIUMWEIGHT OUTFIT.

EVERY phase of the sidecar question has been extensively dealt with in this journal. The usefulness of the featherweight attachment for low powered machines, and as a winter stabiliser, has been discussed at length, and the advantages and disadvantages of the luxurious outfit, its proper design, and so on, have long occupied the minds of practical riders and writers. But it is customary to consider the matter from the standpoint that there are only three types of sidecar in the running: (1) the lightweight attachment, which can be attached or taken off in a few minutes; (2) the mediumweight touring sidecar, for attachment to the popular  $3\frac{1}{2}$ -4 h.p. single; and (3) the heavyweight, for attachment to the 6 or 8 h.p. twin. The latter is considered as a permanent fixture, and, being such, it does not very much matter, from the point of view of most riders, how much weight be piled on in the way of strengthening tubes, etc.

In the following article my object is not to decry the heavyweight sidecar outfit, which has given excellent service, but merely to discuss the growing possibilities of a type which, while offering the same advantages as the heavyweight, is not unnecessarily heavy and cumbersome.

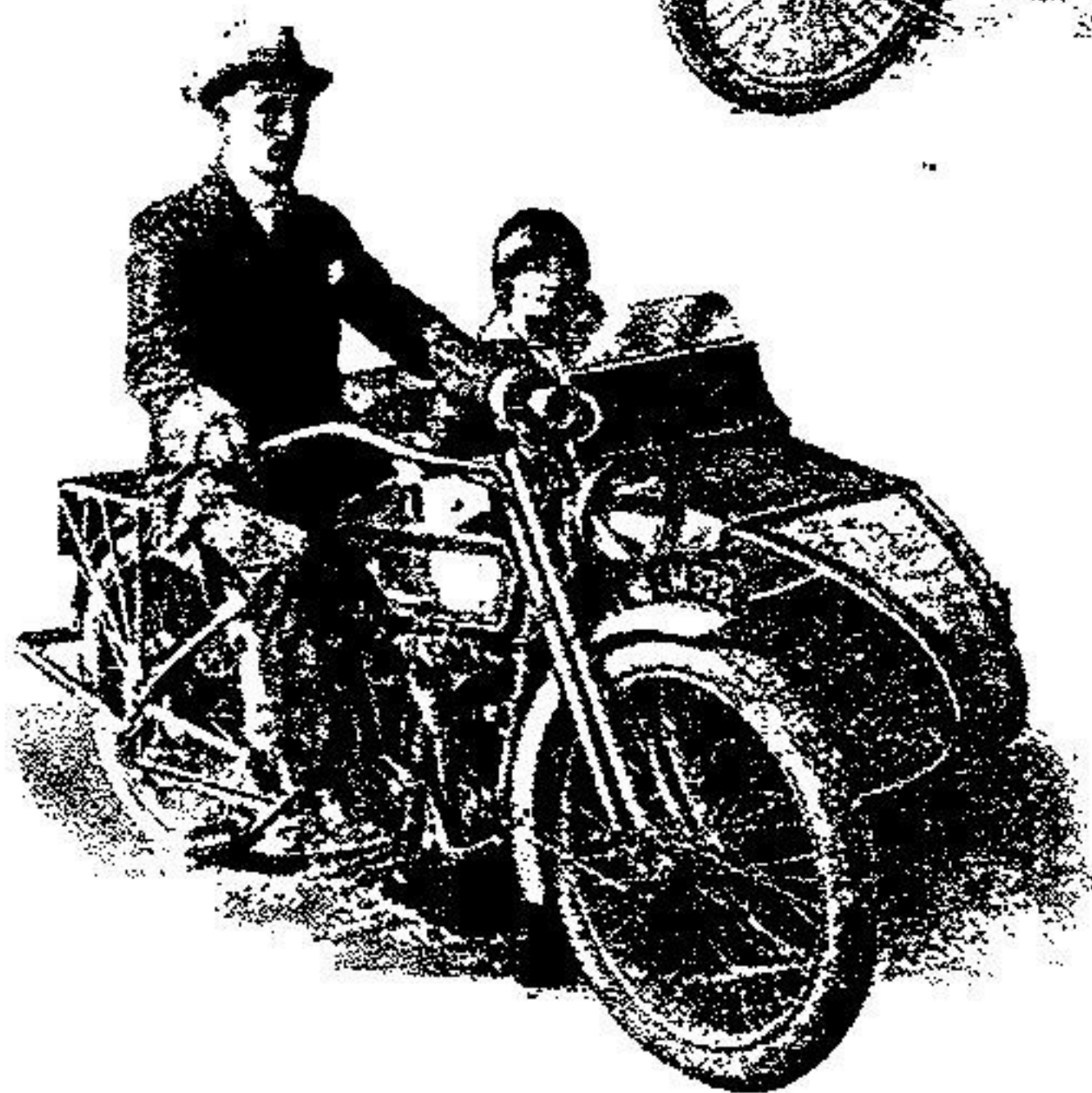
I use the word "unnecessarily" with due consideration. It is a proved fact that the greater the weight of the outfit the more massive must be not only the connections between the motor cycle frame and the sidecar frame, but also the frames themselves.

In order to reduce the weight of the sidecar outfit, then, one must begin with the motor cycle. The system of attempting to reduce the weight of an outfit

by fitting a featherweight sidecar to a heavy machine of 5 or 7 h.p. is entirely wrong. As stated in a recent leader in this journal, the motor cycle and the sidecar must be properly proportioned as regards weight and strength, which brings us back to the point under discussion—that the whole weight of the outfit is decided by the motor cycle. If the motor cycle is heavy, the coup-

#### TYPES OF POWERFUL DE LUXE SIDECARS.

7 h.p. Matchless and 7 h.p. Harley-Davidson combinations, typical British and American productions.



lings and frame members throughout must be strong and massive, since half the strains on the sidecar are the result of the work it does in supporting the motor cycle. Thus, as so many have found to their cost, a featherweight sidecar attached to a heavy machine invariably gives trouble as regards couplings, etc., unless it be of exceptionally

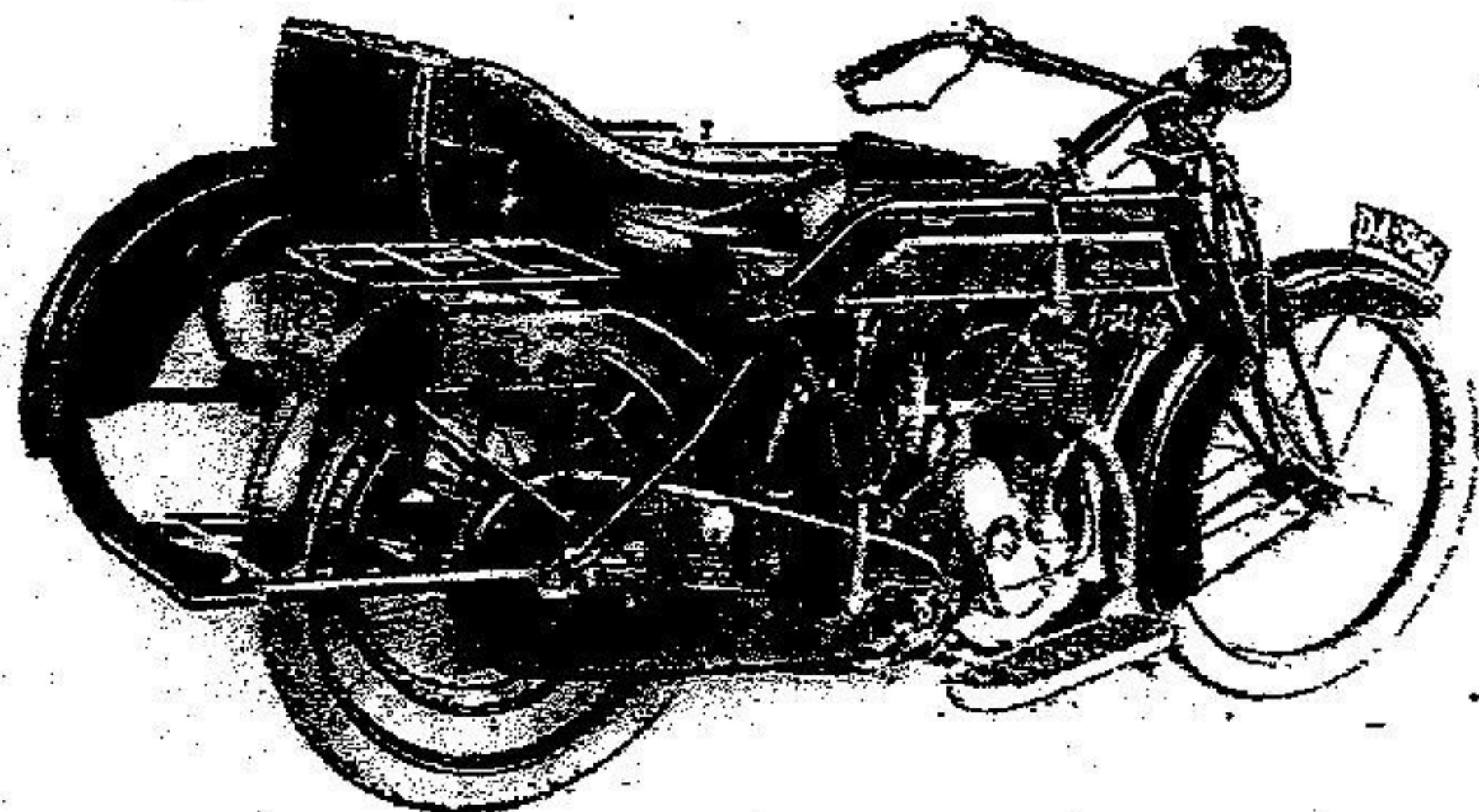


**The Power and Weight of Sidecars.—**

good design and construction. It is invariably difficult to keep in correct alignment, and very often the curved members between the motor cycle and the sidecar frame yield to the strains imposed upon them.

Use a featherweight body by all means, but the sidecar chassis must be proportionate to the motor cycle, the weight of the body and the passenger it carries being one of the least important factors.

While on this point, I have often wondered why many manufacturers, particularly of lightweight sidecars (which call for highly efficient design), employ curved tubes when a straight tube design is equally adaptable. Take, for instance, the front tube connection, which is often arranged as shown in the sketch overleaf with its weak bend, when a straight triangular steel rod connection on the lines also shown would eliminate this weakness.



The mediumweight, the type favoured by the writer.

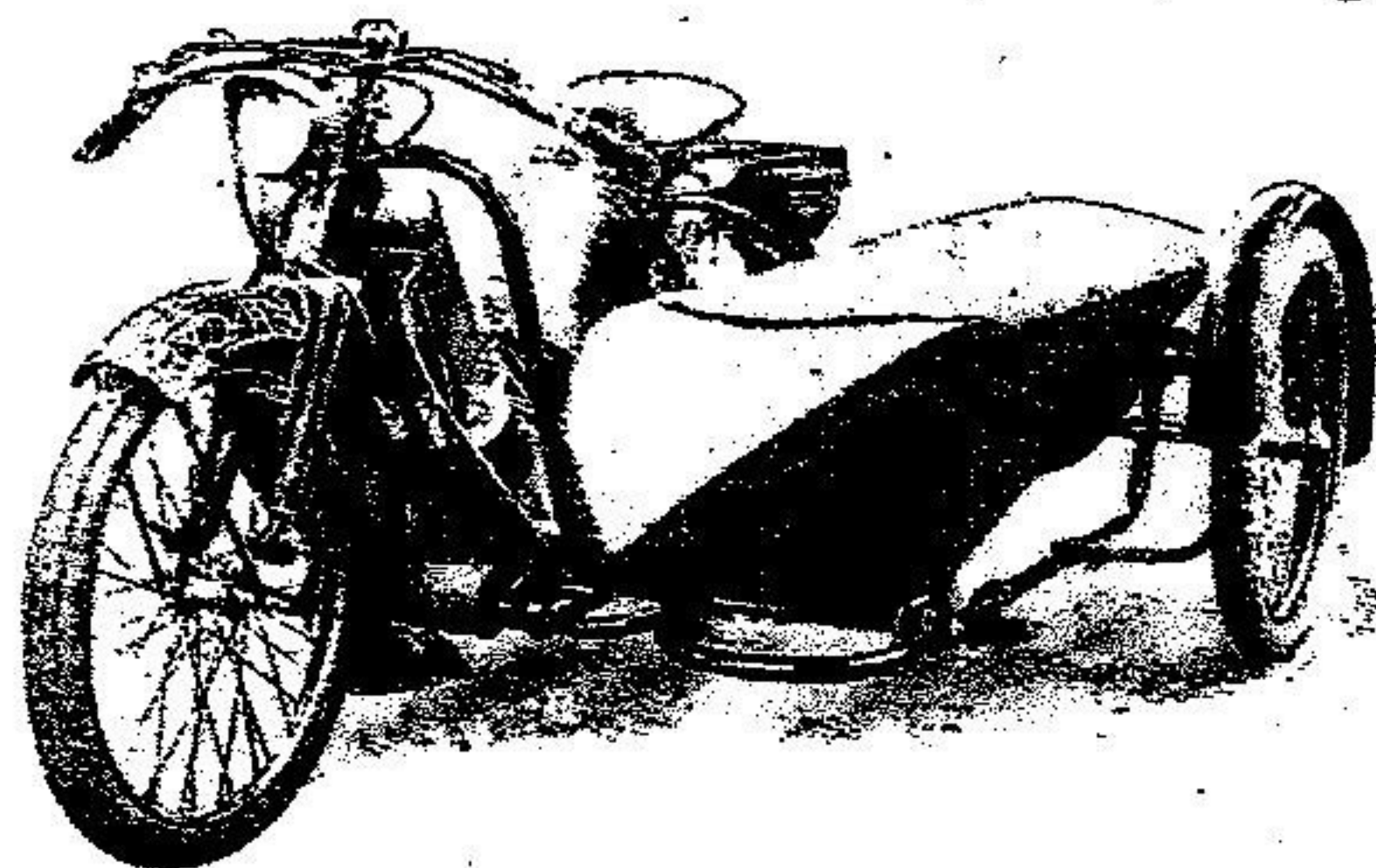
Quite apart from the question of weight there are, however, two other points which enter into the decision. The first of these is power. Nothing tests the strength of sidecar couplings so much as rapid acceleration, chiefly because the couplings are so often designed without any thought for this important factor. But acceleration can be met by straight tube design; in other words, 90% of the load thus imposed could, theoretically, be taken by a fine steel wire, placed in the proper position, and in as direct a line as possible between the front portion of the motor cycle and the hub of the sidecar wheel. If indeed, it were possible to run a steel wire direct from the front hub of the motor cycle to the hub of

the sidecar the question of pull need not enter into discussion at all. The second deciding factor, the sweetness of the transmission system, applies chiefly in the case of a single-cylinder machine. A little jerking at low speeds imposes strains upon the sidecar couplings (which, of course, means the sidecar chassis and also the motor cycle frame throughout) equal to

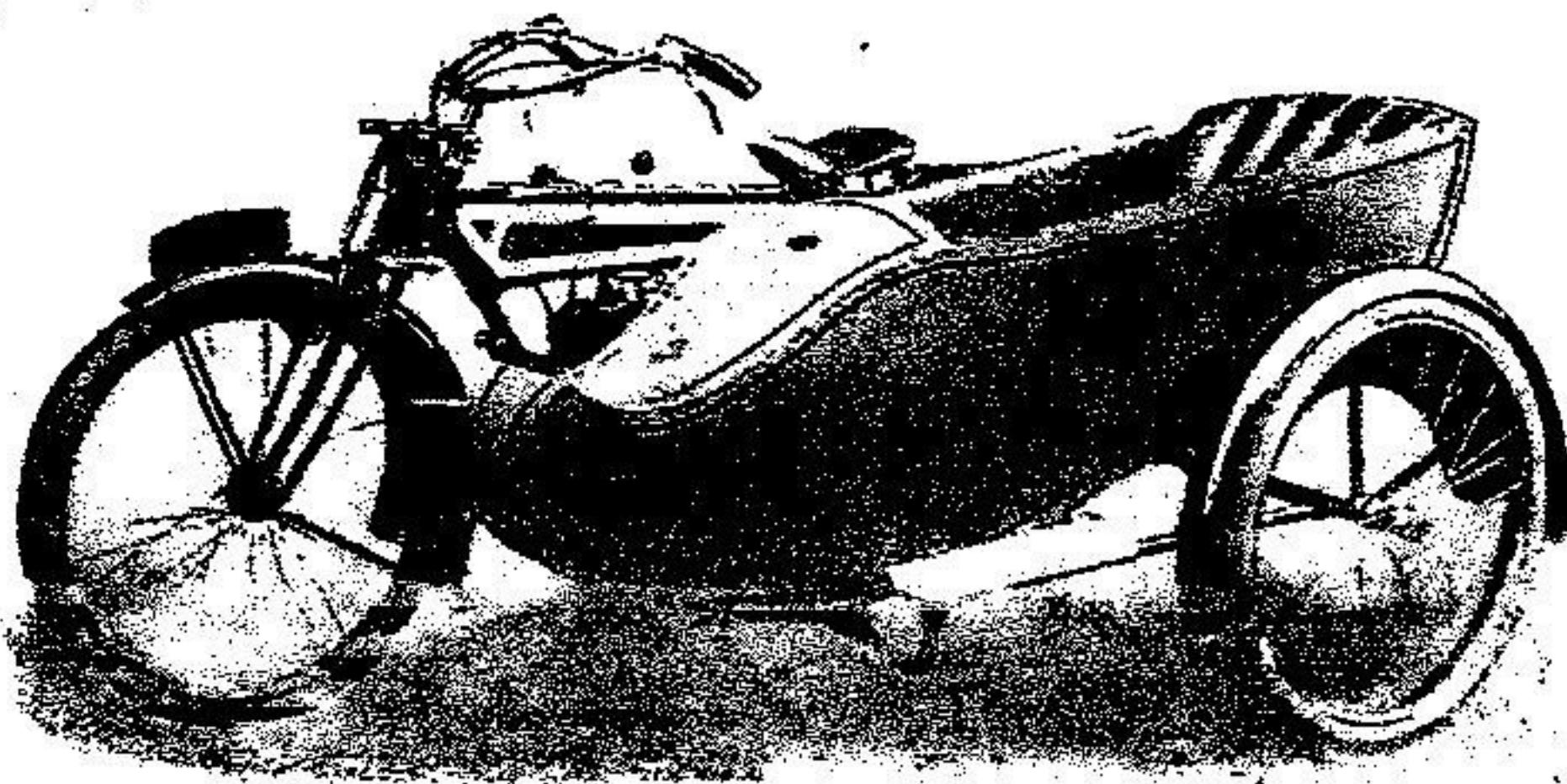
"half a mile" of rapid but smooth motion on a machine of double the power. Thus the pull of a  $3\frac{1}{2}$  h.p. single with harsh drive would probably impose greater wear and tear on its sidecar and frame than an 8 h.p. twin of the same weight but transmitting a smooth torque.

**Rigidity.**

Let us take it, however, that in the modern machine all transmission shocks are damped out. We come now to the very loosely used term "rigidity." We do not want rigidity in a sidecar outfit. The more rigid



A T.T. Scott equipped with a sporting sidecar body, the chassis representing a reasonable compromise in strength and lightness.

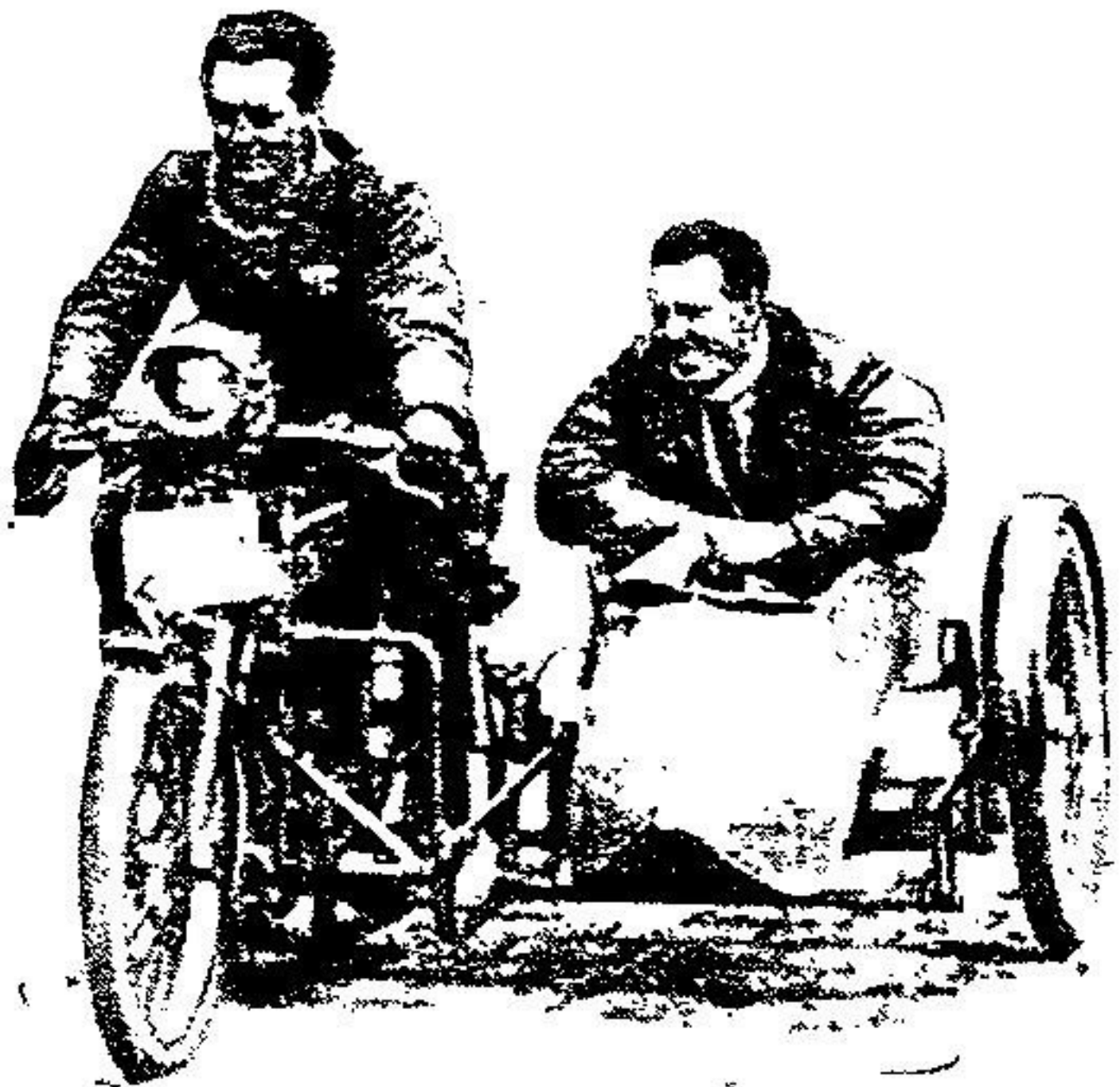


A 24 h.p. P.I.S. outfit, to which is attached a Northern featherweight sidecar.

it becomes, the greater the need for strength, which is inseparable from weight—inseparable because we are dealing with an unmechanical machine, which cannot be adapted to straight tube, triangular design (unless we depart entirely from the principles under discussion). Therefore, in entering into the question of present-day machines, I lean towards Dr. Lewis' idea expressed in *The Motor Cycle* of supple sidecar frames, built on aeroplane lines, having enough give in their members to relieve the whole structure of those terrific breaking strains and jolts which occur on encountering, for instance, a string of pot holes when taking a right-hand corner. For when all the strain falls



## The Power and Weight of Sidecars.—



A 5 h.p. Ariel outfit possessing a strong sidecar chassis but fairly light cane body.

on the sidecar couplings and chassis. But if we have spring frame motor cycles and spring sidecar wheels the complete chassis can be made absolutely rigid—the more rigid the better, for it will then be relieved of the breaking strains imposed by bad surfaces, which are a very considerable factor.

## Some Interesting Comparisons.

It is time to get away from the notion that a comfortable body necessitates an excessively heavy motor cycle. This principle is all right so far as it goes, but it is the wrong basis on which to work, for weight necessitates still greater weight. That is, the heavy cycle requires heavy couplings and a heavy sidecar frame to support it, which, in turn, means that the motor cycle frame must be stiffened up and strengthened, and a big powerful engine used to propel the ultimate outfit. It was on these lines that some of the heavy outfits of pre-war days came into being.

The table given below gives interesting running comparisons as regards weight-h.p. ratios. The two high-powered machines are equipped with all spares and accessories, it being taken that one reason why a rider chooses a machine of this type is that it enables him to carry such refinements.

WEIGHT (FULLY EQUIPPED) PER CUBIC CAPACITY.

Machine.	Weight of Machine.	Weight of Sidecar.	Total Weight with Passengers.	Weight, lb. per cub. cm.
7 h.p. electric (1,000 c.c.) .....	380	300	960	.96
6 h.p. (770 c.c.) .....	365	275	920	1.19
4 h.p. modern flat twin (620 c.c.) .....	260	160	700	1.13
4 h.p. T.T. single (550 c.c.) .....	240	100 (feather-weight)	620	1.12
3½ h.p. touring single (490 c.c.) ..	260	130	655	1.31
2½ h.p. T.T. single (349 c.c.) .....	190	95 (feather-weight)	565	1.61

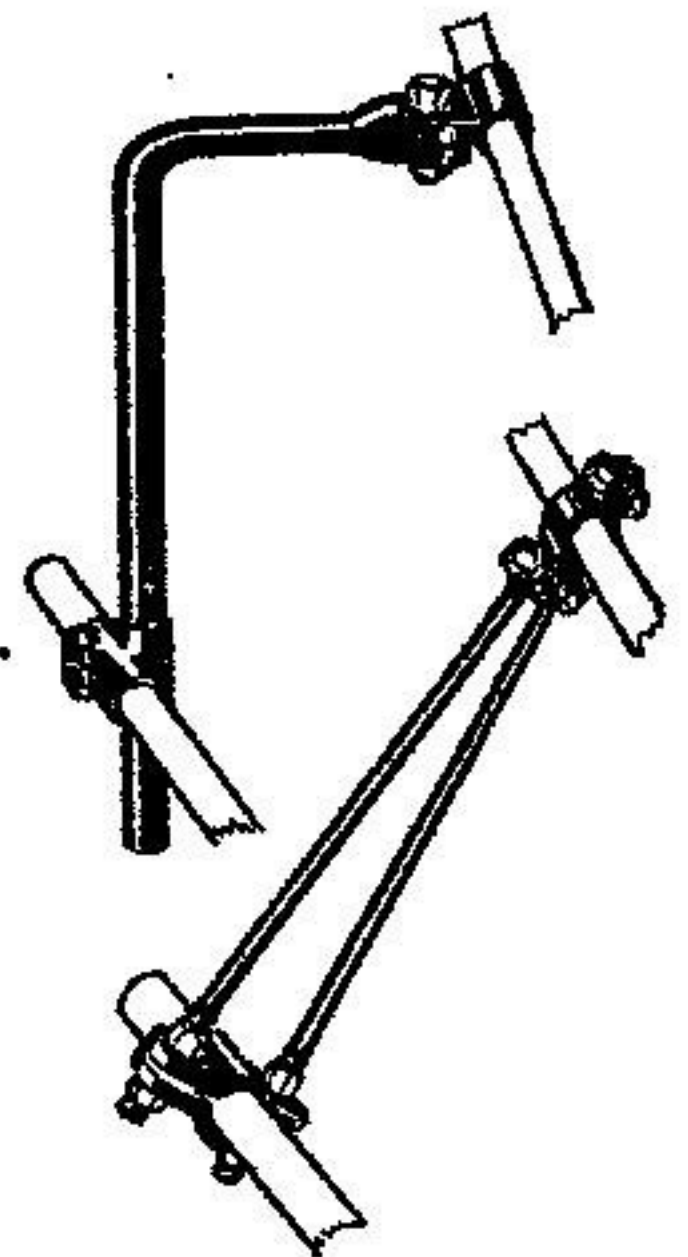
The 7 h.p. outfit of course tips the beam, and is the best powered of the bunch; against it the popular 6 h.p., similarly equipped except for electric lighting set, shows up rather badly. It will be observed that

the 4 h.p. T.T. single with featherweight sidecar, and also the 4 h.p. modern flat twin with mediumweight touring sidecar, are both better powered than the popular 6 h.p. heavyweight outfit, while the 3½ h.p. touring single and the 2¾ h.p. lightweight are both obviously overloaded. The figures illustrate the fact that there is very little to be gained in paying for oil, petrol, and tyres for an outfit weighing 640 lb., when one weighing 420 lb. is as well powered.

It may be clear by now that I am advocating sidecar outfits on the lines of the 3½ h.p. Brough or 4 h.p. Douglas, weighing about 230-260 lb., and allowing 100-140 lb. for the sidecar, in preference to the huge 6, 7, and 9 h.p. outfits, the sidecars alone of which may weigh close upon 300 lb. Personally, I would put the minimum h.p. at 4, but we can expect higher efficiency after the war. What is even more to the point than anything else is the fact that, while one type of machine is ideal for solo use, the other is quite hopeless except with its massive sidecar attached.

Some may contend that the modern highly efficient engine does not lend itself well to sidecar work because it will not "slog," but with present-day gear boxes slogging is a thing to be avoided rather than looked for.

An outfit on the lines suggested would probably prove considerably faster on a long journey than a more heavily engined outfit, both carrying weight in proportion with their power, and I firmly believe that the post-war sidecar outfit de luxe will be of the highly efficient mediumweight order—not flimsily light, nor yet unnecessarily heavy. CHINOOK.



(Top) A common design of sidecar front connection, the weakness of the bent tube being obvious. (Bottom) This weakness could be eliminated by the use of a triangulated steel rod connection.



A 6 h.p. Enfield sidecar on the road.



## A RUN ON A 1916 7-9 h.p. MATCHLESS.

**T**HIS machine was no manufacturer's specially tuned demonstration model, but a hard-worked hack belonging to a friend, which had had a season's wear. It was a fine autumn day, and as our course lay in the teeth of a south-westerly gale the engine was hard put to it for forty miles, but behaved splendidly. It would have done better had not the clutch been over-lubricated: this was caused by the relief pipe from the crank case throwing too much oil on to the chains and clutch—a fault which could have been easily remedied by closing the pipe a little. Despite this slight inconvenience the machine travelled extremely well and good time was made.

### Some Facts about the Engine.

The M.A.G. engine with which this outfit is equipped deserves the highest praise. It was not extraordinarily fast, but was a good puller, capable of a high average speed without making the slightest fuss, and totally devoid of all clatter and valve noises which are far too prevalent in many motor cycle engines. At 20 m.p.h. it was inaudible, and at higher speeds practically so, while the exhaust was quiet, though in no way throttled unduly. In short, the machine was one which a considerate driver would rejoice to use. Few people know how to remove the inlet valves of an M.A.G. engine. After the inlet dome has been removed the valve, if the motor has been run a long time since last taken down, will be found so firmly fixed as to be apparently immovable. If an attempt be made to lever the valve complete out of its seating the cage will probably be irretrievably damaged. The process of removal is simplicity itself when once the procedure has been explained. Having taken away the exhaust spring the stem of the exhaust valve should be lifted until the head is found to be touching the inlet; next a nut or anything which will form a suitable distance-piece should be inserted between the bottom of the exhaust valve stem and the tappet, and the engine should be rotated, when the exhaust valve will push the inlet out.

A.T.O.



The Matchless halts beside an old windmill. These picturesque landmarks are rapidly falling into disuse, and the little country miller may in a few years cease to be.

## A SHORT TRIP ON A POWERFUL AND COMFORTABLE MACHINE.

The particular engine referred to is fed with gas by an ordinary two-lever Amac carburetter, which is absolutely and entirely automatic. The air lever is permanently closed and is only moved to stop the engine. Occasionally, on very warm days, the engine can be persuaded to take a little air when travelling fast, but this is a very rare occurrence. This setting of the carburetter has been brought about by two factors—the fitting of the smallest jet the engine would take, and the extraordinary accuracy of the workmanship of the engine generally, which renders all joints perfectly gas and airtight. Of course,

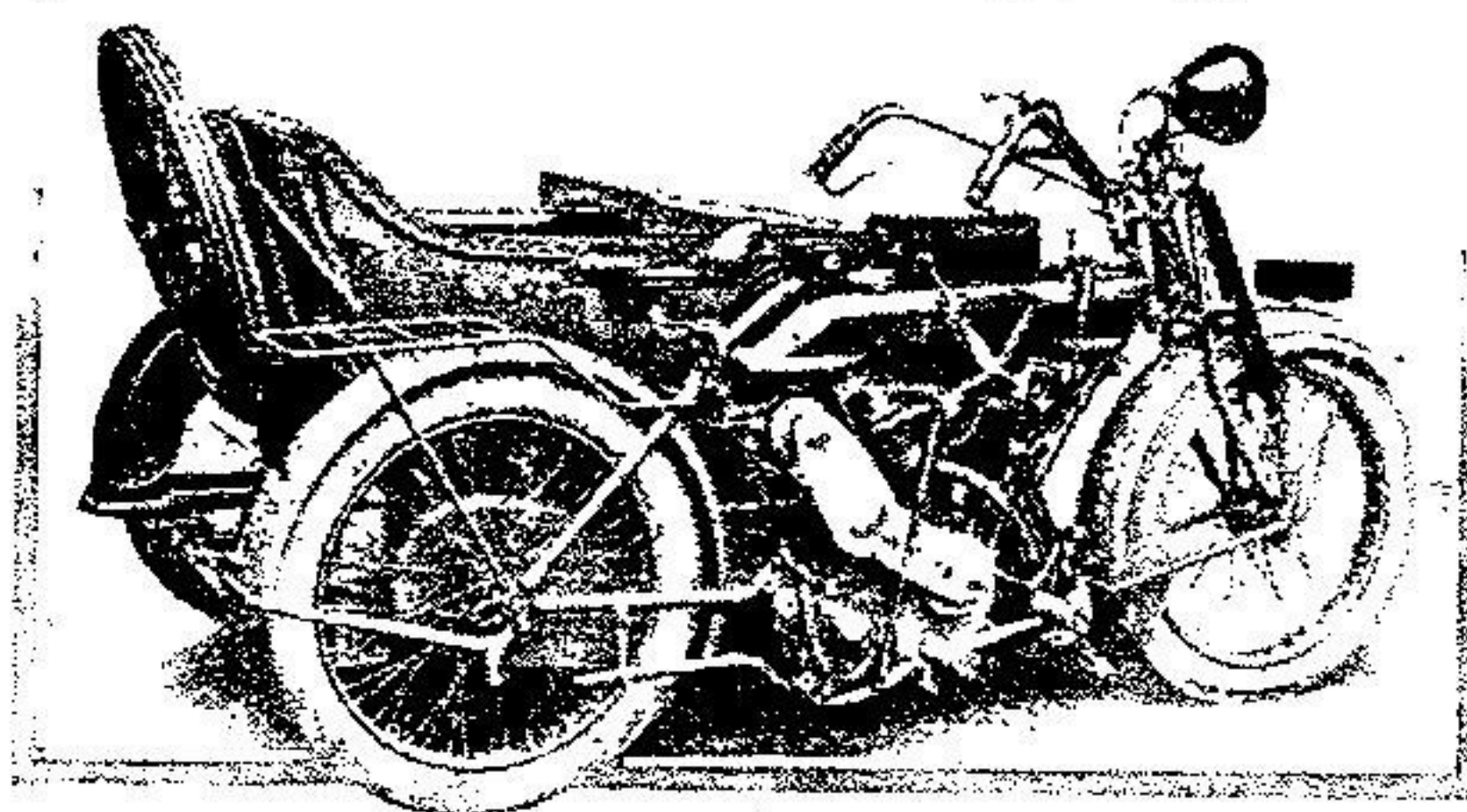
nowadays many two-lever carburetters are, to all intents and purposes, automatic in action, but the air lever is kept open instead of closed as in the instance mentioned above.

### Mechanical Details.

To return to the machine in general; the change-speed was excellent and the clutch sweet in action, but the method of the control of the latter would have been better appreciated had the actuation been by a simple pedal similar to that working the brake and placed on the opposite footrest to that on which the brake control is situated. The other criticism is touching the handle-bars, which in the writer's opinion might be a trifle wider. Notwithstanding this fact the combination steered remarkably well, and even in unaccustomed hands proved a real pleasure to drive in traffic on account of the controllability of the engine and the excellence of the brakes.

The sidecar, the wheel of which is sprung, was luxuriously comfortable, and altogether the machine is one calculated to satisfy the most critical expert.

Our return journey was made with the gale in our favour. Despite the fact that good time was made on the open stretches of road the throttle was only opened on hills. In the meantime, however, the new Matchless flat twin claims first attention, and when the factory of Messrs. Collier and Sons at Plumstead, resumes its normal state the Matchless sidecar promises to become increasingly popular.

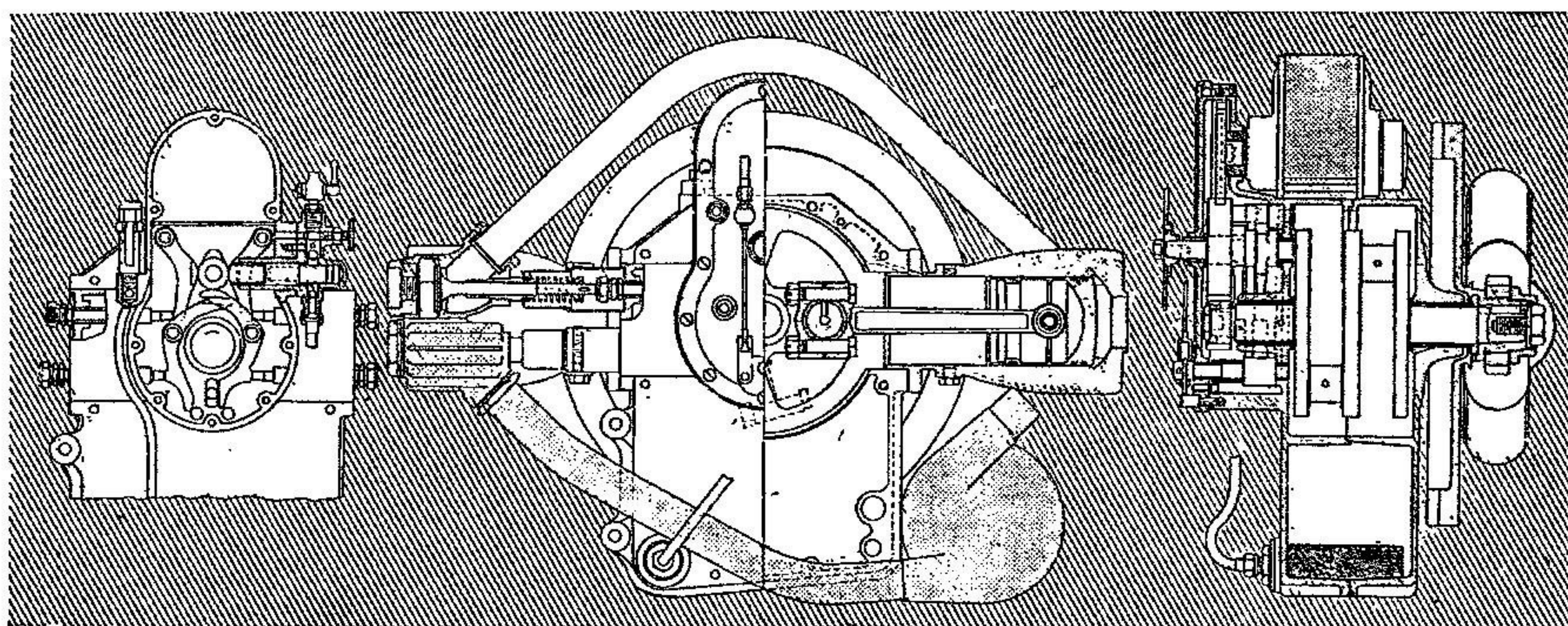


A 1916 Matchless combination equipped with electric lighting set and interchangeable spare wheel. The engine is a 7 h.p. M.A.G.



# THE MATCHLESS FLAT TWIN ENGINE.

Some Observations on the Mechanical Details. Aluminium Alloy Pistons Successfully Used.



MECHANICAL DETAILS OF THE MATCHLESS 5-6 h.p. FLAT TWIN ENGINE, 70 mm.  $\times$  95 mm. = 732 c.c.

(1) Arrangement of valve gear, and cam operation of lubricating pump.

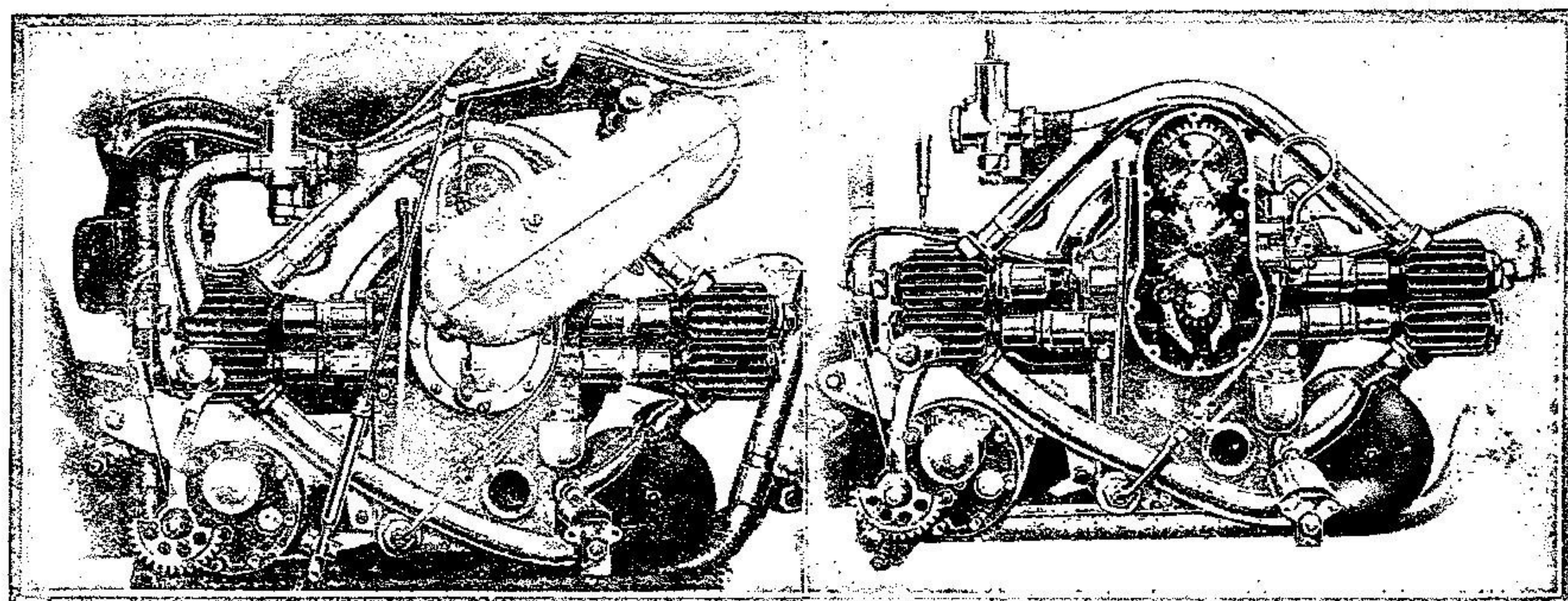
(2) Part section and side elevation of the engine.

(3) Vertical section on centre line, showing magneto drive and oil sump.

IN the issue of *The Motor Cycle* for November 16th, 1915, we published a full description of the new Matchless sidecar combination, and as the power unit is a distinct departure for this firm a few observations on the mechanical details and minor points of design will undoubtedly be of interest to our readers. The bore and stroke of this new engine are 70  $\times$  95 mm. = 732 c.c., and the makers' rating 5-6 h.p.

One of the latest innovations is the adoption of aluminium alloy pistons, which, so far, Messrs. Collier and Sons, Ltd., have found to be most successful. These pistons are provided with two

rings, and in the skirt a scraper ring is fitted, which allows increased oil pressure to be used without the accompanying disadvantage of oiled plugs. Each piston weighs only 18½ oz., including the rings, and is longer than the pistons usually employed in motor cycle practice, being 3½ in. in length with a bore of 2¾ in. This unusual length of piston is found necessary when aluminium alloy is used. There are six ribs underneath the head and an annular rib joining the two bosses taking the gudgeon pin, the object being to strengthen the piston, to radiate the heat from the piston head, and to preserve its truth by preventing distortion.



Timing gear side of the new 5-6 h.p. flat twin Matchless. Observe carburettor hot air collector, and position of dynamo and its enclosed drive.

The engine with magneto drive and timing gear cover removed. The oil inspection window and also the feed pipe from the sump are discernible.



**The Matchless Flat Twin Engine.**

The connecting rods are somewhat short, being 7in. in length, this having been found necessary to keep the horizontal twin engine within reasonable dimensions.

The compression, though not abnormally low, is somewhat less in the case of this engine than in average touring types. All bearings are plain, as it has been found that with the forced system of lubrication ball bearings, which are usually adopted in flat twins to overcome the difficulty of lubricating, are not necessary.

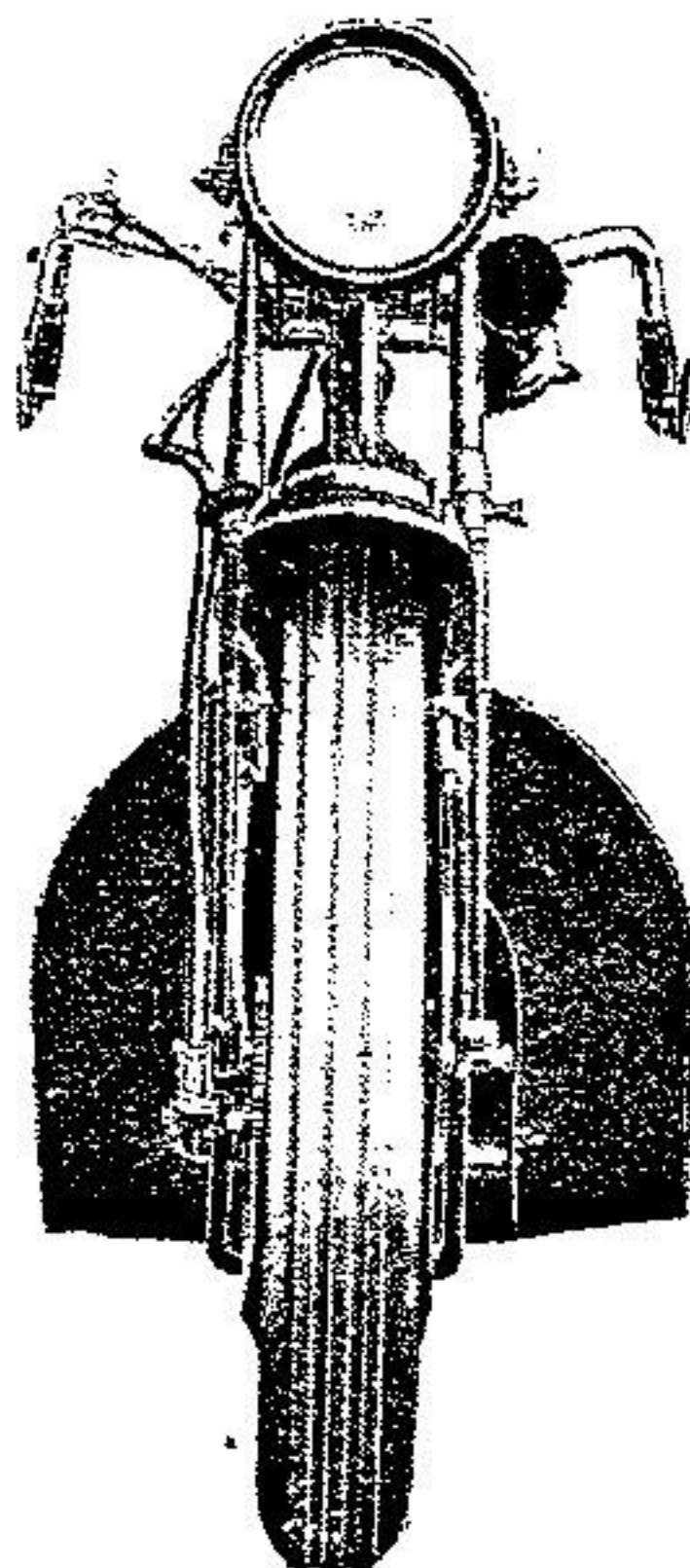
The idea of fitting overhead valves was given up, as it was found that this would have involved an engine of too great a length, and the present system is more convenient. As regards the valve gear, experiments are being made with fibre timing wheels, a special kind of fibre, which is claimed to withstand both heat and oil, being employed. The valve guides of case-hardened steel are forced into the cylinders, and have the advantage of possessing excellent wearing qualities.

**The Lubrication System.**

To revert to the lubrication system, it was found desirable to fit a large sized pump, the surplus being returned by a by-pass, as a smaller pump, though large enough to carry out its duties effectively when the engine was warm, would not act efficiently when the oil was thick and cold. The present plunger feeds the lubricant well at all speeds. The main bush is provided with an annular groove and a passage leading direct into the flywheel boss, so that any excess of oil is carried *via* this passage to the chain case. There is a plug on the cylinder head, the same size as the valve caps, through which the engine may be de-carbonised. This appears to be an excellent feature.

**Provision for Cooling.**

A large space is left between the cylinder and valve ports, while the



Front view of the latest Matchless, showing the sensible leg shields, which are extended under the engine and gear box, as shown in the lower illustration.

longitudinal fins are excellently finished, and are a fine example of founders' work.

In the latter design the bosses for the compression taps have been discarded, as it has been found that the engine never gums up, and an injection of petrol is quite unnecessary. Owing to the excellently balanced flywheel and engine throughout, no transmission shock absorber is considered necessary. Messrs. Collier and Sons have found that in practice the side-by-side valve engine is smoother running than an engine fitted with overhead valves.

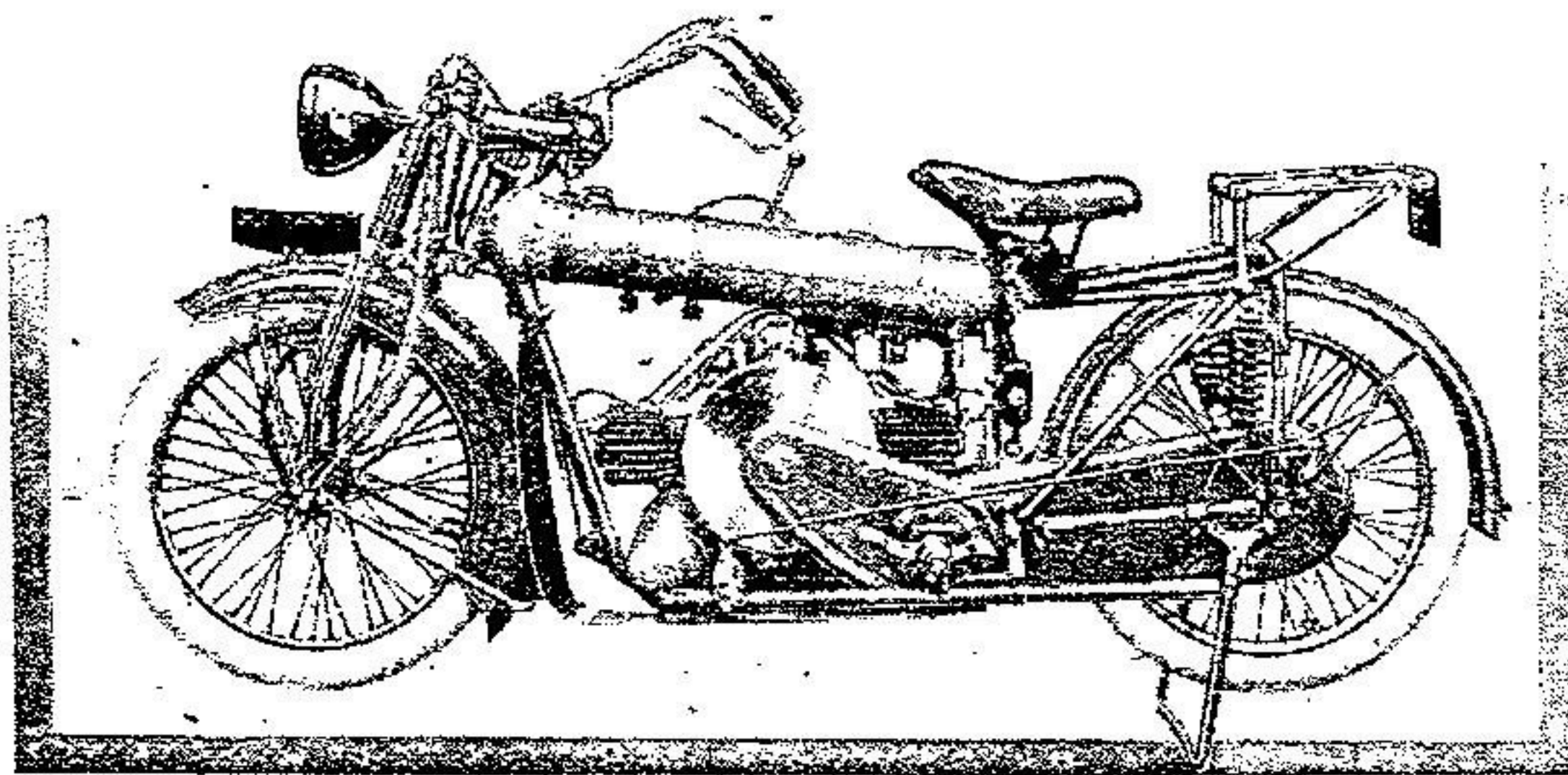
**Valve Covers.**

The accompanying drawings give a clear idea of the general construction of the unit, showing one of the valves in section, and over the other the valve spring protector, which is of telescopic pattern. A good idea of the long piston can also be obtained, as well as the shape of the radiating fins. The vertical section of the engine shows some interesting features of the lubrication system; for example, the size of the oil sump, the gauze at the base thereof through which the oil is drawn, the oilways cut in the main bearings, and the space referred to showing

how the excess of oil from the right-hand bush is led into the recess on the flywheel boss, allowing the oil to leak into the chain case.

**Interesting Cam Design.**

The drawing of the timing gear is also interesting, showing the single cam actuating one exhaust and two inlet valves, and the cam-actuated plunger pump, together with the by-pass. Between the two exhaust levers is a separate cam, which is employed for lifting the exhaust valves. The Matchless flat twin is certainly an engine possessing novelty and originality, and we hope, and expect, to hear a great deal more to its credit in the near future.



The newly-designed 5-6 h.p. Matchless, which has a three-speed countershaft gear box and transmission by totally enclosed chains.

## Piston Ring Pressure.

**A** WRITER recently stated in *The Automobile Engineer* that he had investigated with a  $3\frac{1}{2}$  h.p. engine the pressures exerted on the cylinder walls by the piston rings. The original rings of the engine used exerted a pressure in the test of normally 11 lb. per square inch. For experiment he substituted a weaker set giving a pressure of 8 lb.

per square inch, with the result that an increase of five miles an hour road speed was obtained. Tests of this sort, though exceedingly interesting, need to be of a very exhaustive nature if useful information is to be obtained from them, and the question of piston ring pressures is undoubtedly one of sufficient importance to warrant full investigation.

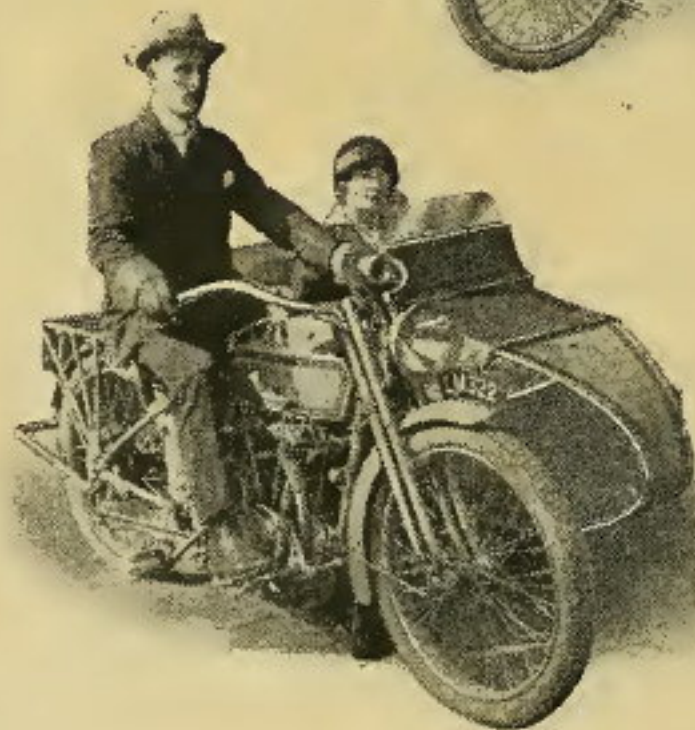


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#### TYPES OF POWERFUL DE LUXE SIDECARS.

7 h.p. Matchless and  
 7 h.p. Harley-Davidson  
 combinations, typical  
 British and American  
 productions.



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# INDEX.

## A.

A.A.S. (article), 106  
 Abbatt, F. O. H. (letter), 528  
 A.B.C. Flat Twin Engine, 379  
 — Motor Cycles (illus.), 75  
 A.B.M. (letter), 574  
 Acceleration (comment), 25  
 Accessibility, 427  
 — Again, 489  
 — on the Road, 191  
 Accessories, Useful, 458  
 Accident, An Extraordinary, 429  
 Accumulators, Care of, 269  
 Acetone as a Fuel, 386  
 Ackerman Spring Wheel, 371  
 A.C.U. Annual General Meeting, 303  
 — Report, 167, 209  
 — General Meeting, 212  
 Acetylene Lamps, 249  
 — Starting on, 54, 75, 105, 127, 145, 170, 172, 196, 242, 267  
 Acutt, L. R. L., 237  
 Addenbrooke, H. St. V., 38, 82, 338, 370, 456  
 Adjustable Motor Cycle Stand, 56  
 Adjustment of Mechanical Pumps, 280  
 Advantages of Co-operation, 541  
 — Large Wheels, 372  
 Advice to Buyers of Second-hand Machines, 257  
 Aero Engine Design, Influence of, 461, 484  
 — Engines, Motor Cyclists and, 546  
 Aeroplane as Conveyance for Motor Cycle, 419  
 — Sidecar Bodies, 255  
 Aeroplanes for Sale, 521  
 Æsculapius (letter), 360  
 Africans in France, 352  
 After-the-war Problems, 536  
 Age for Driving Licences, 557  
 — — — (leaderette), 389, 423  
 — 14 To-day, 280  
 Agopian, A. (letter), 430  
 Agricastrol, 174  
 A.H.S., Sherborne (letter), 60  
 A.J.B. (letters), 527, 550  
 A.J.S. (illus.), 183, 593  
 — Coal Gas Test, 53  
 — Commercial Outfit, 434  
 — for Military Work, 309  
 — Russian Model, 390  
 — Spring Saddle Pillar, 112  
 — 2½ h.p. Outfit, 491  
 Albion Piston, 124  
 All-British Magneto Industry, 186  
 — Overseas Trade (Overseas letter), 314  
 All-weather Sidecar, A Combination Fitment for, 600  
 Alpha (article), 155  
 Aluminium and Air-cooling, 561  
 — Cylinder, The, 286  
 — Cylinders (leader), 557  
 — Future of, 594  
 Altitude, A Question of, 220  
 Ambulance Work near the Line, 474  
 America Enters the Arena, 356  
 — Military Motor Cycling in, 403  
 American D.R.'s, 415  
 — Excelsior (letter), 37  
 — Factories in England, 3  
 — Import Duty on Motor Cycles, 427  
 — Invasion of Australia, 306  
 — Lady Motor Cyclists as D.R.'s, 519  
 — Lightweight Design, 560  
 — Limousine Sidecar (illus.), 32  
 — Machines, 303  
 — — and Colonial Riders, 183  
 — Motor Cyclists, Ten Thousand, 521  
 — National Guardsman, 496  
 — Sidecar Record, 10  
 — Solo Record, 52  
 — Tariffs on Motor Cycles, 449  
 America's Uses for Motor Cyclists, 211  
 A.M.I.E.E. (letter), 125  
 — London (letter), 60  
 Ailette (article), 227

Air-cooled Cycle Cars, 439  
 — Engines (letter), 198  
 — Pistons, 414  
 — Plug, An, 488  
 — Runabouts, 500  
 Air-cooling, 497  
 — the Crank Case, 530  
 Air Leaks, 459  
 — To Eliminate, 224  
 — Pressure in Tyres, 431, 457, 480, 527, 528, 549  
 — Screws, Lecture on, 209  
 — v. Water-cooling, 266, 285, 312, 337, 361, 406, 457  
 Andreae, Bertha A. (letter), 126  
 Anderson Quartz Plug, 458  
 Angleterre, Après la Somme, 468  
 Antoine V-twin Engine (illus.), 186  
 Anti-motoring Press, 521  
 Apollo Motor Cycle Horns, 174  
 Appeal from the Front, 169  
 Applications, 12, 683, 475  
 Appreciation of the 3½ h.p. P. and M., 564, 601  
 Après la Guerre (letter), 480  
 Arbeco Fuel, 515  
 Arbuthnot Trophy, 161, 163, 259, 280, 302, 310, 449, 518  
 A Reader in H.M. Navy, 265  
 A.R.T. (letter), 338  
 Ariel 5 h.p. Outfit (illus.), 492  
 — Motor Cycle, 520  
 — Saddle Suspension, 112  
 Armenia, Men of British Armoured Car Section Resting in, 423  
 Armoured Cars in Mesopotamia, 569  
 — in the Euphrates, 238  
 Armstrong Tricycles, 174  
 Army Motor Cycles, 59  
 — — — Distinguishing Badges, 548  
 A.R.R. (letter), 310  
 A.S.S. (article), 73  
 A.S.C. Workshop Staff, 238  
 Association of British Motor and Allied Manufacturers, Badge of, 541  
 — Private Owners, 35  
 Atkins, Gnr. W. W., 160  
 Atkinson, Gnr. F., 395  
 — Sgt., 548  
 Austin Motor Co., Garages for Soldiers, 40  
 Austin-Jones, L.-Cpl. D., 336  
 Australia, New Speed Records in, 252  
 — Noisy Motor Cycles in, 357  
 — Oil Pumps for, 600  
 — The Business Sidecar, 410  
 Australian Active Service Sidecar built in War Zone, 420  
 — Imports of Motor Cycles, 505  
 — Reader's Frame Design, An, 315  
 — Storm, An, 504  
 Australian's Conception of an Ideal Mount, 397  
 Automobile Association's Reduced Fee, 52  
 Auto Cycle Union Notes, 374  
 — Treble-purpose Road Sweeper, 56  
 Autoped, 35, 68, 398  
 Auto-Wheel, Starting an, 459  
 Auxiliary Motors, Those, 203  
 Average Prices, 35, 56, 79, 97, 115, 141, 186, 222, 236, 264, 275, 302, 332, 359, 373, 399, 427, 450, 471, 496, 511, 556, 570, 595  
 Avery Roff, E. (letter), 602  
 A Voice from Overseas, 589  
 Axford, Lt. Sydney R., R.F.C., 278

## B.

B 525 (letter), 310  
 Baby Two-stroke, Over-driving a, 273  
 Badge of Association of British Motor and Allied Manufacturers, 541  
 — the Motor Cycle Divisions of the U.S. Army, 280  
 Balancing, 341, 363

Bailey Flyer Motor Cycle, 2  
 — 2nd-A.M. L. L., 160  
 Ball Bearing Connecting Rod, 479, 500, 575, 209  
 — Capt., 210, 291  
 Ban on Petrol Substitutes, 240  
 Bankes-Jones, Rev. H. M., 519  
 Barker, S. (letter), 104  
 Barrow, G. S. (letter), 575  
 Bartels, C. B. G. (letter), 183  
 Barton, Temp. Lt. B. C., 210  
 Bath Chair, Elleson-Carter Electric, 478  
 Baxter, Late Lt. E. F., 568  
 Beacon (letter), 430  
 Beard, A. E. (letter), 455  
 Bearing Pressures, 11, 73, 103, 125, 146, 198  
 Beasley, 2nd-Lt. H. P. (illus.), 518  
 Bedell, Allan, 397  
 B.E.F. (letter), 362  
 Bees, Sgt. Leonard A., 119  
 Bell, Chief Motor Mechanic G., 307, 493  
 Belgian Motor Cyclist as Airman, 420  
 Belt Drive, 375  
 — Slip, 531  
 — Wear, 527, 549, 573, 601  
 Bentley, Arthur W., 419  
 Benzole—After the War, 332  
 — and its Production, 327  
 Beresford, I. C. (letter), 527  
 Berkshire Motor Volunteer Corps, 541  
 Bertolacci, E. R. A. (letter), 383  
 Best and Lloyd, Ltd. (letter), 339  
 Bethwaite, I. G., 241  
 Beware the Motor Cycle Thief, 598  
 Bewildering Assortment, A, 333  
 Big Singles and Australia, 589  
 Binks Anti-knocking Device, 556  
 — C., Ltd., 355  
 Black Cat Tank Crew, 160  
 Blackpool Motor Volunteers, 53, 99, 187, 449  
 Bland, H. J. (letter), 168  
 Blic Magneto, 597  
 Blind Heroes, Our, 281  
 Blow Hole, Stopping a, 200  
 Bonniksen Speedometer, 171  
 Bonython, John, 242  
 Booth, H. V., 408  
 Bore-stroke Ratios, 253, 288, 312  
 Bosch British Interests Bought by Vickers, 332  
 — (letter), 169  
 — No More, 567  
 Boswell, R. S. (letter), 196  
 Boursfield, J. S., 434  
 Boursiac, Henry (letter), 312  
 Bowden Wire Nipple, 108  
 Bowie, Cpl. M. P., 308  
 Boyd, R. L. (letters), 125, 457  
 Boyce, W. E., 174  
 Boyton, Flight-Lt. Geoffrey, 568  
 B.P. Motor Spirit, 18  
 Bradbury All-chain Drive, 230  
 Bradford Battalion National Motor Volunteers, 448  
 Bradley, Lt.-Col. R. W., 95  
 Bradshaw, Granville E. (letters), 18, 82, 125, 128  
 — P. O. (letter), 289  
 Braid, Cpl. Raymond J., 564  
 Brake Lever, Fitting a Ratchet to a, 445  
 Breakage, An Unfortunate, 580  
 Brechin, M., 342  
 Bridgman, Mr. Ernest Ashford (illus.), 209  
 Brierly, Boh, 218  
 Briggs, F. (letter), 169  
 British and American Engineers, 426  
 — v. Foreign Magnetos (letter), 282  
 — Fuel after the War, 453  
 — Test of, 515  
 — Imports and Exports for March, 399  
 — Machines Abroad, Price of, 315  
 — in Portugal, 505  
 — Magnetos, 168, 288, 360  
 — and Prompt Service, 373, 407  
 — under Test, 250



British Motor Cycles, A Tribute to, 457  
 — Cycle Trade, Magnitude of the, 588  
 — Fuel (leaderette), 437  
 — Industry after the War, 51  
 — Trade, Protecting the, 166  
 — Roads the Best, 589  
 — Single v. American Twin, 397  
 Brittleness? Does Galvanising Cause, 455  
 Brooke Automatic Governor Pulley, 66  
 Brooks, Mr. Robert (letter), 397  
 Brophy Spring Frame, 108  
 Brough Fiat Twin with Spring Frame, 423, 442  
 — 3½ h.p., 514  
 Broughton, A. (letter), 573  
 Brown, Co.-Sgt.-Major, 537  
 — D. Elward (letters), 197, 198  
 Brownrigg, H. H. (letters), 37, 61, 529  
 B.S.A. (illus.), 451, 577  
 — Ascent of Mount Clarence by, 214  
 — in Japan (illus.), 27  
 — S. Africa (illus.), 314  
 — Motor Cycles, A Consignment Ready for  
 France, 375  
 B.T.C. (letter), 265  
 Bull, Driver G. H., 519  
 Bullock, W. E., Jun., 256  
 Bunn, Rfn. F. A. (letter), 218  
 Burdekin, Bombr., 593  
 Burma, A Motor Cycle in, 184  
 Burney and Blackburne, Ltd. (letters), 103,  
 543  
 Burslem, A. H. (letter), 38  
 Burberry's Sale, 40  
 Burrell, Mrs., 537  
 Busby, Capt. Vernon, 160  
 'Bus Strike and Petrol, 449  
 Bush, T., 530  
 Business Names, 270  
 — Sidecar in Australia, 410  
 — The Motor Cycle in, 384  
 Butler, C. (letter), 315  
 — Edwin (letter), 406  
 Butt-ended Troubles, 200  
 Butterfield, A. (letter), 458  
 C.  
 Cadet (letter), 573  
 — Machine Gun Companies, 373  
 — R.F.C. (letter), 574  
 C.A.F. (letters), 405, 603  
 C.A.G.B. (letter), 505  
 C.A.L. (letter), 128  
 C.A.V. Magnetos, 174  
 California, The Motor Cycle in, 588  
 Calthorpe-Jap, Heavy Fuel Device fitted to, 408  
 Cam Design (article), 106  
 — (letters), 126, 197  
 Campbell, Driver, G. S., 373  
 — R. C. (letter), 337  
 Campion, G., 525  
 Canadian Soldier Saluting American Flag  
 (illus.), 356  
 Cann, Lt. H. J. (letter), 431  
 Cape Peninsula, Coastal Ramble in, 100  
 Carhide Running Short, 331  
 Carbonisation of Engine (letter), 61  
 Carbon Pencils, 408  
 Carburation at Starting, 367  
 — to Suit, 511  
 Carburettor Accessibility, 583  
 — Adjustment, 173, 200, 241, 319, 459  
 — An Exhaust-heated, 596  
 — Construction, 388  
 — Details (comment), 67  
 — Development, 270  
 — Drip Cup, 157  
 — Flooding, 507  
 — Heating of (letters), 61, 105, 128  
 — the, 488  
 — Levers, Stops for, 322  
 Carburettor Valve Grinding Outfit, 458  
 Cauldron of War, 547  
 Caution, Drive Slowerly, 467  
 Carrier Bags (comment), 25  
 Carson, W. H., Special Constable, 11  
 Carly, Capt. S. W., 336  
 Cartwright, H. E. (letters), 37, 480  
 Caveat Emptor (letter), 287  
 Century Motor Cycle, 2  
 C.E.T. (letter), 37  
 Chain Adjustment, 531  
 Chamberlain, E. C., 445  
 Champagne Sector (illus.), 117  
 Championship of S. Australia, 570  
 Changing Down, 340  
 — Gear, 364, 606  
 — on a Runabout, 319  
 Channel Isles, No Petrol Restrictions in, 186  
 Chapman, F. P. (letter), 501  
 Charging Accumulators, 291  
 Chasing the Huns, 336  
 — Senussi, 152, 239  
 Chater-Lea (illus.), 482  
 Cheaper Mounts Wanted, 589  
 — Post-war Motor Cycles, 599  
 Chemico Portable Vulcaniser, 404  
 Chemist (letter), 338  
 Chesher, Gunner J. (letter), 169  
 Chidley, K. V. (letters), 170, 502  
 Chile, Racing in, 113  
 Chinn, H. E. A., 420  
 Chinook (articles), 318, 345, 394, 454, 524,  
 585, 597  
 — (letter), 550  
 Christmas Greetings, 12  
 Clare, A Windfall for, 303  
 Claridge, B. H. W. (letter), 405

Clarke, A. (letter), 59  
 — J. T. (letter), 59  
 Clark, Nurse Margaret (letter), 16  
 Clayton's, T. Blythe, Little Son (illus.), 172  
 C.L.C. (letter), 80  
 Cleaning Plugs, 488  
 Cleveland Two-stroke, 560  
 C.L.S. (letter), 241  
 Clucatos (article), 206  
 Clutch, Adjusting a, 364  
 — A Stiff, 485  
 — Control, 360  
 — Shipping, 411, 605  
 — The Use of the, 460  
 Clutches, The Control of (leaderette), 321  
 C.L.V.C. 2872 (letters), 168, 243  
 Clyno (illus.), 395, 493  
 Clyno Sidecar (illus.), 54  
 — Spring Saddle Pillar, 112  
 Clynos for Russia, 426  
 Coal Gas, Starting on, 319  
 Cockburn, R. W. (letter), 339  
 Cohen, I., 146, 272  
 Cold and Gummed Engines, Starting, 408  
 Collier, H. A. (letter), 146  
 — H. and Sons, Ltd. (letters), 242, 429  
 Colonial (letter), 382  
 — Riders and American Machines, 183  
 Combination Drive or All-chain? 524  
 — of Trailer and Sidecar, 348  
 Combined Filter and Petrol Tap, 458  
 — Inlet and Exhaust Valves (leaderette), 321  
 — Lamp and Horn, A, 260  
 — Leg Shield and Coverall, 328  
 — Sparking Plug and Valve Cap, 342  
 — Valves, 324, 360  
 Comfort Accessories, 40  
 Commercial Motor Cycle Carriers, 277  
 Commissions for Motorists over Military Age,  
 239  
 Commonsense Magistrates, 473  
 Comparison, An Unfair, 258  
 Comparisons of Petrol Substitutes, 290  
 Competitions, 3  
 Complete Machines? Ought Firms to Make  
 the, 509  
 Compression, Loss of, 605  
 — Reducing, 582  
 — Taps, Obstinate, 340  
 Concessions to Military Motor Cyclists, 185  
 — — Service Men (leaderette), 175  
 — — (letters), 218, 265  
 Contact Breaker, Sparking at, 200, 246  
 Control Levers, An Inverted View of, 597  
 — — Protecting, 582  
 Converted Double-seated Sidecar, 335  
 Converting the Gas Lamp, 445  
 Cooke, W. J. Clifford (letter), 381  
 Cooling, Internal, 345  
 — the Engine Interior (leaderette), 343  
 Co-operation, Advantages of, 541  
 Cooper, H. (letter), 60  
 Copper Cylinders and Pistons, 383  
 — Pipe, Annealing a, 340  
 — Radiators, 161  
 Corke, W. J. Clifford (letter), 603  
 Cork Factory, Motor Cyclist's View of, 382  
 Cornubius (article), 102  
 Countershaft Gear Box Design, 203  
 — Gears, Control and Ratios of (letter), 194  
 Courtney, W. E. (letter), 397  
 Cox, A. H. (letter), 381  
 C.Q.M.S. (letter), 218  
 Crank Case, A Heated, 460  
 — — Cleaning a, 532  
 — — How to Clean, 37  
 Creasey, J., 414  
 Critics, The, 116, 136, 156-208, 232, 263, 274,  
 330, 358, 378, 401, 432, 438, 494, 526, 578  
 Crouch, A. P., 342  
 Crow, Jim, 479  
 Cunningham, Mrs. T. E. (letter), 504  
 Curious (letter), 455  
 Current Chat, 10, 32, 52, 74, 98, 142, 162,  
 186, 212, 236, 258, 280, 302, 331, 354, 374,  
 398, 426, 448, 470, 472, 496, 520, 566, 594  
 Cut Along (letter), 219  
 C.W.B. (letter), 311  
 Cycle and Motor Trades Benevolent Fund, 270,  
 521  
 — Car Redivivus, A, 249, 310  
 Cyclist (letter), 194  
 Cyclists' Touring Club, 427  
 Cyclopat Legging, 79  
 Cygnet Rear Car, 49  
 — Cars at Los Angeles, 348, 349  
 Cylinder Boring in France, 192  
 — Distortion, 535  
 — Machining, 132  
 — Removing the, 435  
 — The Aluminium, 286  
 — Two Sparks in One, 183  
 Cylinders, Aluminium, 557  
 — Removal of, 264  
 Cymro (letter), 573  
 D.  
 Daimler Adoption of Aluminium Pistons, 556  
 — Premium for Graduates, 209  
 Dalby, L.-Cpl. D., 447, 518  
 Damages, Claiming, 554  
 Danish Motor Cyclists' Winter Sports, 359  
 Davenport, Sgt. W. A., 238  
 Davidson, Lt.-Col. A. E., 95  
 Davies, A. G. (letter), 603  
 — Lt. Howard R., 474  
 — Sec.-Lt. H. R., 376

Davis Carburettor, 150  
 Davison, W. B. (letter), 105  
 Day, C. Geo. (letter), 480  
 D.C.W. (letter), 170  
 Deakin, T. W., 342  
 Decarbonisation, 595  
 Decarbonising, 454  
 — Flat Twins (letter), 80  
 Decision in Important Case, 497  
 Decline of Second-hand Values (leaderette),  
 247  
 Decompressor, An Improvised, 445  
 De Lissa, Osborne (letters), 81, 147  
 Dennell Motor Cycle (illus.), 552  
 Delo, Mr. T. J., 187  
 Descending a Hill, 605  
 Despatch Rider (and his Leg-shields) in the  
 War Zone, 259  
 — in Egypt, 308  
 — Riders and Despatch Riding, 255  
 — — Transfers, 377  
 — at Poona, 395  
 — attached to the R. Engineers, 447  
 — Badge, 569  
 — in Egypt, 518  
 — — France, 351  
 — — Obtained, Sufficient, 419  
 — — of the 2nd Canadian Division Signal  
 Co., B.E.F., 239  
 — — — Signal Co., 519  
 — — on North-West Front of India, 376  
 — — The Pay of (letter), 381  
 — — Vacancies for, 308, 351  
 — — Variety of Conditions for, 362, 405, 459,  
 603  
 — Rider, The Work and Training of a, 464  
 Detachable Head Cylinder, 563  
 — Valve Seatings, 340  
 Deuchar, W. R. (letters), 219, 361  
 Difference between Skid and Sideslip, 578  
 Difficult Starting, 221  
 Disadvantages of a Long Magneto Drive  
 (leader), 413  
 Discharge, Silent (letter), 195  
 Dismantling, 291  
 Dispensing with Metal Fittings, 521  
 Disposal of War-worn machines (leaderette),  
 41, 234  
 Distinctive Badge, A, 395  
 Distinguishing Marks, 591  
 Dixon, T. P., 192  
 D.M.S. (letter), 504  
 Doherty, Sec.-Lt. T. O. C. (letters), 310, 429  
 Don't Motor for Pleasure (illus.), 72  
 Double-acting Four-stroke, 473  
 Double-seated Sidecar, 335  
 Douglas, A Year on the Spring Frame, 276  
 — Engine, Air-cooling the Crank Case of a,  
 530  
 — 4 h.p. and Sidecars, 594  
 — in the Desert, 26  
 — Lady's Model (illus.), 216  
 — M., 445  
 — Motor Cycle (illus.), 142, 328, 482  
 — Tips, 414  
 — Taking Down a 2¼ h.p., 507  
 — 2¼ h.p. Lady's, Road Test  
 — W., 388  
 Downie, A. M. R., 13  
 D.R. (letter), 288  
 D.R.'s attached to Headquarters Staff of H.B.,  
 M.G.C., 336  
 — in Egypt, Group of, 569  
 — of the Tanks, 336  
 Drew, Jack, 263  
 Drilling an Engine, 554  
 Drip Collector, A, 260  
 — Feed, 387  
 Driving from the Sidecar, 202  
 — Licences, 435  
 — — Age for (leaderette), 389, 423, 557  
 — — Granting of (letters), 126, 145, 170,  
 197, 218, 241, 265, 289, 310, 338, 361,  
 382, 407, 429  
 — — (leaderette), 87  
 Drying Up, 153, 431  
 Dry Sump, 535  
 Dublin Club's Meeting, 302  
 Dug-out Debates (article), 176  
 Duplock, Gunner C., 377  
 Duncan, R. J. (letter), 243  
 Dunlop Rubber Co.'s Dividend, 427  
 Dunkin, J., 482  
 Dutch Motor Cycle Trials, 14, 58  
 Dyer, C. S. (letter), 456  
 Dynamo Lighting for Motor Cycles (letter),  
 382  
 E.  
 Easting Screen, The, 600  
 East London Motor Cycle Club's (South Africa)  
 Carnival, 79, 258  
 — — — — — Outing for Wounded  
 Soldiers, 313  
 Eastern Hemisphere, Riding Conditions of, 189  
 Easy Starting (letters), 105, 125  
 — — Device, 289, 582  
 Eccentric Hubs, 243  
 Economic (letter), 431  
 Economical Flooding, 224  
 — Two-stroke, An, 272, 406  
 Economy? 235  
 Edge Mud Shields, 115  
 Edmund, C., and Co., 310  
 — Spring Frame, Experiences of, 71  
 Edwards, Flight-Lt. G., 36  
 — W. F. Maitland (letters), 219, 288, 311



Efficiency and Lightness, 481  
 Egypt, Testing Motor Cycles in, 493  
 Eight Stroking, 341  
 Electric Bath Chair, 478  
 — Ignition Co. (1913), Ltd. (letter), 360  
 — Lighting for Motor Cycles, 60  
 — — from the Magneto, 541  
 — Tail Lamp, A Simple, 530  
 Electrically Operated Valves, 477  
 Electricity and the Motor Cycle, 258  
 Electrode, The Four Split, 559  
 E.L.I. Spring Seat, 113  
 Elieson-Carter Electric Bath Chair, 478  
 Eliminate Air Leaks, To, 224  
 Eliminating Weaknesses, 23, 223  
 Emerson, R. F., 395  
 Emery, W., 530  
 Empire Sidecars, 108, 124  
 Enfield, Economy of the 3 h.p., 222  
 — 8 h.p. (letter), 501  
 — Gear, Slip in, 269  
 — Russian Military Model, 211  
 — Sidecar, 6 h.p. (illus.), 17, 492  
 — Works, Fire at, 275  
 Enfields for the Russian Army, 191  
 Engine, A.B.C., 379  
 — as a Brake (letters), 265, 407  
 — Interior, Cooling the (leaderette), 343  
 — Losses Power and Stops, 460  
 — Misfiring when Hot, 412  
 — Running Hot, 199  
 — Shaft Gear, Overhauling, 154, 243, 310  
 — Vibration, 364  
 — will not Stand Magneto Advance, 579  
 Engines of the Future, 378  
 Engineer (letters), 288, 406  
 England, B., 408  
 English-French Motor Terms, 472  
 Engro Baildon, 534  
 Enlistment, The Terms of, 493  
 Enterprise (letter), 241  
 Epicure (letter), 312  
 Erratic Running of  $4\frac{1}{4}$  h.p. Engine, 501, 527, 601  
 Esnault-Pelterie Valve, 324  
 Esnoul, R. Vernon, 145  
 Euk Easy Starter, 356  
 Euphrates, Armoured Cars in the, 238  
 Everest, E. P. (letter), 168  
 Excel Metal Guards, 248  
 Excelsior (letter), 217, 337, 528  
 — for Overseas, 296  
 — Twin 4 h.p. (illus. description), 14  
 Exhaust-heated Carburetter, An, 596  
 Exhaust Pipe, A Red-hot, 245  
 Exmoor, A Four Days' Excursion to, 512  
 Expanding Gear Ring, 139  
 Exports and Imports, 35, 141, 281, 399, 450, 570  
 Extra Air, 246  
 F.  
 Failure to Start, 220, 363  
 Faraday, Michael, A Great Englishman, 237  
 Farcot Valve, 324  
 Farm Tractor at Work (illus.), 296  
 — Tractors, 520  
 Far West, An Impression of the, 505  
 Faster Uphill than on the Flat, 511  
 Featherweight Runabout, 329  
 — Sidecar, Is it Practical? 515  
 — — Outfit, 580  
 Female Labour, An Opportunity for, 336  
 Fenn, A. G., 141  
 Fettpen (letter), 405  
 Fielder, Sgt. A., 12, 192, 395  
 Fins, Cooling, 366  
 Fire, An Uncommon Cause of, 398  
 — Brigades, Sidecars for the Use of, 247, 261, 266  
 Firing, Irregular, 485  
 — on One Cylinder, 340  
 — The Order of, 363  
 — Uneven, 199, 221, 246  
 Fisher, Cpl. C. H., 420  
 Fixing a Tariff, 370  
 Flat Twin Advocate, 447  
 — — A New Design, 423  
 — — at the Bar (letters), 18, 38, 81, 125, 147, 217  
 — — Engines (leader), 509  
 — — — Overseas, 503  
 — — Goes in America, 242  
 — — How it Wears, 323  
 — — Lubrication and the, 587  
 — — in Theory and Practice, 529, 575  
 — — New Large Size, 379, (letters) 406, 429, 456  
 — — The, 374  
 — — — Matchless, 541  
 — — Twins, A Boom in, 403  
 — — — Few Questions, 267  
 — — — and Spring Frames, 449  
 — — Even Firing on, 273  
 — — Forced Induction for (letters), 168, 194, 218, 243, 311, 338  
 — — Why they Start Easily, 323  
 Fleming, Mr. W. (illus.), 186  
 Fleet Street Traffic, 497  
 Fletcher, J. (letter), 310  
 Fluctuations in Second-hand Prices, 556  
 Flexible Copper Tubing, 270  
 Flywheel Magneto, The (leaderette), 175  
 — Position of, 375  
 F.N. Shaft Drive, 230  
 —  $2\frac{1}{4}$  h.p. and Sidecarrier (illus.), 211  
 Football Match, A Remunerative, 449

Foot Pumps Advanced in Price, 174  
 Foreign Exports, 98  
 Forging v. Casting, 489  
 Forward Sparking Plug, 156  
 Four-cylinder, Timing a, 221  
 Four Days' Excursion to Exmoor, 512  
 Four-speed Gear Box Ratios, 203  
 Four-stroke (letters), 241, 407  
 Four Years Rider (letter), 194  
 Fowls on the Road, 486  
 Frame Design, 370, 405, 456  
 — — (leaderette), 533  
 — — Strengthening, 426  
 Francis, Capt. G. I., 192  
 Franklin Piston, 67  
 Freeman, A. M., 565  
 French Artillery Brigade, Motor Cyclists of, 307  
 — Despatch Riders (illus.), 52, 307  
 Frenchman's Ideal, 481  
 French Poilus at Picturesque Gateway at Verdun, 352  
 From the Cauldron (illus.), 544  
 Front Brake Details, 133  
 — Chain Adjustments, 391  
 — Hub Design, 202, 235, 264, 353, 603  
 F.R.S. New Mechanical Horn, 404  
 Fuel and Second-hand Values, 237  
 — More Motor, 284  
 — Scarcity, Overcoming, 303  
 — Supplies in France, 375  
 Fuller, W. A. (letter), 551  
 Funck, G., A.M.I.A.E., 561  
 Function, Design, and Construction of the Magneto, 190  
 Funnell, A. E. (letter), 382  
 Furguson, S. (letter), 589  
 Fusilier, R. (letter), 457  
 G.  
 Gamage, Eric N., 32  
 Gardner, John (letter), 381, 493  
 Garelli, Ing., 274  
 Garland, Victor, Chief Motor Mechanic, 377  
 Garrett, J. H. (illus.), 514  
 Garstone, A. J. (letter), 480  
 Gaspard, A. (letter), 481  
 Gatoona Motor Cycle Races, 13  
 Gaudie, W. R. (letter), 596  
 Gausse, The Fitting of, 337  
 G.B. (letter), 505  
 G.D. (article), 469  
 Gear Adjustment, 485  
 — and Chain Adjustment, 319  
 — Box Clutch and Kick-starter Unit, 388  
 — — Ratios, Four-speed, 203  
 — Control Improvement, 270, 354  
 — Lever Tip, 534  
 — Ratio for a Lightweight, 411  
 — Ratios, 269, 386, 486, 575, 579  
 — — for a Hilly District, 460  
 Gears, Additional, 412  
 — and Cogs, 268  
 Generators, A Grumble at, 192  
 George, Cpl. R. W., 238  
 Germany Traded on our Ignorance, 213  
 G.G. (letter), 382  
 G.H. (letter), 287  
 Gibbs, Phillip, 519  
 Gibson, Hugh, 162  
 Gilbert, H. W. (article), 27  
 Gill, J. H. W., 342  
 Girl Government Clerks' Motor Cycles, 594  
 Girls Drive Gas Co.'s Sidecarriers, 373  
 Glencorse (letter), 383  
 Goat, The, A Perverse Beast, 538  
 Godden, Maj. F. W., 119  
 Good, J. F. (letter), 315  
 Goodwin, Mr. A., 302  
 — Will, 266  
 Government and Unsold Newspapers, 356  
 — Motor Cycles (leaderette), 151  
 — Our Waggish, 463  
 Gradients, Measuring, 53, 105  
 Graphite as an Engine Lubricant, 323, 435  
 — — Lubricant, 580  
 Graphite-laden Bearings, 344  
 Graphite, Use of, 153  
 Graphiting Overhead Valve Rockers, 583  
 Gray, A. L. (letters), 145, 289, 407  
 — G. T., The Late, 336, 351  
 Grey, H. C. (letter), 242  
 Green, E. R. (letter), 126  
 Greene, Cpl. T. E., 36, 493  
 Greenhalgh, Pte. A. (illus.), 176  
 Greenhorn (letter), 219  
 Greenwood, Pte. M. (illus.), 519  
 G.R.H. (letter), 80  
 Group Clearance for Military Machines, 427  
 Group of Italian Despatch Riders, 475  
 — Motor Machine Gunners, 474  
 Gudgeon Pin Fixing, 483, 551, 559, 603  
 H.  
 Haddock, Cpl. T. B., 376  
 Hall, 2nd-A.M. Neville, 140  
 Hamilton, C. J. M., 481  
 Hammond, W. (letter), 551  
 Hammerlock Cotter Pin, 144  
 Haudford, A. (letter), 17  
 Handle-bar Binding, 260  
 — Design, 48  
 Handle-bars, Blacking the, 319  
 Hand Starter, A, 224  
 Hardee, Mrs., 122  
 Hardy, F. A., 472

Harley-Davidson (illus.), 411, 490, 525, 537, 604  
 — in a Raffle, 74  
 — Interchangeable Wheels, 510  
 — Motor Co., 270, 355  
 — M.C. Record, 52  
 — Timing of, 66  
 Harmond, G. (letter), 362  
 Hart-Davies, Ivan B., 239  
 Hartley-Smith, Mrs. M. (article), 134  
 Harvey, O. E. (letter), 527  
 Hawes, John (letter), 126  
 Hay Motor, Evidently a, 479  
 — — — (letter), 310  
 Hayes, E. (letter), 501  
 Hazlewood 5 h.p. (illus.), 480  
 H.B. (letters), 501, 602  
 Heather, 2nd-A.M. F., 239  
 Heating the Air, 341  
 Heavy Fuel Flashpoints, 281  
 — — Running on, 363  
 — Fuels, How a Lea-Francis was Adapted to the Use of, 204  
 — — Knocking on, 320  
 — Section M.G.C. Gunners, 211  
 Heavyweight Sidecar, The, 368  
 Hegan, Capt. H., 548  
 Hellier, Lt. M. J. (letter), 198  
 High Gear, Refusal to Run on, 292  
 High-tension Terminal, Water on, 582  
 Hill, Alick S. (Mayor of Coventry), 212  
 — B. Alan, 193  
 — H., 591  
 — Mr. Wilfred H., 186  
 — Sec.-Lt. B. Alan (illus.), 447  
 — Wilfred, 122  
 Hints and Tips for Motor Cyclists, 450  
 — to Novices, 416  
 Historical Event, An, 444, 573  
 History of Road Construction, 256  
 Hitchcock, M. (letters), 60, 126, 170, 218, 266, 289, 361, 457  
 Hitching, Pte. A. H., 255  
 H.M.R. (article), 48  
 H.O. (letter), 194  
 Hoad, Mr. A. S., 400  
 Hoadley, L. C., 414  
 Hodgson, Cpl. (letter), 573  
 Hodgkinson, Pte. N. C., 591, 602  
 Hogg, J. E. (letter), 104  
 Holton, E. B. (letter), 242  
 Holroyd, V. A., and his Daughter (illus.), 440  
 Home Fuel Production? Why Strangle, 306  
 Home-made Sidecars, 548  
 — Windscreen, 596  
 Home-produced Fuels? Why Restrict, 281  
 Honesty the Best Policy, 280  
 Honour for the Men of the Tanks, 474  
 Horse-power, 460  
 Horswill, J. (letter), 80  
 Hot Air, 387  
 Houghton, 2nd-Lt. F. M. C., 279  
 Howard, R. G. (letters), 194, 241, 243, 265, 362  
 H.K.P. (letter), 267  
 Hub Design, 404  
 — — Front, 202, 235, 264, 353  
 — — Gear Ratios, 363  
 — — Repairs, Record, 222  
 — — Wear in, 531  
 Hubs and Hub Protection, 503  
 — Eccentric, 243  
 — Waterproof, 278  
 Hubbard, E. J. E., 445  
 Huffam, Garden C. (letter), 362  
 Hulse, Mr. E., 335  
 Hummerette (letter), 551  
 Humphries, R. (letter), 80  
 Hunskinson, A. C. (letter), 337  
 Hutchinson, E., 388  
 HW 553 (letter), 315  
 Hyde, G. A., 98  
 Hygiene of Motor Cycling (article), 70  
 I.  
 Ideal Mount for a Lady, 573, 603  
 Ideas, Useful and Ingenious, 224, 260, 322, 366, 408, 414, 445, 488, 530, 534, 582  
 Identification Marks, 399  
 Imports and Exports, 35, 143, 281, 399, 450, 570  
 — of Motor Cycles, Australian, 505  
 Increasing Speed, 20  
 Incubus of the Sidecar, 476, 550  
 India, Motor Cycle in, 229  
 Indian (illus.), 331  
 — Flat Twin Aboard an Aeroplane, 419  
 Impressions, More, 183  
 — on Heavy-Fuel, Running on, 530  
 — Powerplus (illus.), 31, 63, 80, 454  
 — Sidecar Outfit (illus.), 209  
 Induction Pipe Design (comment), 118  
 — — Heating of (letters), 126, 145, 168  
 Influence of Aero Engine Design, 461  
 Injustice, An, 236  
 Inland Revenue Licence, 572, 605  
 Inlet Pipes, Long (letter), 381  
 — Valve Lift, 220  
 Innis, W., 397  
 Inspection of Coventry Special Constabulary, 212  
 Insufficient Silencing, 555  
 Interchangeable Wheels, Harley-Davidson, 510  
 Internal Cooling, 345, 448  
 Inverted View of Control Levers, 597  
 Irish Enthusiasm, 525  
 — Motor Cyclists, News of, 518



Irishmen in the Services, 336  
Iron Cement, 532  
Irregular Running, 531  
Is a Bathchair a Motor Car? 399, 473  
Isochronous Speedometer, The, 171  
Italian D.R.'s Award, 475  
— Two-stroke Twin, A Neat, 274  
Ivy-Precision 3½ h.p. Used for Driving a Lathe, 240

## J.

Jackson, A. A. (letter), 362  
— G. W. P., 395  
— W. (letter), 407  
— W. A. (letter), 311  
Jack Stands, 28  
Jaffa Transmission Guard for Morgan Runabout, 77  
James (letter), 573  
— 5-6 h.p. Twin, 571  
— Two-stroke (illus. article), 138  
J.A.P. Catalogue in Russian Language, 541  
— Improvement, 190  
J.B.T. (letter), 455  
J.C.B. (letter), 479  
Jet, A Variable, 322  
— Fitment, A Variable, 488  
J.F. (letter), 479  
J.H. (letter), 565  
J.H.N.R. (letter), 265  
Joint, Making a, 390  
Jones, G. S., 414  
— Leonard R., 298  
— Mr. L. R., 329  
— Rev. W. A. (letter), 82  
Johnson, Percy, 124  
Joy Metal Leg-shields, 115  
Journalist Piracy in W.A., 521  
Juggernauts, O. C. (letter), 565  
J.W.B. (letter), 549

## K.

Kellog, Miss Shirley, 35  
Kelway, W. I. S. (letter), 382  
Kennedy, D., 601  
Kent, R. Leslie, 238  
Keene, Capt. Louis, An Interview with, 498, 522, 565  
Kermode, R. C. M. (letter), 128  
Kerosene, Good Results from Crude, 397  
Kerslake-Smith, P. C. (letters), 311, 383  
Kick-starter for Zenith, 60, 88  
— Home-made, 169  
Killerby, S., 314  
Kirkee M.C.C., 123  
Kit, Necessary and Unnecessary, 76  
Knaptun, L.-Cpl. E. (letter), 17  
Konking (letter), 241  
— To Prevent, 556  
K.S.D. (letter), 528

## L.

Lacey, Alex (letter), 361  
Ladies and the Motor Cycle, 244  
— Riding Attire, 479  
Lady Motor Cyclists (letter), 16  
Lamp, A Breakdown, 260  
Lamplugh, S. A., Ltd. (letter), 339  
Lancashire Motor Volunteers Route Test, 452  
Lane, Sgt. H. R., 13, 278  
Langelier Machine, 458  
Largest Motor Bicycle, 269  
Large Wheels, The Advantages of, 372  
Larson, M., 534  
Latham, R. R., 528  
Lawson, R. E. Dain (letter), 198  
L.C. (letters), 502, 528  
Leaderettes, 1, 23, 41, 65, 87, 111, 131, 151, 175, 223, 247, 271, 293, 321, 343, 365, 389, 413, 437, 461, 487, 509, 533, 557, 581  
Lea-Francis Adapted to the Use of Heavy Fuels, 204  
Leaky Petrol Taps, 3  
L.E.P. (letter), 241  
Leg Shield and Coverall, Combined, 328  
— Shields, Useful, 248  
Legge, N. (letter), 481  
Lees, P. C., M.A. (letters), 170, 196  
Lessing, Dr. K., 284  
Lester, J. H. (letter), 456  
Letters to the Editor, 16, 37, 59, 80, 103, 125, 145, 168, 194, 217, 241, 265, 287, 310, 337, 360, 381, 405, 429, 455, 479, 500, 527, 549, 573, 601  
Lewis Gun Mounted on A.J.S. Sidecar, 523  
L.H.T. (letter), 218  
Licence Duty, The Repayment of, 497  
— Fee, Refunding, 532  
— Fees, Rebate on, 213  
Licences, 173  
Light Alloys, The Uses of, 259  
— Infantry (letter), 550  
Lighting Dynamos, 439  
— Regulations, 62  
— Rules, 2  
— Set, A Home-devised, 10  
Lightweight Chain Guards, 259  
— Transmission, 55, 80  
— Wanted, a Good, 603  
Lightweights and Detail Design, 187  
— Road Vibration with, 415  
Limitations of Lightweights, 449  
Linden, Lt. P. J. (letter), 61  
Lindsay, Capt. A. (letters), 38, 103, 310, 601  
Little John (letters), 135, 219  
— Major W. B., 95, 591  
— W. B., 193

Lithgow Motor Cycle Club, 10  
Liverpool Motor Volunteers in North Wales, 424  
— Volunteer Motor Cyclists, 477  
LK 1810, Peckham (letter), 61  
Llewelyn, R. P., 279  
Lloyd George's One Blunder (comment), 43  
L.M.C., A Spring Frame, 300  
Local Taxation Licence, 580  
Lodge Sparking Plugs, 40, 86, 123  
Lomas, H. (letter), 574  
London Addresses, 248  
— Motor Volunteer Corps, 426  
London-Winchester Roads, 341  
Long Stroke Engines (letters), 59, 73, 81  
— — (J. L. Norton), 29, 73  
— v. Short Inlet Pipes, 267  
Loosely, G., 445  
Lorry Drivers, The Daring, Dashing, 565  
— Train, 60 m.p.h. on a, 565  
Loss of Compression when Warm, 319  
Loughborough, T. W., 423  
Low, Capt. A. M., 187  
— Gears Desirable, 315  
Lubrication and Atmospheric Pressure, 280  
— — its Administration, 182  
— — the Flat Twin, 587  
— — Two-stroke, 503, 508  
— of Ultra Efficient Engines, 503  
Lubricator, Valve Stem, 596  
Ludicrous Derangement, A, 405, 549, 601  
Luxurious Combination, 454  
L.W.J.D., Nayasaland (letter), 183  
Lynn, Miss Elliott, 525

## M.

Machine, The Choice of, 387  
Mackenzie, E. G., 13  
Mack-Ivor, J. D. (letter), 287  
Madeira, The Motor Cycle in, 586  
Madeley, C. Stanbury (letter), 360  
Macready, Sgt., 523  
M.A.G. Engine Co. (letter), 218  
— (comment), 67  
Magnet, Altering a, 291  
— Adjustment, 174  
— A New British, 566  
— Drive, Disadvantages of a Long (leader), 413  
— Drives, 303  
— Failure, A Curious, 529, 550  
— Hooter, A, 567  
— Industry, All-British, 186  
Magnet-lighted Lamps, 269  
Magnet Lighting, 554  
— Oiling the, 531  
— Reversing the Direction of Rotation of a, 332  
— Size of, 407, 429  
— The B.L.I.C., 597  
— The, 190  
— — Flywheel (leaderette), 175  
— — One Piece, 570  
— Timing the, 340, 411  
— Tip, The £5, 511  
— Trouble, Curious, 246, 268  
— Troubles, 436, 532  
— Tune, 482  
Magneto, C.A.V., 174  
— Manufacturers and Enemy (leaderette), 271  
Magnets, Purchasing, 508  
— Steel for, 340  
Magnitude of British Motor Cycle Trade, 588  
Makeham, Sgt., 376  
Making the Motor Cycle Useful, 245  
Manufacturers and Enemy Magneto, 271  
— Union Officers, 98  
Manufacturing Permits Extended (leaderette), 201  
— — Extension of, 213, 216  
Mansfield, A. M., 385  
— H. J., 50  
— Lt. Ralph, 141  
Maoriland (letter), 589  
Mariani, E. (letter), 383  
Markel Motor Wheel, 2  
Marston, John, Ltd. (letter), 429  
Mason, 2nd-A.M. H. W. (illus.), 72  
Master Repair Outfit, 240  
Martin, James (article), 181, 266  
Matchless, Comments on the Post-war (letter), 219, 242  
— Flat Twin, 541  
— — 5-6 h.p., 90  
— Military Model, 540, 541  
— Motor Cycle, 7 h.p., Trip on, 24, 490.  
— Post-war Model (letter), 124  
May, Col.-Sgt. Southcomb, 140  
— Lt. Frank H., 255  
M.B. (letter), 407  
M.B., R.N. (letter), 529  
M.C.B., R.F.C. (letter), 194  
M.C.C. Annual Meeting, 113  
McEwen, J. H. (letter), 60  
McGhie, L.-Cpl. W. L., 141  
McGregor, D., 342  
McIntosh, G. J. (letter), 217  
McLean, Wm. (letter), 127  
Mead, F. W., 342  
Mechanical Horn for Motor Cycles, 342  
— Pumps, Adjustment of, 280, 339  
— System Show Up, Weaknesses of, 182  
Mechanist (letter), 242, 407  
Medical Categories, 351  
M.E.I. (letters), 128  
Membership Scheme, A Temporary, 213  
Men Called Up, Best Use of, 53

Mercer, Ivor E. (letter), 61  
Mesopotamia, Road Conditions in, 238  
Metal Fittings, Dispensing with, 521  
Metals, Institute of, 375  
Methylated Spirit as Fuel, 508  
Metro, Single-speeder (letter), 168  
Middlesex Territorial Volunteer Transport (illus.), 17  
Misfiring, 173, 405  
— at Slow Speeds, 291  
Miles Chemical Vulcaniser, 404  
Military Camp, A Visit to a, 334  
— Machines after the War, 398  
— — Rough Usage for, 210  
— Motor Cycling in America, 403  
— — — U.S.A., 475  
— — Cyclists, Concessions to, 185  
— Notes, 12, 36, 49, 72, 95, 119, 140, 160, 192, 210, 238, 255, 278, 307, 336, 351, 376, 395, 419, 446, 474, 493, 518, 548, 568, 591  
Milk and Honey (letter), 603  
Mills, Lt. J., 119, 163  
Millar, E. H., 275  
Million Pounds Overseas Trade, A (leader), 293  
Milner, J. (letter), 601  
Miniature Motor Cycles, 74  
M.L. Magneto under Test, 250  
M.M.G.S. Badge, 395  
M.M.K. (letter), 267  
Modernising an Ancient Model, 364  
Mogridge, Lewis, 475  
Monocar, A Featherweight, 433  
— H.P. for, 269  
Monster Motor Cycles, 386  
Monkey Knot, A (illus.), 500  
Montgomery, Pte. W. J., 548  
Morcom, Mr. H. B., 303  
Morgan Motor Co., Ltd. (letter), 500  
— Runabout, Transmission Guard, 77  
Morgans Obtainable, 174  
Mortham, H. T., 549  
Moore, R. F. (letter), 481  
Noss, Sgt. P., 119  
Motor-assisted Bicycles (letter), 194, 217  
— Cycles, 264  
Motor Bicar, 137  
— Boat Patrol, In the, 192  
— Cars for Hire, 520  
— Cycle as an Aid to Press Photography, 472  
— — Club of S. Australia, 355  
— — in Burma, 184  
— — Business, 384  
— — Madeira, 586  
— — Engines, Water-cooling of, 227  
— — Fitted with Wireless Telephone, 496  
— — Ladies and the, 244  
— — Police in Australia, 10  
— — Speed Events at Christchurch, 359  
— — Storage, 543  
— — The Early History of the, 472  
— — — First to Fly, 376  
— — Utility of, 240  
— — Thief, 53  
— — Thieves, 550  
— Cycles and Other Sports, 496  
— — Prices after the War (leaderette), 87  
— — the American Army, 236  
— — by Rail, 121  
— — Census of, 163  
— — Dynamo Lighting for (letter), 382  
— — for Despatch Riders, 405  
— — Newspaper Delivery, 211  
— — Russia (letter), 360  
— — the Disabled, 282  
— — — Lame, 139, 282  
— — in the Wilds of Africa, 420  
— — Warfare, 569  
— — Manufacture, 1  
— — not yet Recognised by U.S. Army, 449  
— — Rear Springing of, 180, 217, 266  
— — Stacks of, 548  
— — Used by Police, 374  
— — Cycling and Toothache, 118  
— — Boot, A, 534  
— — in the Balkans, 447  
— — Scenes in Uganda, 446  
— — Sea Lions (illus.), 553  
— — Cyclist D.R.'s of the Tanks, 141  
— — in the Australian Bush, 19  
— — Volunteer Combination, 377  
— — Volunteers at Blackpool, 523  
— — Wanted in Southampton, 567  
— — Cyclists, America's Uses for, 212  
— — and Aero Engines, 546  
— — National Service, 333, 357, 385  
— — R.F.C., 239  
— — as Ploughmen, 427  
— — Behind Europe's Trenches, 498, 522, 565  
— — Disagree, When, 287  
— — How they are Helping Uncle Sam in the War, 496  
— — in India, 395  
— — — Mesopotamia, 446  
— — — Motor Volunteer Parade at Liverpool, 355  
— — — the R.F.C., 603  
— — 70,000 Army, 496  
— — Volunteer Riding Test, 452  
— — Winter Sport in Denmark, 359  
— — Drivers in the Infantry, 210, 278  
— — — (leaderette), 151  
Motoring Family, A, 419  
Motorist's War Book (letter), 16  
— — Work, A, 420  
Motor Launch, A Motor Cyclist on, 493  
— Machine Gunners, A Group of, 474  
— — Gun Service, 474



Motor Spirit, A New, 567  
 — Trade and National Service, 53, 78  
 — Transport Volunteers, 262, 376  
 — Volunteers, 375, 426, 499, 506, 521  
 — — and the Wounded in London Hospitals, 228  
 — — A New Corps, 332  
 — — Recognition of, 77  
 — — Route Test, 452  
 Motosaroché, M.A.G.-engined, 590  
 Mottram, Reg. W. L. (letter), 288  
 Moultrie, Andre, 307  
 Mountain Climbing in New South Wales, 604  
 Mount Clarence, Ascent of, 214  
 Mudguard Clearances, 565  
 Mudguarding (letters), 60, 104, 197  
 — Question Again, 446  
 Mudguards, Cleaning, 243  
 Mud Plug, A Hundred Mile, 428  
 — Protection from, 114  
 — What is its Proper Place? (leaderette), 111  
 — — — — — (letter), 197  
 Mullis, W. (letter), 59  
 Mundy, Rex, 193  
 Murphy, Leonard, M.I.E.E. (letter), 198  
 M.S. (letter), 288  
 M.T. Driver (letter), 479  
 — Officer's Comments, 565

## N.

N.A.B. Spring Seat, 112  
 Names, Registration of, 209  
 Naphthalene Blocks (letter), 194  
 Naphtha, Running on, 319  
 National Motor Volunteers, Blackpool, 449  
 — — — in U.S.A., 553  
 — — — Liverpool, 15, 348, 355  
 — — — London Area, 123  
 — — — The Work of, 226  
 — Service and Motor Cyclists, 333, 357  
 Necessity Knows no Law (illus.), 171  
 Neish, Cpl. L., 352  
 Neumann, Miss Alice, 32  
 New American Designs, 2  
 New Bearings, Fitting, 532  
 — Hudson, 6 h.p. (illus.), 245  
 — Imperial Motor Cycles, 123, 450  
 — — Russian Models, 316  
 — — Spring Frame, 286  
 — Jersey M.G. Trial, 428  
 — Motor Cycles by Permit (leaderette), 111  
 — Rover Cycle Co., Ltd. (letters), 302, 382  
 — Speed Records in Australia, 250  
 — South Wales, Mountain Climbing, 604  
 — Tanks Filmed, 548  
 — Zealand, Racing in, 102, 517  
 — — Some Good Going, 315  
 Newcastle Motor Club, 53  
 Newspaper Delivery, Motor Cycles for, 211  
 Nias, Capt. A. N., 501  
 Nicholl, Lt.-Col. D. F., 193  
 Noise, Excessive, 220  
 — or Silence? 526  
 Noisy Motor Cycles in Australia, 357  
 Non-slipping Belt, 342  
 North, F. C., 278  
 Norton Engines (letter), 37  
 — 4 h.p. and Sidecar (illus.), 398  
 — J. L. (article), 29  
 — 4 h.p. (illus.), 74, 272  
 — Motors and Repairs, 122  
 — Refinements, 592  
 — War Service Machines, 262  
 Nortons, Big Singles for Overseas, 294  
 Not Derelicts, but 1916 Military Models (illus.), 210  
 — too Old at —, 406, 480  
 Novel Rear Lamp (comment), 43  
 Novice (letter), 16  
 — The, 478  
 Novices, Hints to, 416  
 N.S.U. Gear, 341  
 Nye, R. L. (verses), 192

## O.

Occasional Comments, 3, 25, 42, 67, 89, 118, 133, 153, 177, 203, 225, 249, 273, 295, 323, 343, 367, 391, 415, 439, 463, 489, 511, 535, 559, 583  
 Octagonal Metal Sidecar (illus.), 237  
 Oil Consumption, 194  
 — Excessive, 531  
 — Cooling, 581  
 — Leakage, 412  
 — Leakages, 489  
 — Pool Arranged, 300  
 — Pooling of, 280, 300  
 — Pump, A Throttle Controlled Force Feed, 400  
 — Pumps for Australia, 600  
 Oilskins, Dressing, 320  
 Oil, Where does it Go? 489  
 Oiling a Magneto, 412  
 Oleslagers, Jan, 420  
 One of the Boys (letter), 217  
 One Power Stroke per Revolution, 471  
 On Leave, 593  
 O'Rafferty, J. C. (letter), 431  
 Origin, Year of (letter), 217  
 Osborne, R. E. (letter), 17  
 Oswin, John (letter), 145  
 Outlook, 74  
 Outside Flywheels, 60, 103  
 Overhauling an Engine-shaft Gear, 154  
 — — — — — (letter), 310  
 — a 1914 6 h.p. Zenith, 326

Overhead Valve Engines and Tune (comment), 67  
 — Valves, 1, 438, 501, 516, 555  
 Overheating, 586, 485, 555  
 Overseas, A Voice from, 589  
 — Big Single Nortons for (illus.), 294  
 — Competition, 497  
 — Conditions and their Effect upon Design, 504  
 — Model, A Test of an, 296  
 — Models, More, 588  
 — Motor Cycles, 7, 92, 182  
 — Production, Handicapping (letter), 397  
 — Riders Home on Leave, 504  
 — — Opinions, 9, 93, 182, 313, 396, 503, 588  
 — Requirements, 601  
 — Trade, A Million Pound (leader), 293  
 Overtime Farm Tractor at Work (illus.), 296  
 Oxfordshire Motor Volunteer Corps, 280

## P.

P. and M. (illus.), 192  
 — — — An Appreciation of the, 564  
 — — — Booklet, Review of, 174  
 — — M's in the Somme Area, 307  
 Paine, Capt. E. W. M., 339  
 Palestine, A Picture from, 518  
 Palmam Qui Meruit Ferat (letter), 310  
 Palmer Tyres, 174  
 — 700x75 mm., 270  
 Lamplugh Pump, 34  
 Paraffin and Water, Running on, 366, 387  
 — Restrictions, 407  
 — Running a Two-stroke on, 435  
 — — on (letters), 291, 319, 329, 341, 430, 436, 531, 579, 605  
 — Vapour, The Weight of, 269  
 Parker, Lt. Reg. G., 140  
 — Miss M. C. (illus.), 135  
 Parson (article), 539  
 Parsons Valve, 325  
 Partejoie, G. W. (letter), 431  
 Parts, The Speeds of, 350  
 Patents, Abridgments of, 40, 86, 150, 174, 270, 277, 342, 388  
 Paterson, Lt. Cyril, The Marriage of, 278  
 Patterson, Charles S., M.B., M.R.C.S. (letter), 195  
 — C. S. (letter), 127  
 P.C.K.S. (letter), 289  
 Penang, An Old Machine in, 505  
 Penney, Chas. (letter), 479  
 Percival, W. Spencer, 140  
 Perfect Two-stroke Plug, 25  
 Permanently and Totally Disabled (letter), 601  
 Permit to Drive, 579, 606  
 Permits, Agents to Obtain, 213  
 — Extended Manufacturing, 216  
 Pervyae, The Heroine of (illus.), 216  
 Petrol, 320  
 Petrol after All, Six Months', 281  
 — — — Some (leaderette), 271  
 — Allotments (leaderette), 365  
 — — (letter), 405  
 — Allowances, 42, 53, 65, 78  
 — and the Daily Press Again, 473  
 — — Press, 495, 528  
 — Committee, The, 415  
 — Consumption, 364  
 — in Africa, 397  
 — Control Committee Announcement, 144  
 — — System, 374  
 — Cooling, 529  
 — Dealers, Notice to, 167  
 — Distribution, A Suggestion for, 510  
 — Economies, Possible (leaderette), 533  
 — Economy, 602  
 — Famiae, 281, 286  
 — for Parsons, 280  
 — — Sala, No, 472  
 — Gauge, 534  
 — — Float, Logged, 245  
 — Hotchpotch, 391  
 — in Paris, 334  
 — Licence, 339, 387, 460  
 — Licences, 32, 33  
 — or Paraffin (letters), 298, 362, 383  
 — Outlook, 280  
 Petrol-paraffin Mixtures, 144  
 Petrol Permit, Carrying a, 412  
 — Permits, 269, 412, 481  
 — — and Supplies, 501  
 — Pills, 222  
 — Position, A, 567  
 — — Suggested Refund of Licence Fees (leaderette), 131  
 — — The (leaderette), 437  
 — — What is the True, 389  
 — Prices, Fixed, 303  
 — Purchasing, 363  
 — Queries, 186  
 — Restrictions on Cars for Hire, 449  
 — Starting on, 322  
 — Stocks, 331  
 — Stories, 487  
 — Substitutes, 245, 268, 340  
 — — and Starting, 172, 199  
 — — Comparisons of, 290  
 — — Question of, 166  
 — — Testing, 187  
 — — The Use of, 220  
 — — — Ban on, 240, 259  
 — Supplies, 411  
 — The Storage of, 386  
 — To Prevent Waste of, 582  
 — Use of, 213  
 — Users, Warning to, 53  
 — Waste, 501

Petroleum Pool, 398  
 Phillips Magneto, Government Test of, 222  
 Phoenix Sidecars, Types of, 244  
 Picardy Pitt (letter), 575  
 Pidcock, C. W. (letter), 198, 217  
 Pillion Seat, A Child's, 445  
 Pilot Jet, A, 224  
 — — Control, 342  
 Pilots, Oversize, 280  
 Pioneer Journalism, 383  
 Pip-Emma (letter), 602  
 Piston, A Cracked, 486  
 — Design, Novel, 235  
 — Ring Pressure, 91  
 — Rings, Two-stroke, 203  
 Pistons, Air-cooled, 414  
 — Those Quivering, 211  
 Pivotal Joints, 388  
 Plastic Solder, 56  
 Plateau, M. de L. H. E., 352  
 — — — — — (letter), 194  
 — H. E., 575  
 Platinum Points, Fixing, 173  
 — — Trimming, 320  
 Plug, An Air-cooled, 488  
 — A Self-cleaning, 414  
 — — Sooty, 340  
 Plugs, 401  
 — Cleaning, 488  
 — Cooling of (comment), 42  
 Police and Number Plates, 448  
 — Traps near London, 501  
 Pooling of Interest, 472  
 Popular Paper, A, 574  
 Port Designs on Two-stroke Engines (article), 69  
 — — — — — (letters), 105, 195, 217, 241  
 Post-war Manufacture of Motor Cycles, 536  
 — Matchless, Comments on the (letters), 219, 242  
 — Motor Cycle, 46  
 — Models, 243  
 Potatoes (illus.), 354  
 Potential Buyers, Attention to, 354  
 — Overseas Markets, 313  
 Pot-holes, Tarring over, 472  
 Potts, Flight-Lt. J. F., 119  
 Pountney, J. H., 591  
 Power and Economy, 414, 551  
 — — Weight of Sidecars, 490, 528, 550, 574  
 — Lack of, 245, 292, 320, 364  
 — of a Motor, Calculation of the, 431  
 — Stroke per Revolution, One, 471  
 Practical Motorist (letter), 267  
 Pre-ignition, 268, 436, 486, 605  
 Preferential Treatment for Front Cylinders (leader), 65  
 Premier Motor Cycle, 3½ h.p., 139  
 — — in Japan, 27  
 Press Photography, The Motor Cycle as an Aid to, 472  
 Preventing Waste of Petrol, 229  
 Prices in the War Zone, 12  
 Pro-Ally Sentiments, Proof of, 566  
 Progressive (article), 69  
 — (letter), 195  
 Progress, Wolverhampton (letter), 60  
 Prohibition in India, 8  
 Protecting Control Levers, 582  
 P.T.L. (letter), 405  
 Pulley Gear as Clutch, Using, 554  
 Pulleys, Removing, 322, 362  
 Pullin, C., Marriage of, 399  
 Pushing Motor Cycles, 127  
 Puzzled, 235

## Q.

Questions and Replies, 21, 39, 63, 84, 109, 129, 148, 172, 199, 220, 245, 268, 291, 320, 340, 363, 435, 459, 485, 507, 554, 605

## R.

R.A.C., 427  
 — Buildings, Future Use of, 99, 122, 142  
 Racecourse, An Original, 104  
 Racing in New Zealand, 517  
 R.A.C.'s New Name, 186  
 Radiating Fins and Aero Engine Practice, 107  
 — — Broken, 435  
 R.A.M.C., Capt. (letter), 381  
 Rasenluna, N. P., 359  
 Raynes, S., 534  
 Rear Springing of Motor Cycles, 180, 217, 266, 287  
 Rebate on Licence Fees, 213  
 R.E.C. (article), 530  
 — (letters), 196, 500  
 Recommended Routes, 64, 85, 110, 138, 149, 173, 200, 221, 246, 269, 292, 320, 341, 364, 387, 412, 450, 460, 486, 508, 532, 555, 580, 606  
 Record? Is it a, 273  
 Recruiting Closed for Motor Cyclists in R.F.C., 255  
 Recruits dealt with by The Motor Cycle, 336  
 Red Cross Motor Carnival in New Zealand, 359  
 Reducing Compression, 582  
 Redwood, Sir Boverton, 142  
 Reeve, L.-Cpl. S. A., 502  
 Refunding of Tax, 240  
 R.E.G. (letter), 265  
 Registration Act, New, 181  
 — of Names, 209  
 Reid, Cpl. G. C., 447  
 — Gordon C. (letter), 360  
 Reliability (letter), 502  
 Relph, W., 596  
 Repairing Pot-holes, 281  
 Repayment of Licence Duty, 497



- Replacing a Stud, 322  
Remagnetising, 220  
Reminiscences, More Sporting (5th Instal-  
ment), 178  
Removal of Cylinders, 264  
Removing a Flywheel, 554  
— Pulleys, 322  
— Refractory Valve Caps, 265  
Restrictions (letter), 266  
Retrospects of a Rural Rider, 317  
Rex Cantilever Suspension, 112  
R.F.C. (letter), 311  
— Motor Cyclists on the Somme, 307  
— Mounts for the, 303  
— Officers' Tunics, 281, 303  
— Recruits, 239  
— Sidecars for the, 301  
Rice, Capt. B. C., 419  
Ricardo, M. H. R., B.A., A.M.I.C.E., 235  
Rider Troward and Co. (letter), 265, 504  
Riding Against Time, 281  
— Conditions of the Eastern Hemisphere, 188  
— — Western Hemisphere, 304  
Riley, Commander, 54  
R.N. (letter), 431  
R.N.A.S., 351, 376  
Road Conditions, 332  
— in Mesopotamia, 238  
— Construction, The History of, 256  
— Map, A Useful, 594  
— Rider (articles), 276, 476  
— Speeds, 485  
— Surveyors, Suggestion for, 543  
— Taxation, 507  
Roberts, G. A. (letter), 146  
— Percy (illus.), 71  
Robinson, Lt. F. A. (Eric), 49  
Robb, Victor, 241  
Roller Bearing Hubs, 399  
Romy, A. W. (article), 257  
Ross, Mr. C. M., 315  
Roosevelt, Sgt. Archie, 64  
Roots, C. (letter), 219  
Rotary-engined Motor Cycles, 53, 79  
Rotary Engines, 546  
Roundabout Cars, 497  
Round Tower, Edge Hills, 297  
Route to Avoid, 212  
Rover (illus.), 430  
— A Twin-cylinder Chain-driven, 299  
— 3½ h.p. and Sidecar (illus.), 409  
Rovers for Russian Army, 299  
Royal Overseas Officers' Club, 236, 306  
— Ruby Chain-cum-belt, 230  
— — Motor Cycle, 99  
— — Russian Model, 421, 426, 448  
— — Safety Stays, 426  
— — Sussex (letters), 82  
RS 1166 (letter), 430  
Rudge, A Round Tour on a, 390  
— Multi and Sidecar, 483  
— Multis, A Batch Ordered for Belgian  
Government, 459  
— Sidecar Model, Developments in (illus.), 440  
— T.T. Direct Belt Drive, 231  
Rudges in the T.T. Race, 460  
Runabout, A Featherweight, 329  
Run Round Sundon Way, 558  
Russell, Cpl. Art., 568  
— Cpl. H., 352  
— Ronald S. (letter), 382  
Russian Army, Enfields for the, 191  
— — James for, 571  
— — Matchless for, 540  
— — New Imperials for, 316  
— Government, Sunbeam for, 396  
— Machines, Gear Boxes for, 497  
— Military Models, 426, 594  
— Royal Ruby, 399, 421  
Rycroft, J., 60
- S.  
Saddle Cover, 366  
Saddles on Spring Frames, 587  
Safety First Film, 11  
Sale or Return Still Exists, 374  
Sampson Rotary Vulcaniser, 28  
Sangster, C. G. B., 174  
— C. T. B., 386  
Sapper Sub (letter), 147  
Sayer, Lt. L. (letter), 81  
Sayers, C. W. (letter), 603  
Saxpenny Motor Cycle, 572  
Scare Press, 527  
Schofield, F. E., 195, (letter) 407  
Scoon, Flight-Sgt. R. S. (illus.), 119  
Scooter in Australia, 374  
Scott and Long Journeys (letter), 430  
— Capt. A. M. C. (letter), 479  
— — C. L., 420  
— Lubrication, 507, 605  
— Sidecar (illus.), 9  
— Sociable, American Impressions, 70  
— (letter), 37  
— Road Test, 4, 22  
— Triangulated Frame, 96, 115  
— T.T. and Sidecar (illus.), 491  
— Tuning a, 173, 200  
Scutt, R. C. (article), 184  
Sea Level, 7,800 Feet Above, 229  
Scare Press, The, 550  
Searle Tubes, 86  
Second-hand Prices, 257, 259, 286, 332  
— after the War (leaderette), 41  
— Fluctuations in, 556  
— Machines, Advice to Buyers of, 257  
— Market, 570
- Second-hand Values, Decline of (leaderette), 247  
— — Declining, 236  
Seizure, Almost a, 532  
Self-cutting Valve Springs, Replacing, 415  
Self-lubricating Leaf Springs, 28  
Serclaes, Baroness de, 216  
Service Men, Concessions to (leaderette), 175  
Seventeenth W.D. Volunteers, 54  
Seven Years' Reader of the Blue 'Un (letter),  
603  
S.G.W. (letter), 315  
Shaft Drive, 449  
Shaika Fort, On the Way to, 238  
Shannessy, Lt.-Col. J. J., 72  
Sharp, David (letter), 549  
Sharples, Sgt. T., 449, 523  
Sharvell, A., 534  
Sheet Metal Forks, 450  
Sheldon, Lt. W. H. H., 13  
Shellshear's, Mr. W. C., Spring Frame, 207  
Shield, Pte. Frank L. (letter), 169  
Shifting Spanner, Use of, 27  
Shock Absorbers, 576, 601  
— from a Sooted Plug, 583  
Shoda, T. (letter), 338  
Sidecar, A Home-made, 237  
— Ambulances, 525  
— in France, 95  
— Another Use for, 374  
— Attachment, The Selection of a (leaderette),  
343  
— Body, Fitting a New, 218  
— De Luxe (leaderette), 365  
— Driving from the, 202  
— Featherweight, 515  
— for Business Purposes, 434  
— Manufacture in the War Zone, 420  
— Mudguard Attachment, 473  
— Outfit, Specification of (letter), 311  
— Screen, A, 174  
— Suspension, 342  
— The Heavyweight, 368  
— versus Cycle Car (letter), 61  
— Weights, 496  
— Wheel, Making a Cone for, 606  
— Wheels, Springing the, 584  
Sidecarring in Burma (illus.), 184  
— near the Equator, 446  
Sidecars for the R.F.C., 301  
— — Use of Fire Brigades (leaderette) 247,  
(letter) 266  
— on Lightweights, 291  
— Phoenix, 244  
— The Power and Weight of (illus.), 490  
Siffken, Sgt.-Major B. C., 193  
Sikh (letter), 523  
Silencer Efficiency, 265  
Silent Discharge, 153, 195  
— Motor Cycles (letter), 60  
Silver, Mr. Tom, 589  
Simple Starting Tip, 229  
Simplification, 254  
Simplifying the Two-stroke, 394  
Simplex Power Unit (illus. description), 120  
Simpson, W. A. J., 312  
Simms Motor Units, Ltd., 174  
Sims, Rear-Admiral W. S., 475  
Sinclair, Sgt. J. H. (letter), 197  
Singer Lightweight, 256  
— 3 h.p. and Utility Sidecar, 357  
Single v. Twin-cylinder Engines (letters), 16,  
38, 59, 82, 103, 128, 146, 169, 195, 219,  
337, 367, 480  
— — Twin in Grease, 238  
Singles, What Tank Despatch Riders Think of,  
279  
S.K. (letter), 549  
Skids, Avoiding, 206  
Sledging in Denmark, 359  
Sleight, Pte. W. E., 80  
Sleeve Valve Motor Cycle Engines, 431  
Slipper Type Piston, 235  
Slow Speeds, No Power at, 172  
Small, Ed. A., 265  
— Power after Overhaul, 486  
Smith, Driver A. A., 475  
— J. Clinton (letters), 339, 429  
— S. (letter), 429  
Soldier's Trip to Visit Wounded Brother, 537  
Solo (letter), 550  
Solvent Naphtha and Mixed Fuel, 453  
Some Bicycle (letters), 381, 430, 455, 479, 502,  
528  
— Bike, 511  
— Petrol after All (leaderette), 271  
— Pluck (comment), 25  
Sooted Plug, Shock from a, 583  
South Australia, Motor Cycle Club of, 355  
Spain with a Sidecar, In, 44  
Spare Wheel, Carrying a, 459  
Spares, No More, 275  
Sparkling Plug and Cooling Arrangement, 534  
— — A Novel, 458, 500, 551  
— — Condensation, 249, 335, (letters) 311, 383  
— — Design, 501, 527, 574, 602  
— — Position of, 200  
Sparklets, 40, 150, 174, 222, 270, 342, 388  
Special Hire Permits, 541  
Speed, Changing, 320  
— Limits, 575  
— Records in America, 397  
Speedie, John (letter), 267  
Speedometer, Isochronous, The, 171  
— Watford, 174  
Speeds of Parts, The, 350  
Spoke Holes in a Hub, Drilling the, 458  
Spokes, Mending, 366
- Sporting Reminiscences, More, 178, 392  
— Trio, 448  
Sportsman's Use for Motor Cycle, 63  
Sphinx Manufacturing Co. (letter), 362, 500,  
551  
— Sparking Plugs, 40  
Spring Fork (letter), 381  
— Forks, The Mounting of (letters), 339, 381,  
429  
— Frame, British, 314  
— — Campaign and The Motor Cycle (letters),  
381, 479  
— — Design, A French, 312  
— — Flat Twin Brough (illus.), 442  
— — L.M.C., A, 300  
— — New Imperial, 286  
— — Problem (letter), 310  
— — Substitute, A, 182  
— — What is a (letter), 198  
— Frames Again, 373  
— — and Frame Breakages, 519  
— — A Side Issue, 583  
— — Growth of, 542  
— — More (letters), 207, 237, 289, 312, 373  
— — Saddles on, 587  
— Seat Pillars, 112  
— Wheels, 371  
Springing, 303  
— the Sidecar Wheels, 584  
Springs and Mudguards (comment), 133  
Sproston, Cpl. A. J. (illus.), 536  
S.S.D. (letter), 338  
Stand Clip, New Design of, 275  
Stanhope, Spencer, 543  
Stanley Shock Absorber, 124  
Starley, Mr. W., 450  
Start, Failure to (letters), 194, 246  
Starting Device, 530  
— Difficult, 173, 606  
— in Cold Weather, 173  
— Mixture, A Strong, 267  
— on Acetylene, 242  
Steam Light Car, A, 280  
Tractor with Load of Timber, 297  
Steel Cylinders of German Aero Engines, 155  
— Radiating Fins on Iron Cylinders  
(comment), 118  
Stephens, Miss M., 135  
Stephenson, C. H. (letter), 195  
Stepping Stone Sparking Plug, 362  
Steerwood, F. T. (letter), 81  
Stocks, J. W., 99  
Stolen Sidecar, £5 Reward for, 354  
Stone, Phillip, 575  
Stone's, Mr. C. T., Spring Frame, 207  
Stopped Cheque, 412  
Stops for Carburettor Levers, 322  
Storing a Sidecar, 580  
— Heavy Fuels (letter), 287  
— Petrol Substitutes, 258  
Stratford Court, Excessive Zeal at, 10  
Street Lamps (letter), 219  
Strong, E. J. L. (letter), 16  
— Starting Mixture, 287  
Stuart, A. F. (letter), 431  
Stud, Replacing a, 322  
Sturdee, Mr. Thankfull, 472  
Sturdy Midget, A, 217  
Sturmer-Archer Gear Control (letter), 61  
Suction Drip Feed, 507  
Sub (letter), 362  
Substitute, A Good, 222  
— Tip, A, 258  
— Using, 532  
Substitutes, 487  
— Analysis of, 212  
— by Permit (leaderette), 223  
— — (letter), 265  
— Home-produced, 332  
— The Use of, 233  
Sudden Pulling Up, 508  
Suggestions for a Title, 209  
Suggestive Signpost, A, 377  
Summers (Dvr.), Jack W., 238  
— L.-Cpl. J., 569  
Sunbeam (illus.), 172, 384, 396, 495  
— 8 h.p. Russian Military Mount, 396, 429,  
495  
— Military Models, 402  
— Motor Cycle, 8 h.p., 57  
Sun Cycle and Fittings Co., Ltd., The (letter),  
287  
Sundon Way, A Run Round, 558  
Swaine, J. (letter), 527  
Swinton, Col. E. D., 160  
Swiss Despatch Riders, 590  
Syme, Bruce (letter), 429
- T.  
Tandem Four-wheelers, 511  
Tank Badge, A New, 474  
— Appreciated, 518  
— Creator, 541  
— Heroes, Honours for, 568  
— Minor, 455  
— A Suggested Featherweight Monocar, 433  
— Repair, A Temporary, 606  
— Sidecar (letter), 82  
— Talk, 419  
— The Price of a, 278  
— to be Used as a Delivery Van, 566  
Tanks, 13, 119, 140, 160, 351  
— A Tribute to the Men of the, 192  
— The Boche, 447  
Tail Lamp Connections, 225  
— — How to Keep Afloat, 403  
— — Tell Tale, 245



Tanner Force-feed Oil Pump, 42, 86  
 Taplin, G. W. (illus.), 210  
 Tappet Adjustment, 383  
 Tariff, A Preferential, 399  
 — Fixing a, 370  
 Tate, A. H. (letter), 397  
 Taylor, Cpl. J. W. (letter), 405  
 — G. D. (reader's reply), 173  
 Taymans, E. (illus.), 97  
 — Madame, 211  
 Taxation, A Suggestion for Future, 455  
 Taxis Only for Hire, 473  
 Tax, Refunding of, 240  
 T.C., Falkirk (letter), 38  
 Teasdale, E. A. (letter), 310  
 Technical Sergt.-Major, R.F.C. (letter), 500  
 Ten Thousand American Motor Cyclists, 521  
 — Years Ago, 205, 228, 441, 546, 592  
 Terror of the Road, 102  
 Testing Motor Cycles in Egypt, 493  
 Test of an Overseas Model, 295  
 — — British Fuel, 515  
 The Goat—A Perverse Beast, 538  
 The Motor Cycle and its Readers, 257  
 — — Spring Frame Campaign, 479  
 — — 2d. (leaderette), 201  
 Thomas, D. (letter), 243  
 Thompson, A. E. (letter), 398  
 — H. E., 285  
 — M. M., 409  
 — Pte. E. M. (letter), 455  
 Three-cylinder Engine, 552, 567  
 Three Years' Motor Cycling, 451  
 Throttle-controlled Force-feed Oil Pump, 400  
 — Lubrication (article), 34  
 Through Feminine Goggles, 334, 482  
 — Zululand and Natal, 409  
 Thwaite, C. B. (letter), 337  
 Tilop (letter), 103  
 Timing an Engine, 199, 507  
 — the Spark, 268  
 — — Valves and Ignition, 606  
 — Wheels, Noisy, 221  
 Timken Roller Bearing, 404  
 Title, Suggestions for, 209  
 Tool Roll Tip, A, 260  
 Tomblin, H. A. (letter), 17  
 Track of War, In the (illus.), 193  
 Traction Engine versus Motor Cycle, 349  
 Trailer and Sidecar, Combination of, 348  
 Transmission Experiences, Some, 230  
 Travelling by Train, 426  
 Travers, Pte. J. M. (letter), 565  
 Trenches and Rest Bilets, 473  
 — A Tip from the, 573  
 Trial Runs and Licences, 199  
 — Troubles, 393  
 Tricycles, Armstrong, 174  
 Tropics, An Old Machine in the, 183  
 Trollope, Flight-Lt. A. E., 474  
 Triumph 4 h.p. Sidecar Outfit (illus.), 184  
 — Gloria Sidecar Outfit, 555  
 — — Optics, 301  
 — Motor Cycles (illus.), 13, 33, 50, 152, 493  
 — 3½ h.p., 397  
 Triumphs for War Zone (illus.), 418  
 Tully, Minnie (letters), 527, 550  
 Turner, Cyril J. (letter), 405  
 Twin Engine (leader), 509  
 — Engines, 549  
 — Magneto for a Single-cylinder, 199  
 Twisting Handle Control (S. Sadler), 28  
 Two-speed Gear, Fitting a, 436  
 — — Wanted, A Sporting, 439  
 Two-stroke, An Economical, 272, 381  
 — Cleveland, 560  
 — Design, 481, 528, 549, 602  
 — Engines, 431  
 — — in America, 78  
 — — Canada, 455  
 — — Port Design on, 168, 195  
 — — Two Sparks in, 411  
 — for Sixpence, 510  
 — Improvements, 342  
 — Lubricating a, 508  
 — Lubrication, 355  
 — Machines, Climbing Abilities of (letter), 339  
 — Petrol Consumption, 527, 573  
 — Piston Rings, 203  
 — Purchasing, 355  
 — Radial Engine (patent), 150  
 — Rattle, 354, 580  
 — Simplifying the, 394, 456  
 — Timing a, 507  
 — Tip, A, 488  
 — v. Four, 494, 502, 549  
 — Four-stroke, 407, 457  
 — — (letters), 241, 338

Tyre Experience, An Unusual, 187  
 — Imports Stopped, 449  
 — Mileage Cost Chart, 121  
 — Prices, 270  
 Tyres and Economy, 445  
 — Rise in Price of, 212  
 U.  
 Uganda, Motor Cycling Scenes in, 446  
 Ulster Centre, No Competitions in, 331  
 Umholoti River (illus.), 504  
 Unequal Lubrication of V Twins, 551  
 Uneven Firing, 199  
 Unit Construction, 388  
 Universal Model, The, 314  
 Unsatisfactory Running, 363  
 Unsold Newspapers, The Government and, 356  
 Upton, Gunner L. P., 279  
 Useful Leg Shields, 248  
 Use of Substitutes, The, 233  
 U.S. Troops for France, 376  
 Utility Machine, The, 463  
 — of the Motor Cycle, 240  
 — — Sidecar, 435  
 — v. Fads, 463

V.  
 Vacheron, J. R. (letter), 457  
 Valve Arrangement, Concentric, 277  
 — Springs, Removing Self-cottered, 323  
 — Stem Lubricator, 596  
 — Timing, 172  
 — — on Twins, 66  
 Valves and Efficiency (letters), 61, 170  
 — Combined, 324  
 — Electrically-operated, 477  
 — Overhead, 458, 501, 516  
 — Pit? Why do, 415  
 — Squeaky, 246  
 — II. (The Critics), 470  
 Vandervell, Mrs. C. A., and Wounded Soldiers, 11  
 Vaporine Petrol Substitute, 174  
 Vaporiser, A. H. Burslem (letters), 38, 80  
 — An Efficient, 408  
 Vaporising Paraffin, 554  
 Variable Jet, A, 322  
 — — Fitment, A, 488  
 — Pulley Gearing, 270  
 Variety of Conditions for Despatch Riders, 279  
 Veloce, Ltd. (letter), 601  
 Velocette Two-stroke, The, 272  
 Verdun, Photographs of, 50, 193  
 Vibration, 220  
 Vickers, Archibald, Ltd. (letter), 287  
 — Bombr. W. H., 390  
 — Clyno Machine Gun Sidecars, 498  
 Vickers-Jones, Basil, 12  
 Visit to a Military Camp, 354  
 Vitesse, Engine Names, 268, 287  
 Voltage of a Magneto, 531  
 Volunteer Motor Cyclists, 455  
 — — Gathering of, 375, 426, 448, 499  
 — — — North Country, 478, 521  
 — — — in North Wales, 424, 425  
 — — — Liverpool, 477  
 — — — Orders for, 506  
 — — — Team Trial, 348  
 — — — The Work of, 226, 278, 351  
 — — — Wanted, 448  
 Volunteers at Blackpool, 472  
 V.S. Gear, Dismantling a, 436  
 Vulcaniser, A New Portable, 404

W.  
 Wadia, K. D. (letter), 243  
 Wakefield's, C. C., New Motor Oil, 174  
 Walker, H., 408  
 — (letter), 17  
 — Miss May (articles), 83, 482, 558  
 — Mr. A. C., 435  
 — W. P. (article), 132  
 Wallace, L. (letter), 267  
 Wallen, J. H. (letter), 266  
 Walmsley's, Rev. A. M., Family (illus.), 183  
 Wanted, a Good Lightweight, 551  
 War-battered Machines Buried in Snow (illus.), 210  
 War, In the Track of (illus.), 193  
 — Meeting, Another Remarkable, 574  
 — Model Motor Cycles, Triumphs, 418  
 — — Cycle, The Life of a, 308  
 — Service Machines, Norton, 262  
 — Time Mascot, 411  
 — — Necessity, A, 204  
 — Work and Lady Motor Cyclists (article), 134

War-scarred Motor Cycles, 544, 601  
 War-shattered Machines and the Public, 581  
 War-worn Motor Cycles, 547, 569, 581, 601  
 — — The Disposal of, 234, 237, 581  
 Ward, A. (letter), 527  
 — E. C., 277  
 — Pte. L. (letter), 528  
 Warden, G., 483  
 Warming the Air (letter), 81  
 — Up, Slow in, 579  
 Warwick, G., 342  
 Wasp (article), 564  
 Waste of Petrol, Preventing, 229, 242, 582  
 Wasting Petrol, 520  
 Water-cooling, 344  
 — of Motor Cycle Engines, 227, 288, 383  
 Water Injection in a Petrol Engine, 37, 80, 104  
 — in Petrol, 374  
 — on High-tension Terminal, 582  
 Watford Speedometers, 174  
 Watkinson, Art.-Cpl., 548  
 Watson, Cpl., 523  
 — 1st-A.M. S. F., 255  
 — S. F. (illus.), 520  
 Weak Compression, Under-lubrication and, 508  
 Weaknesses, Eliminating (leaderette), 223  
 Welcome to a New Ally, 396  
 Weaver, W. R. (letter), 217  
 Welding, Facts about, 174  
 Welsh Mountains, A Jaunt to, 158  
 Western Australia, Road Racing in, 374  
 — Hemisphere, Riding Conditions of the, 304  
 Westwood, Driver, J. B. (letter), 397  
 W.F.C. (letters), 312, 406  
 W.F.W. (letter), 574  
 Wharfedale, A.S.C., M.T. (letter), 601  
 What is the True Petrol Position? (leaderette), 369  
 Wheeler, R. N. F., 279  
 Wheels, Spring, 371  
 — The Size of, 427  
 Which Type of Machine? 541  
 Whitaker, Frank, 210  
 Whitehead, H. R. (letter), 455  
 White, Miss Mary, 331  
 — Oil, 579  
 Whitham, S. A. M., 395  
 Whittick, R. B. (article), 20  
 Whitworth, S. F. (article), 233  
 Why Black? 225  
 — not Three Cylinders? 552  
 Wilde, A. H. (letter), 168  
 Wilkins, G. W., 74  
 — M. C. (letter), 16  
 Williams, Eric (illus. and article), 46  
 — G. (letter), 406  
 — R. (letter), 397  
 Williamson 8 h.p., 491  
 Willis Petrol-paraffin Carburetter, 28  
 Wilson, Major W. G., 541  
 — R., 530  
 — Capt. W. Frank (letter), 430  
 Windscreen, A Home-made, 596  
 Wiring a Lighting Set, 485  
 W.M. Workington (letter), 37  
 Women Despatch Riders, 472  
 Wood, A. (letter), 551  
 — Evan. J. (letter), 574  
 — Mrs. Stevens, 448  
 Woods, Frank M. (letter), 383  
 Woodhouse, Capt. J. W., 95  
 Woodman, Lt. T., 12  
 Woolf Graphite Lubricator, 89  
 Work and Training of a Despatch Rider, 464  
 World-wide Trade, 475  
 Worn Belt Pulley, 172  
 Wounded Soldiers' Outing (illus.), 598  
 — — on the Mersey, 542  
 Wray, A. (letter), 38  
 Wright, Lt. J. L. (letter), 589  
 — Sgt. F. G. (Overseas letter), 314  
 W.T.P. (letter), 457  
 Wyatt, H., 601

Y.  
 Yarrow, H. (letter), 289  
 Year of Origin (letters), 217, 265  
 Youths for the R.F.C., 447

Z.  
 Zenith Belt and Chain Transmission, 231  
 — Overhauling a 1914 6 h.p., 326  
 Zephyr Motor Attachment, 164, 222



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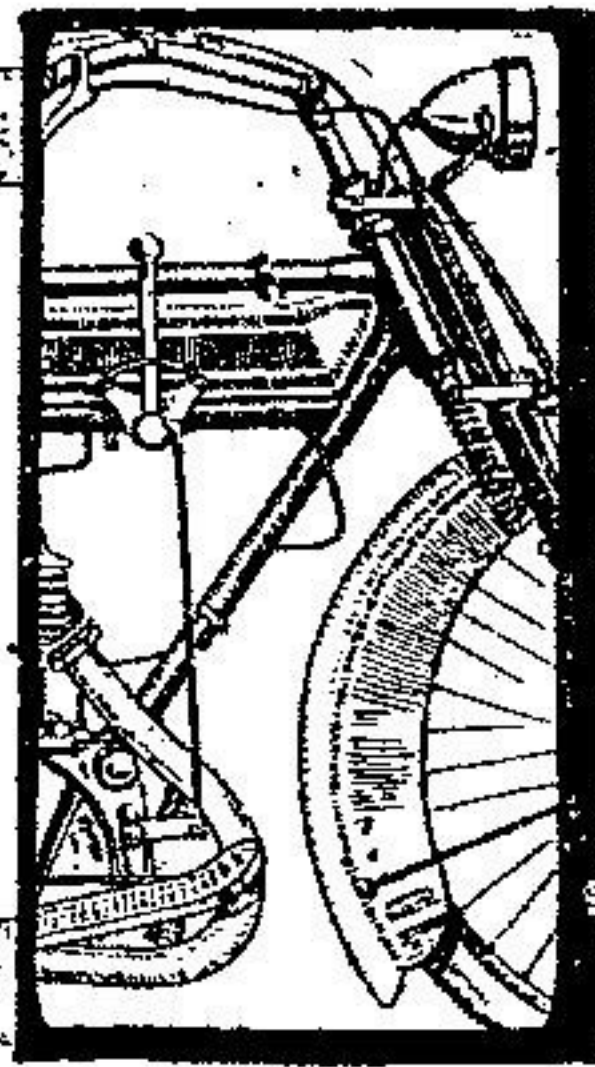
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The Desirability of Comfort.  
A Good Substitute for an Entirely Sprung Frame.



THE ideal spring frame is slow in materialising, but in its absence it is encouraging to note that many makers are endeavouring to render their machines more comfortable by the introduction of spring saddle pillars. Several

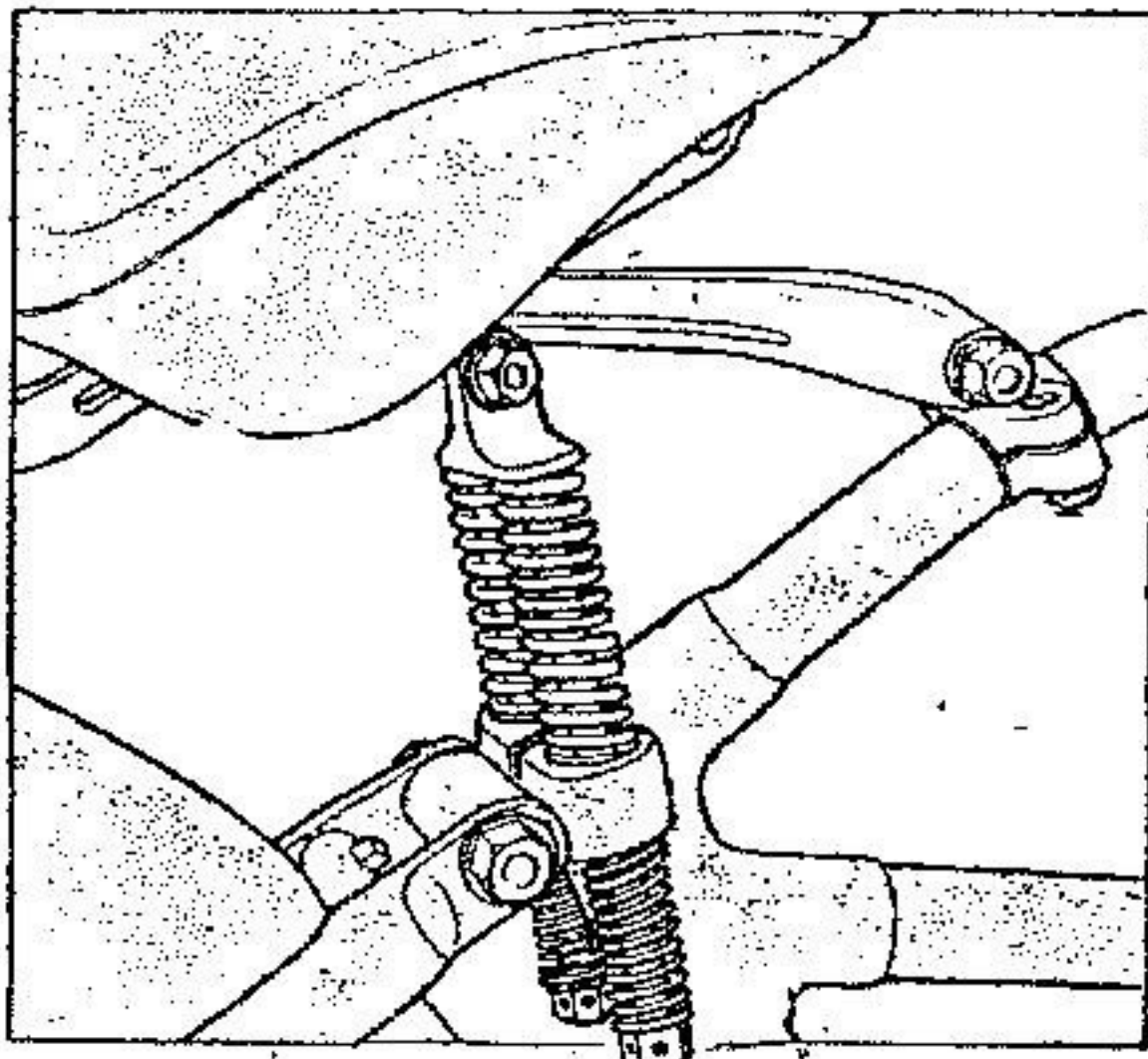
had to suffer, if not at first, as soon as slight wear takes place. Rigidity of the rear wheel is an important point to be considered. Lack of it causes most unpleasant sensations when taking sharp turns at speed or when negotiating difficult stretches of rutty or greasy road. This disadvantage may easily counteract the advantage of increased comfort gained by the springing. The insulation given by the spring seat-pillar, although insulating only the rider from road shocks, at any rate permits the rigidity of the rear wheel to be maintained, and also allows for a simple construction of the frame, which is, of course, an important point if the price of the complete machine is to be kept down. The spring seat-pillar was perhaps one of the earliest attempts to reduce road shocks, and it will be remembered that a most excellent example was on the market incorporated as a standard fitment on the Rex-models as early as 1907. Probably the chief disadvantage with the spring pillar is that the riding position is necessarily somewhat higher than it would be with the ordinary saddle attachment, but with the low built frames of to-day this can really be overlooked. Among the many machines now fitted as standard with these extra springing devices—or on which a device can be included if specified—may be mentioned the following leading makes: Clyno, Ariel, A.J.S., Rex, and Leader.

### An Early Model.

The spring seat-pillar fitted to the Rex de Luxe since 1907 is quite a simple affair, and is on the cantilever principle. The tube on which the saddle is carried is hinged at the foremost end, where it is attached to the cycle frame by means of a clip. Amidsips are two guide rods, which pass through two guide lugs cast on the saddle lug of the machine. Above the guides are the two main springs; while below are situated two springs to take the rebound.

The Ariel device is on front fork principles, and consists of an auxiliary

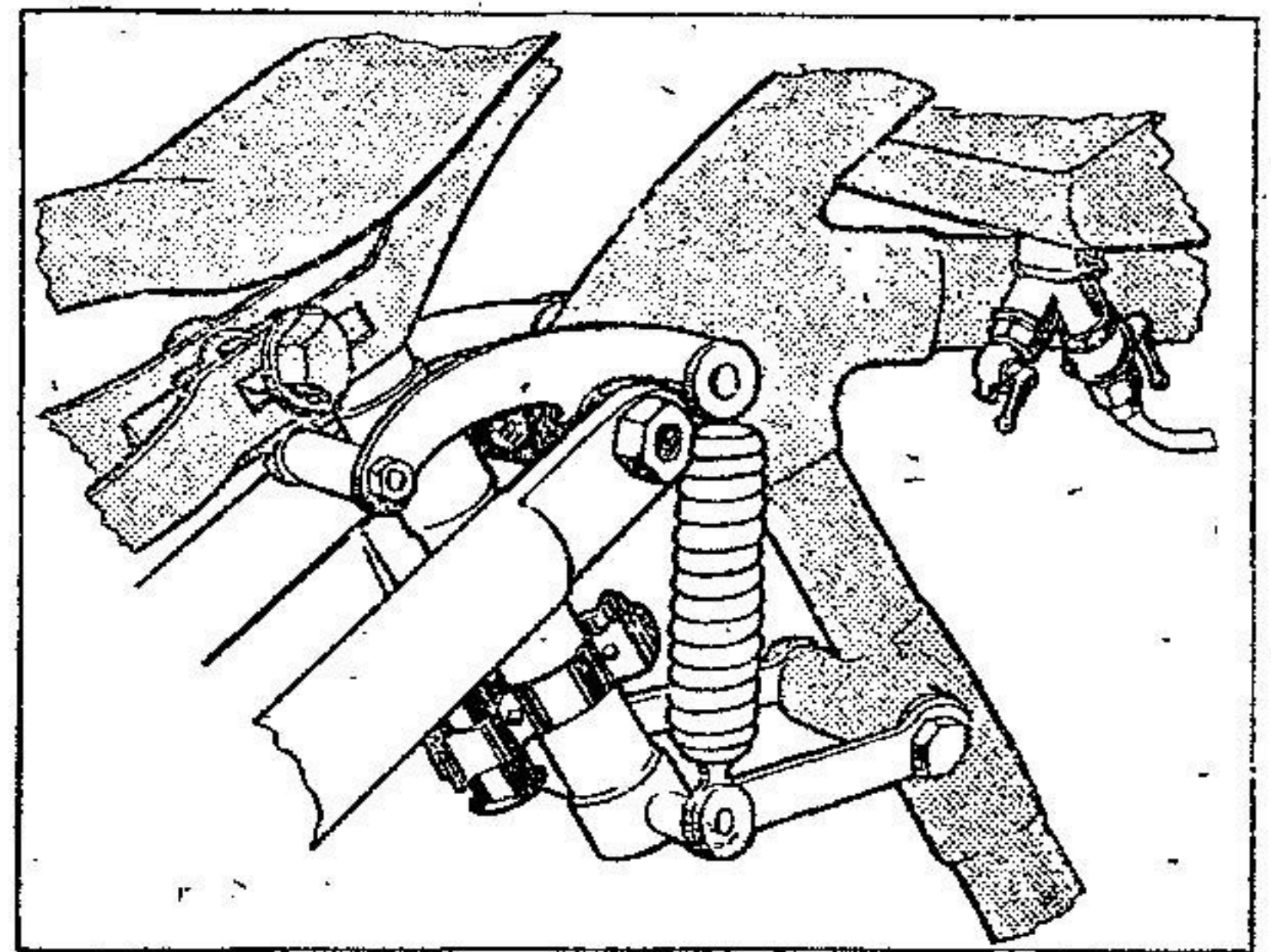
seat-pillar carried at the rear of the frame saddle tube, to which it is connected by four rocking links. The springing is obtained by two suspension



Rex cantilever suspension.

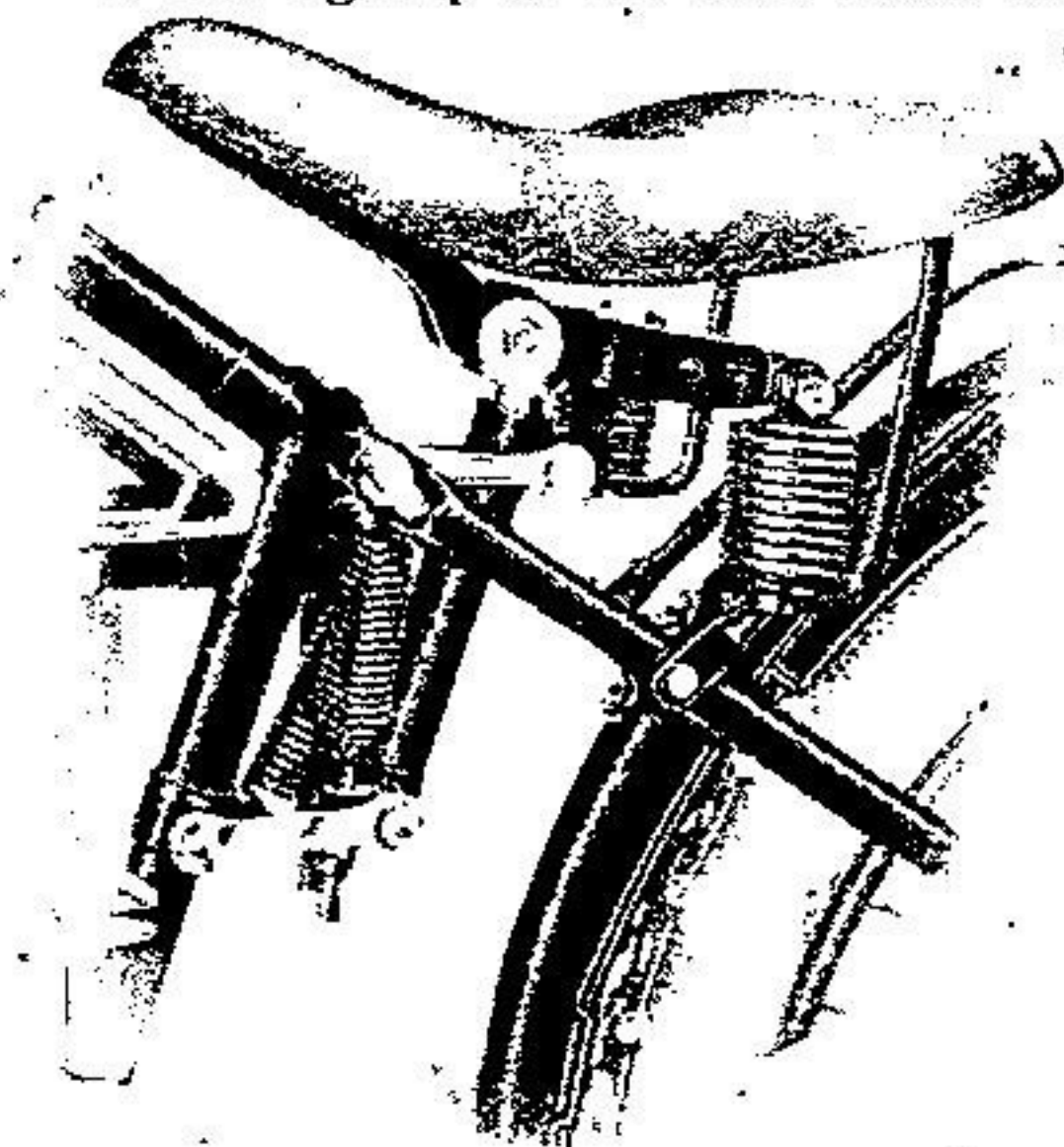
firms have already adopted them as standard, though others still regard them as an "extra." Although this type of springing is not so good as the ideal spring frame would be if it could be evolved, it is certainly a simple way of adding to the comfort of the rider.

In nearly all designs of the fully sprung frame that have so far been manufactured very many difficulties arise. Among other points, the rigidity of the rear wheel has

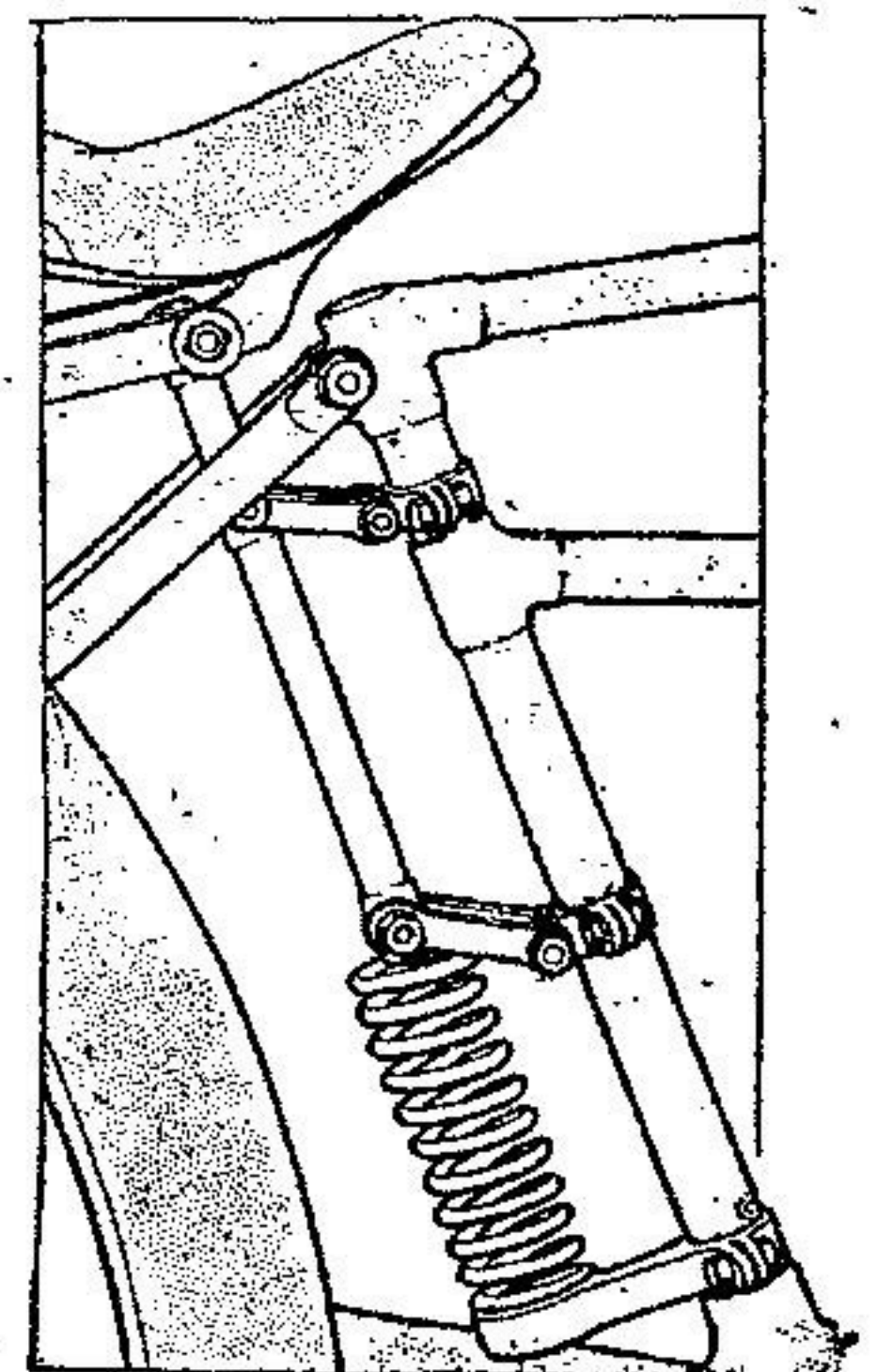


On the latest Clyno a spring saddle-pillar is used, also based on the front fork principle.

springs, while a third spring is provided to absorb the recoil shocks. The auxiliary seat-pillar is adjustable to a



The Ariel saddle suspension is based on front fork principles, the auxiliary seat-pillar being adjustable to various weights.



The A.J.S. device consists of an auxiliary saddle tube, beneath which is one large compression spring.

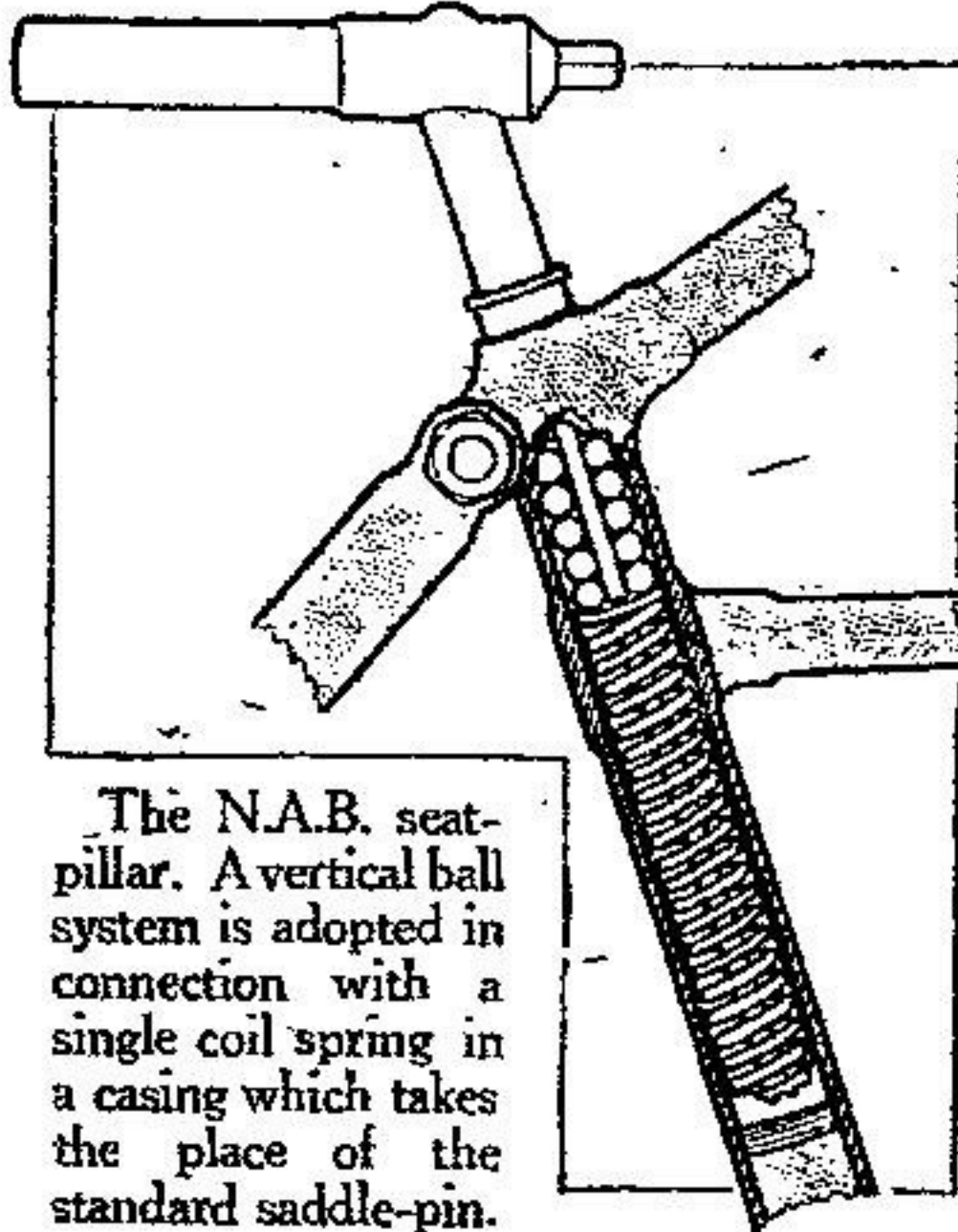


**Spring Seat-pillars.—**

certain extent to suit the weight of rider, while if so desired it can be entirely removed, and an ordinary seat-pillar fitted in the usual way.

On the latest War Office model Clynos the spring saddle-pillar is also on the spring front fork principle. The saddle pin proper telescopes into a tube which is connected to the cycle frame by means of four links. The attachment to the frame is by bolts passing through specially designed lugs brazed to the frame; two tension springs sustain the load.

The A.J.S. device, though not a standard fitment, can be had as an



The N.A.B. seat-pillar. A vertical ball system is adopted in connection with a single coil spring in a casing which takes the place of the standard saddle-pin.

extra on any model. It consists of an auxiliary saddle tube situated behind the usual saddle tube of the frame. The auxiliary tube is attached to the frame by means of two pairs of links, the clips that secure the device to the frame being detachable. The springing is obtained by means of one large compression spring situated beneath the auxiliary saddle support to which one end of the spring is secured, the other end being supported on and attached to a stout bracket which is clipped to the down tube.

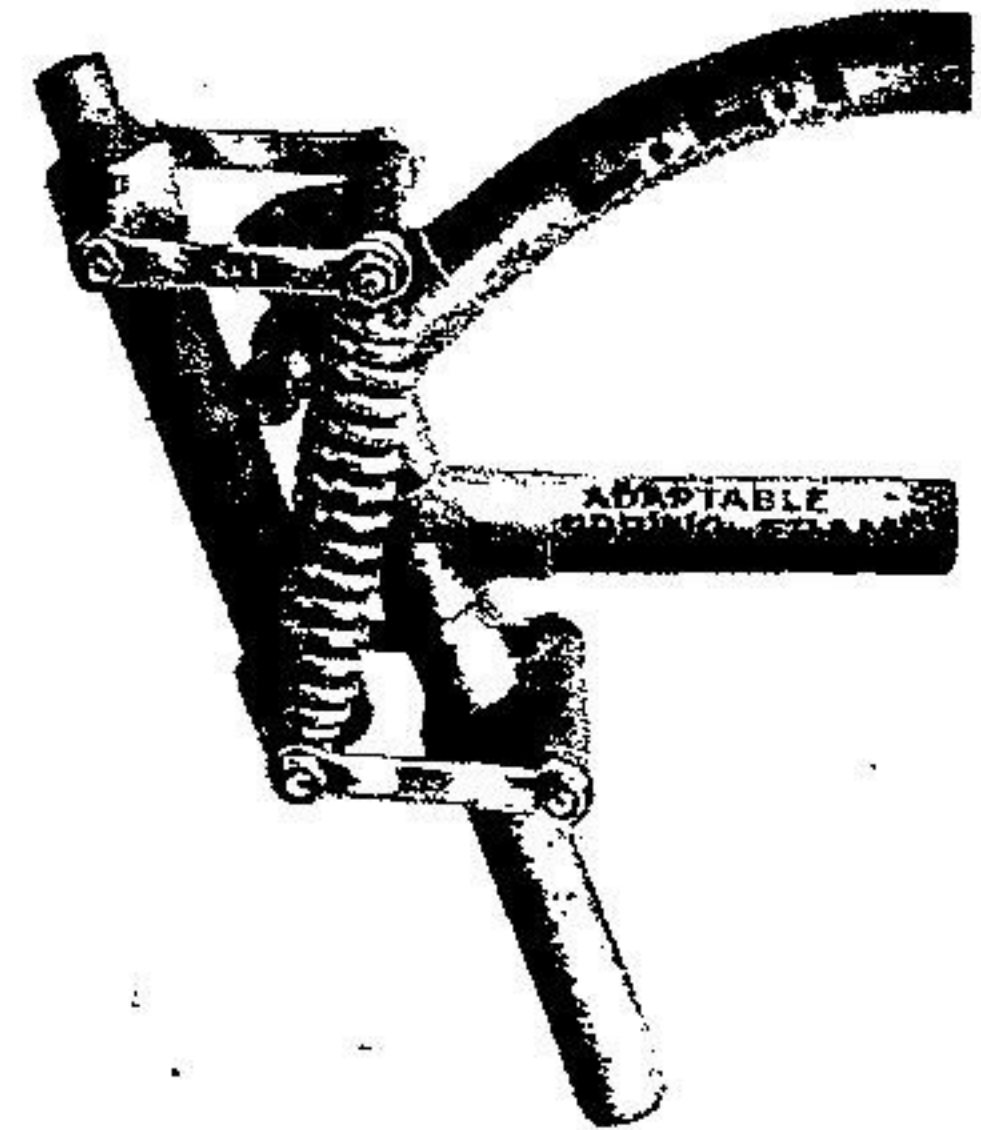
**Auxiliary Attachments.**

Apart from the machines fitted with standard spring seat-pillars, there are now attachments available for fitting to existing motor cycles. Among these, probably the best known is the N.A.B., which has been on the market for many years. The pillar fits in place of the usual standard saddle pin, and consists of a solid pin telescoping in a casing, which fits in the usual saddle-pillar tube. The pin is supported on a strong coiled spring, and rows of ball bearings are inserted in grooves between it and the outside casing, these being to prevent the movable pillar from jamming, and to give a free and easy movement. The saddle is mounted on the top of this movable pin, and an adjustable top is provided for the purpose. The N.A.B. can also be obtained in a form which clamps to the down tube of the bicycle frame, and so gives a very low riding position. It will suit machines not fitted with the usual hollow saddle tube.

The E.L.I. adaptable spring frame

manufactured by Eli Clarke, the well-known Douglas rider of Bristol, is another serviceable spring saddle attachment which will fit practically any machine.

It is really an adaptation of Druid fork design to the saddle-pillar. The saddle-pillar proper is attached to the down tube by means of links, as in the spring fork, these being secured to the tube by means of substantial clips. Two strong coil tension springs extend from the frame pivot of the upper links to the floating pillar pivot of the lower links, the weight of the rider being, therefore, supported by these springs. The motion given to the saddle would be exactly the same as that of the front spring forks.



The E.L.I. is another adaptation of front fork springing, and is easily attached to any machine.

## RACING IN CHILE.

### Success of British Machines in Santiago Speed Trials.

THE most important motor cycling event of the year held at Santiago de Chile took place recently over an oval course measuring nearly 1,700 metres (just over one mile). The course has a fair surface, but, as it has no banking, excessive pace is impossible, but speeds of 56, 59, and 62 m.p.h. over the lap were attained.

**Junior Race.**

The competitors were divided into the following classes: Class I. for machines under 350 c.c.; Class II. machines under 450 c.c.; Class III. under 500 c.c.; and Class IV. unlimited. Class I. contained the following entries: three Junior Triumphs, one Wanderer, one Alcyon, one F.N., and one Brown, while Class II. contained four N.S.U.'s, three Peugeotts, and one Humber.

Classes I. and II. were run over the course concurrently, one of the Triumphs,

ridden by H. Wilson, failing to get away; but later this rider put up some extraordinarily fast laps, and worked himself into the fourth position. In the sixteenth lap Corson (Peugeot) retired with engine troubles, and on the twenty-seventh lap Wilson ran into first place. Subsequently, however, his tyre burst, and though he tried to finish, the tyre came off the rim, throwing the rider at the very last turn. Results:

**FIFTY KILOMETRES.****CLASS I.**

1. A. Checa (Alcyon, 271 c.c.)
2. A. Friedemann (Wanderer, 251 c.c.)

Speed 37½ m.p.h.

**CLASS II.**

1. L. Poggi (Humber, 350 c.c.)
2. J. Birrer (N.S.U., 396 c.c.)

**The Senior Race.**

The Senior race was very keenly contested between the Triumph, Harley-Davidson, and Indian machines. The

Triumph riders put up some marvellous riding, attaining speeds of 58 and 59 m.p.h., the American machines proving heavy to handle for the constant cornering at speed. Maillard, the crack rider of the Valparaiso Moto Club, experienced trouble with the belt of his Triumph twisting, and after putting up a splendid race was forced to retire. F. Bolt, an Indian rider, retired on the nineteenth lap, and on the twenty-fifth lap one of the H.D. riders came to grief, luckily sustaining no serious injuries. Results:

**HUNDRED KILOMETRES.****CLASS III.**

1. F. Moreno (T.T. Triumph, 498 c.c.), time 1h. 24m.
2. F. Larios (Kynoch-Jap, 499 c.c.)
3. E. Betteley (Motosacoche, 495 c.c.)

Won by three laps. Speed 44.4 m.p.h.

**CLASS IV.**

1. A. Macchiavello (Triumph, 550 c.c.), time 1h. 19m. 16s.
2. O. Grunnert (Harley-Davidson, 998 c.c.)
3. R. Maira (Indian, 998 c.c.)

Speed 47 m.p.h.

## THE ANNUAL GENERAL MEETING OF THE MOTOR CYCLING CLUB.

THE annual general meeting of the M.C.C. was held at the Cafe Monico, Piccadilly Circus, London, W., on Wednesday, January 31st. Mr. E. M. P. Boileau was invited to take the chair.

The only business of the meeting was to receive the annual report and statement of accounts.

During the meeting it was announced that Mr. Arthur Millbourn is acting as

hon. sec. *pro tem.*, and Mr. W. H. Wells is doing the work of treasurer.

It was proposed by the Chairman and seconded by Mr. H. Taylor that the officers of the club and committee should be re-elected for the present year. The auditor, Mr. W. Richards, was also re-elected.

Mr. Wells proposed and Mr. Armstrong seconded the proposal that no applications

for subscriptions should be made to members during the war. The proposal was carried *nem. con.*

Mr. R. H. Head, chairman of the club, mentioned that the hon. sec. of the club, Mr. Southcomb May, M.M.G.S., had been wounded in East Africa, and was in hospital at Cape Town. Another member of the committee, Mr. E. B. Dickson, had also been wounded.





## SPRING WHEELS.

Spring Wheels are now Widely Used by the Army, and Great Strides have recently been made in this Line of Invention.

FROM the earliest periods of history but little alteration has been made in the principles of wheel construction and design. The solid wooden wheel with steel tyre was, for many ages, adequate for every type of vehicle.

Good roads brought about the rubber tyre. After the introduction of light and faster vehicles the pneumatic tyre was evolved, but now that we have vehicles weighing anything up to 2 tons, and capable of speeds up to 60 m.p.h., it is not unreasonable to suppose that something better than the solid wheel may be introduced to meet the changed conditions.

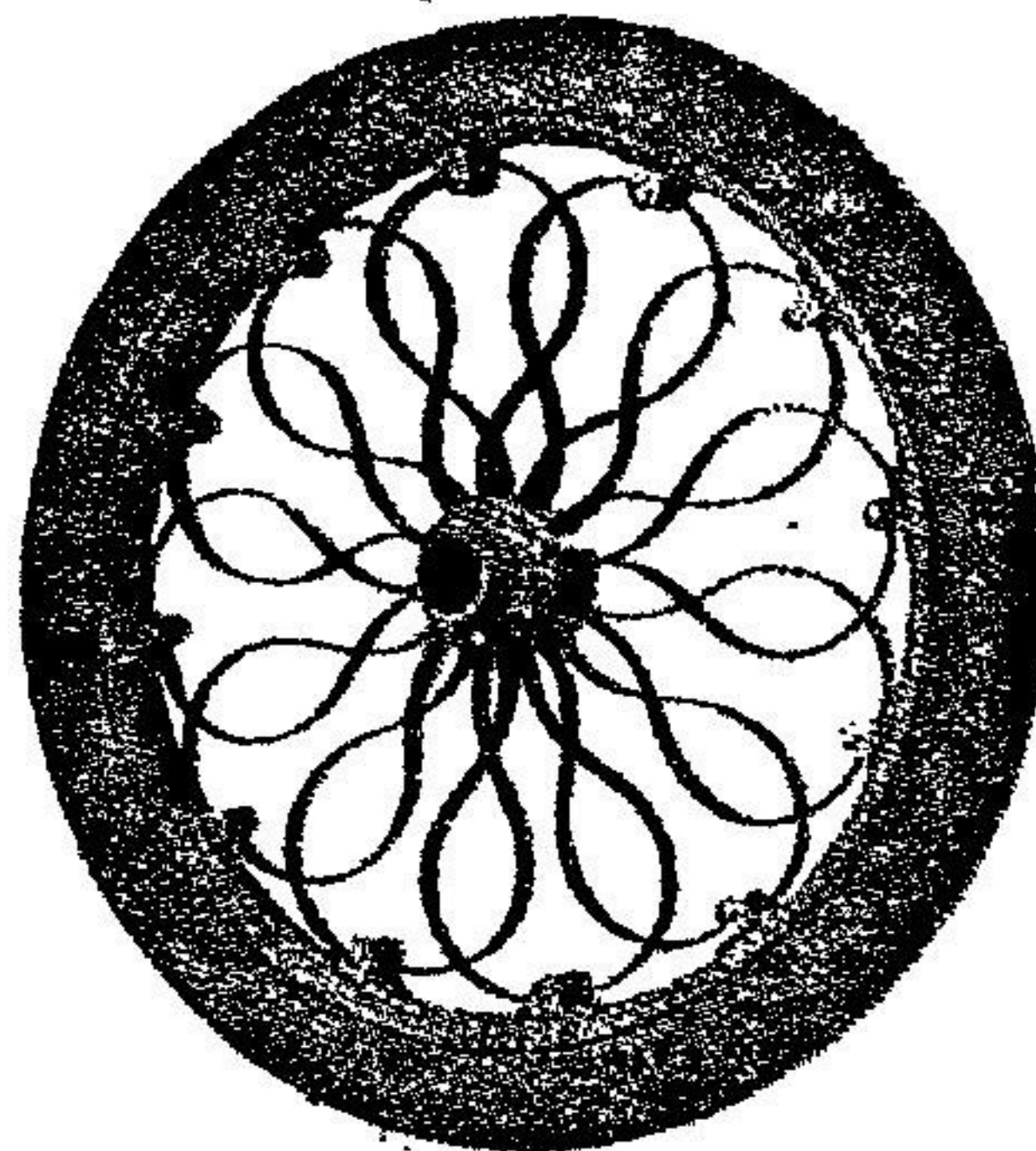
### The Possibilities of Shock-absorbing Wheels.

At any rate we cannot fairly close our eyes to the efforts of invention trending in this desirable direction. True, spring wheels of the past may have possessed conspicuous weaknesses, may, indeed, have been in the main "abominable contraptions," but, for that matter, the pneumatic-tyred wheel is not perfection. Its shock-absorbing properties are dependent on the narrow margin of tyre resiliency; the tyre is apt to puncture and strand one away from home, it is costly, and has a limited life.

So far as motor cycles are concerned, it is not to be anticipated that the spring wheel will ever eliminate the use of pneumatic tyres, but it would, in a perfected state, come as a valuable adjunct to the pneumatic tyre. Some ambitious inventors may even see in the spring wheel the secret of the rear springing problem, but, on the face of things, the spring wheel presents the same difficulties as those which stand in the way of the spring frame—namely, the wheel must be rigid in every direction (except radially) to resist lateral strains; it must be silent in action, and

capable of withstanding long usage without rattling to pieces, and must be capable of withstanding the driving strains without wasting power.

Since the advent of motor vehicles the spring wheel has offered an unlimited field for inventive genius, but up to now with no permanent results. Recently, however, developments have been made,



The Ackerman spring wheel.

and it is encouraging to note that in Europe to-day there are many heavy military transport vehicles equipped with spring wheels in place of pneumatic tyres. Does this mark the period of a new development in wheel design?

### Under Practical Test.

Except as concerns the question of weight, there is no apparent reason why a spring steel wheel, having no wearing parts; and giving a certain amount of radial elasticity, should not be applicable to motor cycles, and such an innovation is the Ackerman wheel, a product of the

United States, which possesses resilient steel spokes, instead of the usual variety. According to the *Motor Mechanic*, an Ohio periodical, this wheel has undergone four years of practical test, and very extravagant claims are made for it. It is stated that this wheel, even when fitted with a solid tyre, imposes less jolting strain on the axle than a solid wheel having a pneumatic tyre, and that, when used in conjunction with the latter, the life of the tyre is decided by its internal durability rather than its outer wearing qualities. As regards the strength of the wheel, the provision for overload is such that a wheel in which 30% of the spokes are broken is safe to run, and it may be added that broken spokes can be replaced without removing the wheel or ever jacking it up.

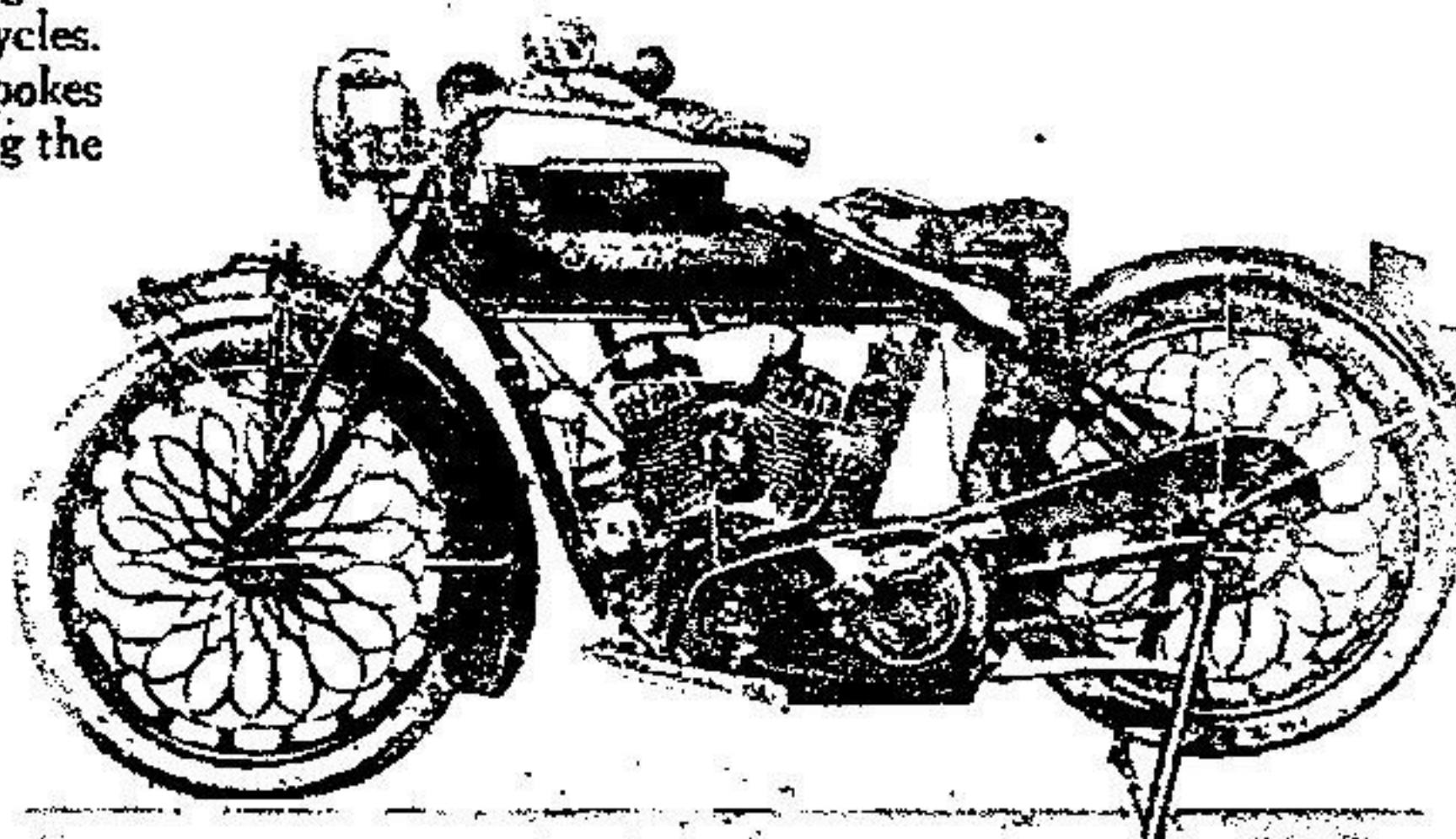
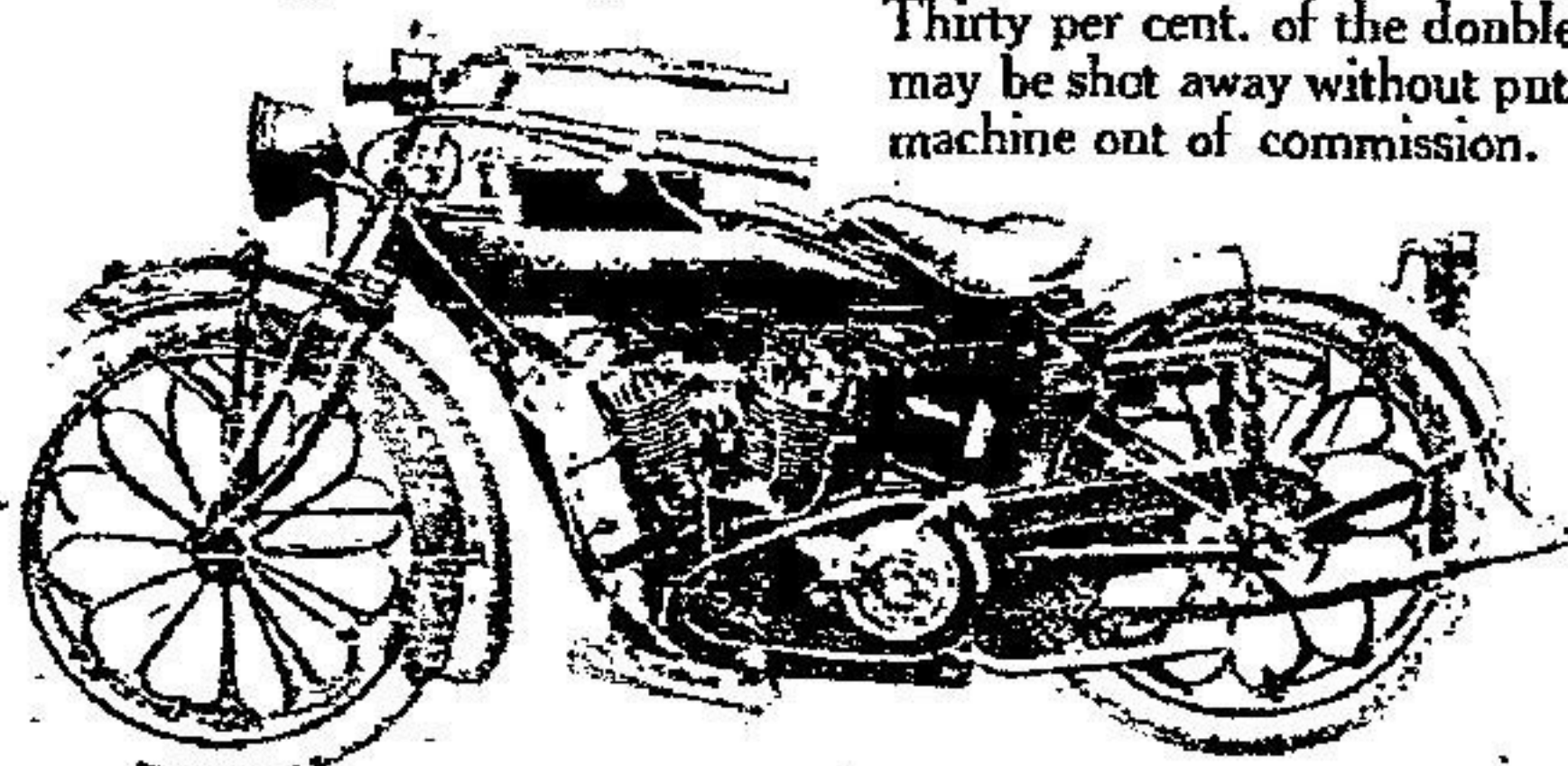
### Great Strength Claimed.

Apparently very extensive tests have been made, and on one test, under side thrust, a wooden wheel gave way beyond repair under a load of 5,530 lb. lateral thrust, whereas with the steel wheel the first signs of rupture appeared at 18,500 lb., and even then the damage was immediately repairable. On another test two wheels were tested simultaneously under a combined load of 13,000 lb.—nine times the load for which they were designed. The load was left for two hours, after which the wheels were removed and no sign of set or deflection was perceptible.

How far these claims may impress our readers is a matter of speculation, but it must be borne in mind that, if the spring wheel became a practical proposition, it would effect an enormous improvement in motor cycle design. The shock-absorbing properties of the wheel need not be great in order to assist very materially in the direction of comfort and reduced wear.

These spring wheels are light in appearance, yet capable of withstanding great strains. The type on the right was designed for American war motor cycles.

Thirty per cent. of the double spokes may be shot away without putting the machine out of commission.





# GEAR REPAIRS.

Whatever your gear is WE can repair it promptly.

Is it STURMEY-ARCHER  
or ARMSTRONG?

We have specialised in repairing these for the past three years, and have EVERY PART for EVERY TYPE *actually in stock*. Where desired, parts can be supplied by return post. GEARS REPAIRED IN SIX HOURS with tested parts, exactly as supplied by us to the British and Allied Governments

READ WHAT CUSTOMERS SAY:

Victory Cycles and Motor Cycles,

Witham, Hull, 12th April, 1917.

Dear Sirs,—I thank you for the prompt despatch of wheel, and also for the parts returned. Our customer is highly satisfied, and the gear is now as good as when new.

Yours truly, A. E. BROWN

Lydd, Kent, 17/7/17.

Dear Sirs,—My J.S. gear arrived yesterday and I was able to subject it to a road test. I am pleased to say that the gear is now quite satisfactory in every respect. Thanking you for the prompt attention. yours faithfully, HERBERT VIELER.

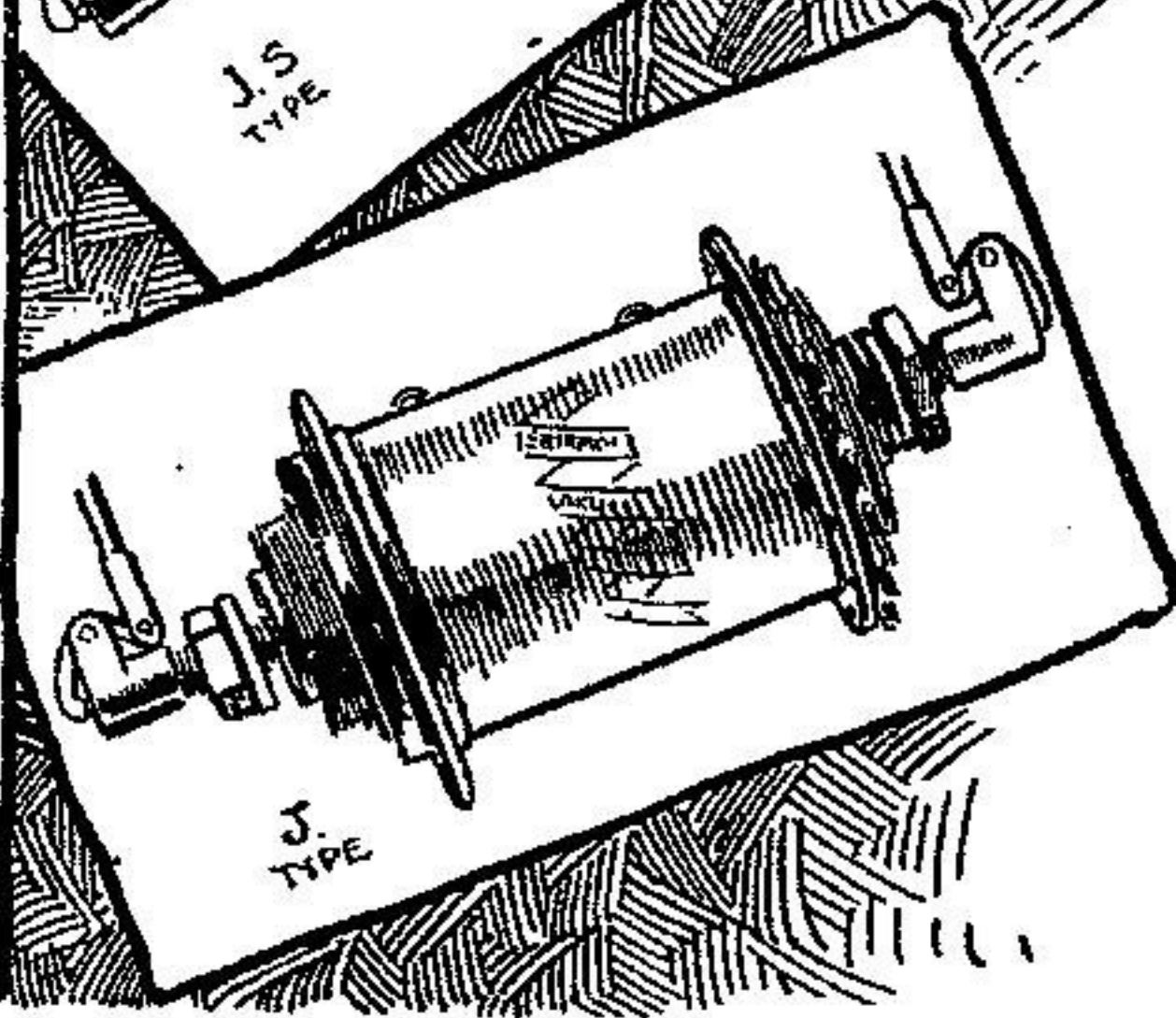
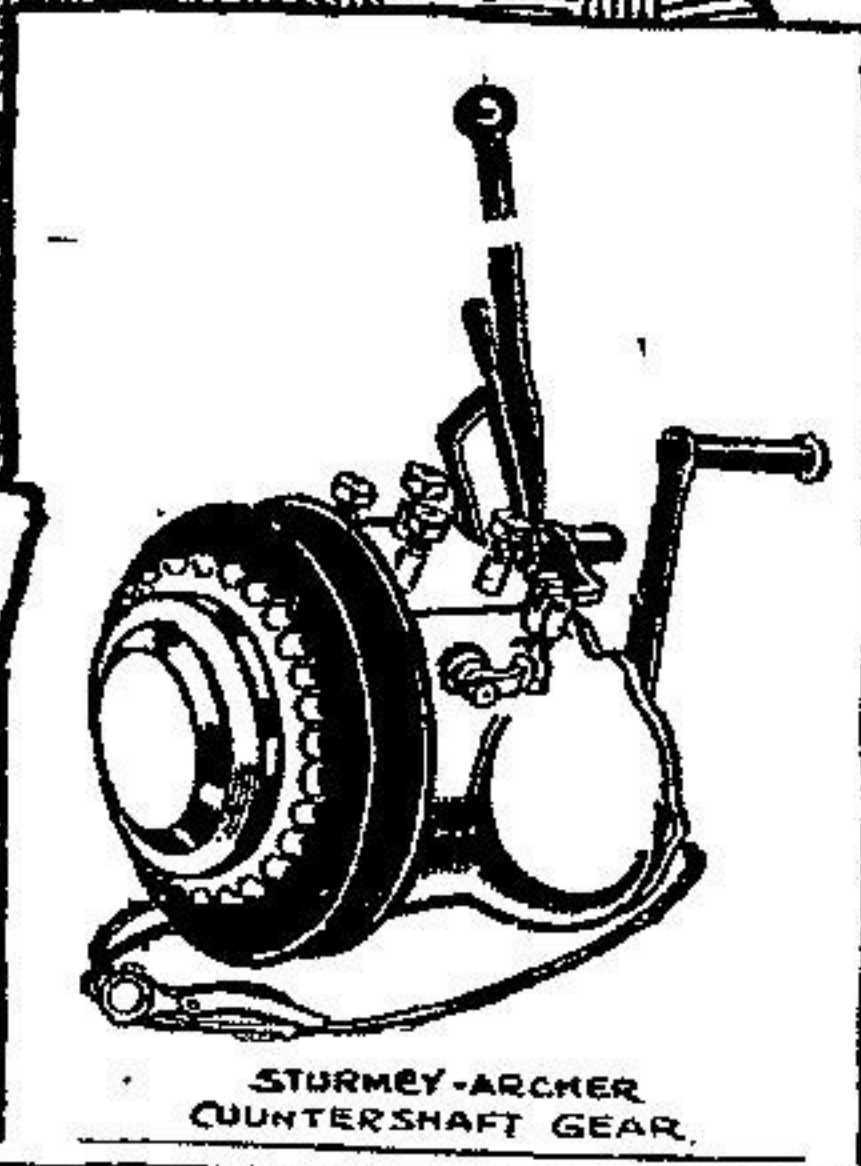
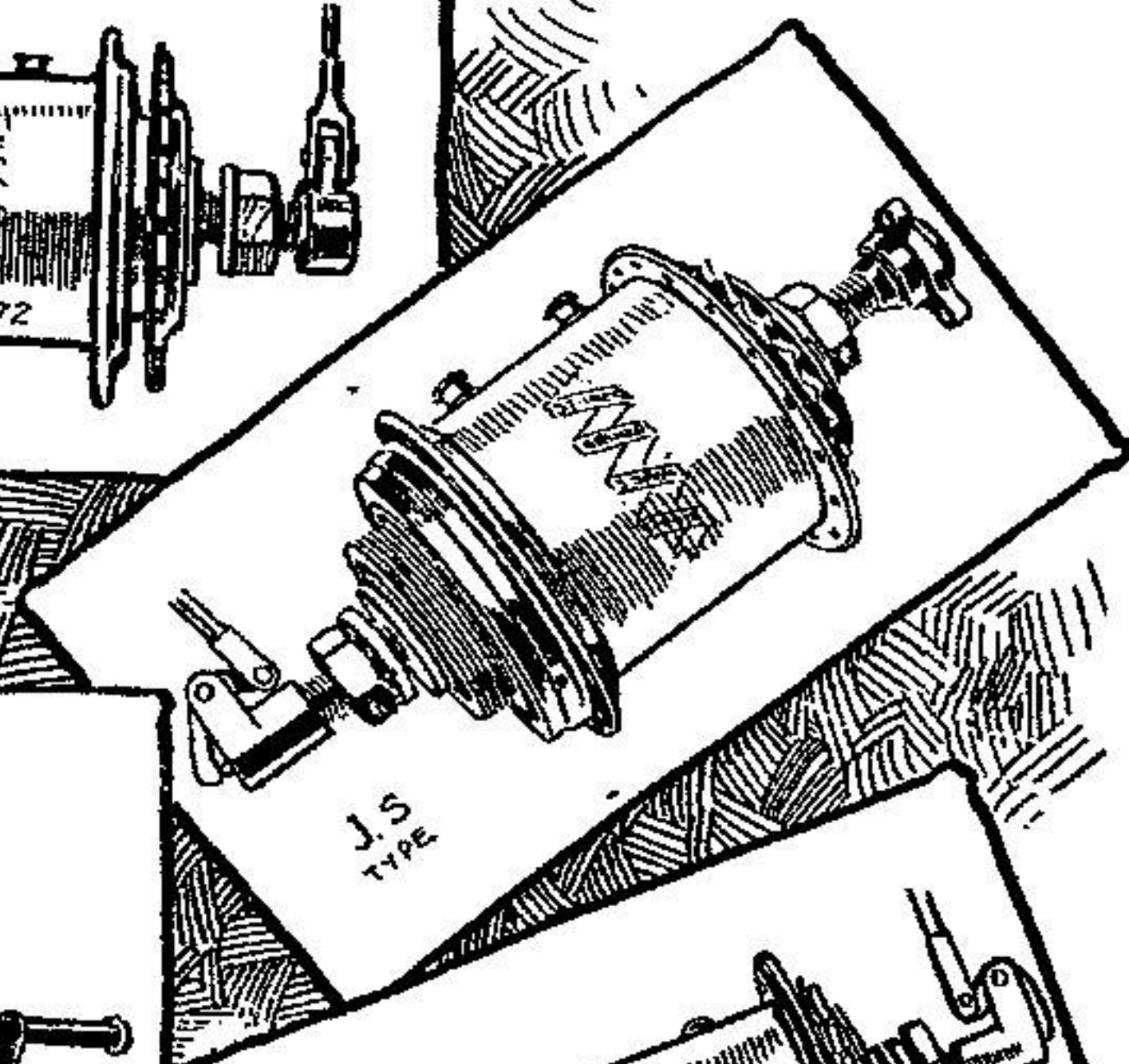
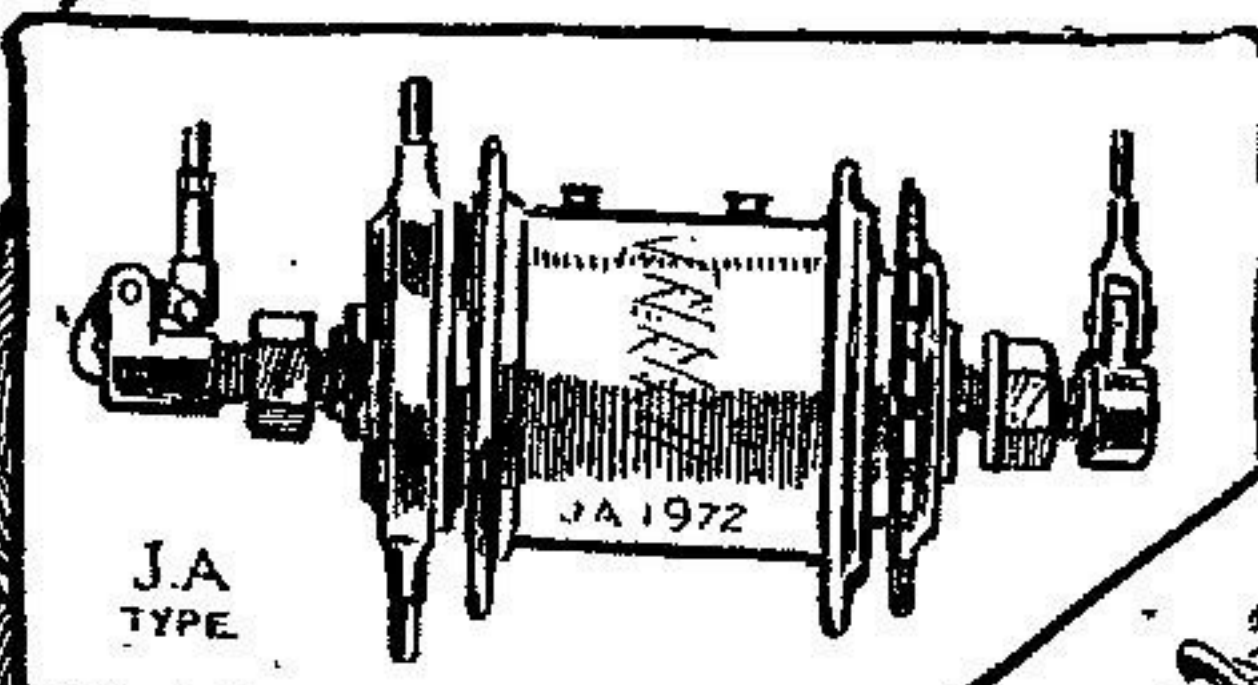
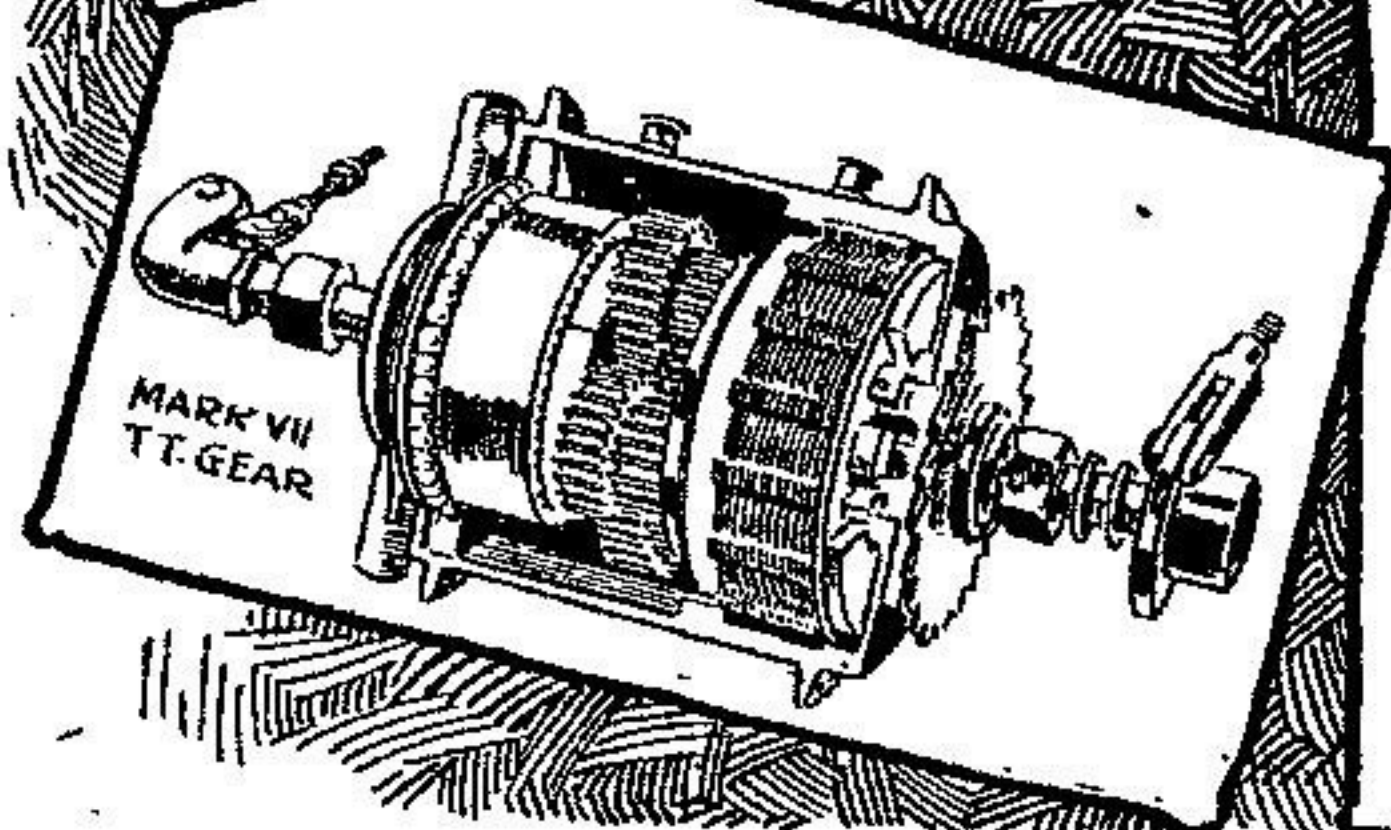
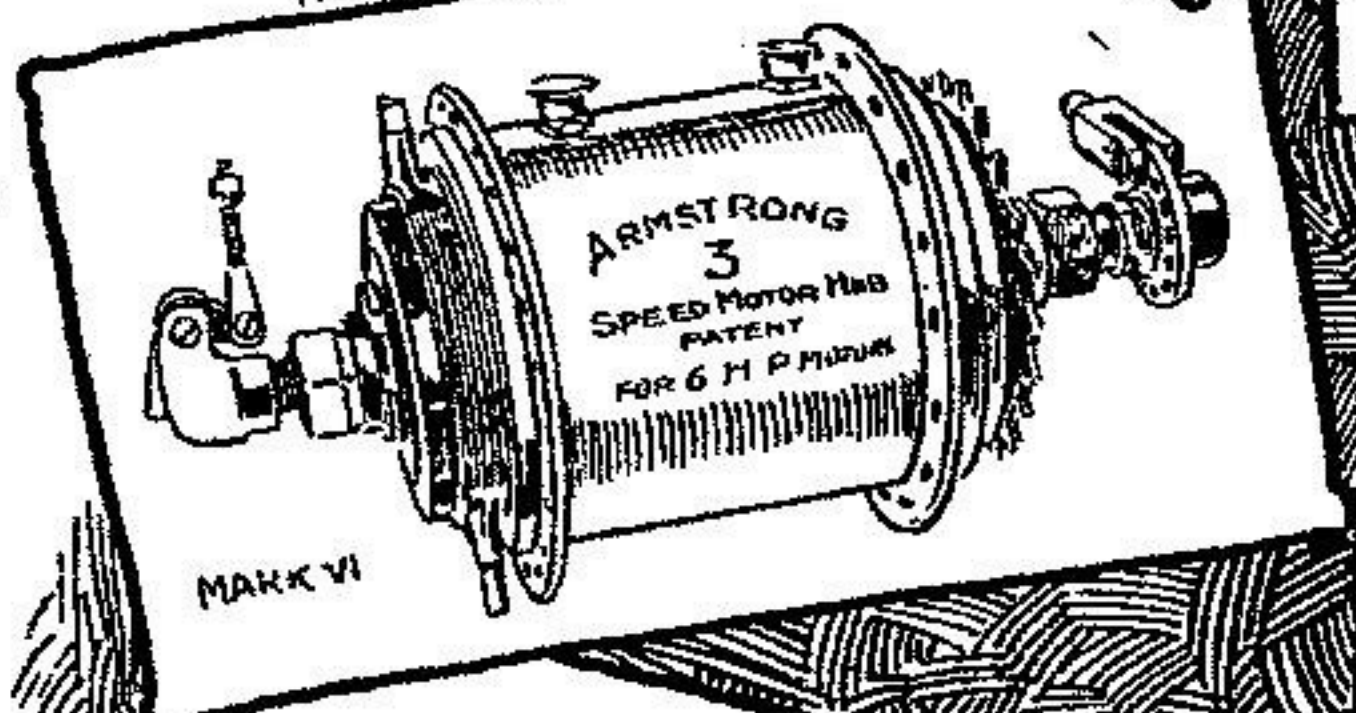
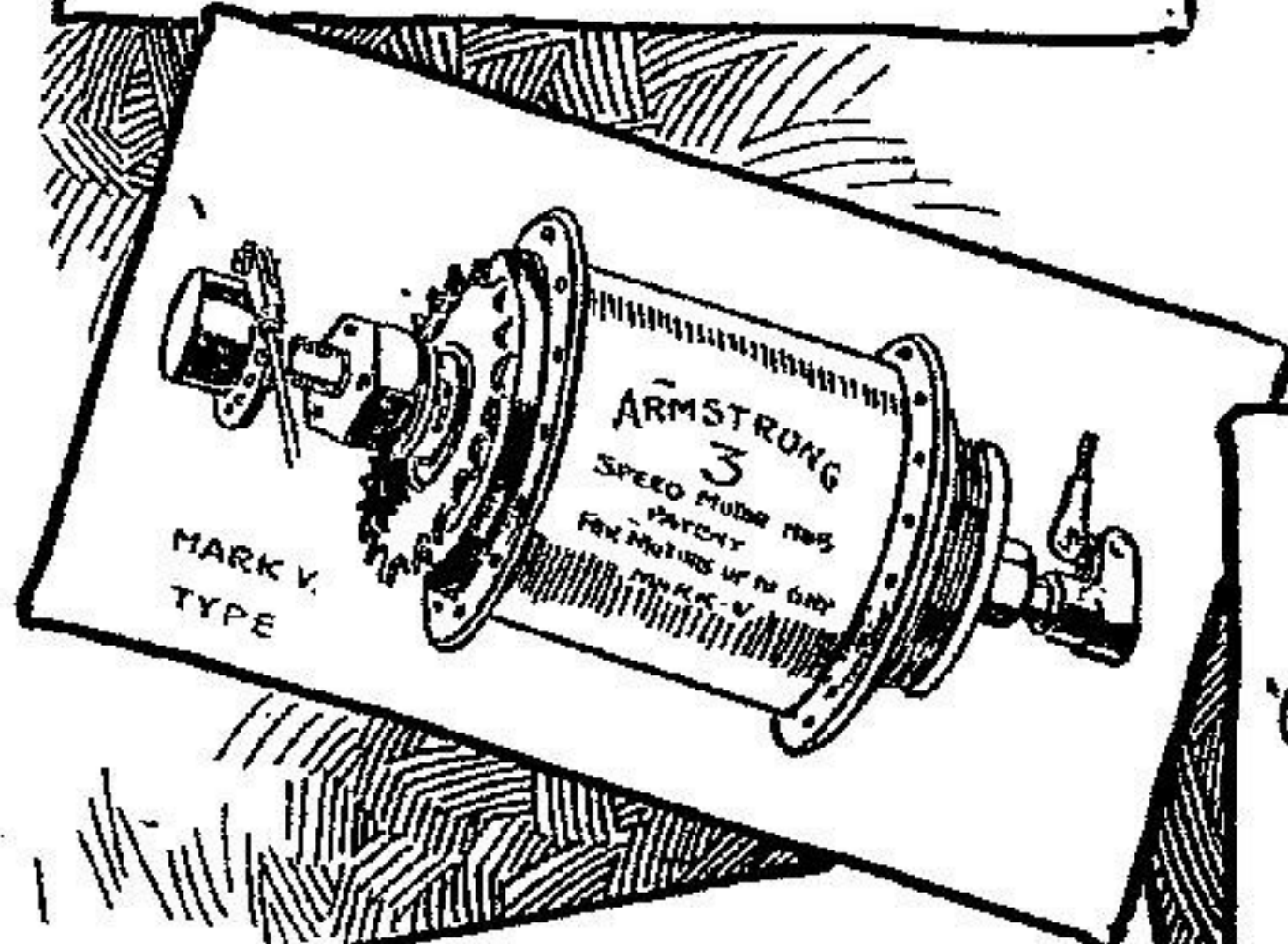
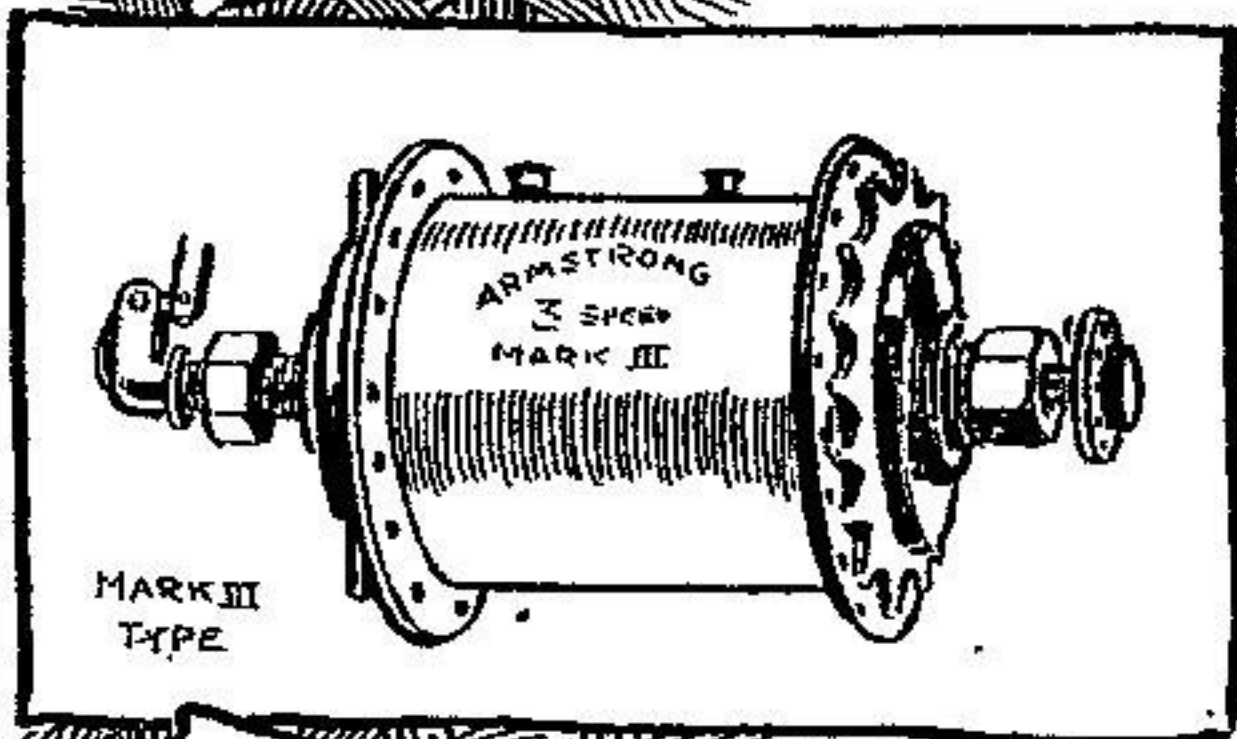
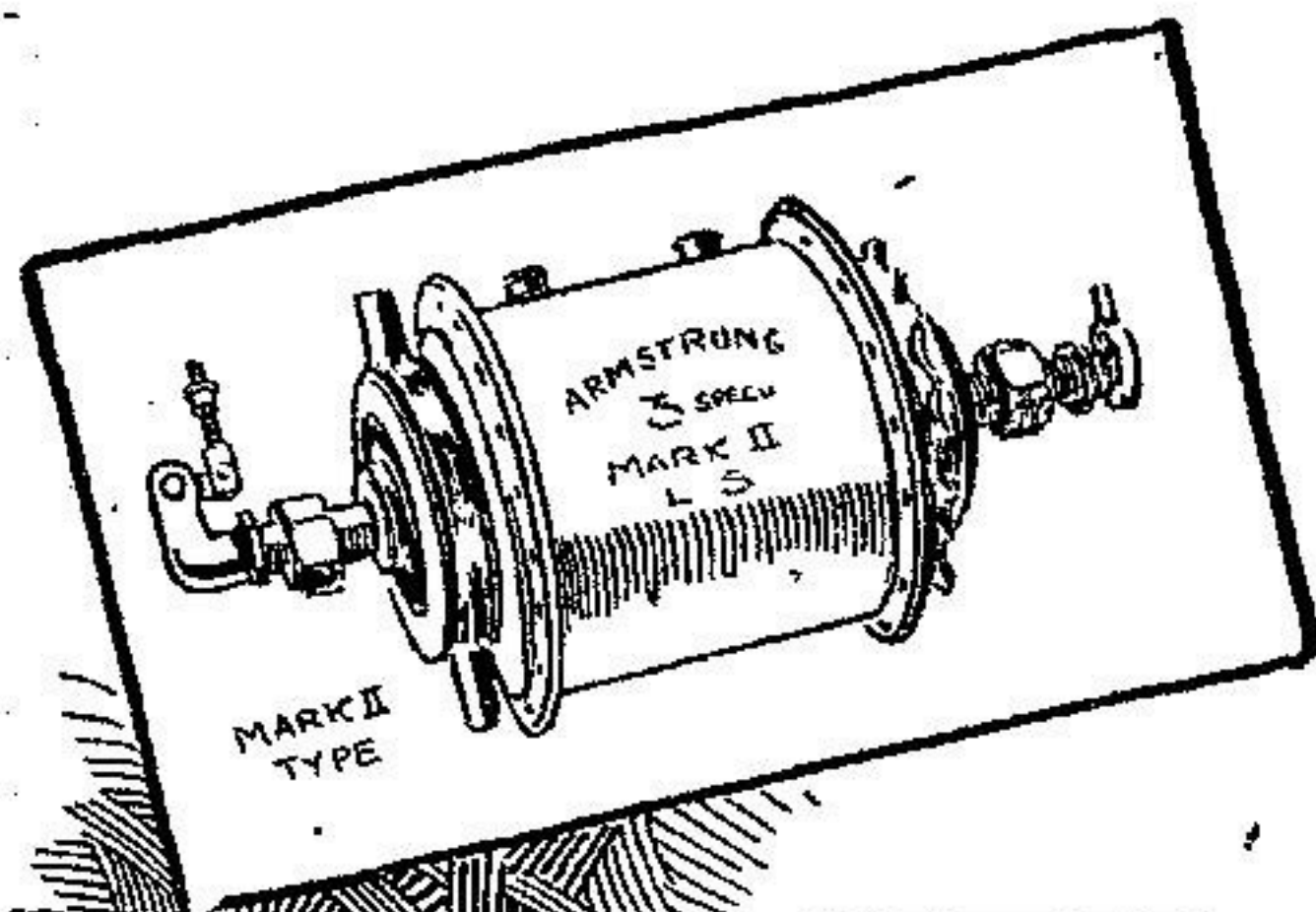
**IMPORTANT.**—When sending wheels or gears, see that your name and address are plainly written on two labels. Remove all outside fittings, such as clutch or gear controls, push rods, axle nuts, washers, etc. Advise us by post of despatch.

Make a note of address. If you have gear troubles, write, wire, 'phone, or call. Send wheels to Hounslow, L. & S.W. Ry., clearly labelled with sender's name. Nearest station for callers, Heston—HOUNSLOW, District Railway.

**COUNTY ENGINEERING CO.,**  
64, STAINES ROAD, HOUNSLOW, LONDON, W.

Wires: "Threespeed, Hounslow."

'Phone: Hounslow 322.







#### THE AUTO-PED IN ENGLAND.

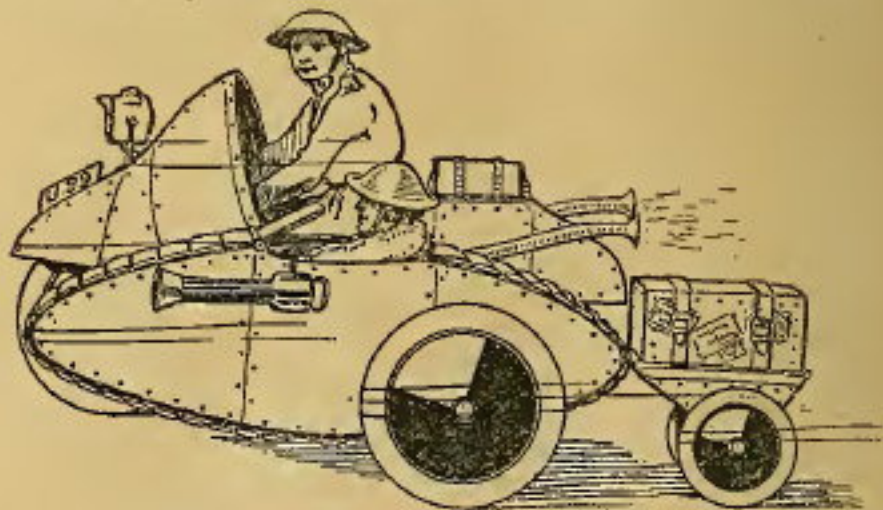
The Auto-ped has arrived, and its user was soon in trouble—not of the mechanical variety! Miss Shirley Kellogg, the revue actress, took her motor scooter for a spin and was hauled up for "causing an obstruction," so the daily papers say. Most likely, however, the absence of registration letters was the real offence, as the scooter is a motor cycle within the meaning of the Act.

84



### *A POST-WAR MODEL SIDECAR.*

Sir,—No doubt the war will have a great effect on motor cycle design, and I am wondering whether sidecar combina-



Will battlefield fashions develop thus?

tion makers will supply a model to suit our "Tank" officers and men after the war. Possibly the design I enclose will appeal to them.

ROYAL SUSSEX.

Eastbourne.



# FOOD or TYRES?

SOMEWHERE, lying alongside a quay in a seaport of a country taking no active part in this war, is a transport actually accepting as a preferential cargo tyres instead of food for this country. We DON'T need tyres, but we DO need food, and in view of the recent import restrictions rendered necessary to maintain Britain's food supply

## SHOULD THIS CONTINUE?

To substantiate the above statement, the Board of Trade returns for 1916 show that £2,423,865 went out of this country (think of this fact alone!) in the purchase of these imported tyres, the conveyance of which meant a loss of nearly two million cubic feet of shipping space for the transport of food and munitions.

This must be stopped; it can be stopped, if every British user will purchase only British tyres. British tyre manufacturers have ample facilities to supply every home need.

Remember, not all tyres with British-sounding names are British, but the adjoining list, although not complete, affords you a choice of fifteen all-British products.



ALMAGAM  
AVON  
BATES  
BELDAM  
NORTH BRITISH  
CLINCHER  
DUNLOP  
HENLEY  
KEMPSHALL  
LEYLAND  
MACINTOSH  
MIDLAND  
MOSELEY  
PALMER  
SPENCER-  
MOULTON  
WOOD-MILNE



MARCH 29TH, 1917.

THE MOTOR CYCLE.

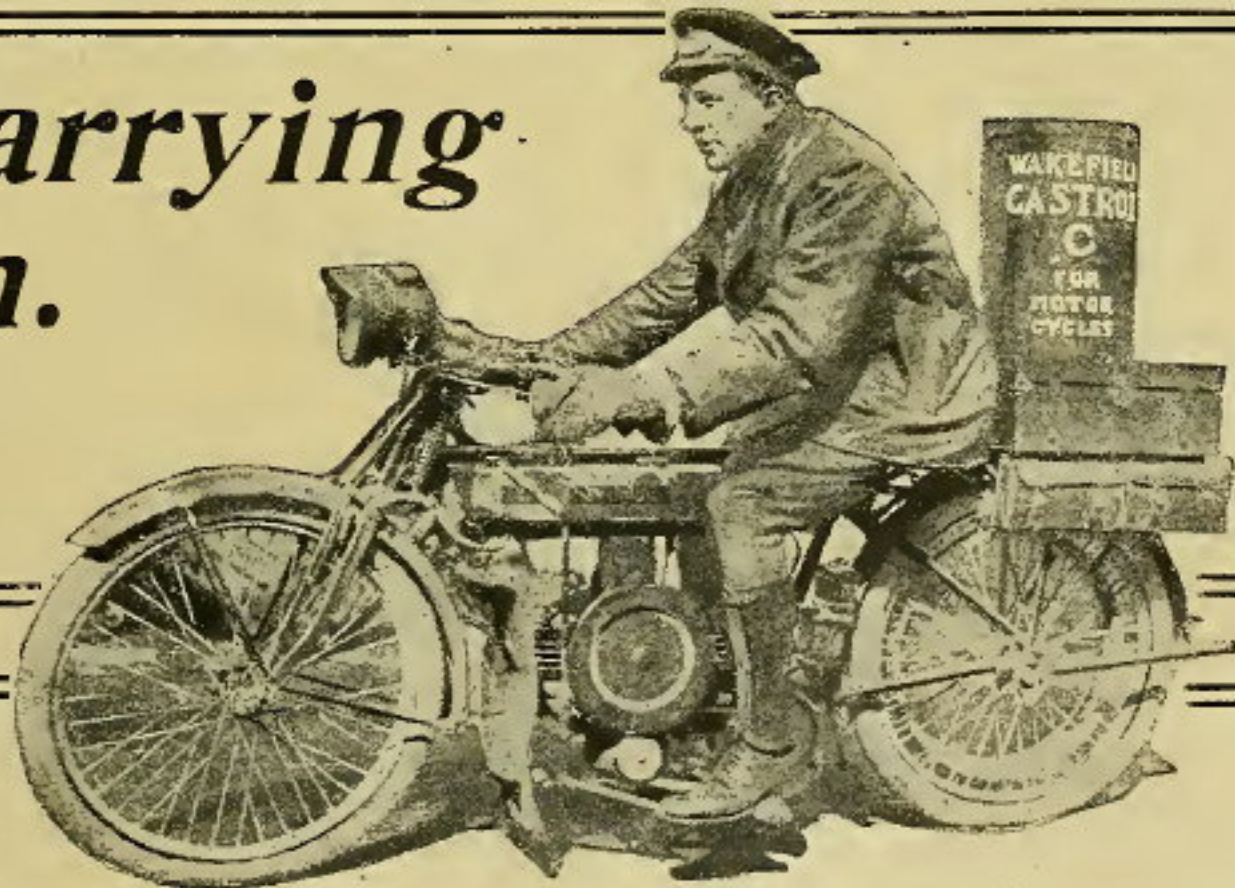


**"The Quintessence of Quality."**

C. C. WAKEFIELD & Co., Wakefield House, Cheapside, London, E.C.



*Carrying  
on.*



"Somewhere in France"

WAKEFIELD **CASTROL** "C"

is still doing its bit.

C. C. WAKEFIELD & CO., WAKEFIELD HOUSE, CHEAPSIDE, LONDON, E.C.2  
(Proprietor: Sir Charles Wakefield, Bart.)

C.D.C.

*In answering these advertisements it is desirable to mention "The Motor Cycle."*



# POLICEWOMEN

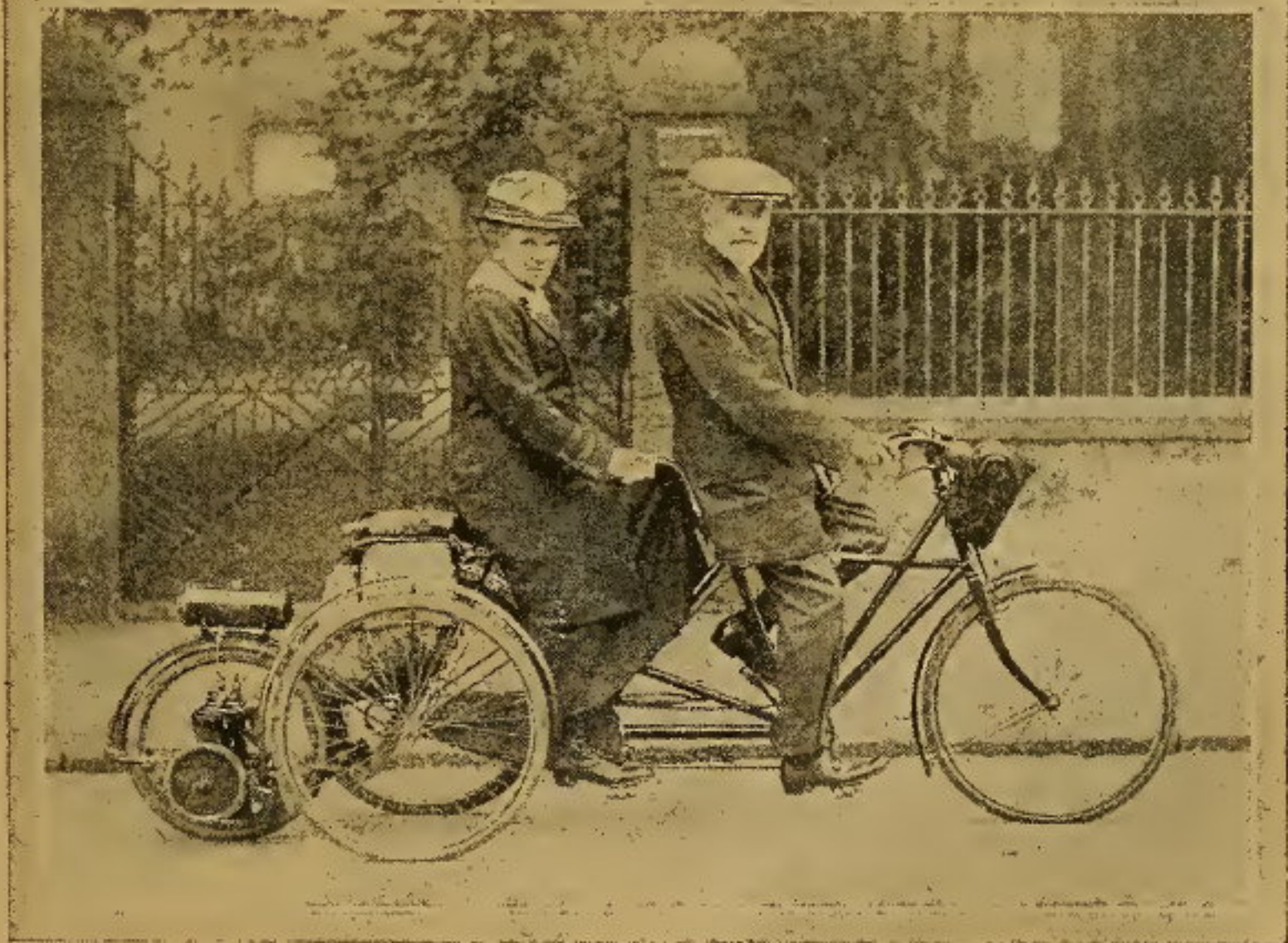
WHO  
MOTOR  
CYCLE

By

ONE OF THEM







### A ONE-HORSE POWER PUSH.

The Auto-wheel is an adaptable little unit, and though, of course, much under-powered to propel a tandem tricycle, the owners find it a great help on their journeys. By its aid they can average twelve miles an hour with comparatively little exertion.