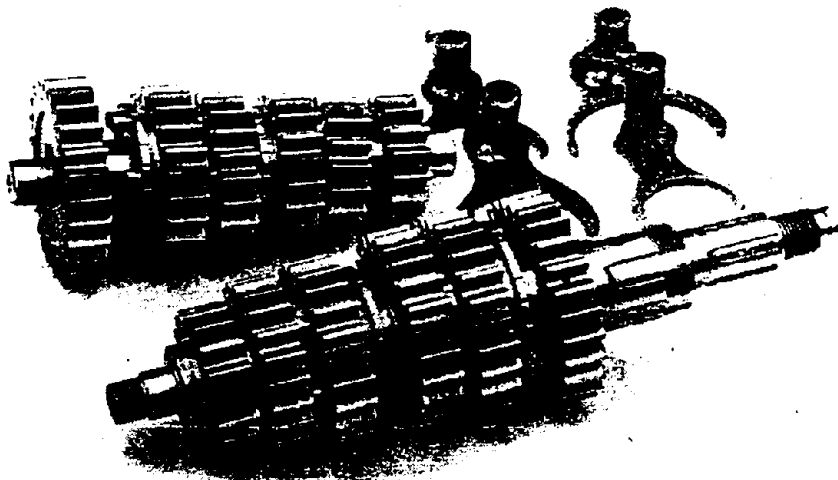


Right: Internals of a Schafleitner six-speeder. The gears run on needle-roller bearings. The bottom picture shows the spacer between the main shell and the inner end cover



SIX of the BEST

DOES racing improve the breed? Whatever your views, you can't deny that many technical advances we take for granted—from gear boxes way back, through spring frames to cling tyres—owe their adoption primarily to the stimulus of classic racing. Will it be the same with five and six speeds?

Royal Enfields standardized five gears on some of their two-fifties a year or so ago. Now the Austrian Schafleitner six-speeder is available for A.M.C. roadsters. It is a direct descendant of the racing box that folk have been fitting to Nortons, Ajays and Matchlesses these last few years.

The worth of six speeds for serious racing may be gauged from the fact that riders have been prepared to pay about £180 for a Schafleitner box. These boxes were used by Mike Duff (Matchless), first privateer home in the Senior T.T., Sid Mizzen (A.J.S.), ditto in the Junior, and Colin Seeley whose Matchless outfit was the first non-B.M.W. in the Sidecar Race.

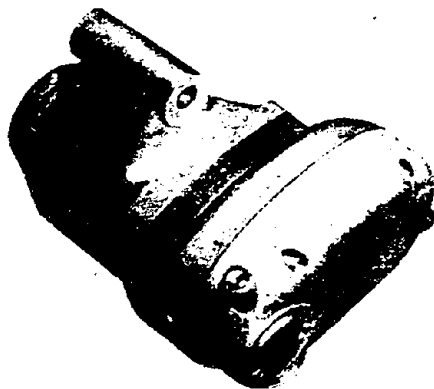
As Vic Willoughby mentioned in his T.T. Technical Review (*Motor Cycle*, July 4), Wolfgang Grüber—a journalist friend of Schafleitner's—had the first roadster version of the six-speeder on his Norton Dominator in the Isle of Man during T.T. week.

A sporting rider, Grüber was tickled pink with the greater

selection of ratios for hard acceleration and hill climbing, especially when carrying a pillion passenger or pulling a sidecar.

Of course, spacing of the ratios is wider in the roadster box than in the racer; but it is still much closer than standard. Internal ratios supplied by Schafleitner for a road bike are 1 to 1 (top), 1.11 to 1, 1.29 to 1, 1.56 to 1, 2.08 to 1 and 3.13 to 1 (bottom). Standard A.M.C. internal ratios are 1 to 1, 1.22 to 1, 1.7 to 1 and 2.55 to 1.

Running on needle-roller bearings, the gears are of high-duty steel. The special cam plate operates four selector forks.



As can be seen from the accompanying photograph of a racing conversion, there is a spacer between the main shell and the inner end cover but this increases gear-box width by only a little.

Schafleitner six-speeders can

be fitted to any A.J.S., Matchless or Norton having the current-type gear box (standardized since about 1957). Price is £95. Inquiries should be sent through Wolfgang Grüber, Salzburg, Berghheimerstrasse 35, Austria.

NEW MOVE ON LIDS

SAFETY helmets for all road users—motorists and pedal cyclists included—is the implication in a report by Prof. William Gissane, of Birmingham Accident Hospital, in *Nursing Times*.

According to Prof. Gissane, the lives of more and more motor cyclists are being saved by helmets. But out of 500 sample road deaths 122 were to car occupants, 85 of whom had skull fractures or brain injuries.

"Head protection," says Prof. Gissane, "is obviously needed by all road users. Even

a felt hat offers some protection, yet most pedal cyclists and car occupants ride bare-headed."

Meriden Evening

AT a loose end, the evening of Saturday, September 14? If you're around Coventry, nip over to the Triumph factory at Meriden, where the Midland region of the Triumph Owners' Club is running a Technical Evening—film show, plus talks by the Triumph top brass. Start is at 7 p.m., admission free.