

THE A.J.S. LUBRICATION SYSTEM.

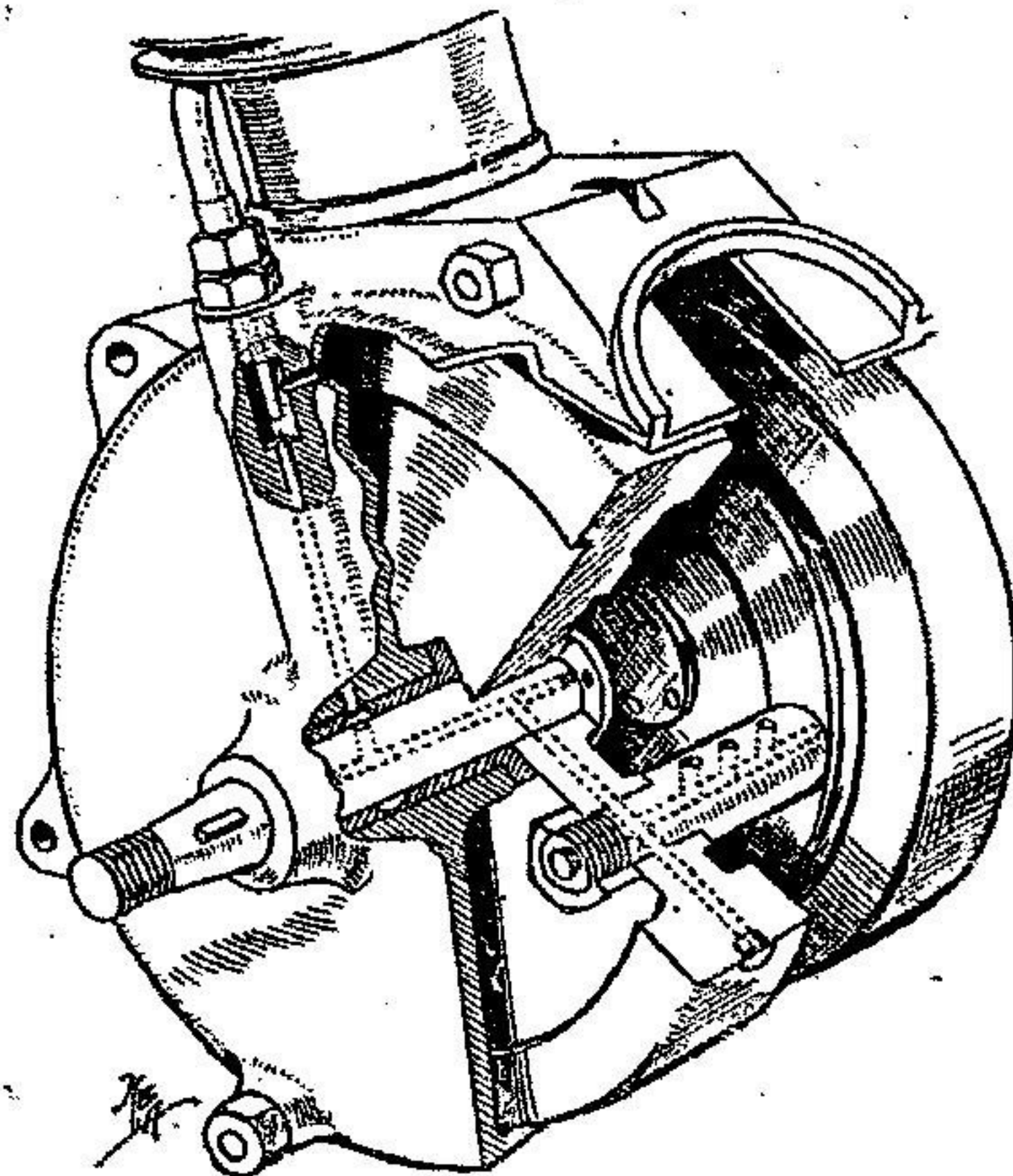
Direct Oil Supply to the Main Bearings.

MESSRS. A. J. STEVENS AND CO., LTD., do not rely entirely upon the splash system for the adequate lubrication of all the moving parts of their engine. The oil is delivered to the crank case through a semi-automatic lubricator. On the plunger being depressed the spring forces the oil into the crank case union, but, as in previous models, it does not pass through a sight feed, as Messrs. A. J. Stevens and Co. consider this to be unnecessary, as an oil orifice of a certain diameter is supplied, and they consider that this orifice allows sufficient oil to be delivered to the engine, irrespective of the thickness of the lubricant. After leaving the union, which is screwed into a part of the crank case casting, the oil enters a small chamber; part of it leaks through into the crank case, but the majority passes down the special oilway to the main bearing on the pulley side. The bush is drilled and the hole communicates with a deep groove surrounding the journal, which is always full of oil. A hole in the journal is connected to a passage through the fly-wheel, which in turn leads to another passage inside the crank pin, whence the oil exudes through three holes, and gives the big end—one of the most important bearings in the engine—plenty of oil.

To revert again to the journal of the main bearing, it will be clearly seen that the two holes register every complete revolution. On leaving the crank pin the oil descends through the flywheel to the main bearing on the other side. The

owner is recommended to depress the plunger every five miles, and all the time the oil pump is emptying itself the lubricant is flowing into the crank case.

This is certainly a very sound scheme, and a great improvement upon the simple splash system. Of course, the oil naturally leaks through into the crank case in sufficient quantities to lubricate the cylinders and timing gear by splash. By this means all trouble and worry of adjusting the drip feed are overcome.



A.J.S. lubrication, showing drilled oilways leading to main bearings.

LATEST BROWN & BARLOW CARBURETTERS.

Improved Flooding Device.

ALTHOUGH the B. and B. carburetter itself is in principle unchanged, yet there is a minor improvement which will be of interest to motor cyclists. This consists of a new float chamber and flooding button having several peculiarities. The B. and B. carburetters so far produced have had the bearing and spring for the flooding button outside the float chamber cover, a thin stem projecting through the bearing to come in contact with the float. The latest button has its bearing and spring wholly within the float chamber itself, and the end of the button only projects through the lid, making the appearance of the carburetter very much neater. Through the centre of the flooding button a hole is drilled, forming the sole air vent for the float chamber, and it is here that the question of careful design comes in. It will be remembered that with the carburetters of some years ago, if the flooding button were held down for any length of time, petrol would flow through the vent in the float chamber as well as out of the main jet. The result would be a considerable amount of waste petrol as well as a certain risk of fire if the engine should fire back into the carburetter when starting. The hole through the flooding button gets over this difficulty very easily and simply, because

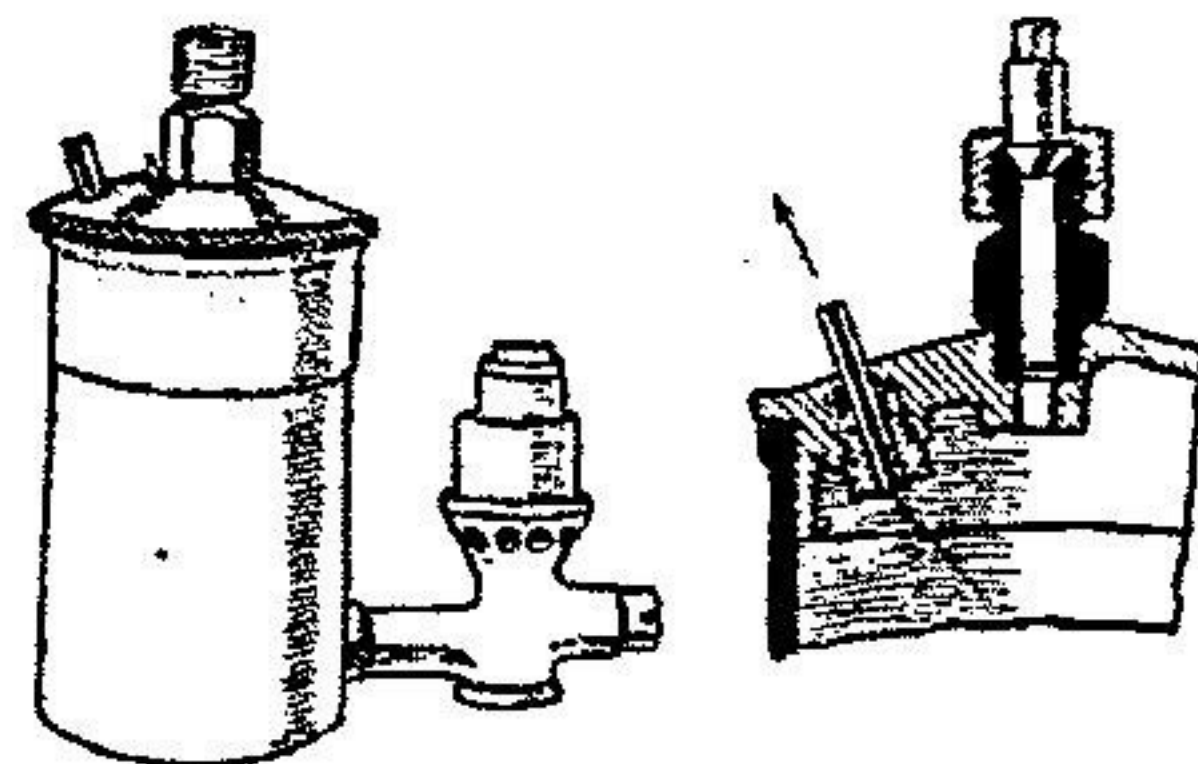
when the thumb is placed on the latter the air within the float chamber cannot escape. Consequently, when the button is pressed down petrol can only arise in the float chamber until the air above the petrol is at a certain pressure, and it cannot rise to such an extent as to leak from the float chamber itself. On the other hand, as the petrol which is in the float chamber is at pressure due to the compressed air in the float chamber, it flows in a steady stream through the jet, and an excess of petrol is obtained where it is required for starting purposes.

To demonstrate the foregoing, a carburetter was shown to us fixed on an ingenious test stand used by Messrs. Brown and Barlow. The choke tube and throttle casing having been taken away the jet chamber was exposed, and by sharply depressing the flooding button a stream of petrol was jerked out of the jet if the thumb covered the air vent. If, on the other hand, the flooding button was depressed by the finger nail only, thus uncovering the air vent, petrol filled the float chamber, and first bubbled out of the jet, finally proceeding from both jet and air vent in a steady stream.

The Petrol Feed.

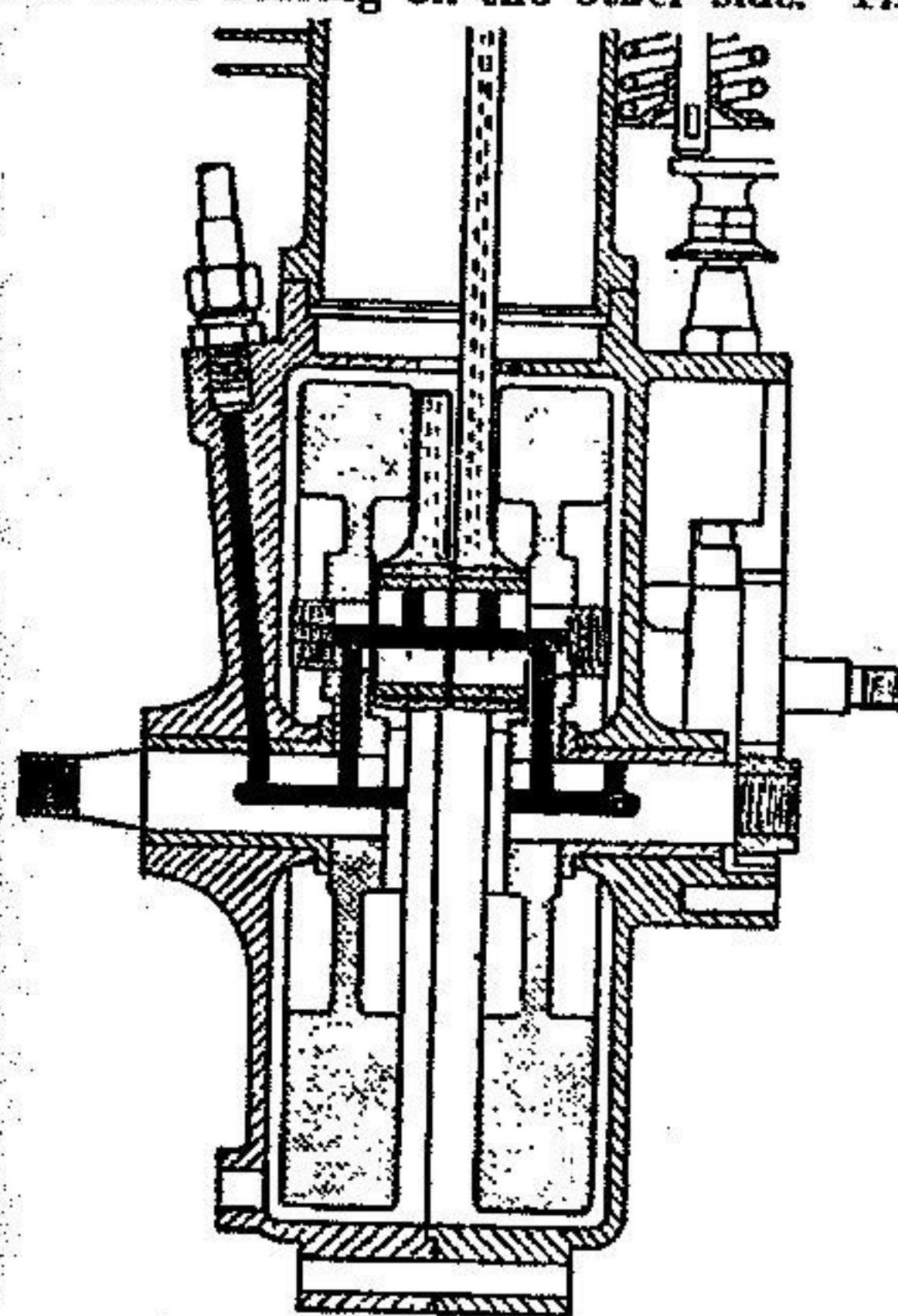
The B. and B. carburetters are of that type wherein petrol is fed to the top of the float chamber instead of to the underneath part. This has been done for some little time, but it is interesting to recall the reasons for the change. In the first place the little weighted levers acting on the needle valve through a collar and resting on the float could not be made to stay steady, but rattled about, jerking the needle off and on its seating during the time the machine was on the road. Thus considerable wear took place on the needle valve face, while the cut-off of the petrol was anything but steady. With the present instrument the needle has a small collar, and its stem is placed through a hole in the float, the collar resting on the top of the float, while the needle end of the valve is, of course, uppermost, and rests in a seating immediately below the petrol pipe. Thus, there is no lever mechanism, and the cut-off is much smoother, as can be demonstrated by experiment.

The jet supply pipe now is placed nearer to the bottom of the float



Top feed float chamber of latest pattern Brown and Barlow single-jet carburetter, showing hollow flooding button.

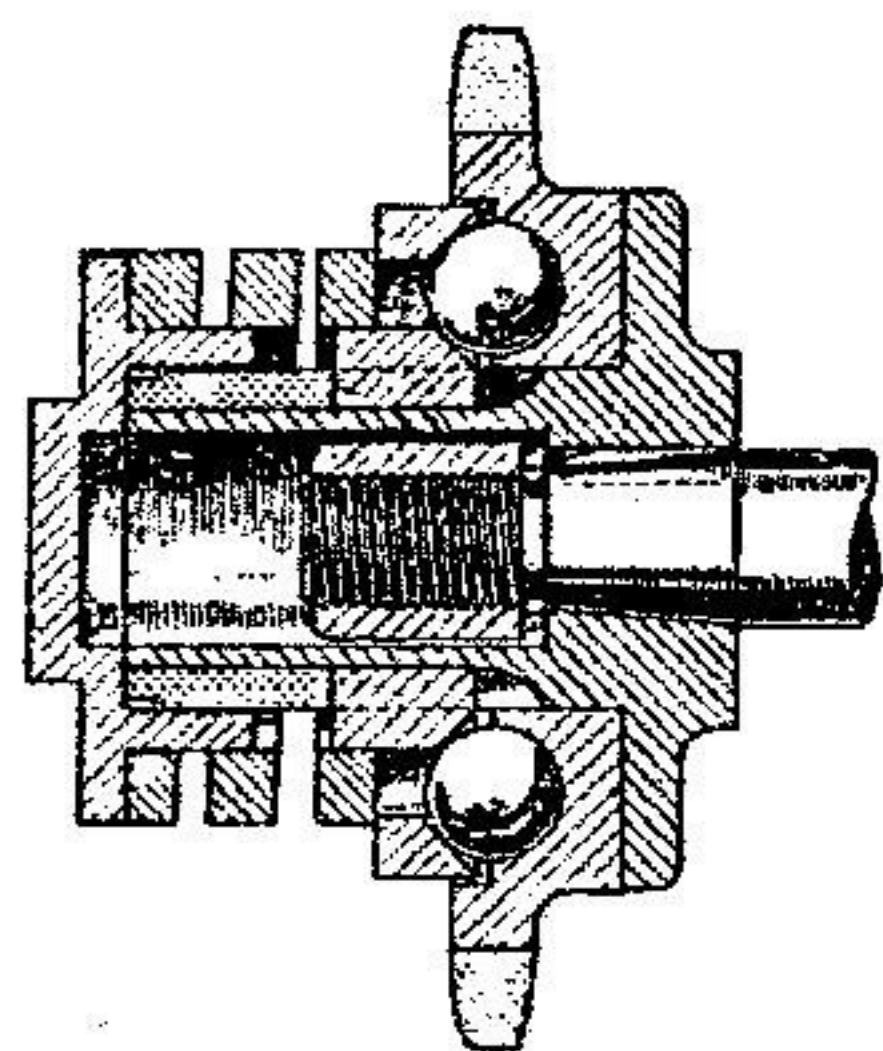
chamber, yet not sufficiently near to allow accumulated dirt to flow into the jet. Last year's models had the supply pipe somewhat higher up on the side of the float chamber, with the result that if a machine were swung over to any great extent at a corner the supply of petrol was interfered with.



Sectional drawing of the A.J.S. crank case. The oilways to main shaft and crank pin are shown black.

Transmission Shock Absorbers.—

mounted on a boss keyed to the engine-shaft, and is free to revolve thereon. Next to the sprocket is

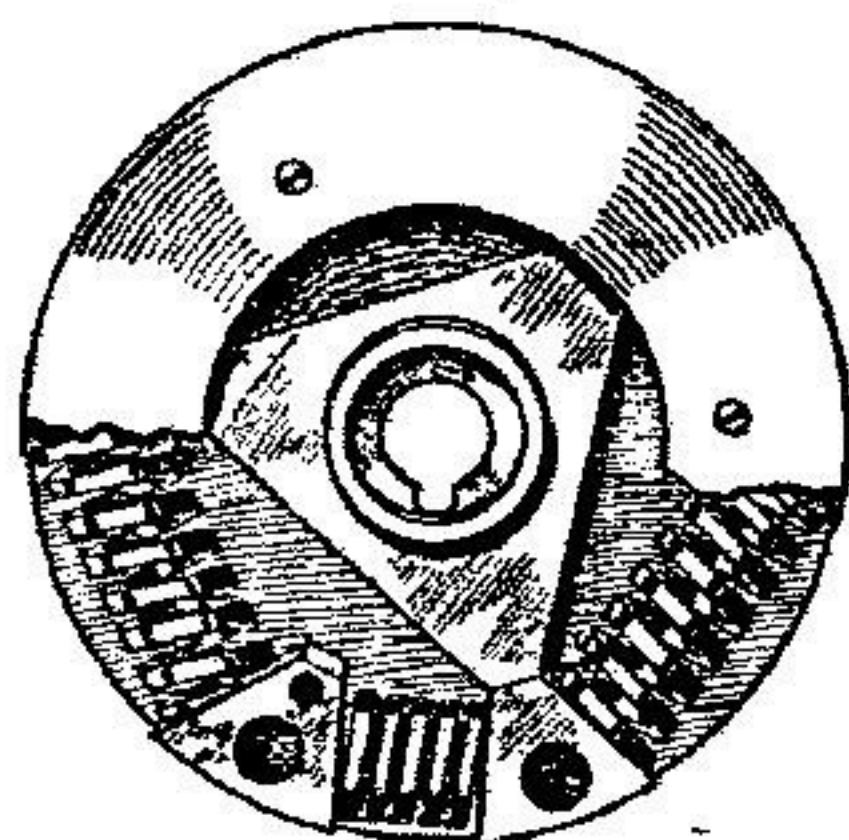


Spring drive fitted to engine-shaft of Rex machines.

sliding piece outwards against the pressure of the spring.

B.S.A.

The device used on the chain-driven model of the B.S.A. is attached to the engine-shaft. The sprocket



B.S.A. spring drive fitted to engine-shaft of chain-driven models.

contains six strong springs, through three of which any strain between the engine and the chains is passed. The springs are kept in position under all tensions by a retaining cap. It will be noticed that the springs are so arranged that the forward thrust of the engine is taken up by the three longer springs, the three shorter ones absorbing the lesser shocks which fall in the opposite direction.

Friction Shock Absorbers.

Coming now to the friction type of transmission shock absorbers, we find that these vary little in points of construction. As already stated, their object is to allow a certain amount of slip when any considerable shock falls upon the chains.

The slight slip that occurs at low speeds or with a heavy load eases the engine very considerably, and, when the device is properly set, the machine will ascend hills with ease which would cause it to labour were the adjustment too keen. It is only when slip is excessive that any loss of power occurs, and the proper adjustment is not difficult to obtain.

A.J.S.

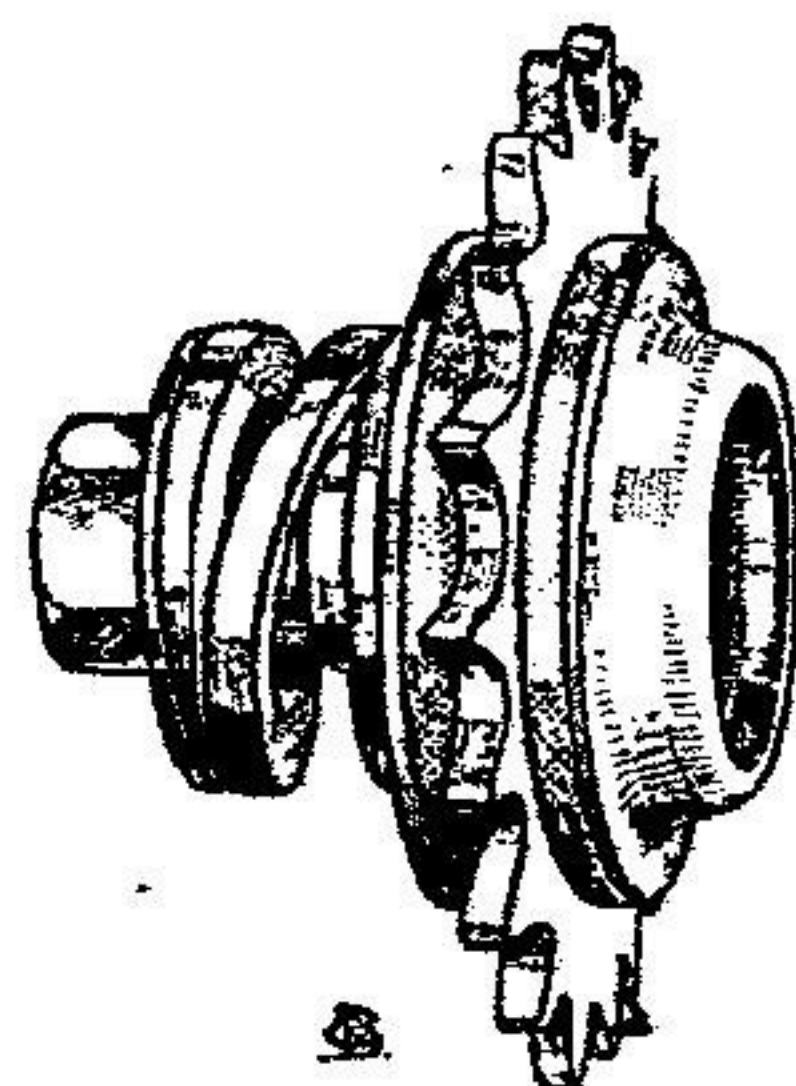
The shock absorber used on the $2\frac{3}{4}$ h.p. A.J.S. machines is placed on the engine-shaft and consists of a steel boss carrying two fibre plates. Between these the sprocket is free to revolve, and pressure is maintained between them by means of springs, the tension of which can be adjusted as necessary.

In the case of the twin-cylinder A.J.S. machines, which were sometimes ridden solo and sometimes with sidecar, it was found that the slipping device was not

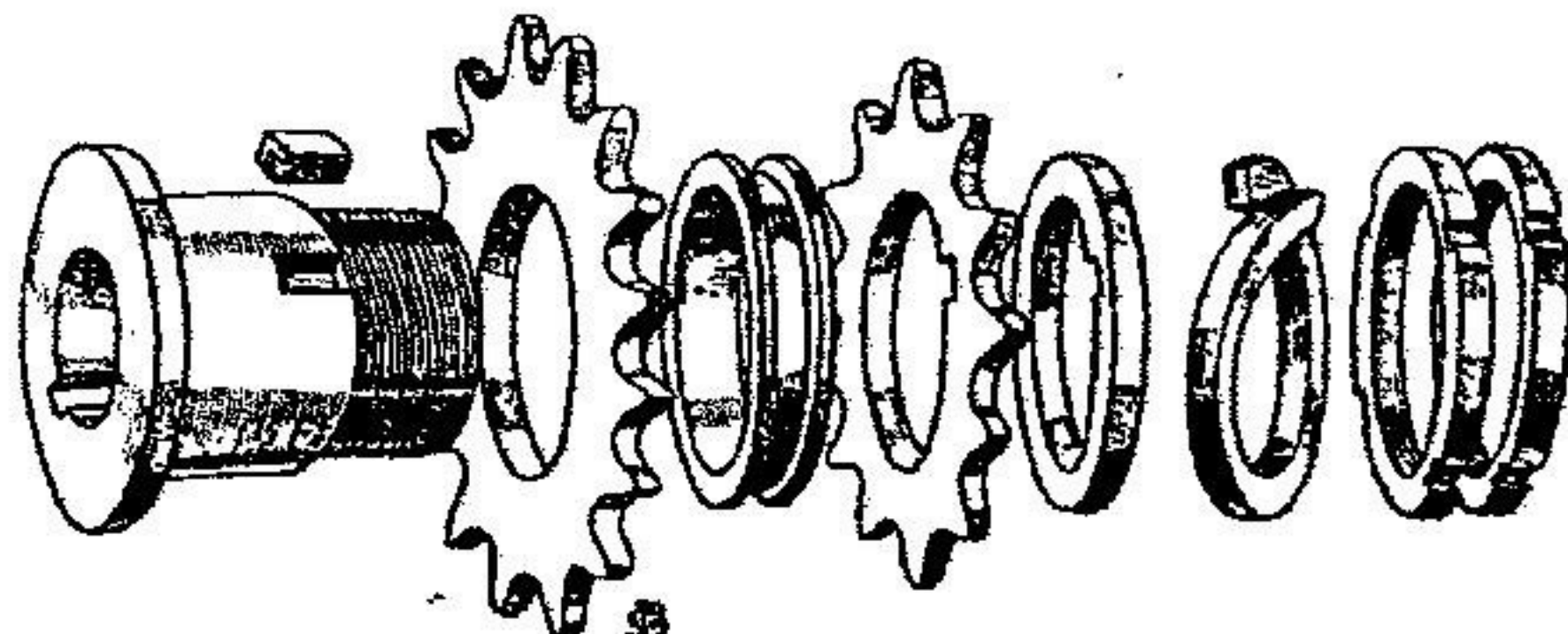
sufficiently necessary to warrant the trouble of setting it to the load when even a sidecar was attached, and, since 1912, these excellent machines have been fitted with solid transmission. The makers advise their riders to ease the clutch should any suggestion of snag be felt at low speeds.

Phelon and Moore.

The Phelon and Moore device is very similar. It will be recalled that two sprockets are mounted on the engine-shaft. The low gear sprocket is keyed to the boss mounted on the engine-shaft, but the high gear sprocket is free to revolve thereon. The drive is maintained through a large spring washer placed between the high gear sprocket and the two lock nuts on the end of the boss, the high gear sprocket thus being firmly held between the washer and the low gear sprocket. By tightening up the lock nuts any amount of pressure can be brought to bear on the sides of this sprocket, which is thus prevented from revolving freely in the boss,



A.J.S. slipping sprocket.



Component parts of P. and M. slipping sprocket.

while, by loosening the lock nuts, the tension of the spring washer is released till finally the sprocket would revolve quite freely.

In the case of the P. and M. machines a solid drive is permitted on low gear, for with the engine revolving at speed no suggestion of snag takes place.

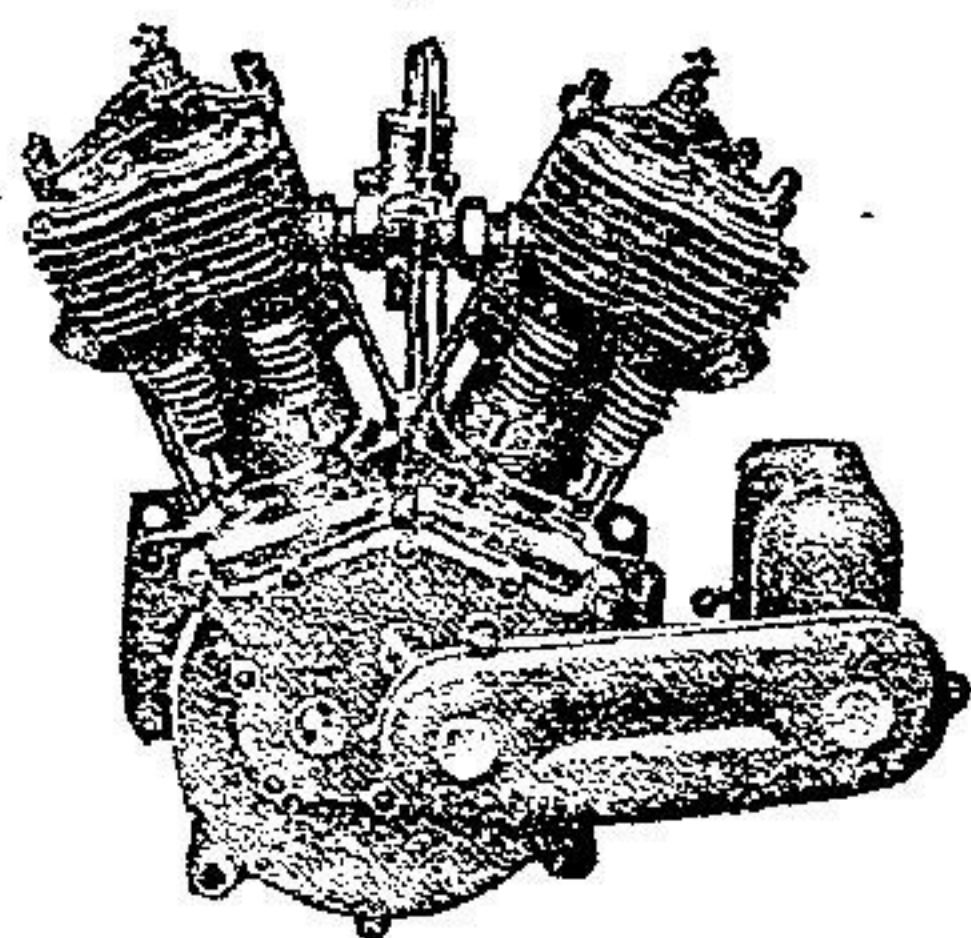
Care and Adjustment of Shock Absorbers.

So far as practical use is concerned, the main points of difference between the friction types of shock absorbers and the other types here described lie in the fact that, while the former may require occasional adjustment and periodical lubrication, the latter are permanently fixed and need no attention whatever from the private owner. Cush drives, for instance, need not be interfered with, while devices on the lines of the Rex and the Sunbeam obtain sufficient lubricant from the engine bearing, and unless the drive is found to be harsh they are best left alone.

Friction shock absorbers, on the lines of the A.J.S. and P. and M., on the other hand, require a little attention if the transmission is to be kept in perfect order. They should be oiled periodically, and to obtain proper adjustment the machine should be jacked up on the stand and the lock nuts slackened off till, by gripping the tyre and jerking the engine against compression, slip begins to occur. Then give the lock nuts another quarter turn, and it will probably

A.J.S.

FEATURES



The A.J.S. 6 h.p. Engine.

The Engine of the A.J.S.

is the outcome of 16 years' high-class experience in the design and manufacture of internal combustion engines, and is distinguished for SILENCE, POWER, FLEXIBILITY, and ABSENCE OF VIBRATION — features which are the direct result of the A.J.S. policy of close and studied attention to the question of detail.

In the A.J.S. Engine the usual noise arising from Valves, Timing Gear and Transmission are entirely absent, the Exhaust is wonderfully silent, and the whole unit, in design and build, so near to perfection as to result in the A.J.S. machine being **PRACTICALLY INAUDIBLE** when travelling under ordinary conditions.

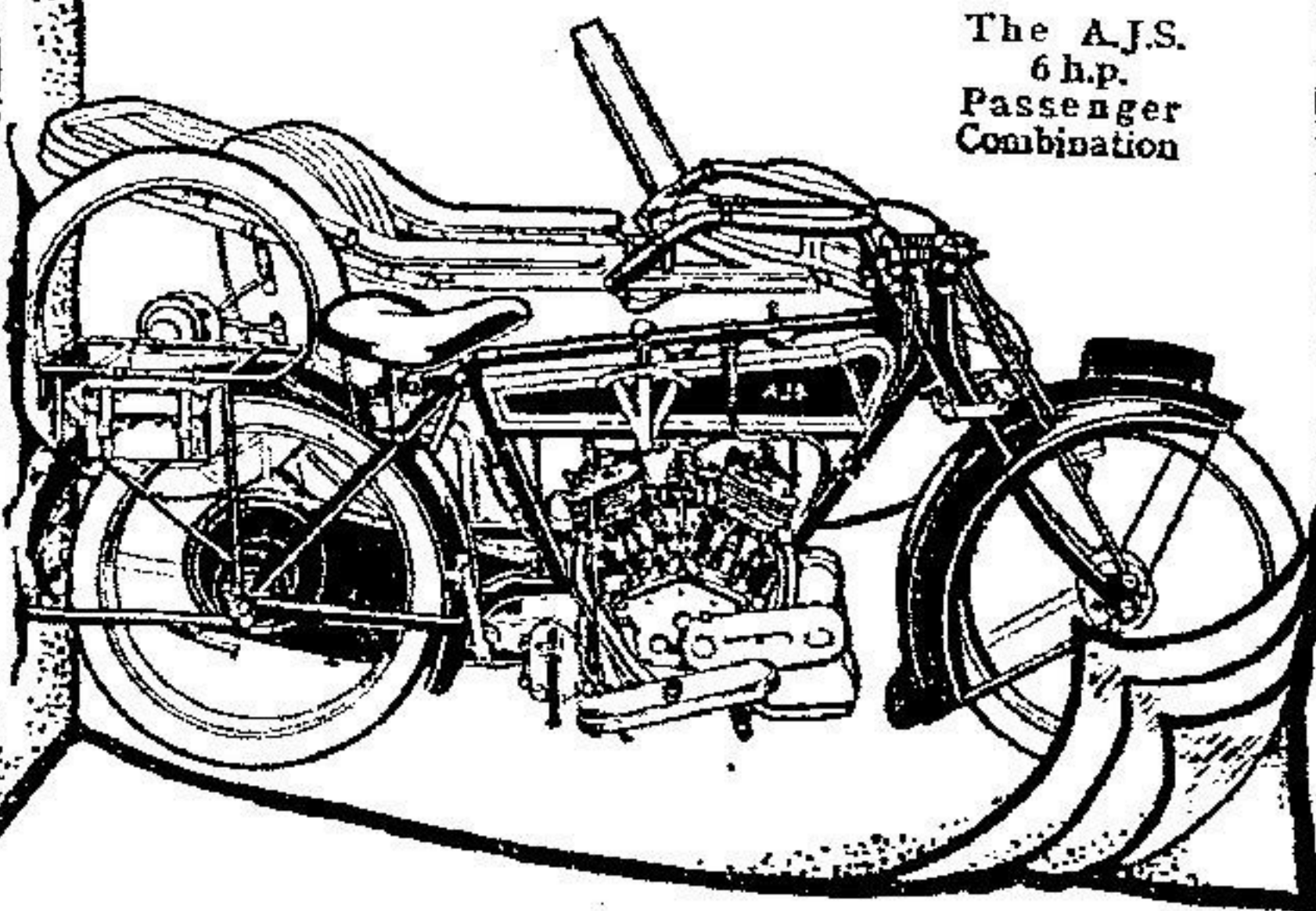
The Cylinders are of a design which ensure the merit of **EVEN COOLING** — a point in which the A.J.S. has always been pre-eminent — and which also permit of their quick and handy removal when necessary.

Before passing into the Erecting Shop every A.J.S. Engine is submitted to a thorough running test under its own power, having to reach and maintain a Standard of Efficiency, far in excess of the nominal rating, and before leaving the Works, every complete A.J.S. machine receives a thorough, searching Road Test at the hands of Expert Testers.

Now ask for copy of Catalogue describing all A.J.S. models.

A. J. Stevens & Co. (1914), Ltd., Wolverhampton.
London Agent: H. Taylor & Co., Ltd., Store St., Tottenham Ct. Rd.

The A.J.S.
6 h.p.
Passenger
Combination



MOTOR CYCLES.

5/6 h.p. Hazlewood
Twin Combination -

£86 0 0

6 h.p. Zenith Model E

£72 15 6

Calthorpe, two-stroke
single speed - - -

£27 14 6

Coventry Eagle,
2½ h.p., two-stroke

£37 15 0

"Selfridge" two-speed

£39 1 0

"Selfridge" single-speed

£31 7 0

Call or write for particulars of the
Selfridge System of Deferred Payments.

TELEPHONE: "GERRARD ONE."



There's
no need
to
proceed
with
caution
if you
purchase
your
Motor
Cycles
and
Accessories
at

SELF
RIDGE'S

CLOTHING.

Waterproof, Motor Cycling Suit, consisting of double-breasted Jacket and Overalls with apron front. In strong Twills and Cashmere Cloths of double texture and rubbered.

45/- and 30/-

Tan Leather Under Jackets, 30" long. Wind and rain resisting - - - - 45/-

Chamois Leather Vests, light and warm.
without sleeves 18/6 with sleeves 30/-

Tweed Motor Caps with ear flaps - - - - 6/6

Tan Leather Caps, close fitting - - - - 5/6

Selfridge & Co., Ltd., Oxford St., W.

Indian is the most popular of the American makes at present.

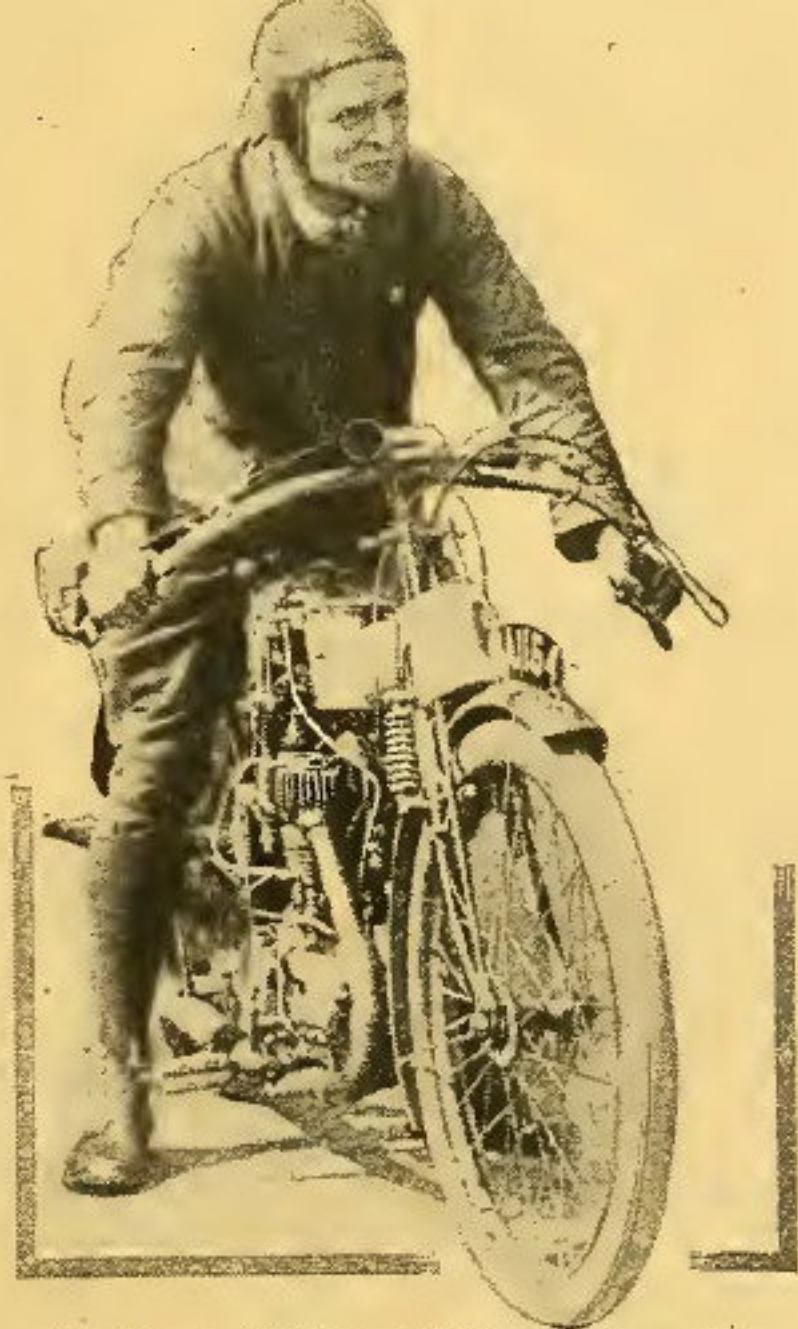
times at secret and open checks, and condition of machine at finish.



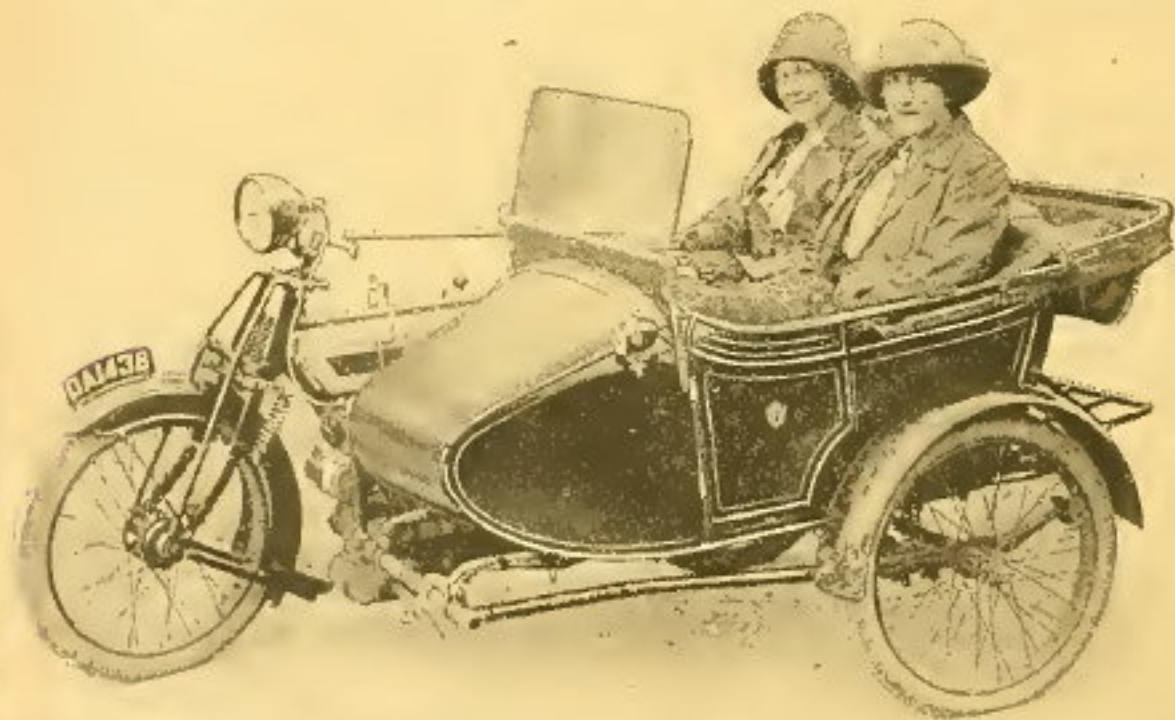
The only lady competitor in the Glasgow M.C.C. twelve hours trial, Miss Runciman, who drove an A.J.S. passenger outfit. The event is described on page 43.

Make.	Year.	H.P.	Last week's average.	Average for past 8 weeks.
A.J.S.	1914 2½	3-speed	£40	£43
"	1913 6	2-sp. sidecar ..	£52	£37
Ariel	1913 3½	3-speed	£35	£35
Auto-Wheel	1914 1	£10	£10
Bat	1913 8	2-sp. sidecar ..	£55	£55
Bradbury ..	1914 6	3-sp. sidecar ..	£70	£67
B.S.A.	1914 4	3-sp. sidecar ..	£60	£54
"	1914 4	3-speed	£47	£48
Chater-Lea .	1914 8	3-sp. sidecar ..	£50	£66
Clyno	1914 6	3-sp. sidecar ..	£63	£67
"	1913 6	3-sp. sidecar ..	£50	£54
"	1913 2½	2-speed	£32	£32
Douglas ...	1914 2½	2-sp. kick start	£43	£42
"	1913 2½	2-speed	£35	£36
Enfield ...	1914 6	2-sp. sidecar ..	£63	£65
"	1914 3	2-speed	£42	£41
"	1913 6	2-sp. sidecar ..	£52	£52
Humber ...	1914 2½	3-sp. T.T.	£30	£31
"	1913 3½	3-sp. sidecar ..	£40	£40
"	1913 3½	3-speed	£32	£34
Indian	1914 7	2-sp. sidecar ..	£63	£63
"	1914 7	T.T.	£42	£42
"	1913 7	2-sp. sidecar ..	£55	£53
James	1914 4½	3-sp. sidecar ..	£55	£52
"	1914 3½	3-sp. sidecar ..	£55	£52
Matchless ..	1914 7	3-sp. sidecar ..	£75	£75
"	1913 7	3-sp. sidecar ..	£55	£55
Motosacoche	1914 3½	2-speed	£40	£40
New Hudson	1914 6	3-sp. sidecar ..	£65	£60
"	1913 4	3-sp. sidecar ..	£45	£40
N.U.T.	1914 6	3-sp. sidecar ..	£60	£64
P. & M. ...	1913 3½	2-sp. sidecar ..	£46	£50
Premier ...	1914 3½	3-speed	£42	£43
Rex	1914 6	3-sp. sidecar ..	£57	£58
Rover	1914 3½	3-sp. sidecar ..	£54	£50
"	1914 3½	3-speed	£48	£47
Rudge	1914 5	multi sidecar ..	£50	£57
"	1914 3½	multi	£40	£42
Scott	1913 3½	2-sp. sidecar ..	£50	£48
Sunbeam ..	1914 6	3-sp. sidecar ..	£80	£74
"	1914 3½	3-speed	£59	£58
Triumph ...	1914 4	3-sp. sidecar ..	£60	£56
"	1914 4	3-speed	£45	£44
"	1914 2½	2-speed	£36	£35
"	1913 3½	3-sp. sidecar ..	£46	£46
Zenith	1914 8	Gradua sidecar	£70	£62
"	1913 6	Gradua sidecar	£45	£43

BI 2

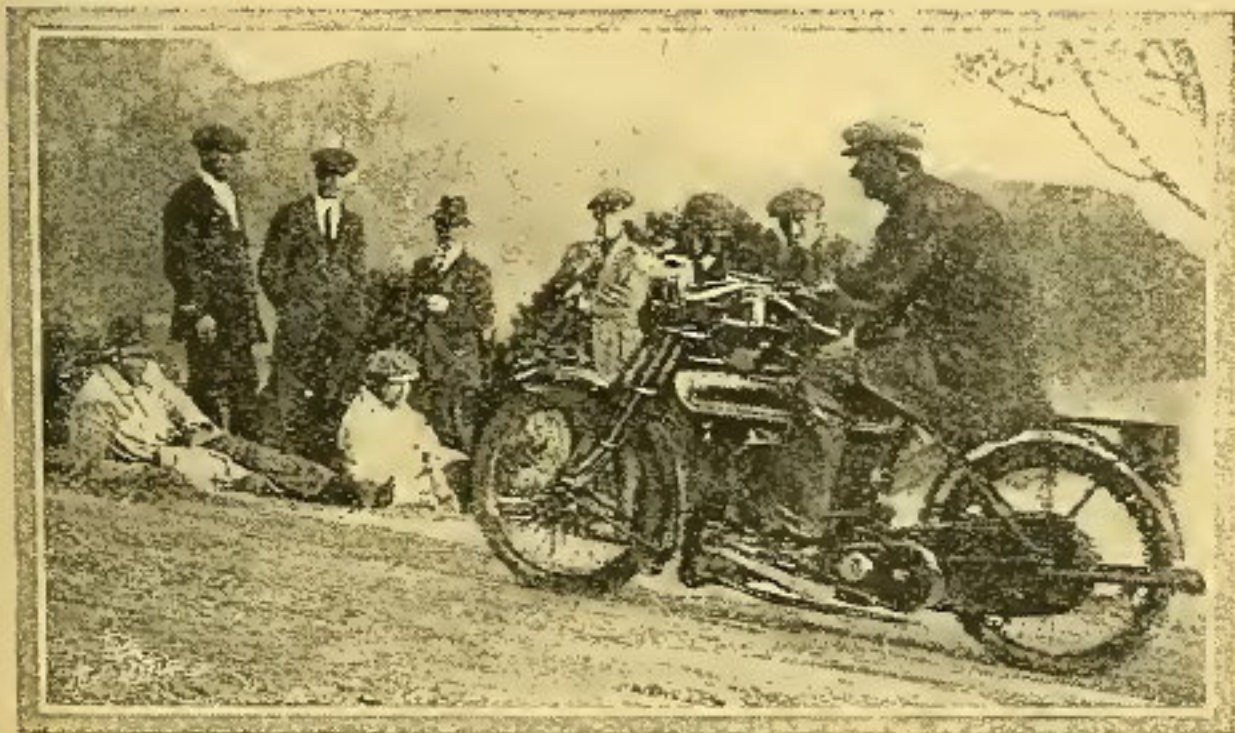


W. Heaton (2 $\frac{3}{4}$ h.p. A.J.S.), second on time
and third on formula in Class II.



THE SOCIABLE SIDECAR.

Miss Daisy Stevens and a friend arrive at the Style Cop hill-climb in a double-seated side-by-side sidecar attached to a 6 h.p. A.J.S.



J Wyllie (A.J.S.), winner of the Cape Peninsula M.C.C. flexibility test.



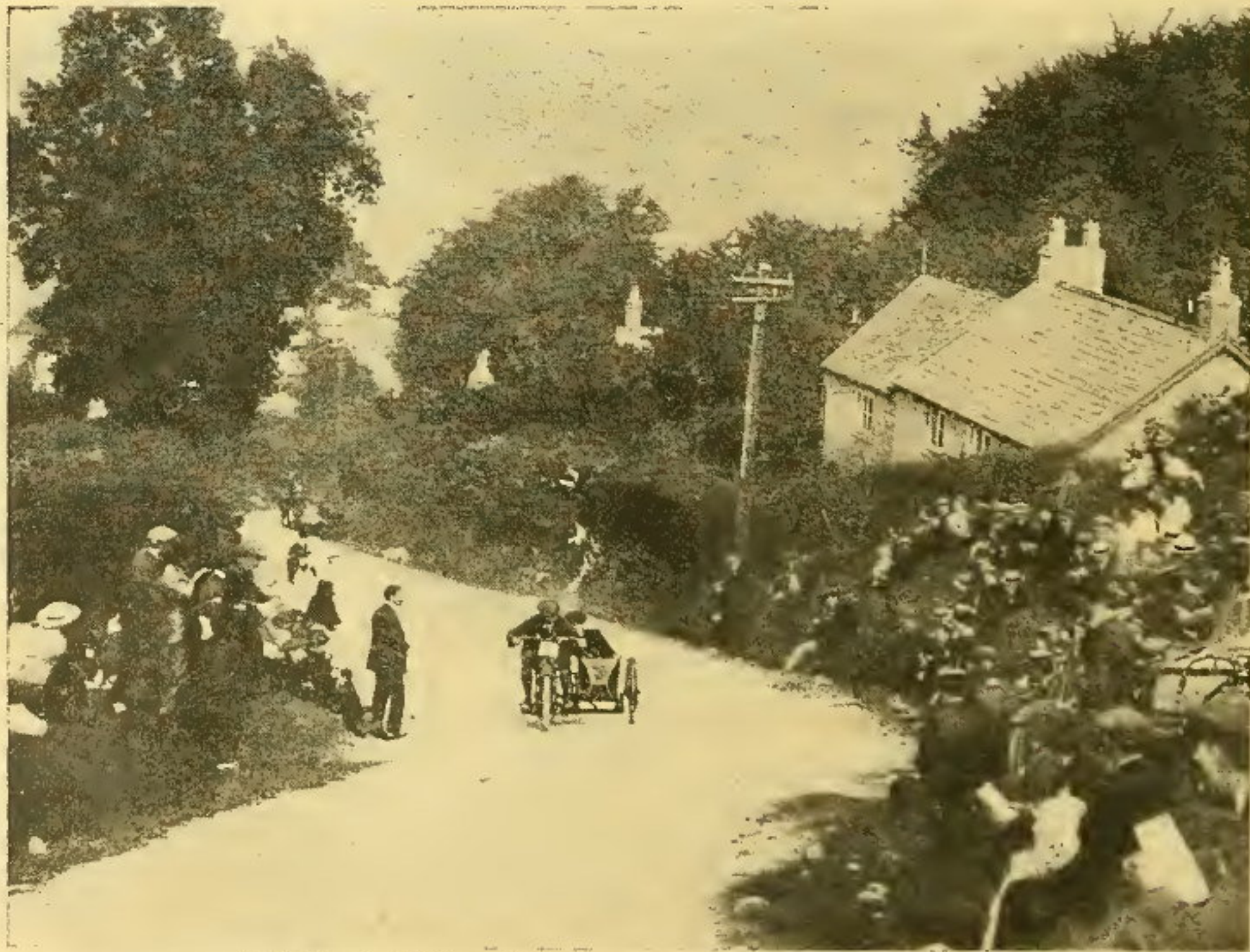
A HAPPY TRIO. It is remarkable how canine pets are lovers of motoring. The subject has often been dealt with in the motoring press. Our picture shows an Irish terrier which can find a secure perch on the top of the tank or on the carrier, so long as he can accompany his master. The machine is a twin-cylinder A.I.S.

RT



At the starting point. W. Jones (2 $\frac{3}{4}$ h.p. A.J.S.) getting away.

At the starting point. W. Jones (2 $\frac{3}{4}$ h.p. A.J.S.) getting away.



H. W. Coopland (6 h.p. A.J.S. sidecar) nearing the top of Pen-y-ball.

Sidecar Run for Wounded Soldiers at Cape Town.

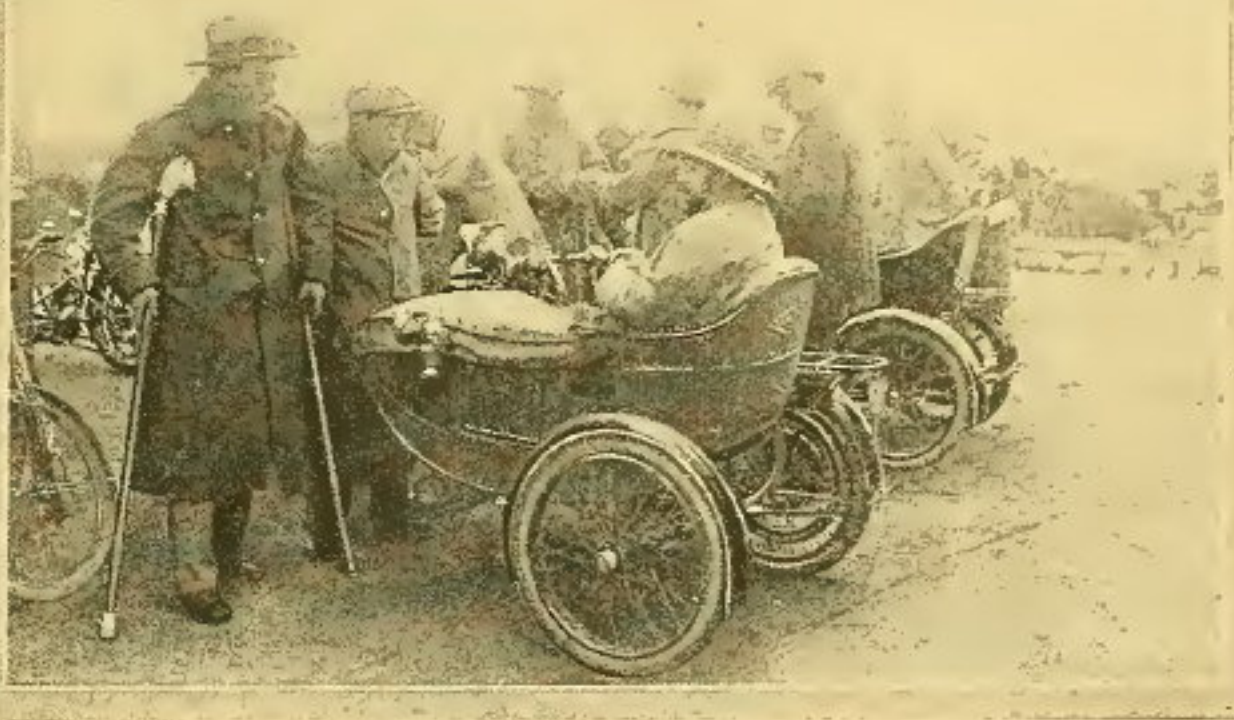


pleasure and assist in the complete recovery of their fellow countrymen.

The accompanying photographs were taken when a party was conveyed from the military hospital at Wynberg to the seaside resort of Minzenburg, which our Cape Town correspondent describes as the Brighton of South Africa. But, judging by the photographs of Minzenburg, we can only conclude that our correspondent has never seen Brighton or heard a true account of it.

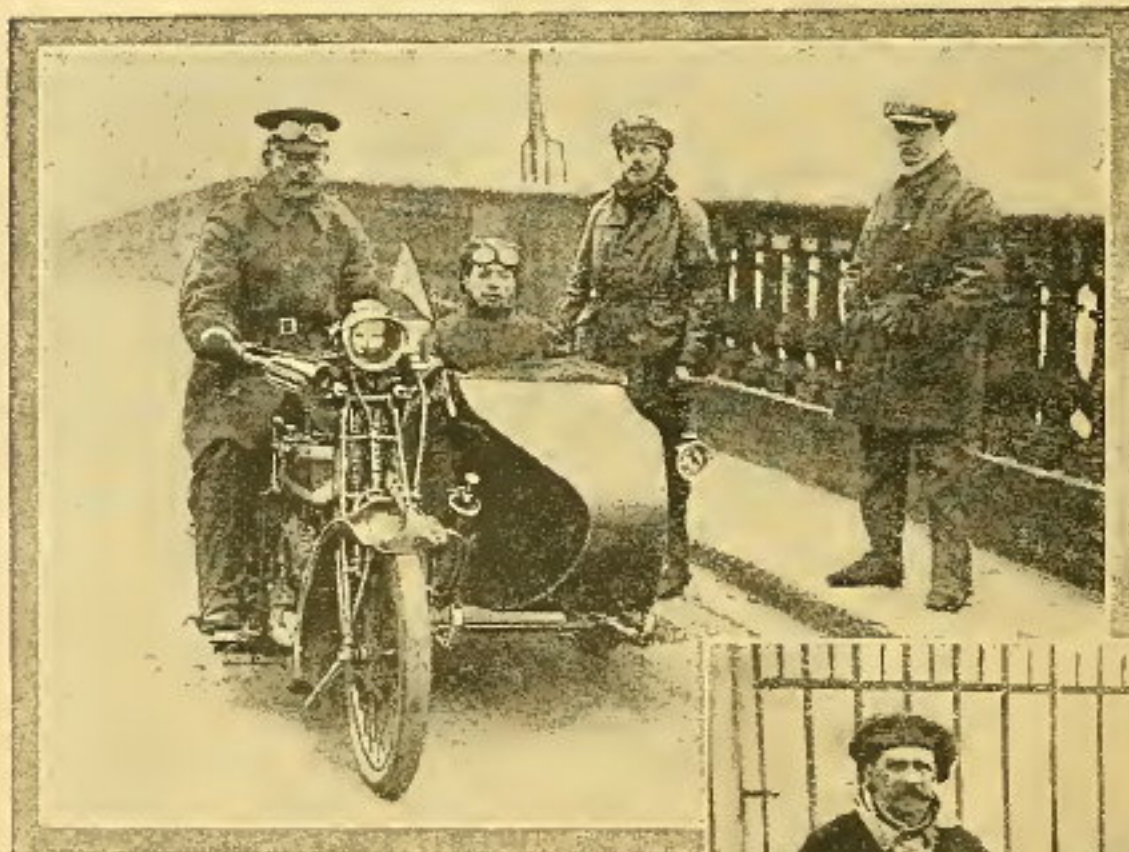
A run organised by Cape Town motor cyclists for the benefit of wounded heroes.

CAPE TOWN motor cyclists, following the example set by English riders, have of late been organising sidecar outings for soldiers wounded in Botha's successful campaign in what was German South-West Africa. Many of the more badly wounded are now well on the way to recovery in the Cape Town hospitals, and the sidecar outings have undoubtedly quickened the convalescence and made the time more pleasant for the gallant men. Although winter in that part of the world, the runs have been very much appreciated by all, and Cape Town motor cyclists take it as an honour to be able to give some



SCENES IN THE COAST-TO-COAST DESPATCH RIDE.

(See page 399 of the last issue)



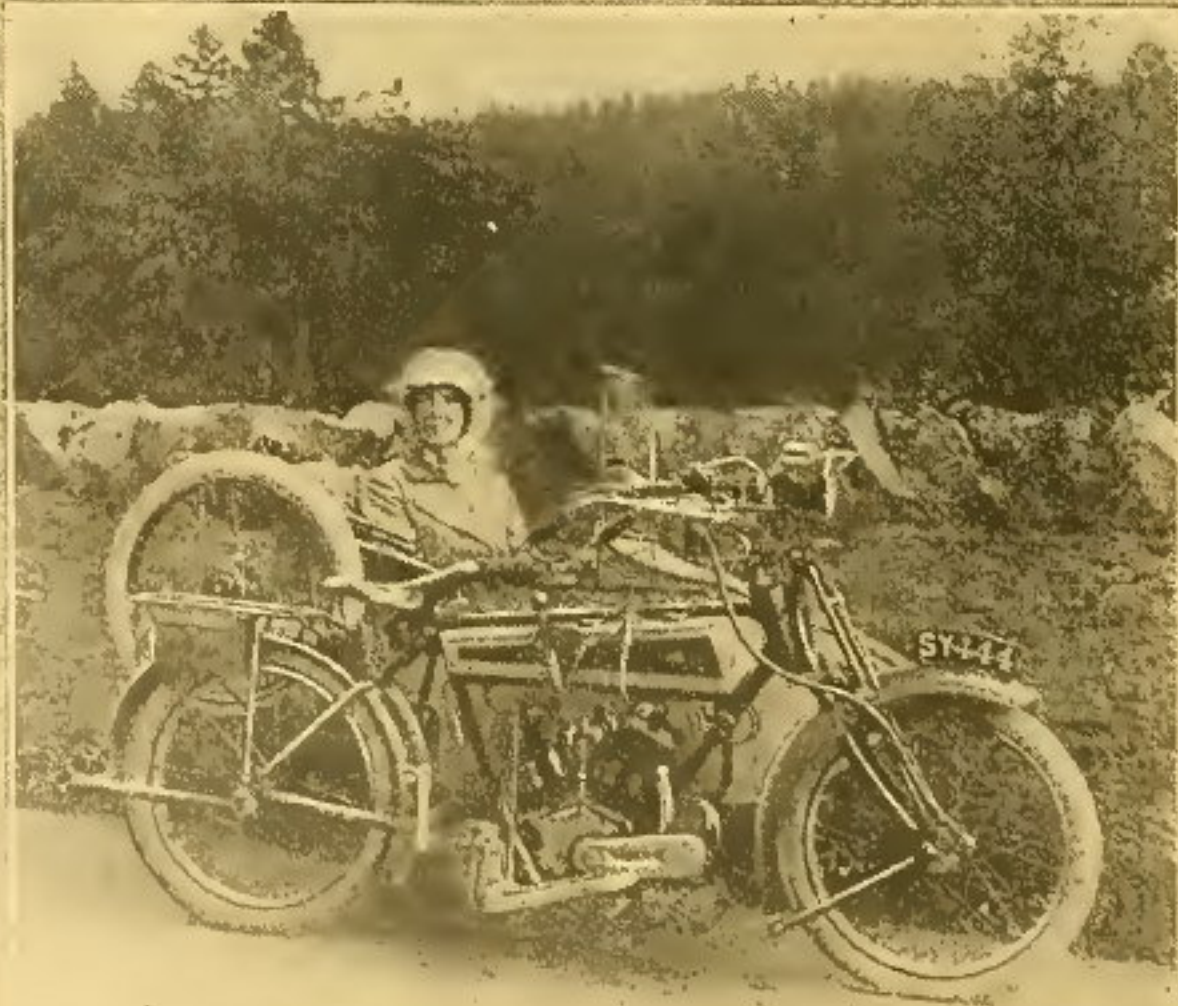
writings from any semblance of omniscience, but it is not so. One of our naval nuts, at present "somewhere in the North Sea," had written asking me to frame handicaps for a timed hill-climb and one and five-mile sprints, to be contested on the next afternoon ashore by a baker's dozen of bicycles, ranging from a 1910 lightweight to a 1916 10 h.p. Some of them had single gears, some of them had three speeds. The timing arrangements were to be of the makeshift order, and no weighing was possible. We rang up Brooklands, and the track bulbous-brains soon scented trouble and regretted they were frightfully busy. In the meantime, ye bespectacled makers of formulæ, here

authorities are guilty of a parallel crime. They calmly deposit extremely expensive tar surfacing upon a road foundation which was barely equal to the slow horsed traffic, which was its sole burden twenty years ago. When the foundation disintegrates the costly superstructure within three months, they lift pious hands in horror and denounce motoring and motorists. Sooner or later we shall have to face the reconstruction of the entire *foundations* of many important roads. But a sane roadway system is hardly practicable so long as the business is entrusted to local enterprise and local prejudice. We stand in crying need of a centralised road authority.



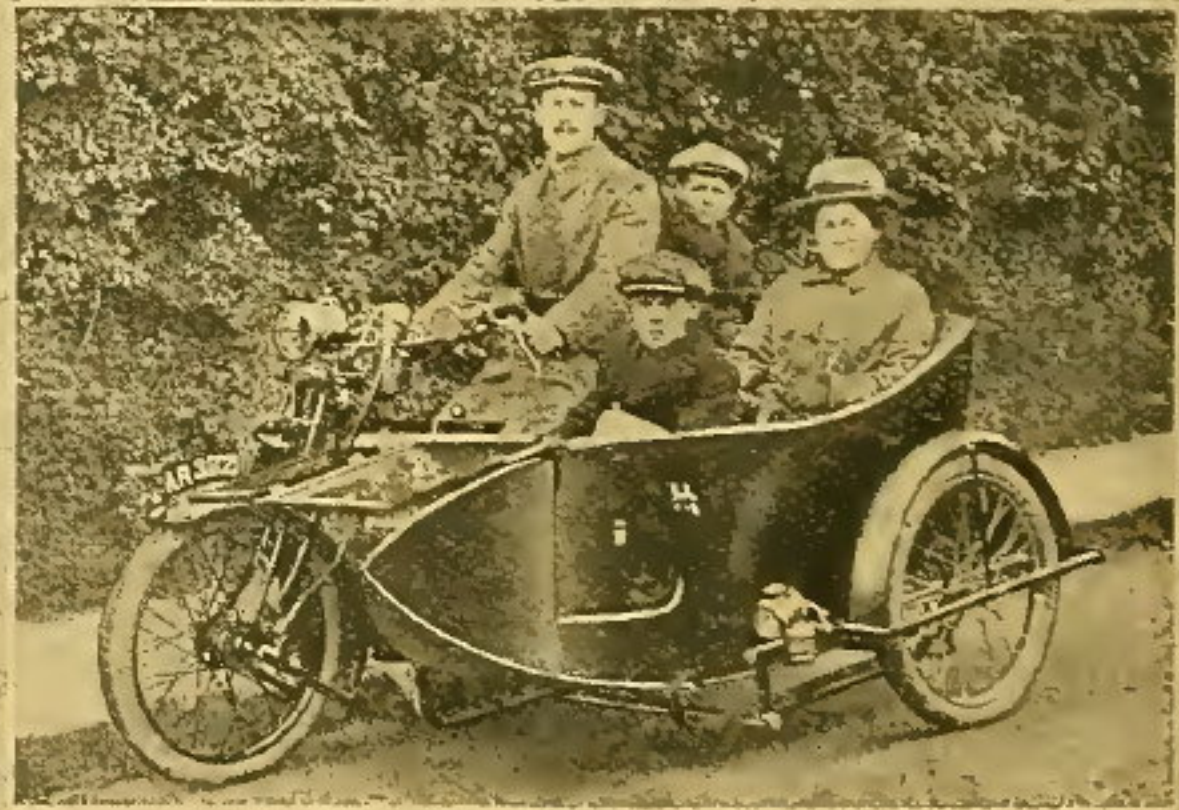
(Upper) The 6 h.p. A.J.S. sidecar outfit ridden by "Sergt." Fletcher, of the Sheffield Volunteers (Motor Cycle Section). Fletcher made splendid running, and was the only man to complete the whole journey.

(Lower) "Private" Dover replenishing the tank of his Indian during a brief halt.



6 h.p. 1915 A.J.S. passenger outfit referred to in letter from
Mr. M. G. Greig on this page.

B22



A NEAT FAMILY SIDECAR OUTFIT

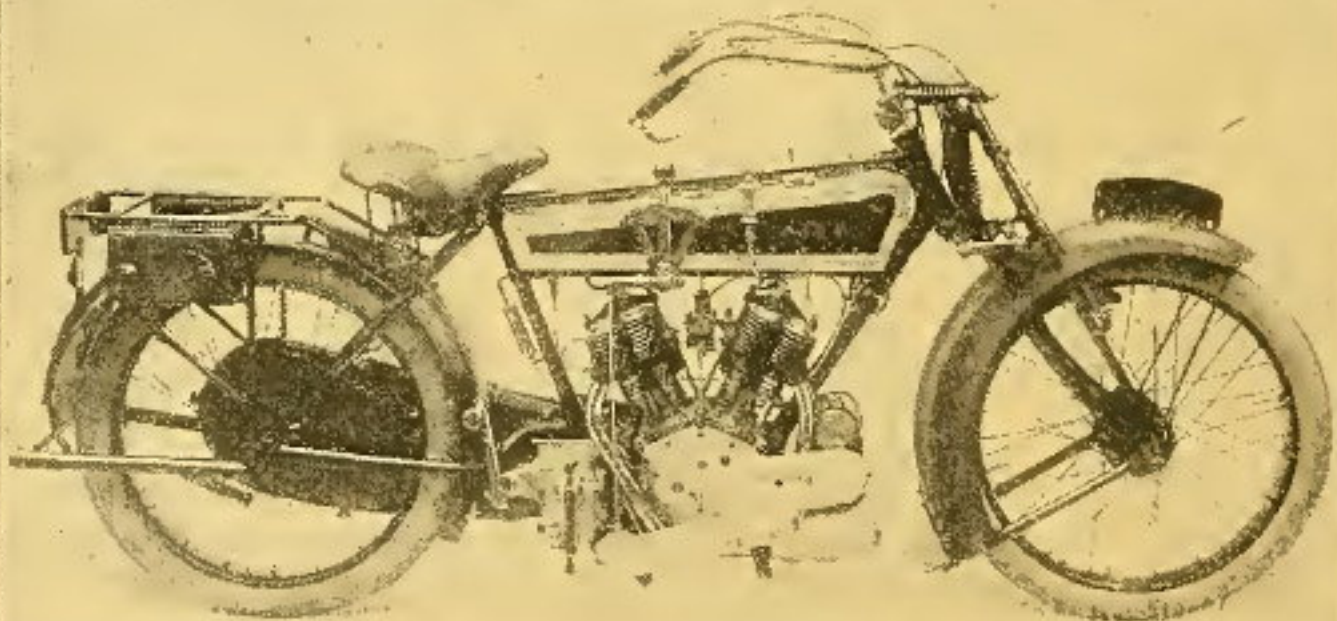
The owner is Mr. T. Suffling, of Hitchin, and the machine is a 6 h.p. 1915 model A.J.S. with a Bowser two-seated sidecar. Mr. Suffling is very pleased with the complete outfit, and he tells us he gets sixty miles per gallon with a full load.

NO ALTERATIONS TO A.J.S. IN 1916.

WE learn from Messrs. A. J. Stevens and Co., Ltd., that A.J.S. machines in 1916 will be exactly as produced during the present year. The entire absence of change is not only due to the fact that a large section of the works is busily employed on munitions of war (including parts for Clyno machine gun sidecars), but also to the fact that A.J.S. machines have proved so entirely satisfactory that little or no change is called for. The most popular of the series during the present year has proved to be the 6 h.p. twin-cylinder three-speed mount, which, with its detachable and interchangeable wheels, is, and will remain, a sidecar mount *par excellence*.

The 4 h.p. model with a sloping top tube has been a mount much sought after in 1915, but there have been difficulties connected with this model as regards delivery.

It may not be generally known that three Princes of the Royal Danish household are enthusiastic users of the 6 h.p. combination.



6 h p. 1916 model A.J.S.—one of the most representative passenger machines on the market. Detachable wheels, all-enclosed chain drive, and a three-speed gear are features of this mount.

A.J.S.

As the designers and builders of the famous A.J.S. we
KNOW that OUR machine is far superior in all the multi-
farious points which together go to make IDEAL Service, but —

From the Prospective Buyer's standpoint, the first-hand evidence of the
actual A.J.S. owner will naturally afford the strongest and most conclusive proof
of A.J.S. supremacy, hence we suggest —

Just "ask the man who OWNS one" what HE thinks of his Mount

**A.J.S. Perfected Engine ; Interchangeable Detachable Wheels ; All-enclosed Weatherproof Chain
Transmission : Three-speed Countershaft Gear ; Scientific "Straight Tube" Frame ; Patent
Spring Forks (incorporating wide mudguards) absorbing Vertical and
Horizontal shocks ; Fully protective Mudguards and A.J.S. Weatherproof Finish.**

A.J.S.
6h.p. 3-speed
Passenger
Combination.

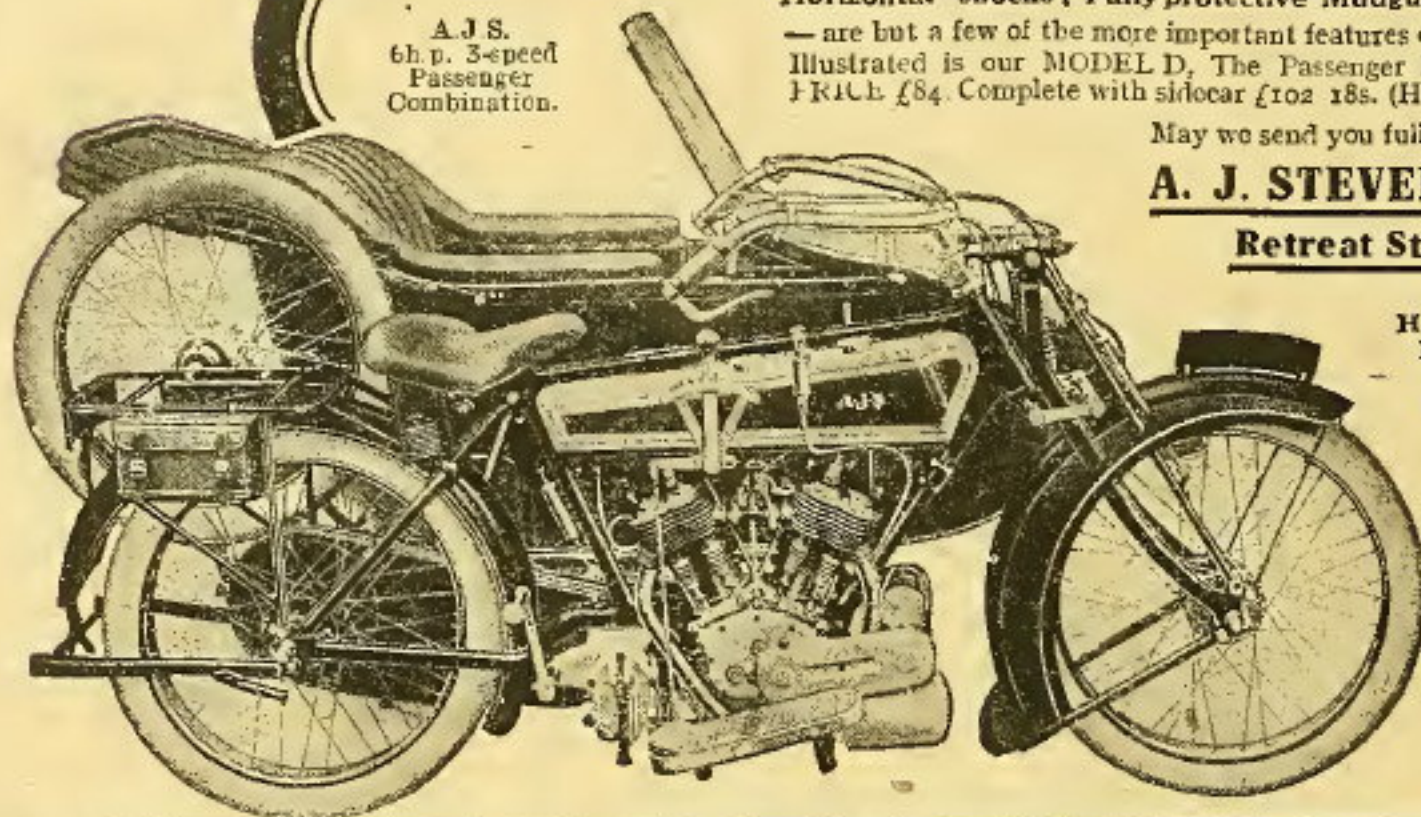
— are but a few of the more important features embedded in the A.J.S. for 1916.
Illustrated is our MODEL D, The Passenger Machine, 6 h.p. twin cyl., 750 c.c., 3-speed
PRICE £84. Complete with sidocar £102 18s. (Hood, Windscreen, and Spare Wheel extra).

May we send you full catalogue ? It deals with every model.

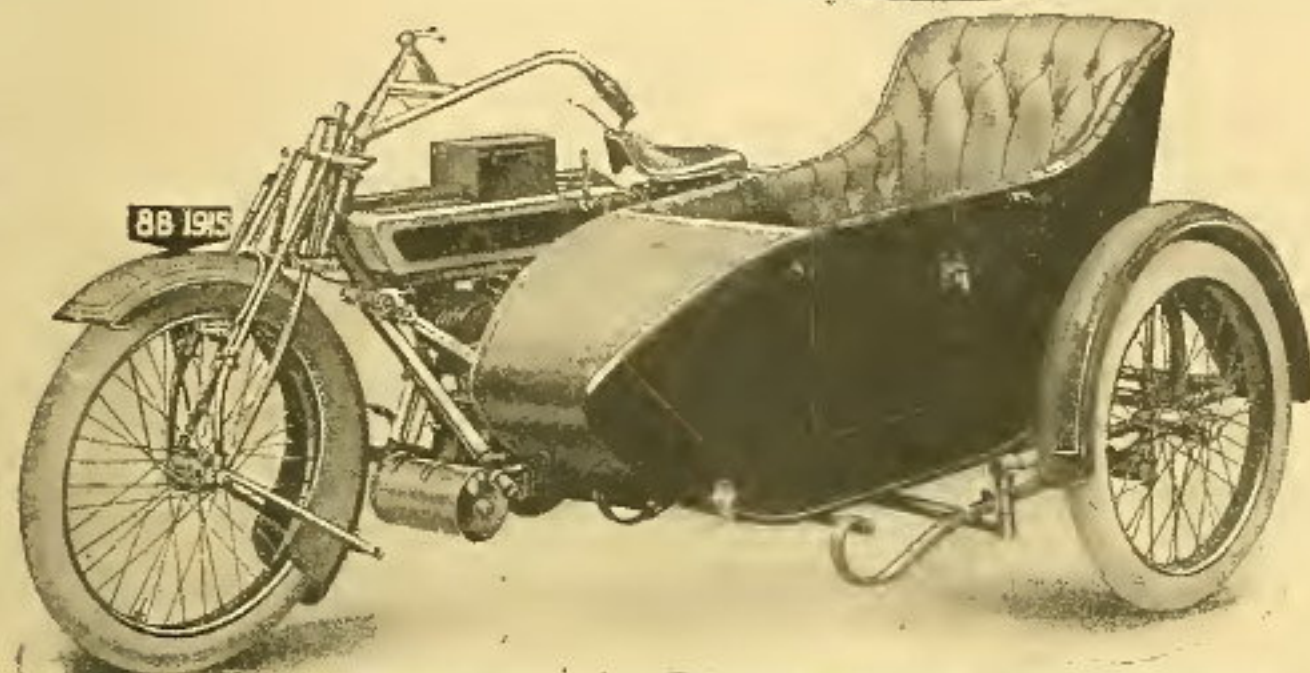
A. J. STEVENS & Co. (1914), Ltd.

Retreat St., Wolverhampton.

London Agent :
H. TAYLOR & Co.,
Ltd., Store St.,
Tottenham
Court Rd.



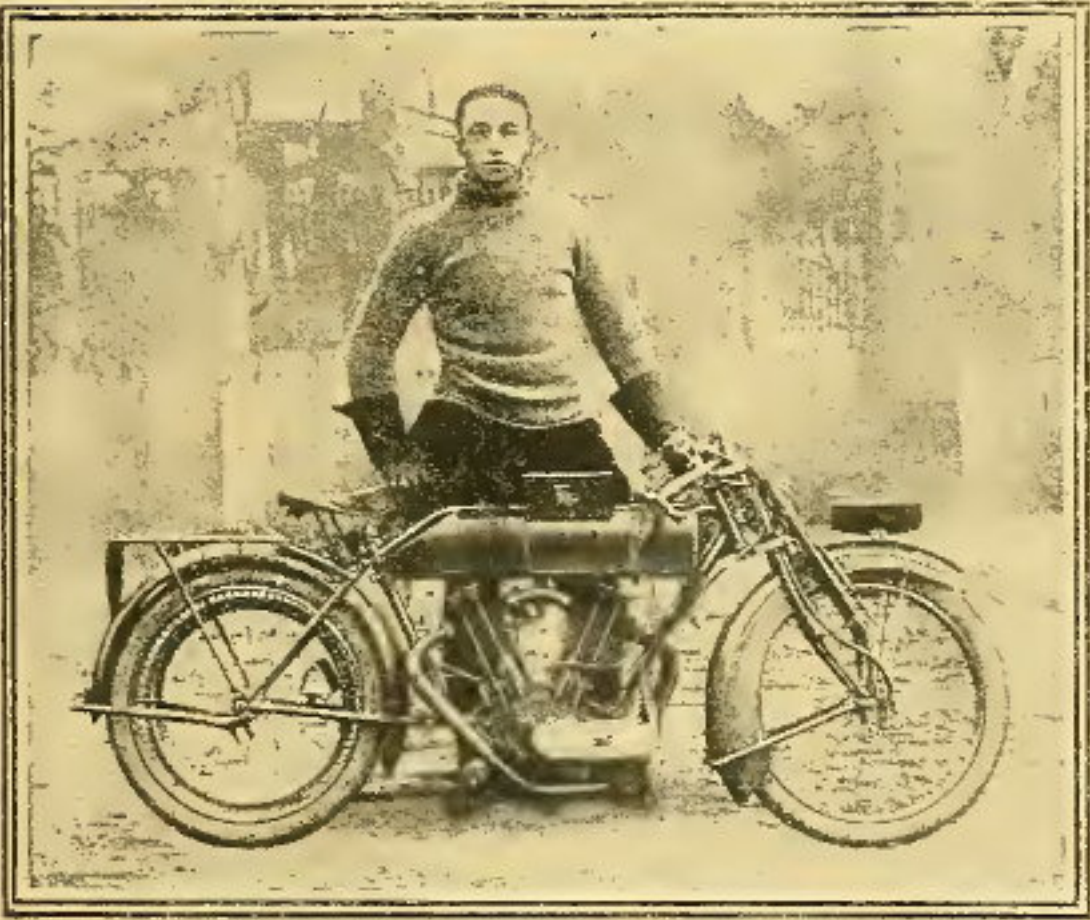
Matchless



Owing to Government requirements, it is absolutely impossible for us to keep pace with orders for Matchless sidecar combinations, and we appeal to the Patriotism of disappointed clients to excuse the non-delivery.

MATCHLESS 8B COMBINATION. Powerful, Reliable, Silent, and Distinctive.

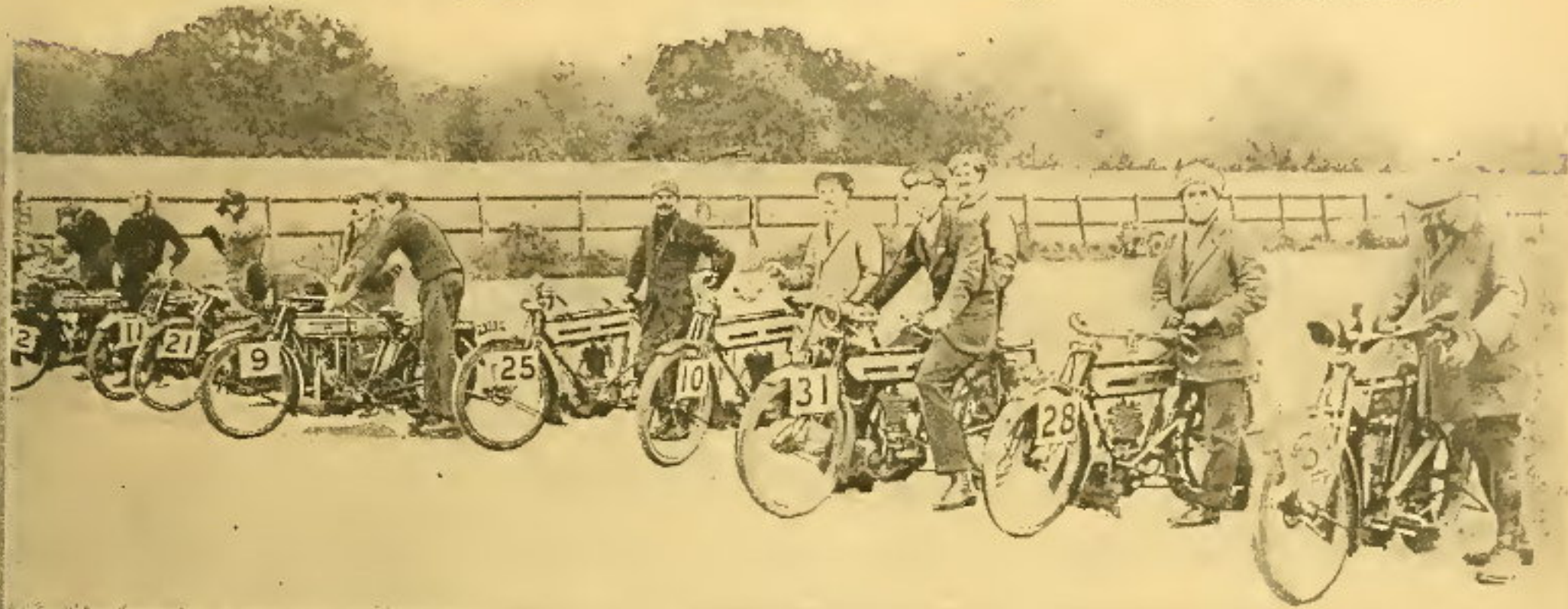
H·COLLIER & SONS, LTD PLUMSTEAD · S·E · GAM.



Fastest time of the day, i.e., 64.9 m.p.h., was made by the rider of this 8 h.p. twin-cylinder Matchless at the Petrograd speed trials.

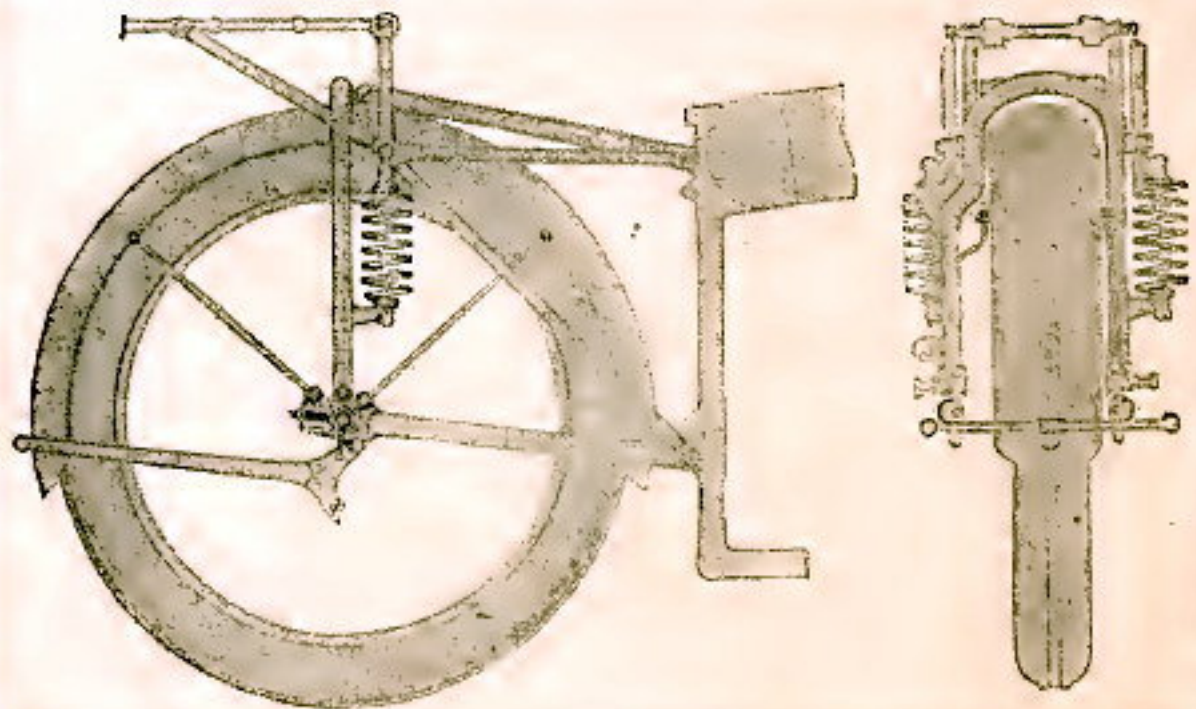
R.A.F. Motor Cycle Race Meeting.

Motor Cyclists engaged on Aircraft Work arrange Event at Brooklands.

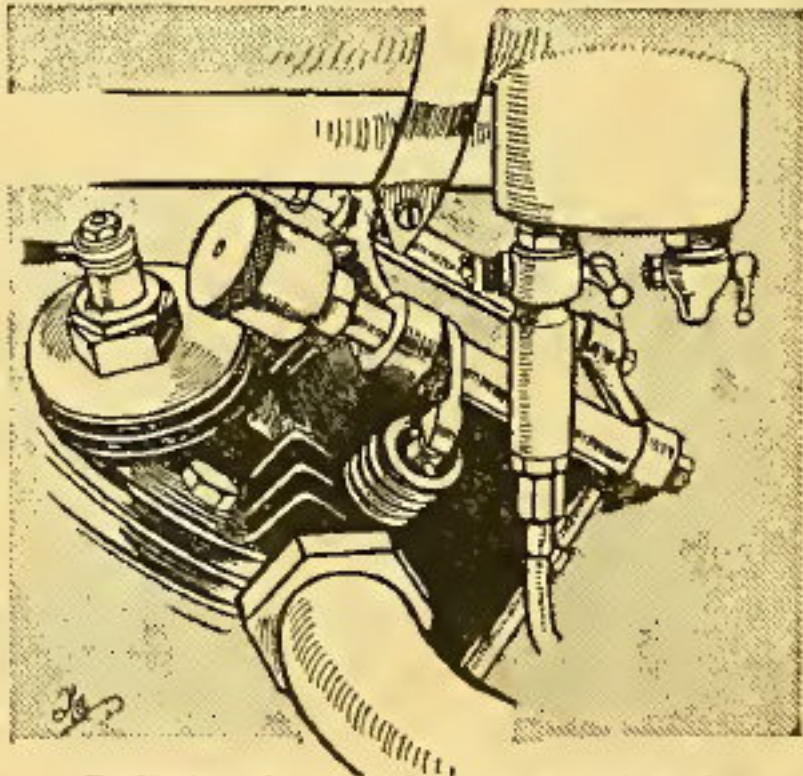


Line up for the heavyweight half-mile sprint won by P. Davey (8 h.p. Matchless).

EMBERS of the staff of the Royal Aircraft factory. It is well known that...



How the Matchless carrier is sprung (see letter accompanying).



Radiating fins attached to sparking plug,
as used by Matchless and Motosacoche in
1913 Tourist Trophy races.



Miss Jeanie Kerr, of Thornton, File, and her 7-9 h.p. Matchless sidecar. (See letter on this page.)

THE MOTOR CYCLE

BUYERS' GUIDE OF 1916 MODELS

COMPLETE SPECIFICATIONS (ALPHABETICALLY ARRANGED) AND ILLUSTRATIONS OF MOTOR CYCLES ON THE BRITISH MARKET.

In the absence of a Show, "The Motor Cycle" Buyers' Guide, which has formed an annual feature of this journal since 1906, again fulfils an important mission. Naturally, great difficulties have been encountered this year in the compilation of the Guide, owing to the fact that most of the manufacturers are either wholly or partially engaged on the production of munitions of war. A number of models are unobtainable, and in preparing the Guide we have, as far as possible, in conjunction with the manufacturers, selected for illustration and description the machine which the makers are in a position to deliver. Other models produced are noted at the foot of the Specifications.

A.B.C.

3½ h.p., 2-cyl. (180°), 70 × 64 mm., 494 c.c., over-head exhaust valves, steel cylinders. Dixie magneto. Claudel-Hobson carburetter. A.B.C. 4-sp. countershaft gear, gate change. Chain. Height 27in. Clearance 5½in. Wheelbase 57in. Tyres, 26 × 2½in. Mechanical pump. Petrol, 1½ galls. Spring frame. Price £72. Weight, 195 lb.

Other models.—Racing machine, rigid frame, weight 150 lb., same price.

A.B.C. MOTORS, LTD.,
Hersham, Walton-on-Thames.

Abingdon "King Dick."

6-7 h.p., 2 cyls. (50°), 75 × 95 mm., 795 c.c., s.s. B. & B., Amac, or Senspray carburetter. Abingdon 3-speed countershaft gear. Chain and belt (rin.) Height 31in. Clearance 4½in. Wheelbase 59in. Dunlop H.S. tyres, 26 × 2½in. Hand pump and drip feed. Petrol, 2½ galls. Price £83. Weight 286 lb.

Other models.—Same machine with fixed gear and belt drive, £66; 3½ h.p., 1 cyl., 499 c.c., as above, £69 6s.; with fixed gear, £53.

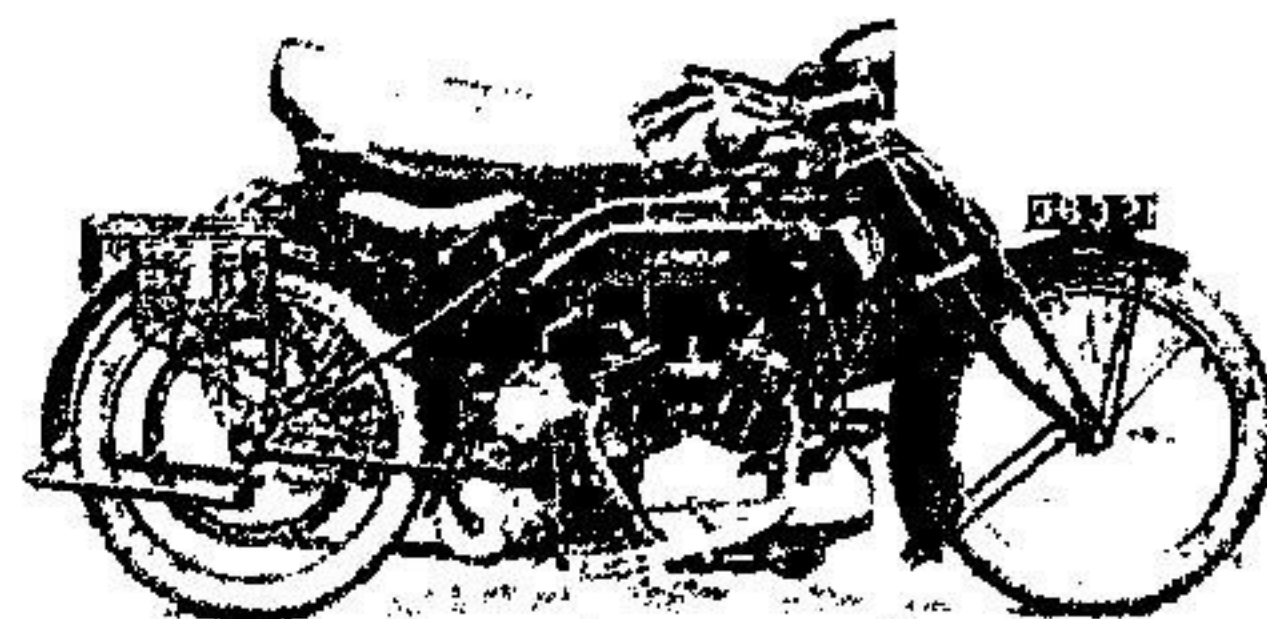
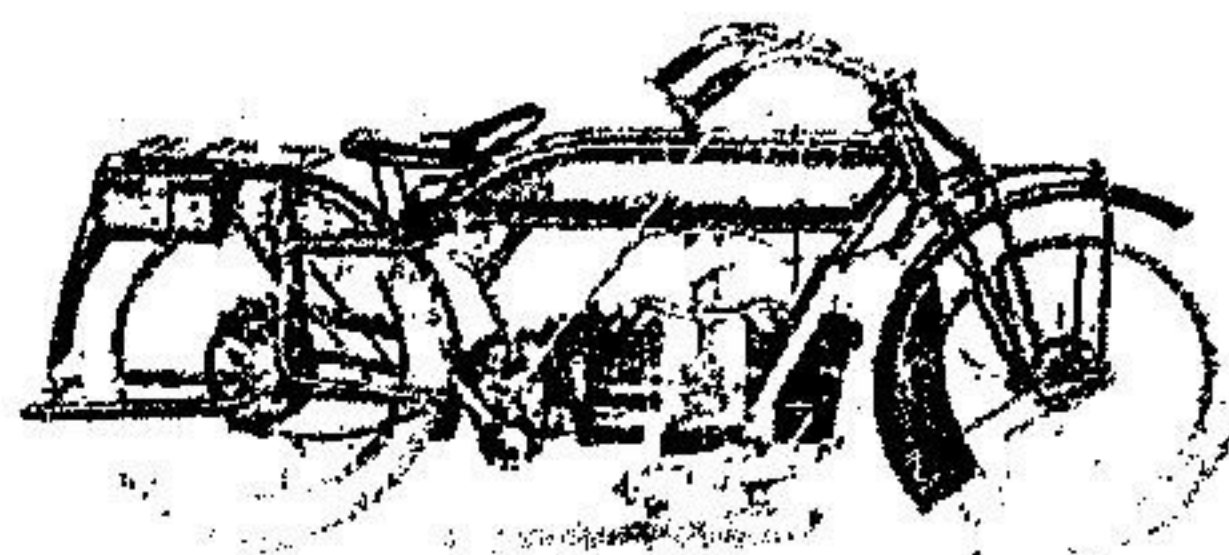
ABINGDON-ECCO, LTD.,
King's Road, Tyseley, Birmingham.

A.J.S.

6 h.p., 2-cyl., 74 × 87 mm., 748 c.c., s.s. Splitdorf magneto. Amac carburetter. A.J.S. 3-speed countershaft gear. Chain. Height 30in. Clearance 4½in. Wheelbase 57in. Avon tyres, 650 × 65 mm. Spring-loaded hand pump. Petrol, 2½ galls. Detachable wheels. Price, £84. Weight, 280 lb.

Other models.—2½ h.p., 1-cyl., 349 c.c., 2 or 3-speed, £55 or £58; 4 h.p., 2-cyl., 550 c.c., 3-speed, £76.

A. J. STEVENS AND CO. (1914), LTD.
Retreat Street, Wolverhampton.



Alldays-Aillon.

2½ h.p., 1-cyl., 2-stroke, 70 × 76 mm., 292 c.c. E.I.C. magneto. Senspray carburetter. 2-speed countershaft gear. Chain and belt. Height 29in. Dunlop tyres, 26 × 2½in. Hand pump and drip feed. Petrol, 1½ galls. Price £42.

Other models.—Same machine with clutch, £45; single-gear, £34; de Luxe model, £52 10s.
ALLDAYS AND ONIONS CO., LTD.,
Small Heath, Birmingham.

Ariel.

3½ h.p., 1-cyl., 86.4 × 85 mm., 498 c.c., s.s. Splitdorf magneto. B. and B. carburetter. Ariel 3-speed countershaft gear. Chain and belt. Height 30in. Clearance 4½in. Wheelbase 56in. Dunlop tyres, 26 × 2½in. and 2½in. Hand pump and drip feed. Petrol, 1½ galls.

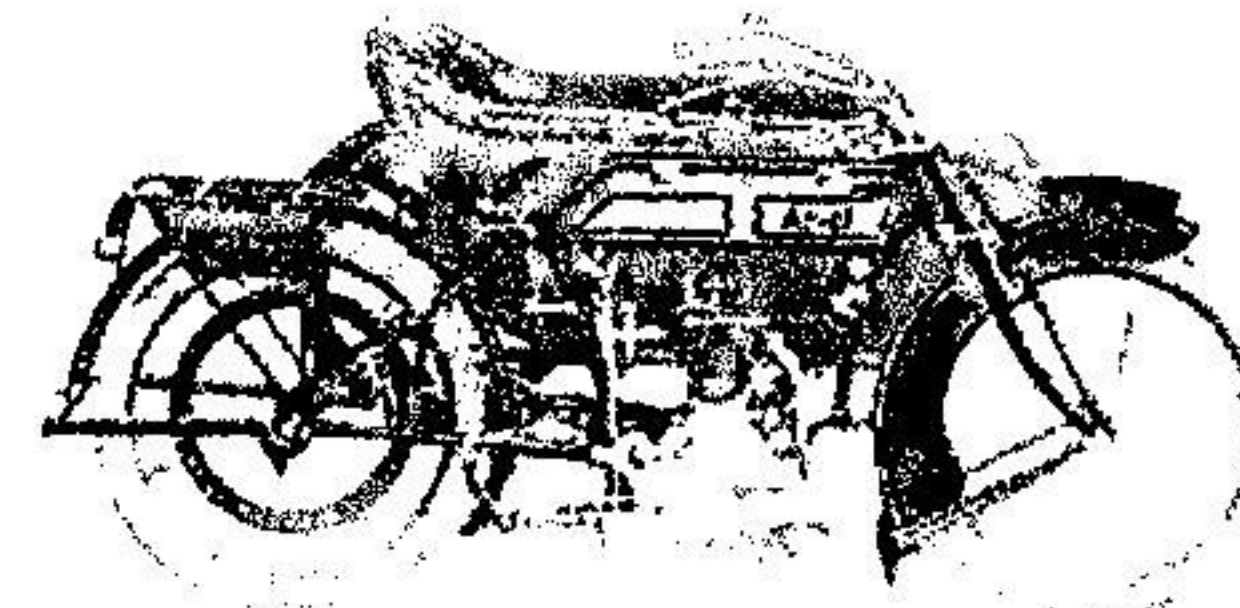
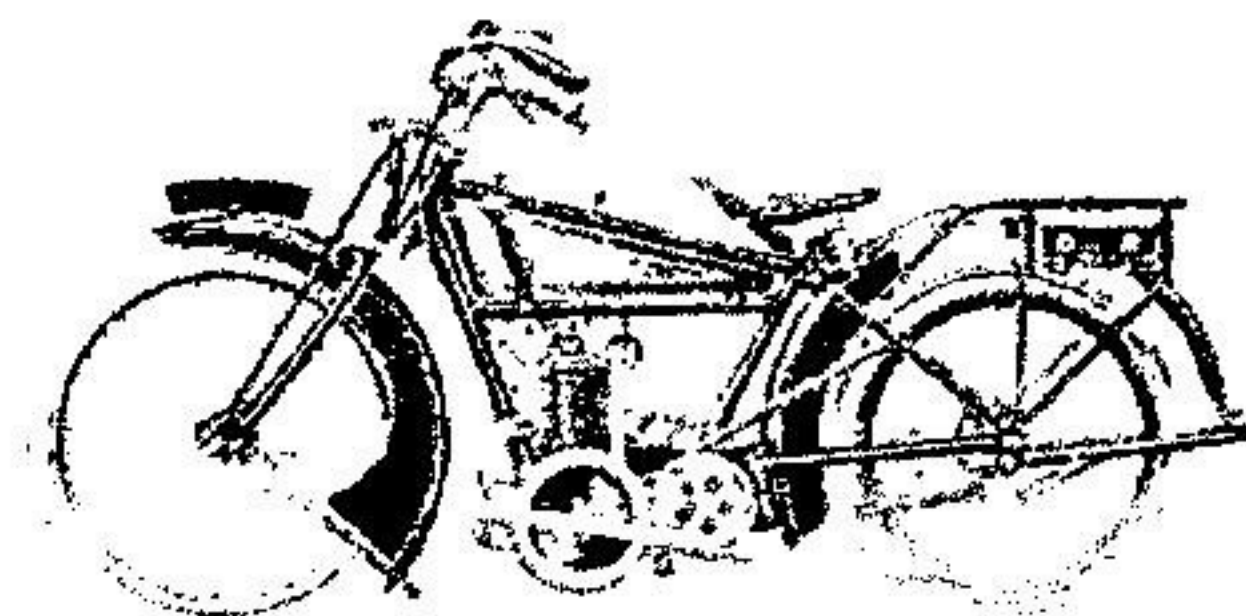
Price £64 (with sidecar, £81). Weight, 250 lb.
Other models.—2½ h.p., 1-cyl., 2-stroke, 350 c.c., 2-speed, £44; 3½ h.p., as above, single geared, £49 10s.; 5-6 h.p., 2-cyl., 668 c.c., 3-speed, £74 10s.

ARIEL WORKS, LTD.,
Bournbrook, Birmingham.

Bat.

5-6 h.p. J.A.P., 2-cyl. (50°), 76 × 85 mm., 770 c.c., s.s. Bosch magneto. Amac carburetter. Bat 3-speed countershaft gear. Chain and belt, rin. Height 29in. Clearance 5in. Wheelbase 54in. Kempshall tyres, 26 × 2½in. Hand pump and drip feed. Petrol, 2 galls.

Price £73. Weight, 240 lb.
Other models.—4½-5 h.p., 2-cyl., 654 c.c., £57 10s.; 7-8 h.p., 2-cyl., 976 c.c., £75.
BAT MOTOR MANUFACTURING CO.,
Dagen, London, S.E.



J.A.P. ENGINES IN 1916.

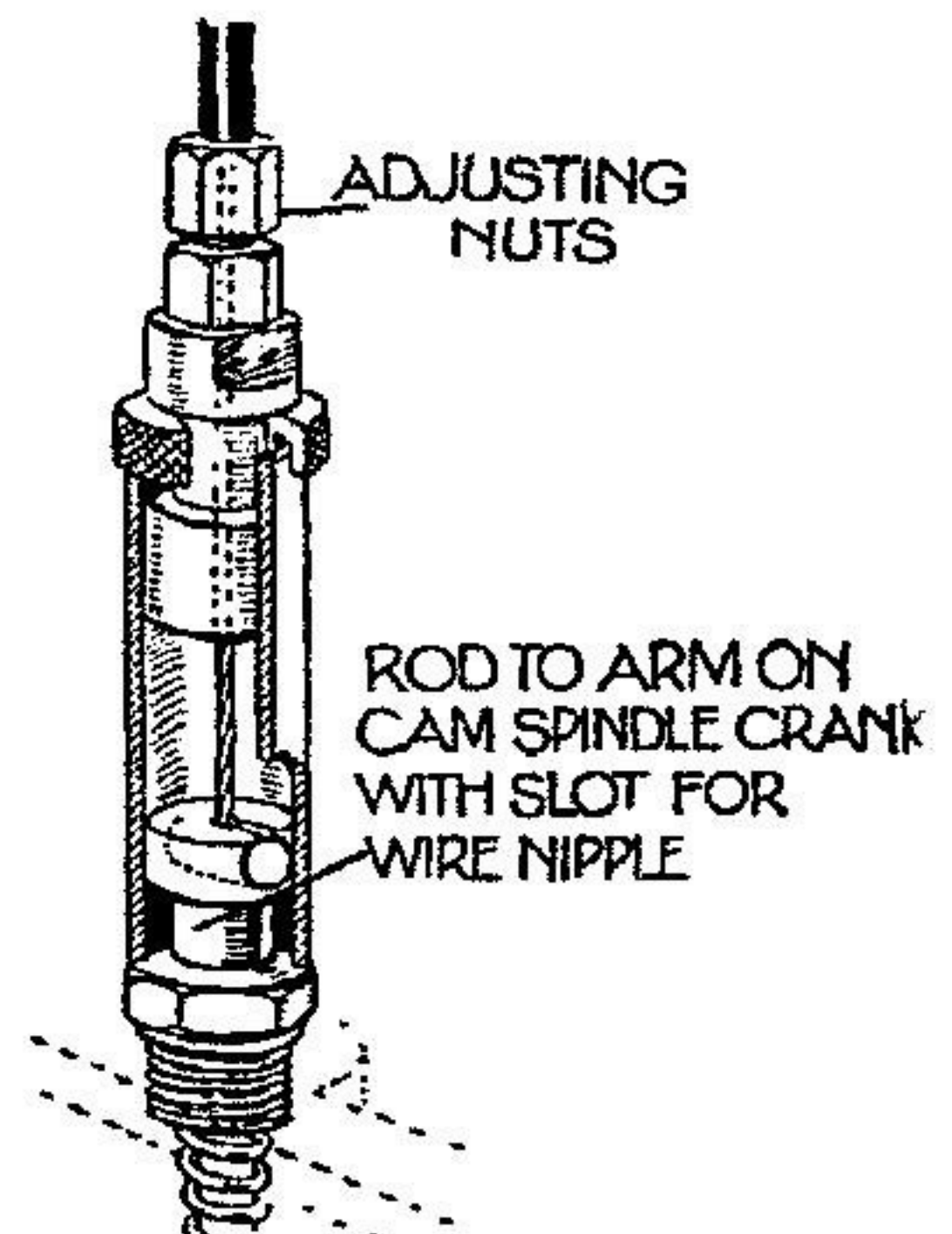
Further Details of the New Models.

IN last week's issue (p. 502) we gave a description of the new J.A.P. connecting rod, and this we are now able to illustrate. It will be remembered that a phosphor bronze bush passes through from one side of the fork rod to the other, while the centre rod works directly in the centre portion of the bush, a design which allows of a greatly increased bearing surface. The chief improvement is in the design of the bush, which is composed of steel lined with phosphor bronze. The centre rod in this case has also a phosphor bronze bush.

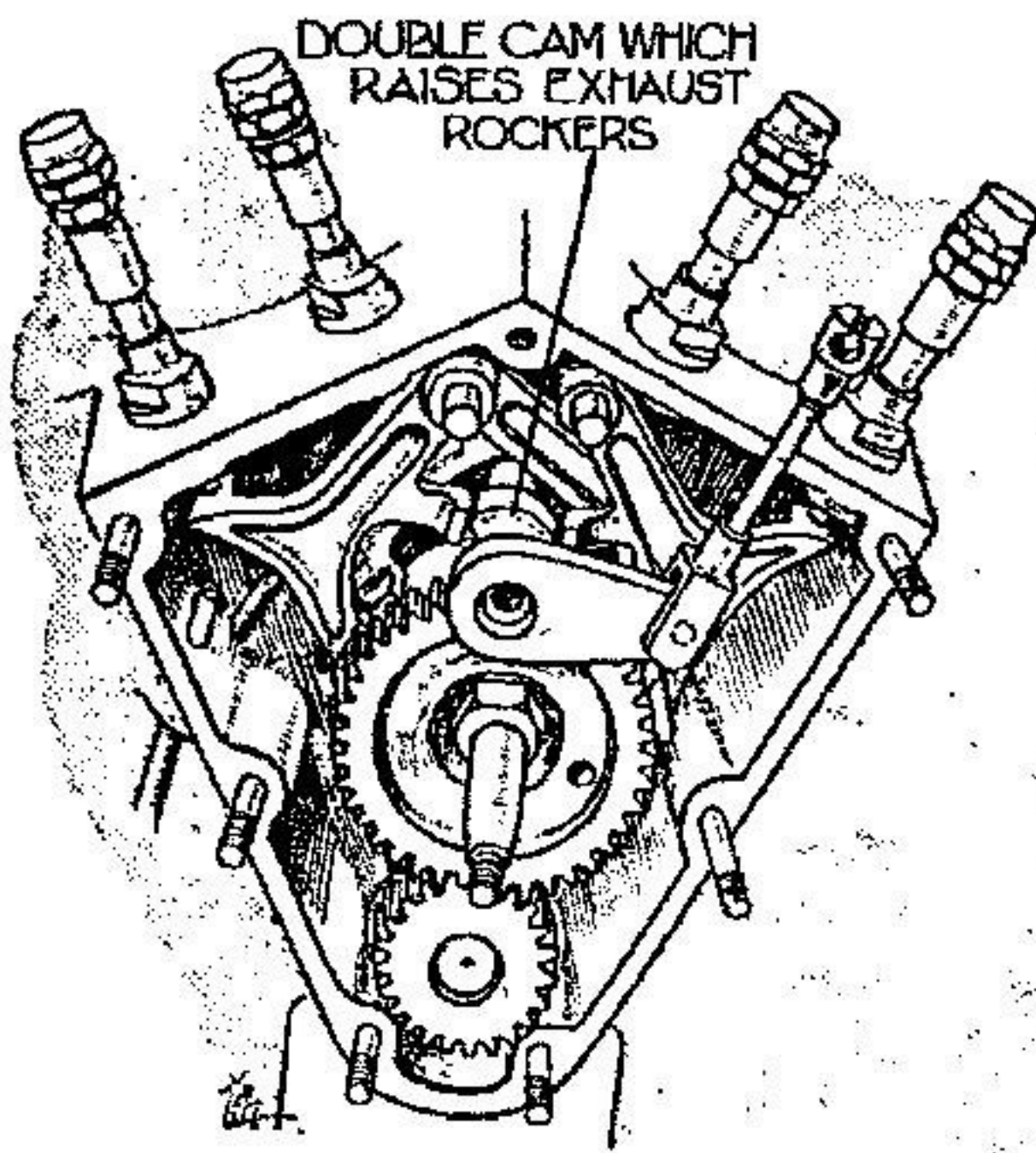
The latest pattern J.A.P. timing gear, the new method of lifting the exhaust valves, and the latest type of adjustable

We now come to the interesting J.A.P. system of lubrication. The pressure system of lubrication is utilised. In this case the pressure is provided by the descending force of the piston. This forces a quantity of oil through a hole at the base of the crank chamber into a passage, and past the non-return valve into a box or reservoir cast upon the exterior of the crank case. This reservoir gives a sufficient head of oil to allow of a continuous flow. The only means of escape is a pipe through which it leaks into a recess under the main bearing bush into the flywheel, the oil being then led into a semi-circular recess on the flywheel boss, which presses tightly against the side of the crank case and registers with the

oil channel, so that this recess is filled with oil under pressure, which flows through a hole in the recess through the flywheel to the centre of the crank pin, thus adequately lubricating the big end bearing. From the crank pin it descends again to the main bearing on the pulley side. Dotted lines are also shown indicating the passage of the oil from the main bearing to the hollow bolt running through the top of the crank case, where there is an

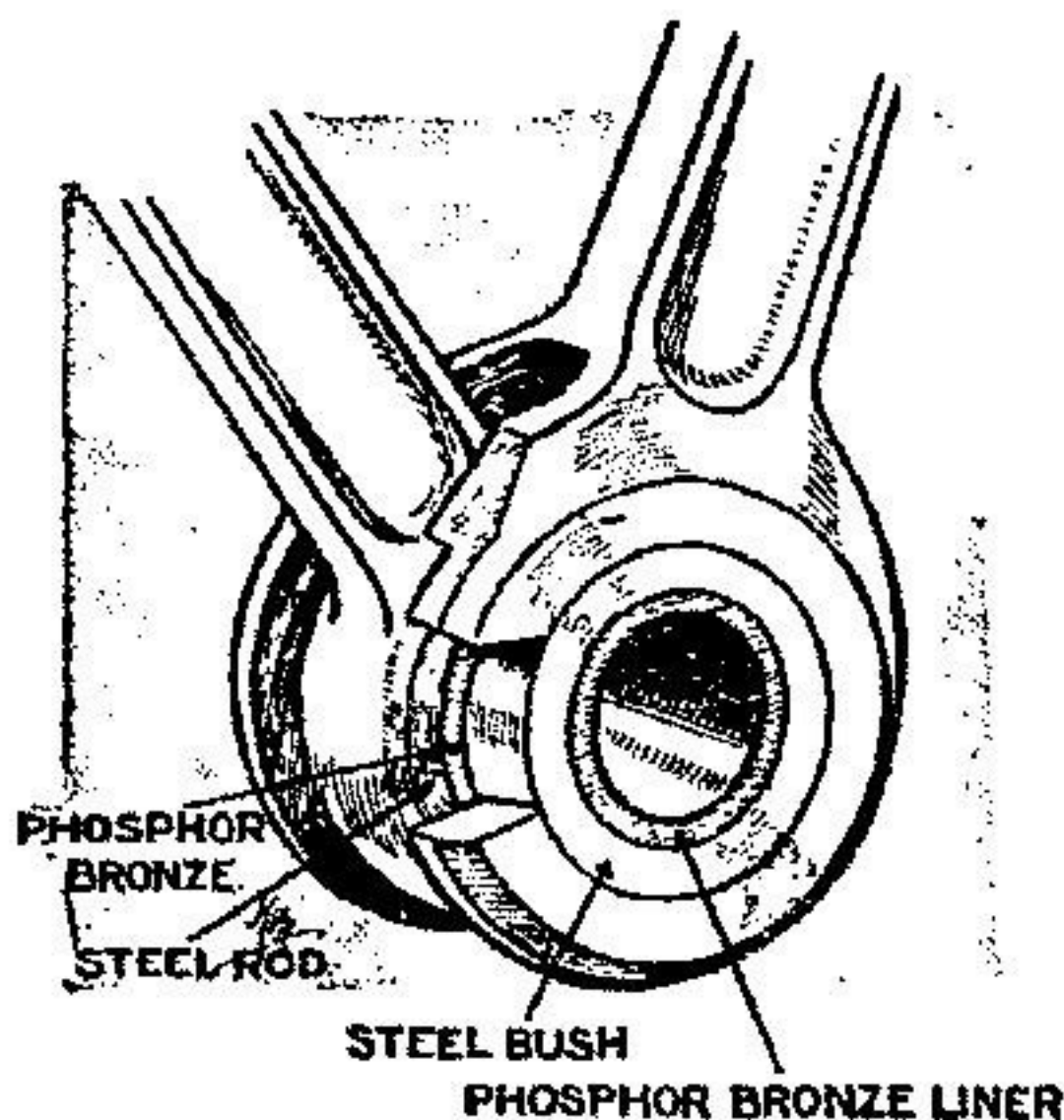


Details of the exhaust lifter cable attachment.

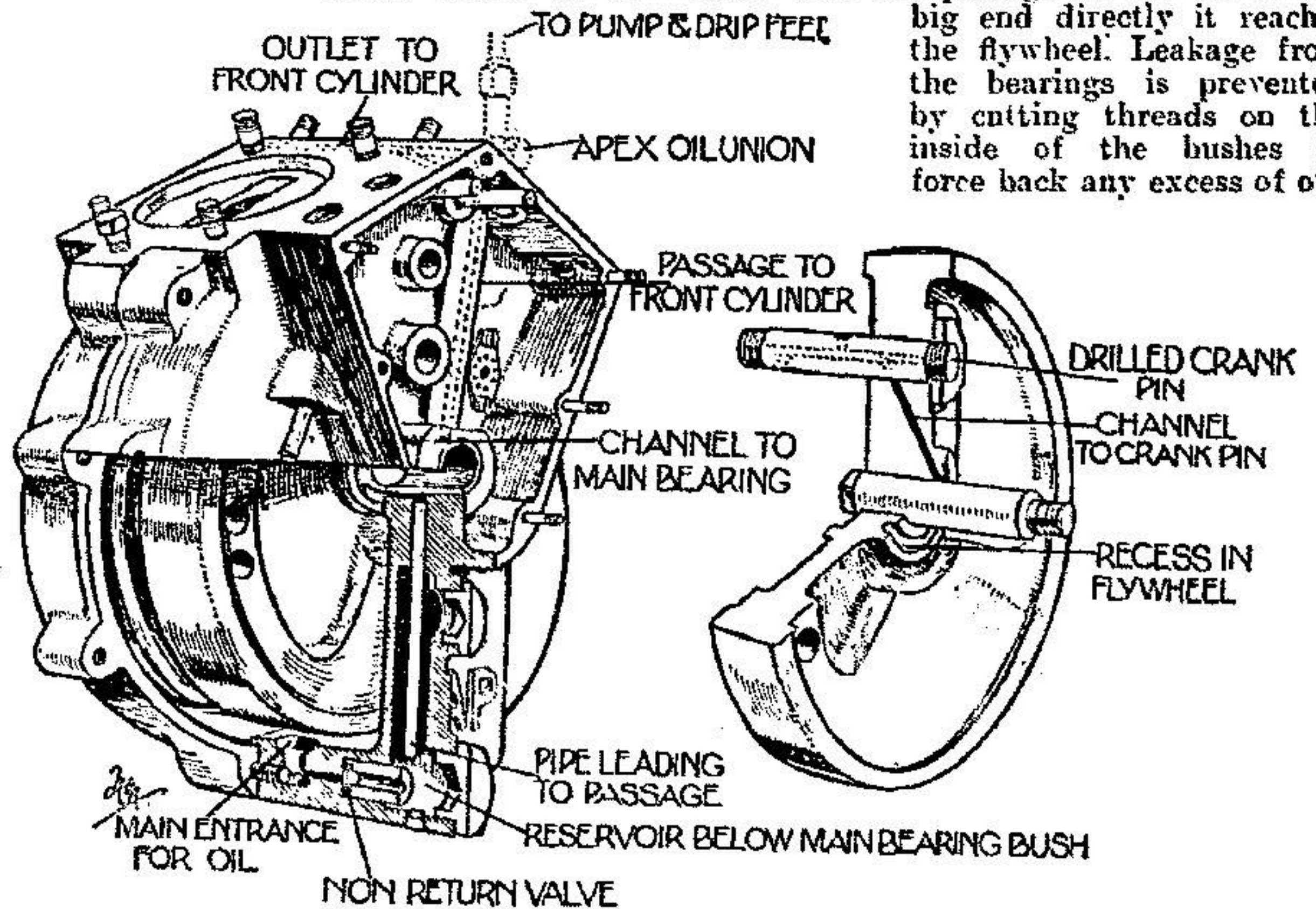


Timing gear on the latest J.A.P. engine

tappets are also worthy of note. The exhaust valves are raised by means of a double cam, which, when the exhaust lever is actuated, brings each cam in contact with two heels on the exhaust valve rockers, thus forcing them apart and causing the tappets to lift the valves.



The new J.A.P. forked connecting rod, showing the arrangement of the bushes.



J.A.P. lubrication system

outlet to the front cylinder. This bolt communicates with the apex oil union, to which the oil flows from the auxiliary pump or drip-feed into the crank chamber via the front cylinder; it is provided with a ball valve to prevent any blow back in the oil pipe. The non-return valve, which controls the supply from the crank case to the oiling system, is merely a flat steel disc.

The whole system is most ingenious, as practically the same effect is obtained as if a mechanical oil pump were employed, and yet the only additional moving part is the tiny, though absolutely reliable, non-return valve. It is also interesting to note that centrifugal force aids the passage of the oil to the big end directly it reaches the flywheel. Leakage from the bearings is prevented by cutting threads on the inside of the bushes to force back any excess of oil.

SPECIAL NOTICE.—Copies of 'The Motor Cycle' may only be sent to neutral European countries if posted direct from the office of the publishers, or by newagents who have obtained permission from the War Office for this purpose. The publishers of 'The Motor Cycle' have obtained the necessary permission, and, consequently, can send subscribers' copies as usual. Before sending through newagents it is important to enquire if permission has been obtained, as otherwise copies intended for neutral European countries will not be forwarded by the Post Office.

Vindec.

2½ h.p., 1-cyl., 2-stroke, 61 × 70 mm., 225 c.c.
Dixie magneto. Sonspray carburettor.
Vindec 2-sp. countershaft gear. Chain and belt, 5in.
Height 30in. Clearance 4in.
Dunlop tyres, 26 × 2in.
Petrol.
Price £40. Weight, 90 lb.
Other model.—6 h.p. J.A.P., 770 c.c., Sturmey-Archer 3-speed countershaft, with sidecar, £88.

BROWN BROS., LTD.,
22-34, Great Eastern Street, London, E.C.

Ward.

2½ h.p., 1-cyl., 73 × 70 mm., 293 c.c.
R.I.C. magneto. Amac or Sonspray carburettor.
Roe 2-speed countershaft gear. Chain and belt.
Height 28in. Clearance 5in. Wheelbase 48½in.
Clincher tyres, 24 × 2in.
Hand pump and drip feed.
Petrol, 1½ galls.
Price £34 10s. Weight, 120 lb.
Other model.—Same machine, single geared, £26 10s.

W. WARD AND SONS,
Motor Engineers, Wetherby, Yorks.

Westovian.

4½ h.p. Precision, 1-cyl., 89 × 96 mm., 597 c.c., s.s.
Dixie magneto. Amac carburettor.
Sturmey-Archer hub gear. Belt.
Height 30in. Clearance 5in. Wheelbase 55in.
Dunlop tyres, 26 × 2½in.
Hand pump.
Petrol, 2 galls.
Price £52 10s. Weight, 185 lb.
Other models.—2½ h.p. T.D.C., 1-cyl., 269 c.c., 2-speed, £30 10s.; 3½ h.p. Precision, 1-cyl., 499 c.c., 4-speed, £54; 2½ h.p. Villiers, 1-cyl., 269 c.c., 2-speed, £33 6s.; 4 h.p. J.A.P., 1-cyl., 488 c.c., 4-speed, £56; 4 h.p. J.A.P., 2-cyl., 496 c.c., 4-speed, £60; 6 h.p. J.A.P., 2-cyl., 770 c.c., £70.

R. V. HEATH AND SON,
Catherine Street, South Shields.

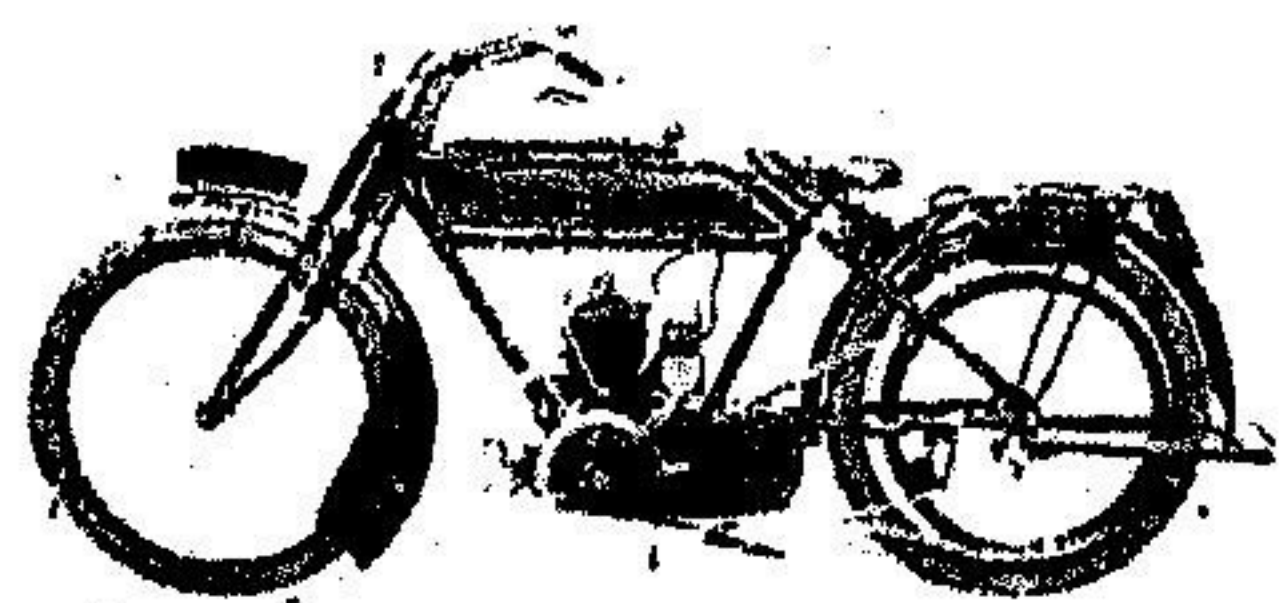
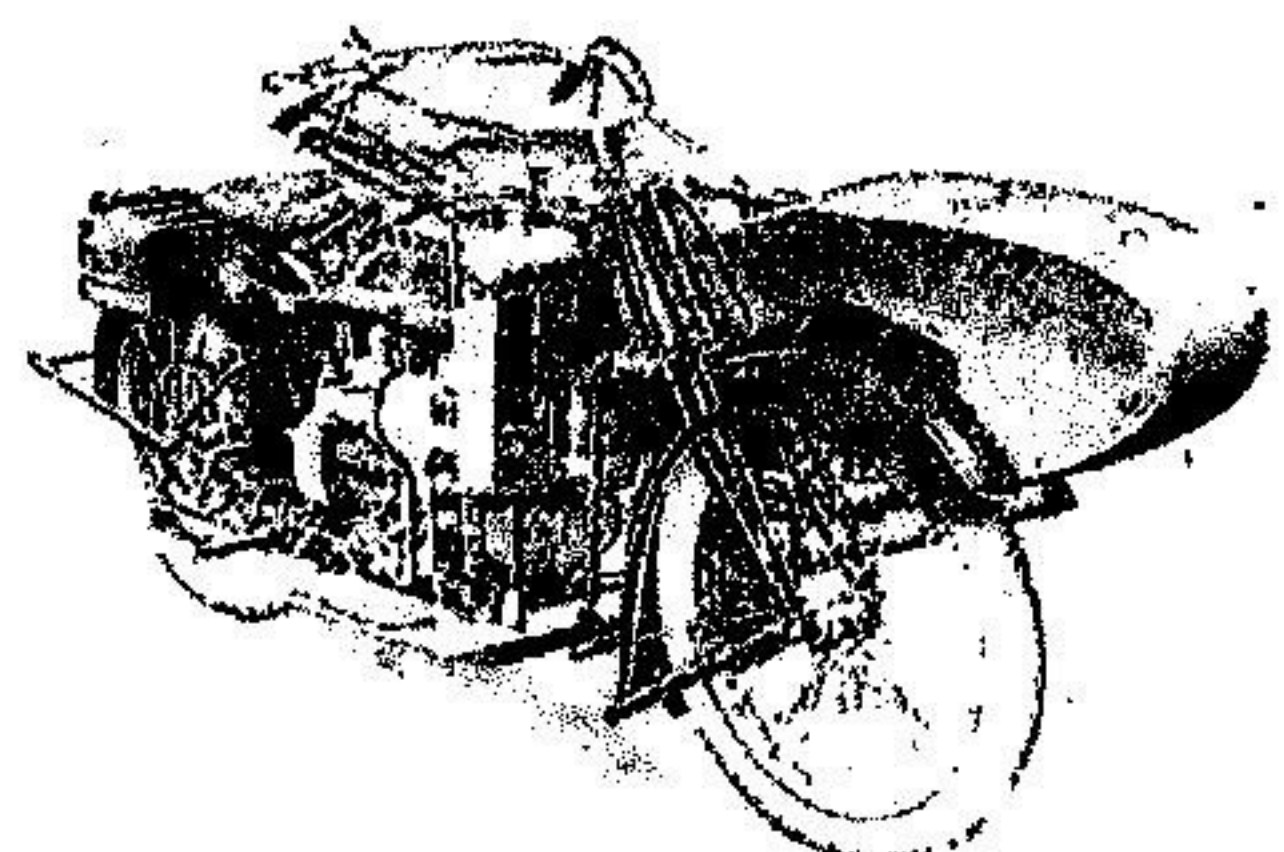
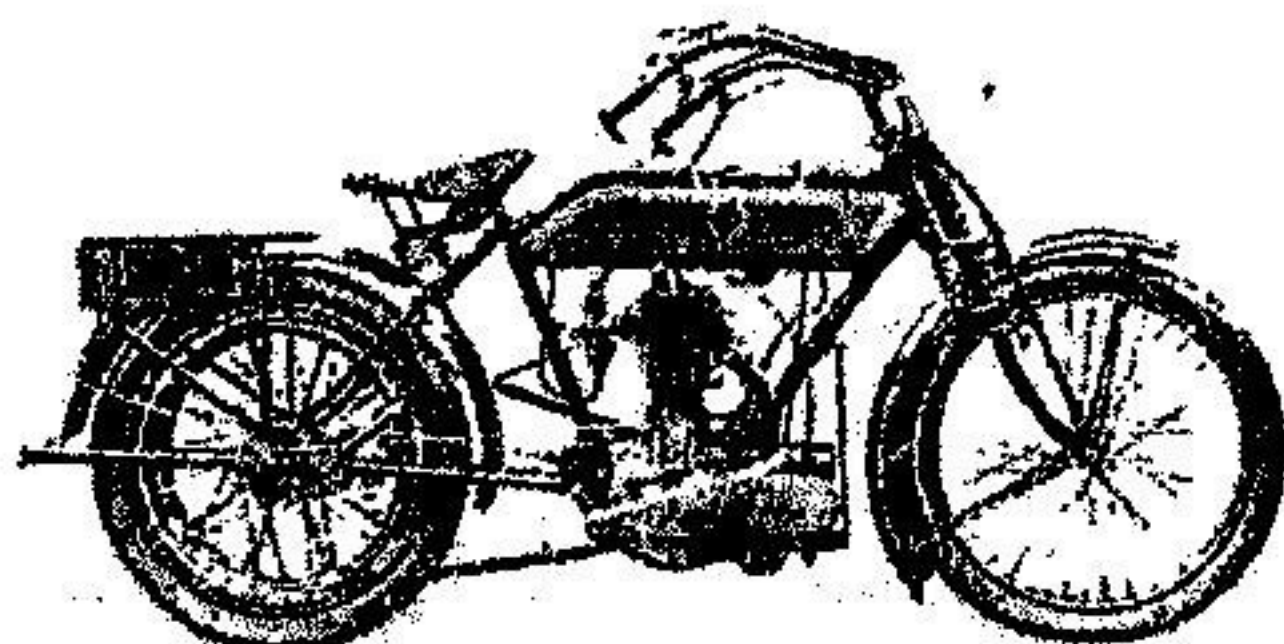
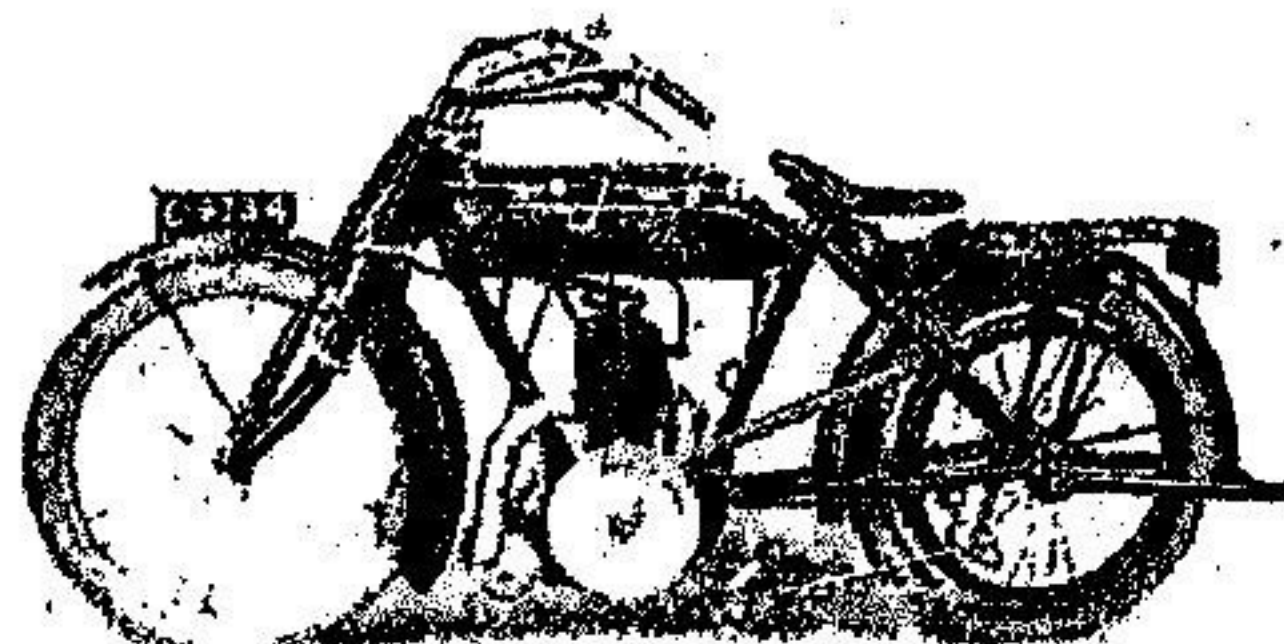
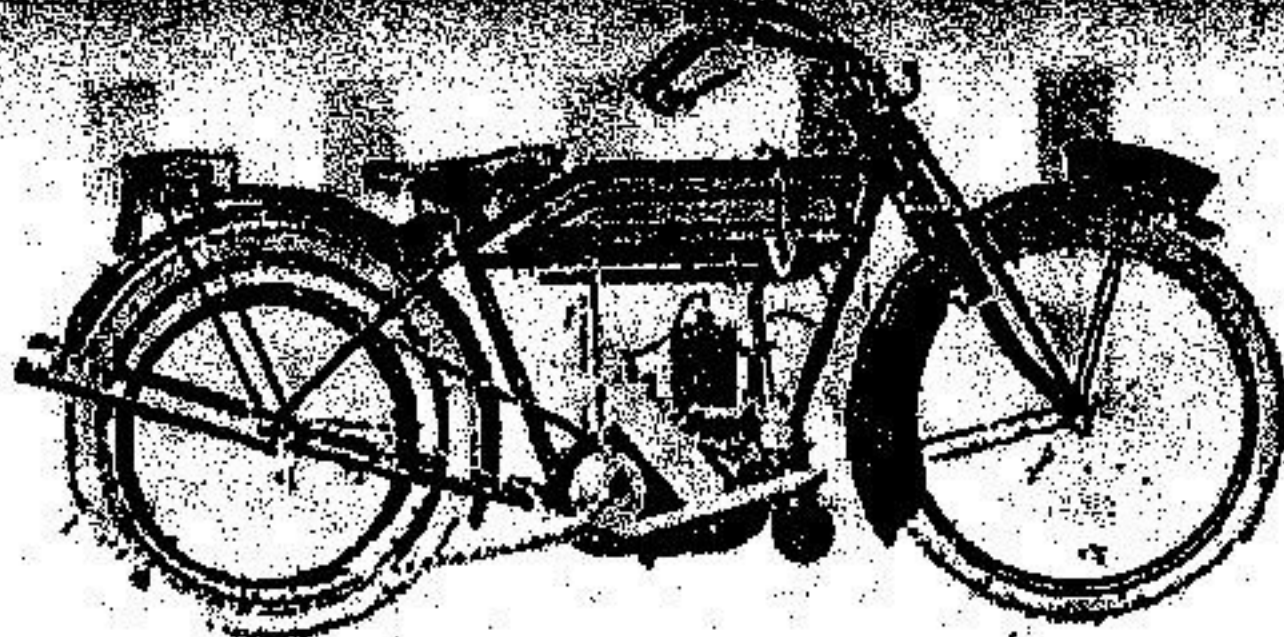
Williamson.

8 h.p. Douglas, 2 cyls. (180°), 85 × 85 mm., 964 c.c., s.s.
Bosch magneto. Amac or D. & B. carburettor.
Douglas 2-speed countershaft gear. Chain.
Clearance, 6½in.
Hutchinson tyres.
Hand pump and drip feed.
Petrol, 1½ galls.
Price £100.

WILLIAMSON MOTOR CO., LTD.,
Leeds, Coventry.

Wolf.

2½ h.p., 1-cyl., 2-stroke, 70 × 70 mm., 269 c.c.
Dixie magneto. Amac carburettor.
Countershaft gear. Chain and belt.
Height 28½in. Wolf tyres, 20 × 2in.
Hand pump and drip feed.
Petrol, 1½ galls.
Price £35 10s. 6d. Weight, 127 lb.
Other models.—2½ h.p. T.D.C., 1-cyl., 269 c.c., £20 10s. 6d.; 2½ h.p. J.A.P., 1-cyl., 291 c.c., £31 5s.; 4 h.p. Abington, 1-cyl., 499 c.c., £41 12s. 6d.; 6 h.p. 2-cyl., £78.
WOLFKUN ENGINEERING CO., LTD.,
Wolverhampton.



Wooler.

2½ h.p., 1 cyl., 2-stroke, 76 × 76 mm., 344 c.c.
B. & B. carburettor, with pilot jet.
Countershaft variable gear (7 ratios). Belt (3in.)
Height 26½in. Clearance 7in. Wheelbase 59in.
Dunlop tyres, rubber studded, 26 × 2in.
Mechanical lubrication.
Petrol, 1½ galls.
Spring frame.
Price £47 5s. Weight 170 lb.
WOOLER ENG. CO., LTD.,
Old Oak Common Lane, Willesden Junction, N.W.

Yale.

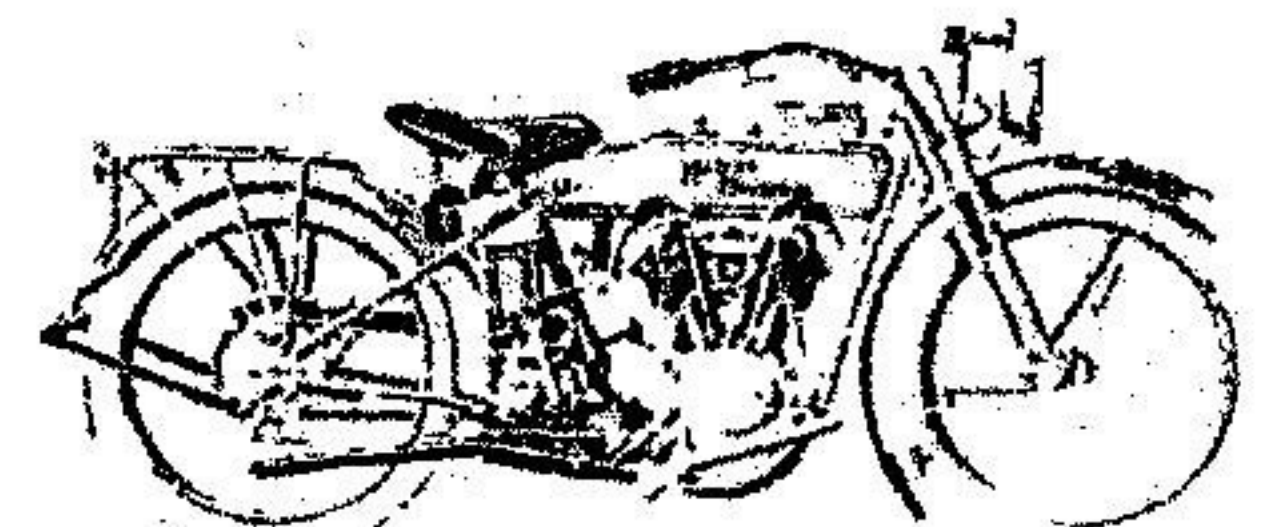
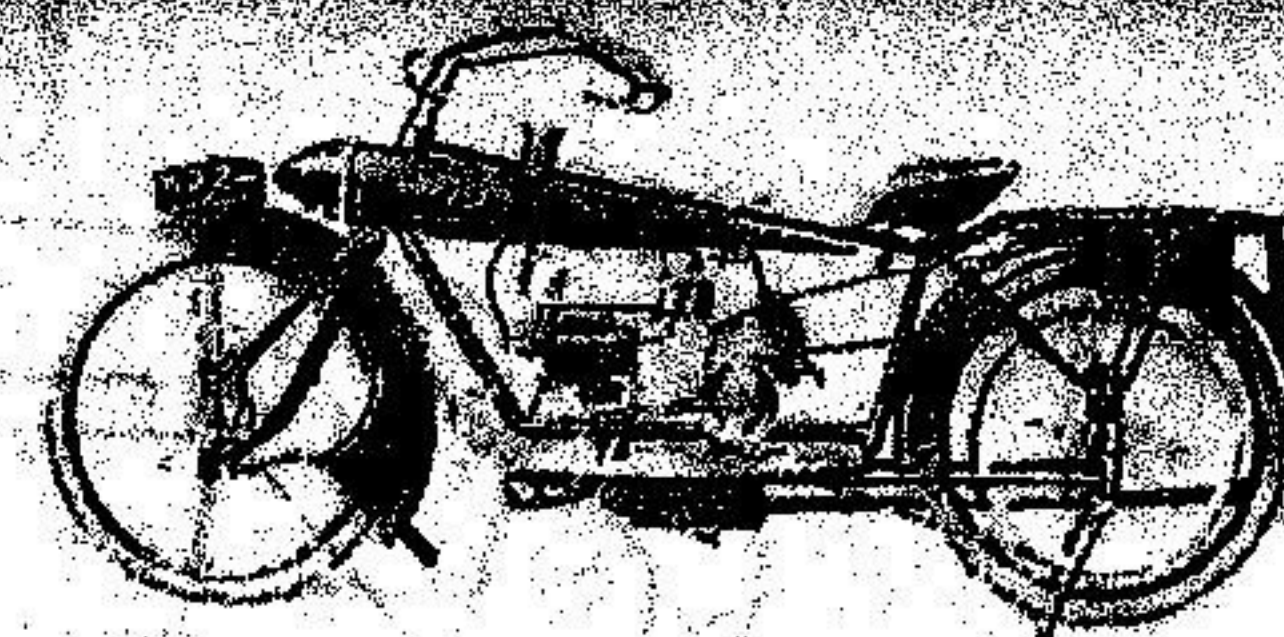
7-8 h.p., 2-cyl., 82.5 × 93 mm., 994 c.c., overhead valves.
Bosch (American) magneto. Sonspray carb.
Yale 2-speed countershaft gear. Chain.
Height 32in. Clearance 5in. Wheelbase 84in.
Goodyear tyres, 28 × 3in.
Mechanical pump.
Petrol, 2 galls.
Price £75. Weight, 300 lb.
T. BAXTER,
36, Great Eastern Street, London, E.C.

Zenith.

4-5 h.p. J.A.P., 2-cyl. (50°), 70 × 85 mm., 654 c.c., s.s.
Splitdorf magneto. Amac carburettor.
Zenith-Gradua gear, in countershaft.
Chain and belt, 1in.
Height 31in. Clearance 5in. Wheelbase 54in.
Hand pump.
Petrol, 1½ galls.
Price £70 11s. Weight, 245 lb.
Other models.—3½ h.p., 1-cyl., 488 c.c., £58 9s.; 3½ h.p., 2-cyl., 496 c.c., £59 10s. 6d.; 4-5 h.p., 2-cyl., 654 c.c., £62 17s.; 6 h.p., 2-cyl., 770 c.c., £72 15s. 6d.; 8 h.p., 2-cyl., 976 c.c., £73 17s. 6d.
These models can also be obtained with countershaft drive at an extra cost.
ZENITH MOTORS, LTD.,
Hampton Court, London.

Harley-Davidson.

7-9 h.p., 2-cyl. (45°), 84.1 × 88.9 mm., 988.83 c.c., overhead inlet valves.
Bosch magneto. Schebler carburettor.
Harley-Davidson 3-sp. countershaft gear. Chain.
Height 30½in. Clearance 4½in. Wheelbase 59½in.
Goodyear (Blue Streak) tyres, 28 × 3in.
Mechanical and hand pump. Petrol, 2½ galls.
Price £80 15s.
Other models, 4 h.p., 1 cyl., 565 c.c., single geared, and clutch, £63 10s. 6d.; with 3-speed countershaft, £70 15s.; 7-9 h.p., as above, single geared, £74 10s.; with Remy electrical equipment, £89; 7-9 h.p. racing machine, £78.
HARLEY-DAVIDSON MOTOR CO., LTD.,
Harleyson House, Newman Street, London, W.



N.B.—In connection with the prices of the 1916 models described above it may be well to throw out a warning to readers who may hereafter use this Guide for reference, that the prices quoted are those existing at this date, but cannot definitely be considered binding. This matter has been brought to our notice by more than one manufacturer, as a result of the fluctuating state of the material market. Those readers who propose placing their orders early may, of course, do so on the basis of the figures given, but should materials further increase in cost, then naturally it must be assumed that prices will be advanced in consequence. As regards delivery, several weeks of waiting are usually the rule, so that those in a position to place their orders early would be well advised to do so.

Motosacoche.

6 h.p. M.A.G., 2-cyl. (45°), 72 × 91 mm., 742 c.c., overhead inlet, enclosed tappet rods. Dixie magneto. Amac carburetter. Linfield 2-speed countershaft gear. Chain. Height 31in. Clearance 4in. Weight 51½in. Hutchinson (small car) tyres, 650 × 65 mm. Hand pump and drip feed. Petrol, 2 galls. Price £77. Weight, 265 lb.

Other models.—2½ h.p. M.A.G., 1-cyl., 290 c.c., variable gear, £35 14s.; single geared, £31 10s.; 3½ h.p. M.A.G., 2-cyl., 496 c.c., 2-speed countershaft, £65.

MOTOSACOCHE, LTD.,
Kenmont Works, College Park, Willesden
Junction, N.W.

New Comet.

2½ h.p., 1-cyl., 2-stroke, 62 × 70 mm., 211 c.c., 2-speed countershaft gear. Chain and belt. Height 29½in. Clearance 5in. Wheelbase 51in. Tyres, 26 × 2½in. Automatic lubrication. Petrol, 1½ galls. Price £27 (without 2-speed gear). Weight, 108 lb.

Other models.—2½ h.p., 1-cyl., 2-stroke, 349 c.c., £35; 2 h.p. Precision, 1-cyl., 199 c.c., 2-speed, £29; 3½ h.p., 1-cyl., 499 c.c., £45; 6 h.p. J.A.P., 2-cyl., 770 c.c., £68 10s.; 8 h.p. J.A.P., 2-cyl., 976 c.c., £70.

A. H. HADEN,
Princip Works, Birmingham.

New Hudson.

6 h.p., 2-cyl. (50°), 76 × 85 mm., 770 c.c., s.s. Standard magneto. B. and B. carburetter. New Hudson 3-speed countershaft gear. Chain and belt. Height 30in. Clearance 5in. Wheelbase 57in. Dunlop tyres, 650 × 65 mm. Hand pump and drip feed. Petrol, 2 galls. Price £75 12s. Weight, 300 lb.

Other models.—2½ h.p., 1-cyl., 2-stroke, 211 c.c., 2-speed countershaft gear, £38; 4 h.p., 1-cyl., 499 c.c., 3-speed countershaft gear, £65.

NEW HUDSON CYCLE CO., LTD.,
Summer Hill Street, Birmingham.

New Imperial.

2½ h.p. J.A.P., 1-cyl., 70 × 76 mm., 292 c.c., s.s. E.I.C. magneto. B. and B. or Amac carburetter. New Imperial 2-speed gear. Chain and belt. Height 30in. Clearance 6in. Wheelbase 51in. Dunlop tyres, 26 × 2½in. Automatic forced lubrication. Petrol, 1½ gall. Price £43 15s. Weight, 132 lb.

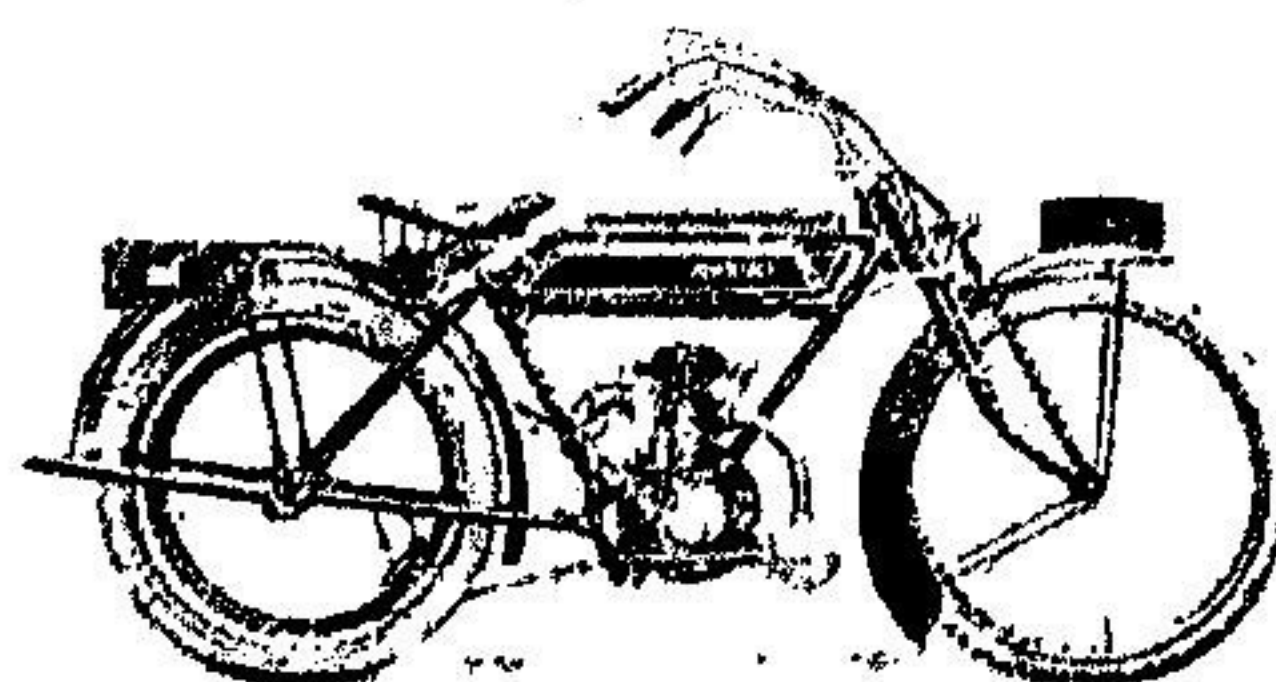
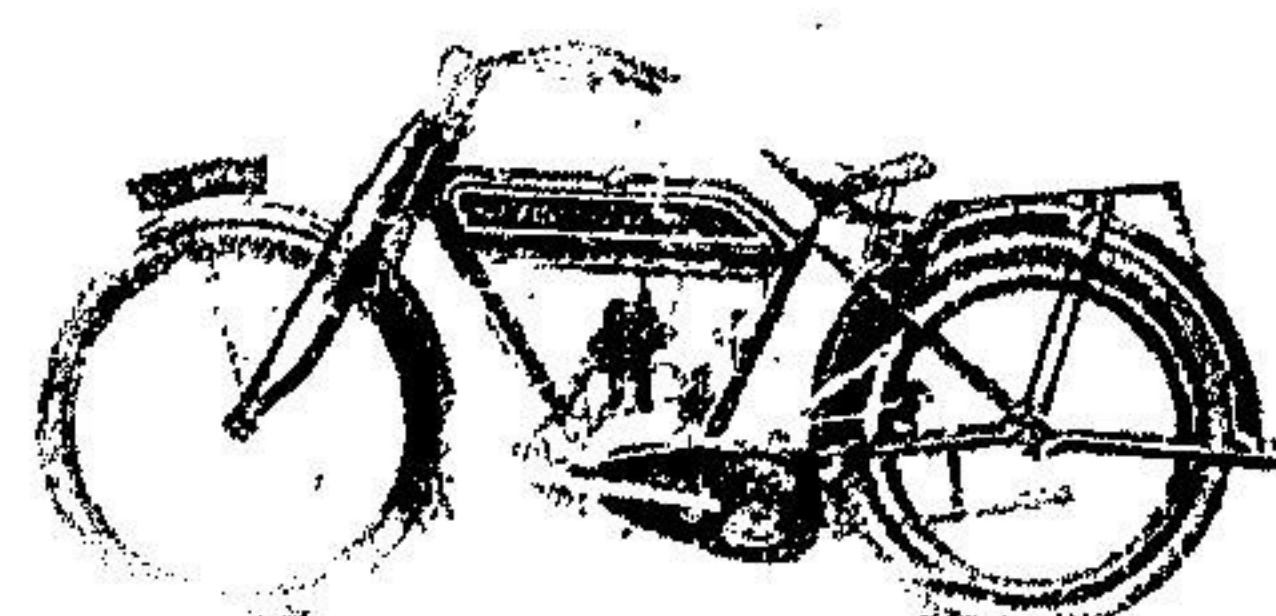
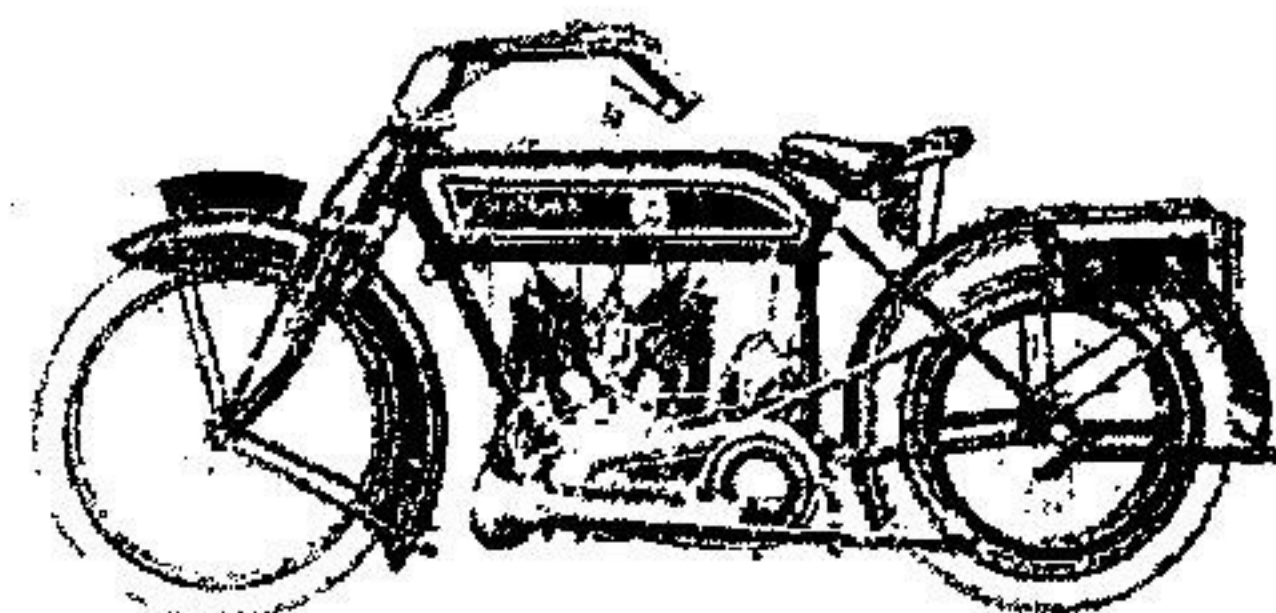
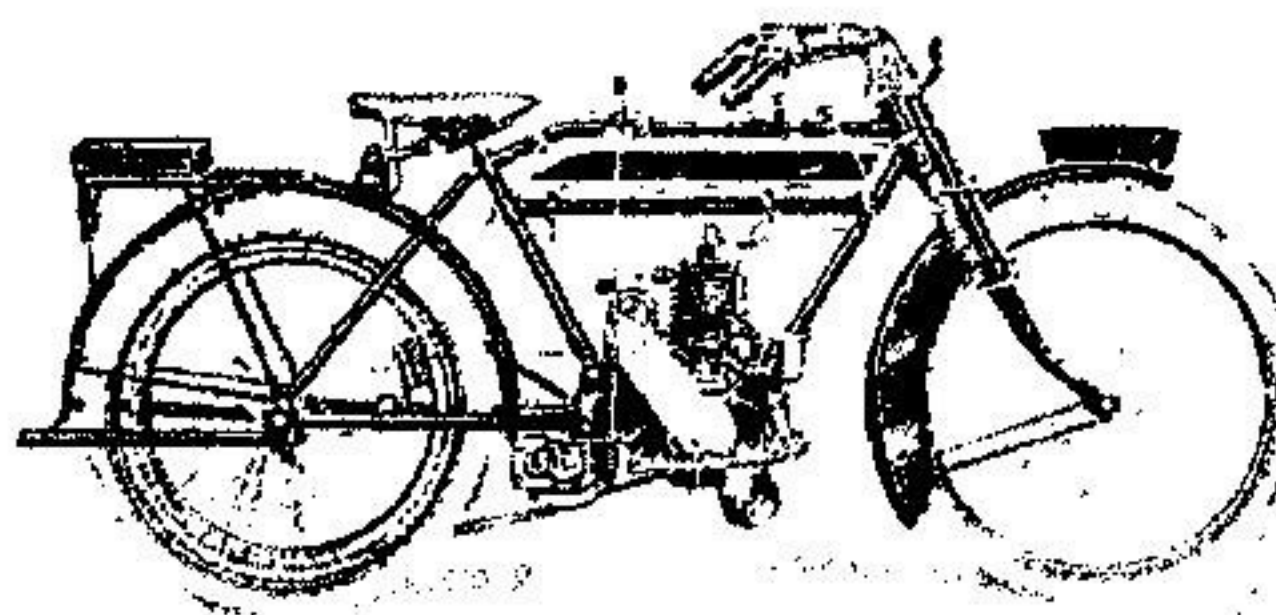
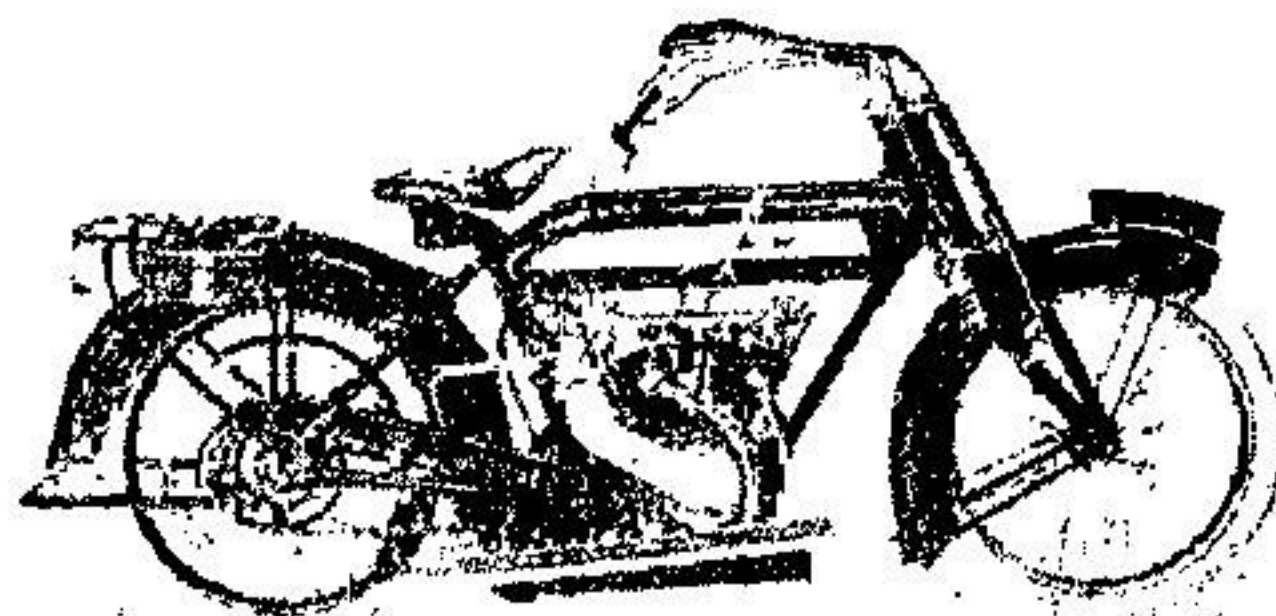
Other models.—Lady's 2½ h.p., 3-speed, clutch, and kick starter, £45 3s.; 3½ h.p., 1-cyl., 488 c.c., £60; 6 h.p., 2-cyl., 770 c.c., £75 4s.; 8 h.p., 2-cyl., 976 c.c., with sidecar, £91 9s.

NEW IMPERIAL CYCLES, LTD.,
Princes Street, Birmingham.

New Ryder.

2½ h.p., 1-cyl., 2-stroke, 70 × 70 mm., 269 c.c. Dixie magneto. Amac carburetter. Single geared. Belt, 3½in. Height 28in. Clearance 7½in. Wheelbase 58in. Hutchinson tyres, 26 × 2½in. Drip feed. Petrol, 1½ galls. Price £28 13s. 6d. Weight, 130 lb.

Other models.—Same machine, 2-speed, £35.
NEW RYDER MOTOR CYCLE CO., LTD.,
76, Belmont Row, Birmingham.



Norton.

4 h.p., 1 cyl., 82 × 120 mm., 633 c.c., s.s. C.A.V. magneto. B. & B. carburetter. Sturmey-Archer 3-speed countershaft gear. Chain or chain and belt (11in.) Height 29½in. Clearance 4in. Wheelbase 54in. Dunlop tyres, 26 × 2½in. Hand pump and drip feed. Petrol, 1½ galls. Price £68 15s. 6d. Weight 248 lb.

Other models.—3½ h.p., 1 cyl., 490 c.c., as above, £66 3s.; T.T. adjustable pulley, £50.

NORTON MOTORS, LTD.,
Sampson Road North, Birmingham.

N.U.T.

3½ h.p. J.A.P., 2-cyl. (50°), 70 × 64½ mm., 496 c.c., s.s.

Amac carburetter. 3-speed countershaft gear. Chain and belt. Height 30in. Clearance 3½in. Tyres, 26 × 2½in. Hand pump and drip feed. Price £69 9s.

Other models.—2½ h.p., 2-cyl., 350 c.c., 3-speed, £69 9s.; as above, single gear, £56 4s.; 6 h.p., 2-cyl., 770 c.c., 3-speed, £80 9s. 6d.; 8 h.p., 2-cyl., 976 c.c., £82 13s. 9d.
NEWCASTLE-UPON-TYNE MOTOR CO., LTD.,
South Benwell Newcastle-upon-Tyne.

O.K.

2 h.p., 1-cyl., 58 × 72 mm., 190 c.c., overhead inlet. Dixie magneto. Amac carburetter. 2-speed countershaft gear. Chain and belt. Height 30in. Clearance 7½in. Wheelbase 51in. Clincher tyres, 26 × 2½in. Hand pump. Price £31 10s. Weight, 120 lb.

Other model.—2½ h.p., 1-cyl., 292 c.c., £32 11s.
HUNPHRIES AND DAWES,
11all Green, Birmingham.

Omega.

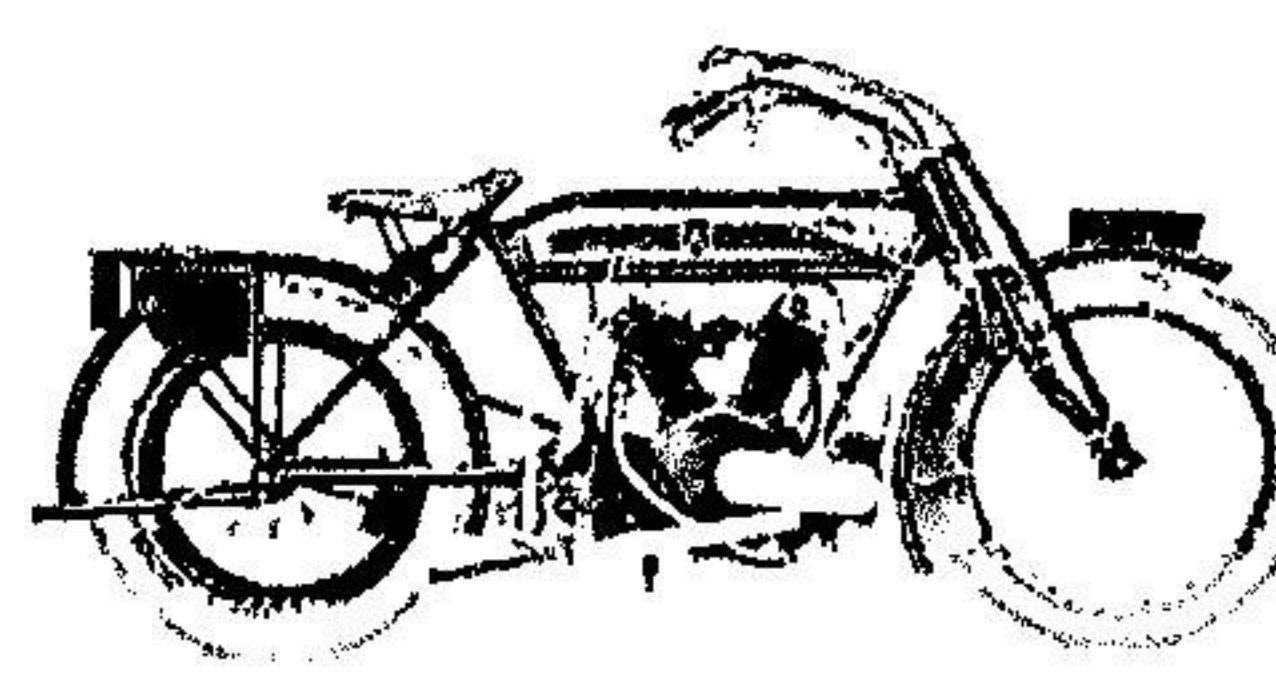
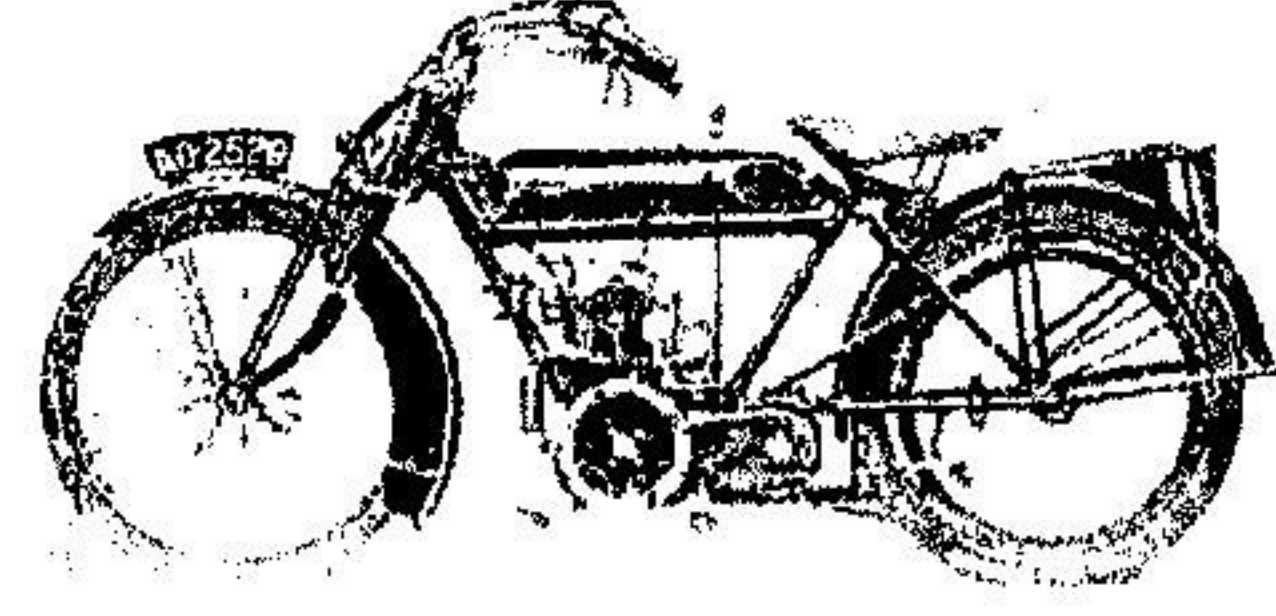
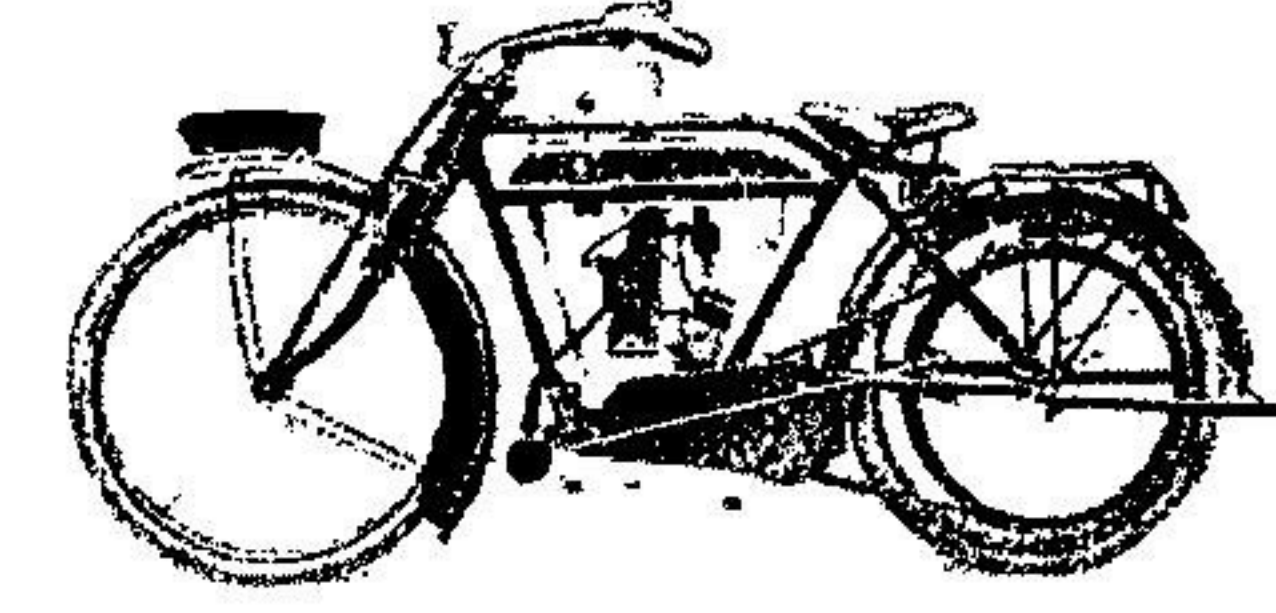
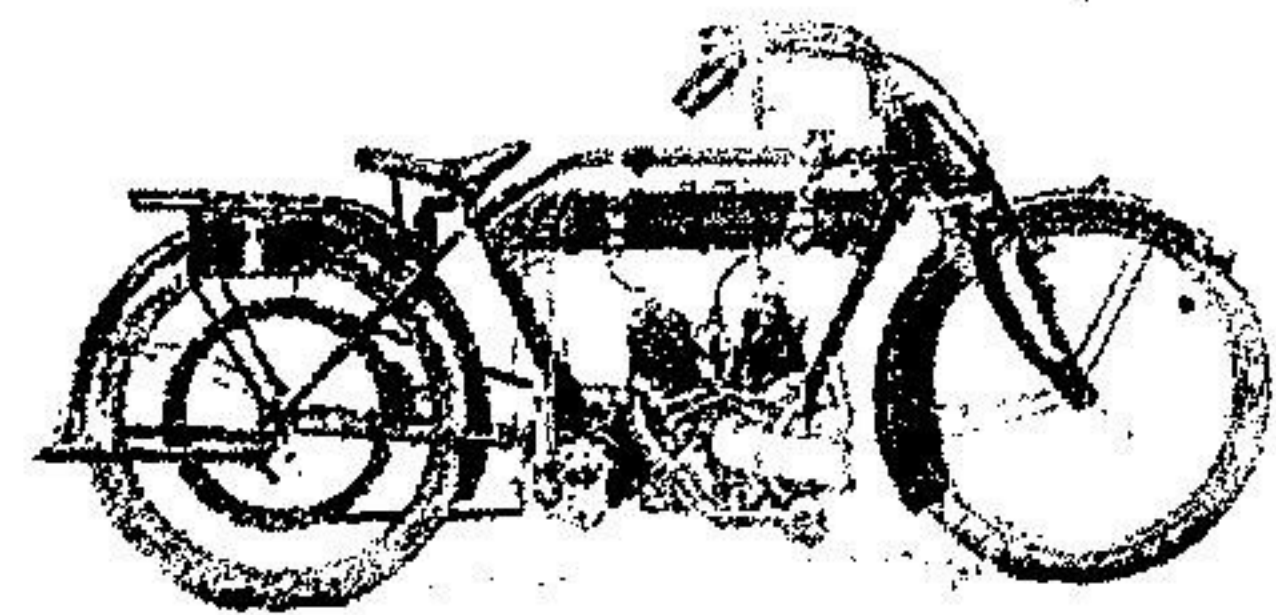
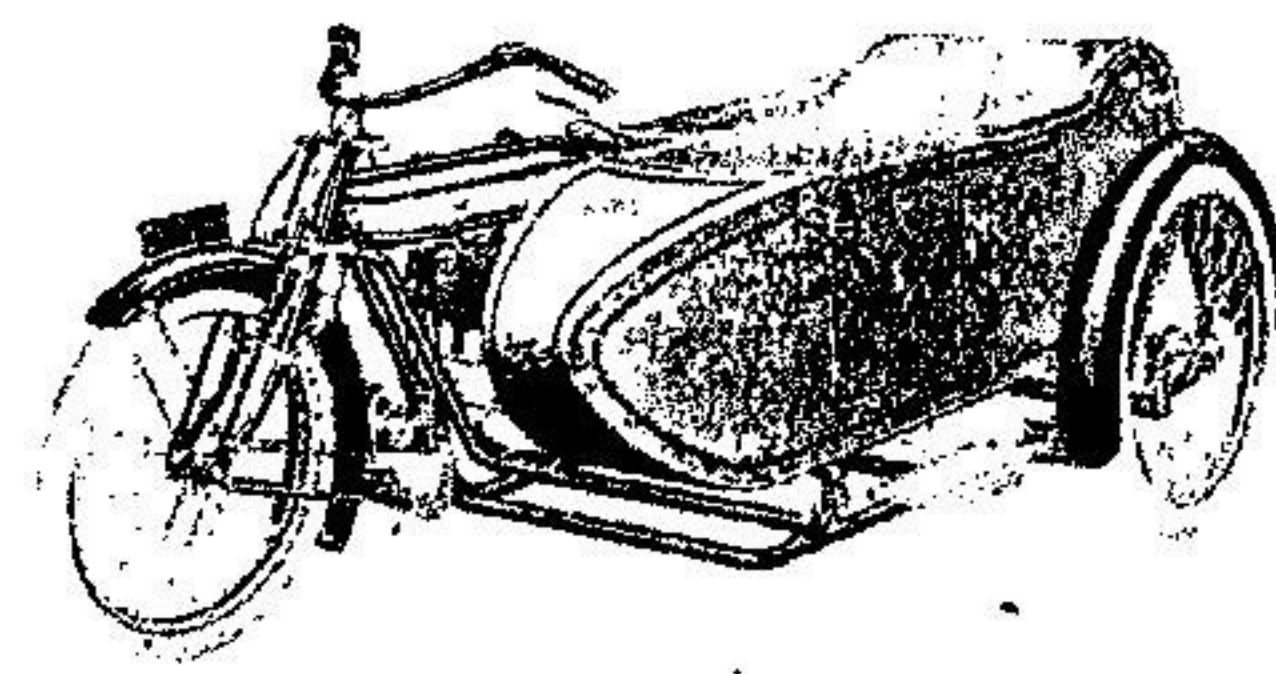
3 h.p., 1-cyl., 2-stroke, 75 × 76 mm., 340 c.c. E.I.C. magneto. B. and B. carburetter. 2-speed countershaft gear. Chain and belt, 11in. Height 29½in. Clearance 3½in. Dunlop tyres, 26 × 2½in. Drip feed. Petrol, 1½ galls. Price £37 16s. Weight, 135 lb.

W. J. GREEN, LTD.,
Croft Road, Coventry.

Overseas.

6 h.p., 2-cyl., 79 × 86 mm., 842 c.c., s.s. Splittorf or T.B. magneto. Amac carburetter. Sturmey-Archer 3-speed countershaft gear. Chain and belt. Height 31in. Clearance 5in. Wheelbase 54in. Tyres, 650 × 65 mm. Hand pump and drip feed. Petrol, 2 galls. Price £70. Weight, 255 lb.

Other model.—3½ h.p., 1-cyl., 499 c.c., Sturmey Archer 3-speed countershaft, £53.
OVERSEAS MOTOR CO., LTD.,
1a, Johnstone Street, Ladywood, Birmingham.



J.E.S.

1 h.p., 1-cyl., 51 x 57 mm., 116 c.c., overhead inlet.
Dixie magneto. J.E.S. automatic carburetter.
Single geared. Belt, 4in.
Height 36in. Clearance 9in. Wheelbase 44in.
Dunlop, 26 x 1 1/2 in.
Hand pump.
Petrol, 2 gall.
Price £23. Weight, 73 lb.

J. E. SMITH,
J.E.S. Motor Works, Gloucester.

J.H.

2 1/2 h.p. Villiers, 1-cyl., 2-stroke, 70 x 70 mm., 269 c.c.
E.I.C. magneto. Amac carburetter.
2-speed countershaft gear. Chain and belt.
Height 28in. Clearance 5in. Wheelbase 51in.
Dunlop or Palmer tyres, 26 x 2in.
Drip feed.
Petrol, 1 1/2 galls.
Price £39 5s. Weight, 135 lb.

Other models.—3 1/2 h.p. J.A.P. or M.A.G., 2-cyl., 496 c.c., 3-speed, £70; 6 h.p. J.A.P. or M.A.G., 2-cyl., 770 c.c. or 742 c.c., 3-speed, £84 10s.; 8 h.p. J.A.P. or M.A.G., 976 c.c. or 995 c.c., 3-speed, with sidecar, £99; lady's model, as above, £40 8s.

J.H. MOTOR ENGINEERING WORKS,
Castle Mill Street, Mumps, Oldham.

Kumfurt.

2 1/2 h.p. Villiers, 1-cyl., 2-stroke, 70 x 70 mm., 269 c.c.
Thomson-Bennett magneto. Senspray carburetter.
2-speed countershaft gear.
Height 28in. Clearance 4 1/2 in. Wheelbase 53in.
Dunlop tyres, 26 x 2in.
Hand pump.
Petrol, 1 1/2 galls.
Price £40 10s. Weight, 140 lb.

Other models.—Same machine, single geared, £31 10s.; lady's model, as above, £42 10s.; 4 1/2 h.p. Precision, 1-cyl., 597 c.c., Sturmey-Archer 3-speed countershaft, £66; 6 h.p. J.A.P., 2-cyl., 770 c.c., 3-speed, £78 10s.

KUMFURT
MOTOR CYCLE AND ACCESSORIES CO.,
Cookham Rise, Berks.

Lea-Francis.

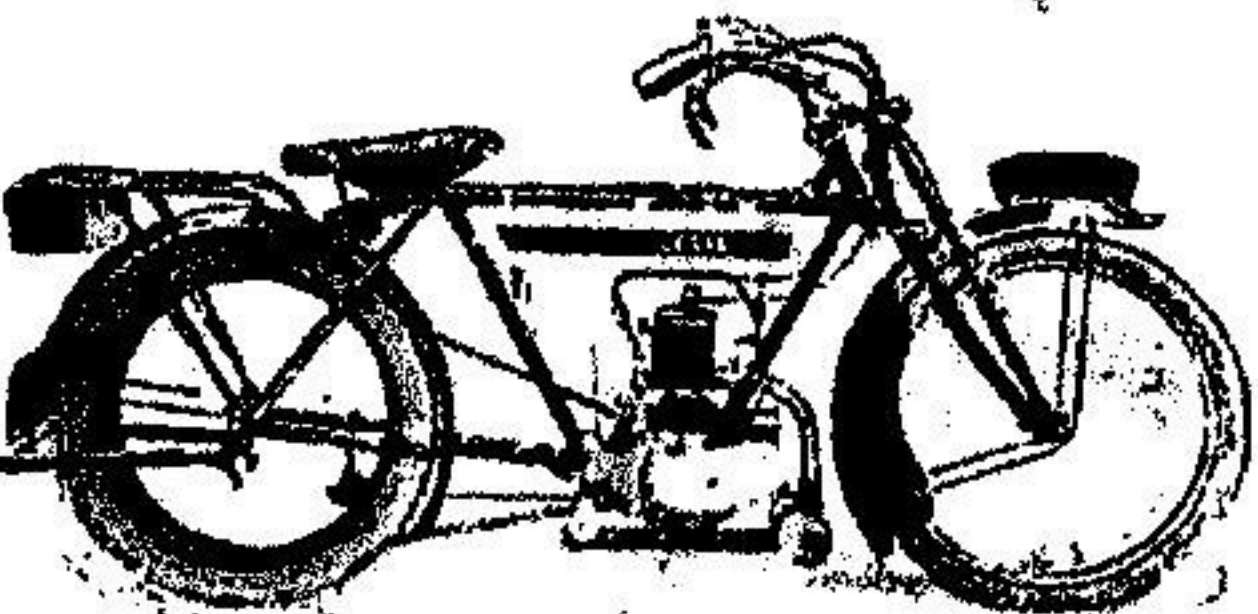
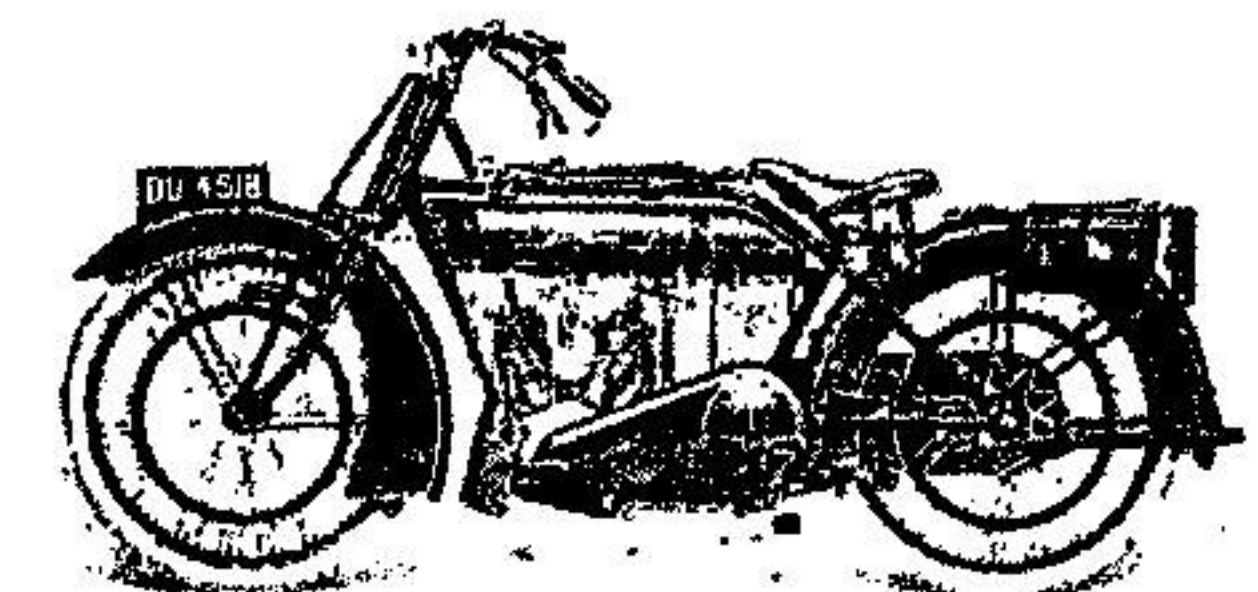
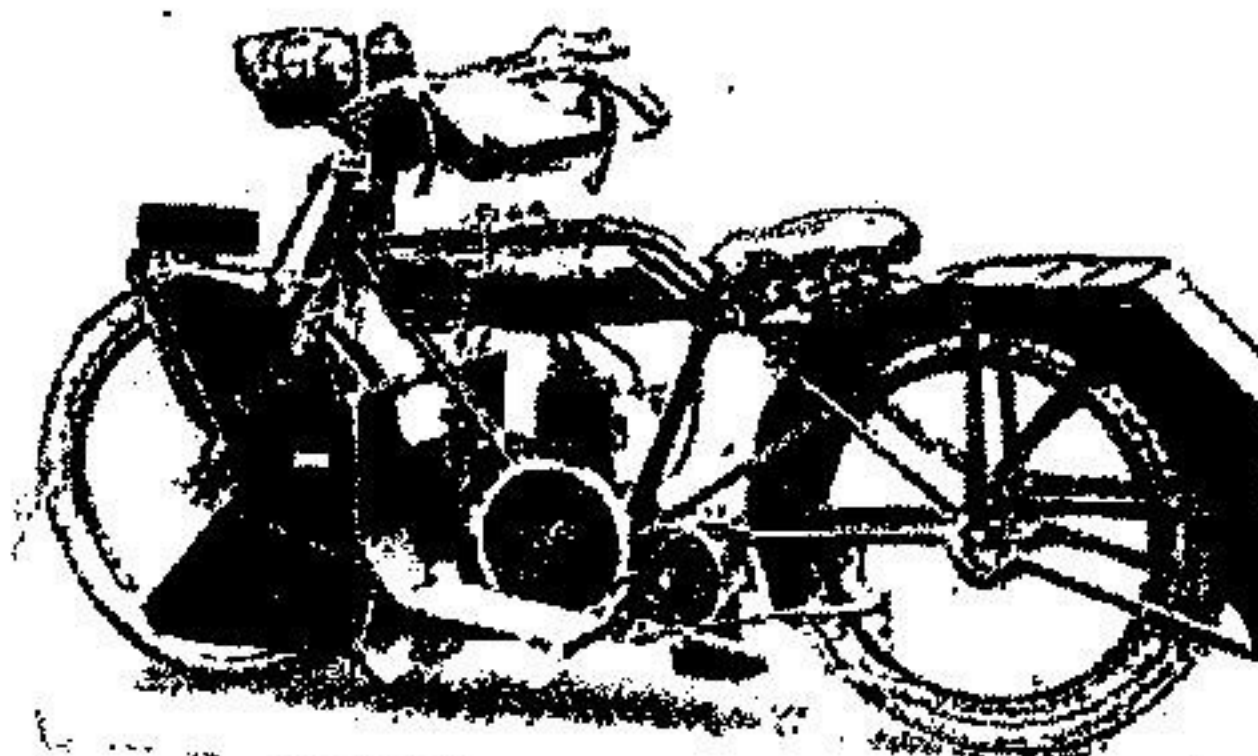
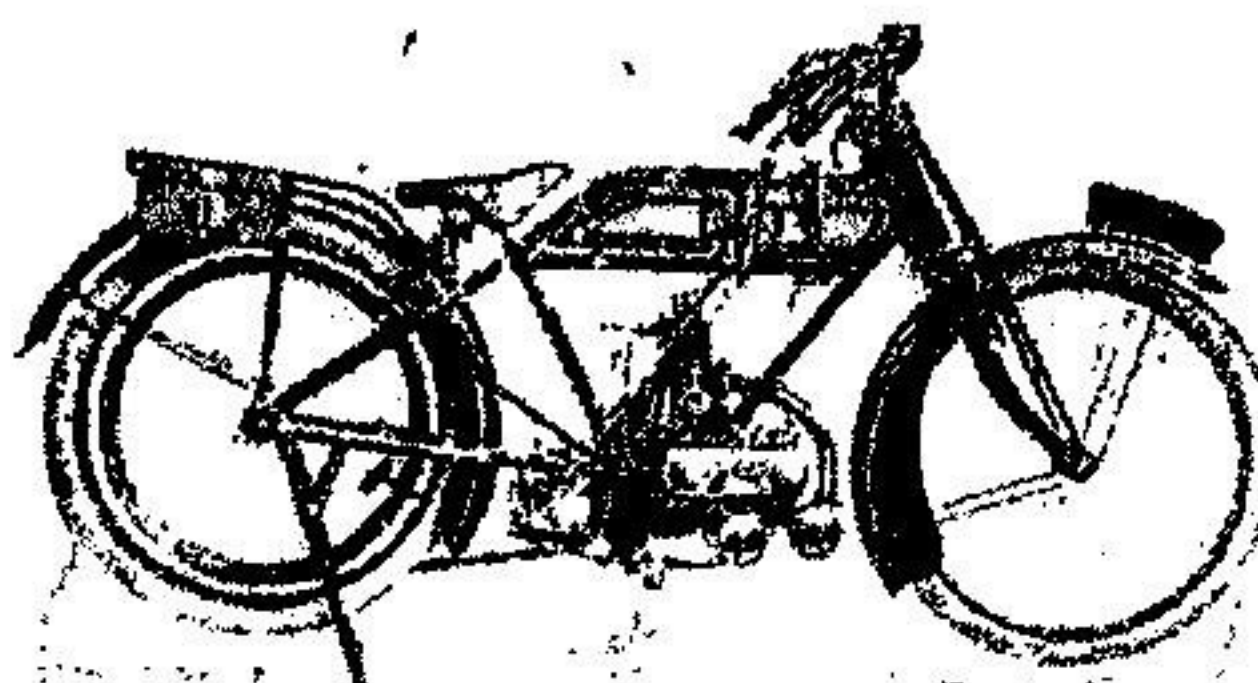
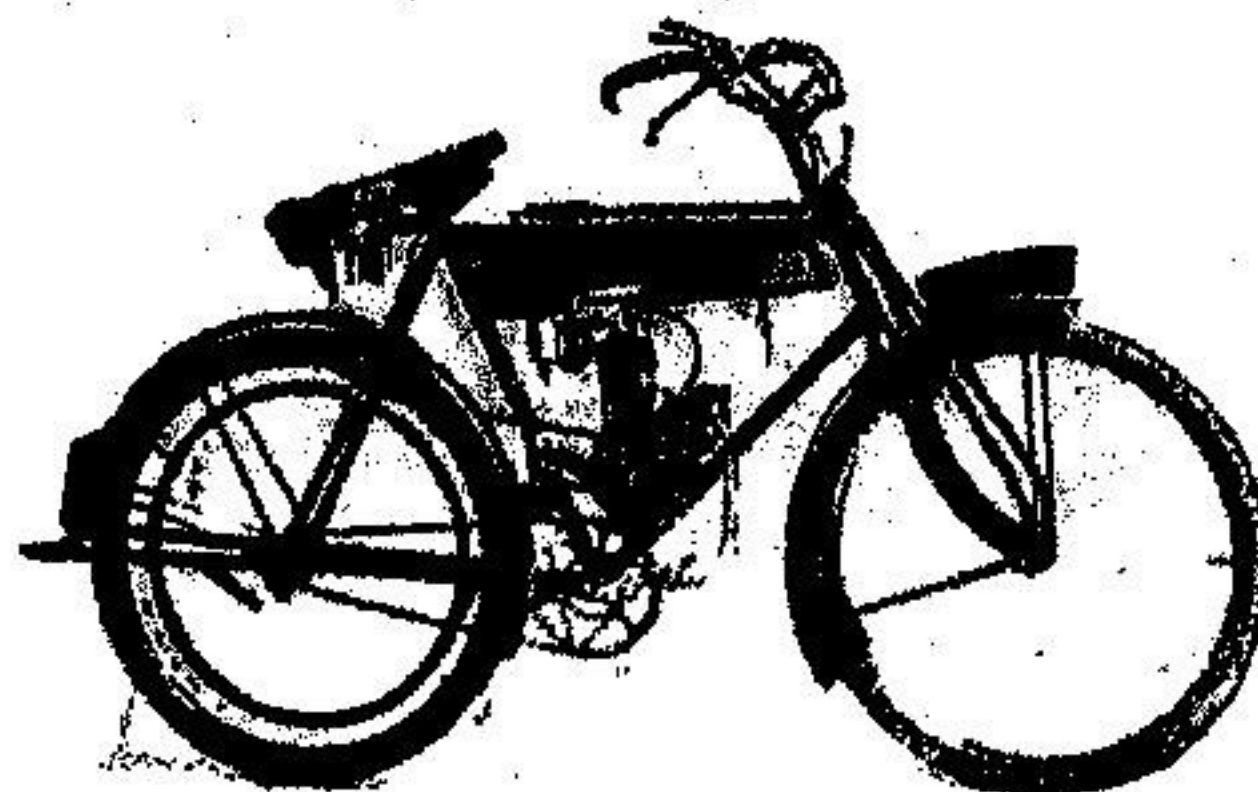
3 1/2 h.p., J.A.P., 2 cyls. (50°), 70 x 64.5 mm., 496 c.c., 5.5.
Bosch (American) mag. Amac carb.
Lea-Francis 3-speed countershaft gear. Chain.
Height 30in. Clearance 5 1/2 in. Wheelbase 55in.
Palmer Cord tyres, 26 x 2 1/2 in.
Hand pump and drip feed.
Petrol, 1 1/2 galls.
Price £72 10s. 6d.

LEA AND FRANCIS, LTD.,
Lower Ford Street, Coventry.

Levis.

2 1/2 h.p., 1 cyl., 2-str., 62 x 70 mm., 211 c.c.
Dixie or E.I.C. mag. Amac or B. & B. carb.
Single-geared. Belt (3in.)
Height 28in. Clearance 4in. Wheelbase 50in.
Tyres, 24 x 2in.
Semi-automatic lubrication.
Petrol, 1 1/2 galls.
Price £30 10s. Weight 100 lb.

BUTTERFIELDS, LTD.,
Stechford, near Birmingham



Lincoln Elk.

6 h.p., 2-cyl. (50°), 76 x 85 mm., 770 c.c., s.s.
B. and B. carburetter.
Lincoln-Elk countershaft gear. Chain and belt.
Height 30in. Clearance 5in. Wheelbase 55in.
Palmer tyres, 26 x 2 1/2 in.
Drip feed.
Petrol, 2 galls.
Price £57. Weight, 265 lb.

Other models.—2 1/2 h.p., 1-cyl., 2-stroke, 269 c.c., £27; 2 1/2 h.p., 1-cyl., 349 c.c., £30; 3 h.p., 1-cyl., 402 c.c., £33 10s.; 3 1/2 h.p., 1-cyl., 499 c.c., £37; 4 1/2 h.p., 1-cyl., 597 c.c., £48.

JAMES KIRBY,
Broadgate, Lincoln.

L.M.C.

3 1/2 h.p., 1-cyl., 85 x 88 mm., 499 c.c., s.s.
Carlton or Thomson-Bennett magneto.
B. and B. or Senspray carburetter.
Sturmey-Archer 3-speed countershaft gear.
Chain and belt.
Height 31in. Clearance 5in. Wheelbase 52in.
Tyres, 26 x 2 1/2 in.
Hand pump and drip feed.
Petrol, 2 galls.
Price £62. Weight, 220 lb.

Other models.—4 1/2 h.p., 1-cyl., 597 c.c., 3-speed countershaft, £64; 6 h.p., 2-cyl., 842 c.c., 3-speed countershaft, £74.

LLOYD MOTOR ENGINEERING CO., LTD.,
Monument Road, Birmingham.

Matchless.

7 h.p., 2-cyl., 82 x 94 mm., 996 c.c., overhead inlet.
Splitdorf magneto. Amac carburetter.
Matchless 3-speed countershaft gear. Chain.
Height 30in. Clearance 5in. Wheelbase 58in.
Hutchinson tyres, 26 x 3in.
Hand pump and drip feed.
Petrol, 2 1/2 galls.
Price £93 18s.

H. COLLIER AND SON,
44, Plumstead Road, Plumstead, S.E.

Metro.

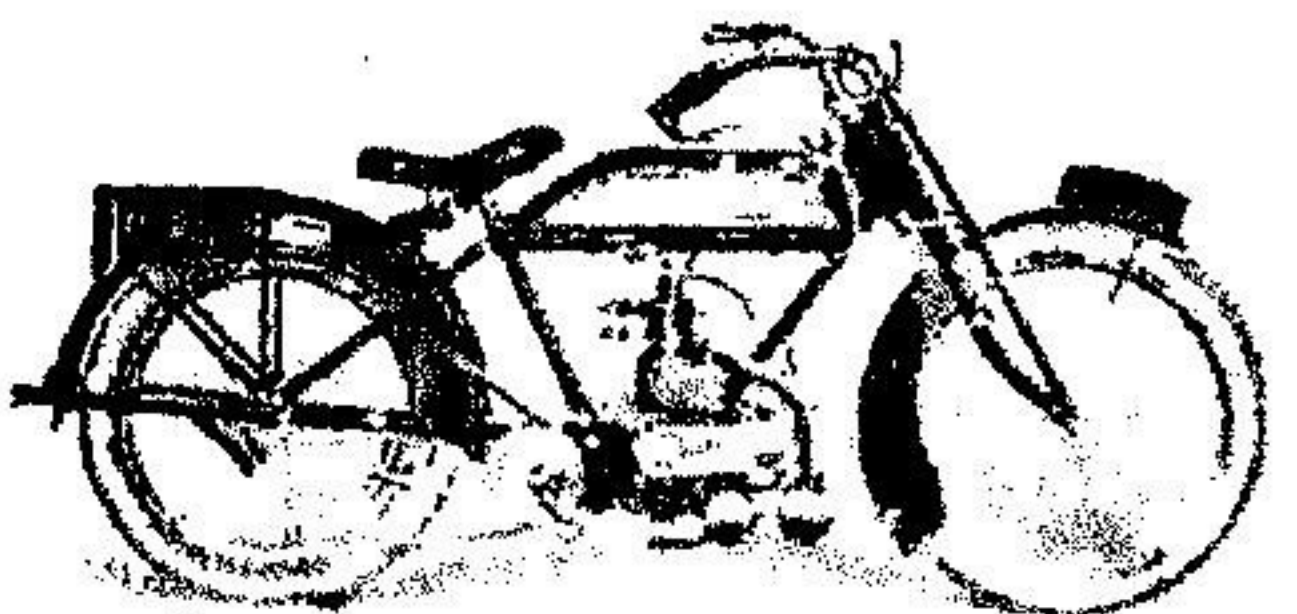
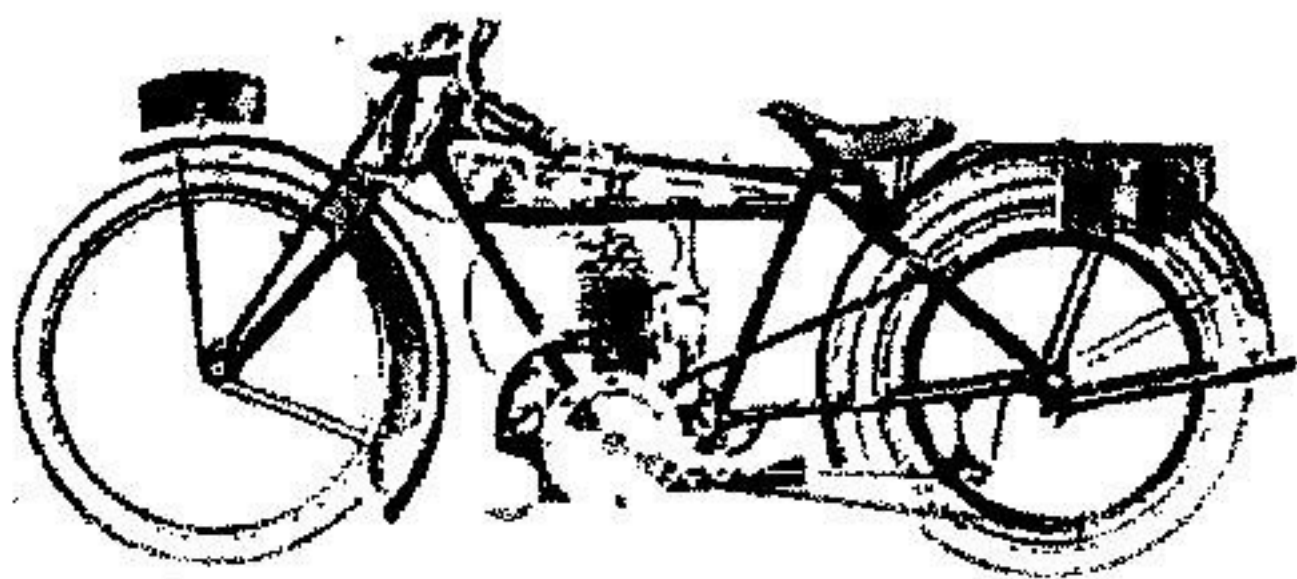
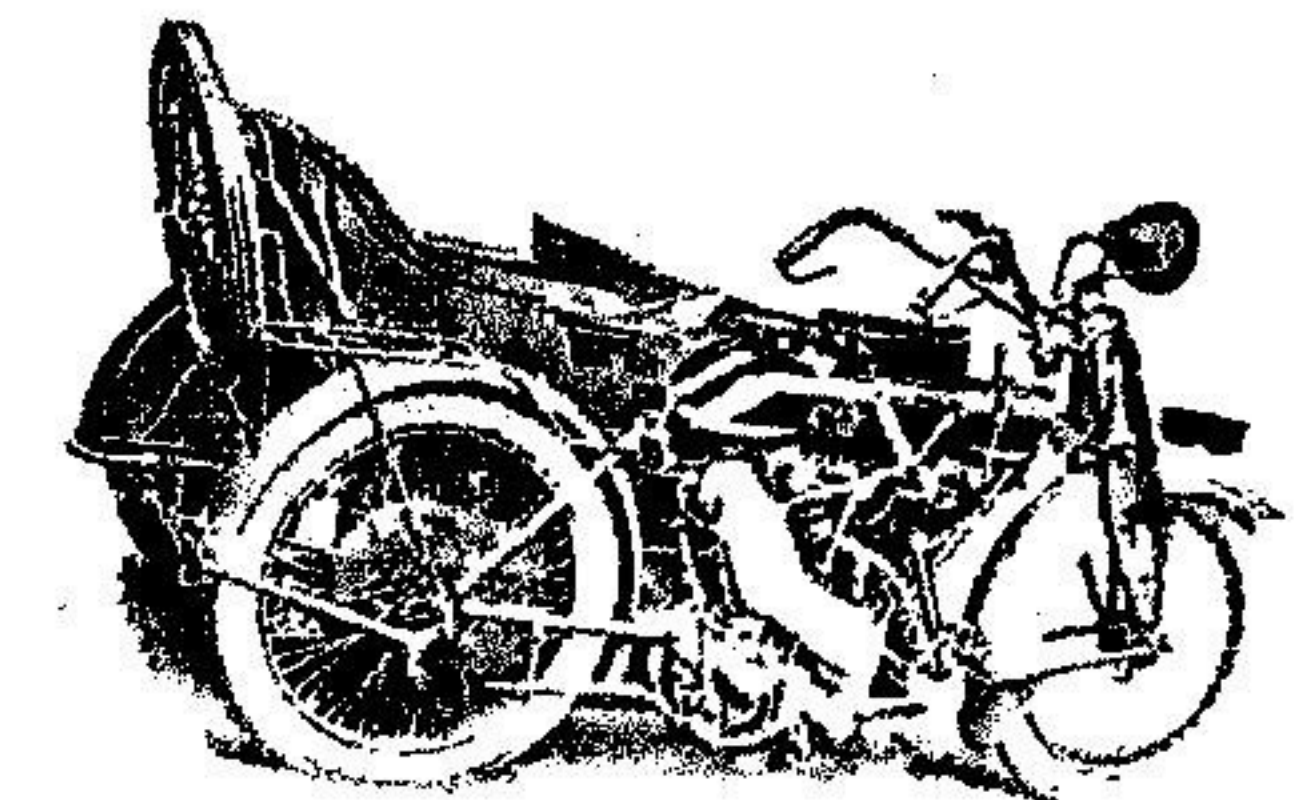
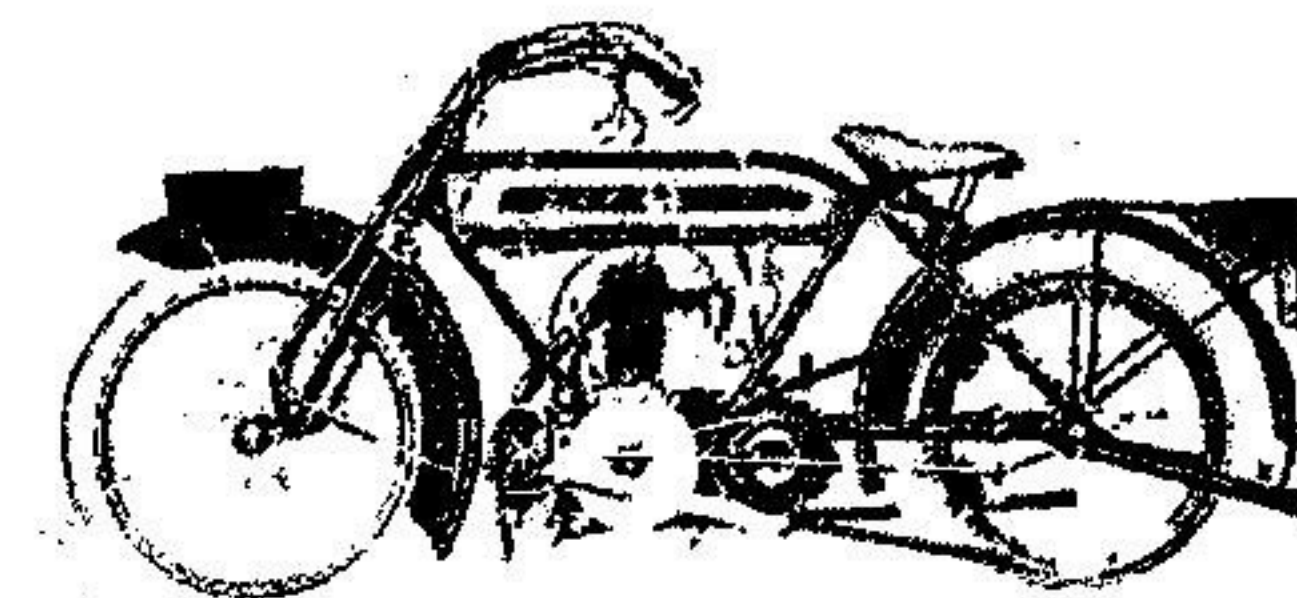
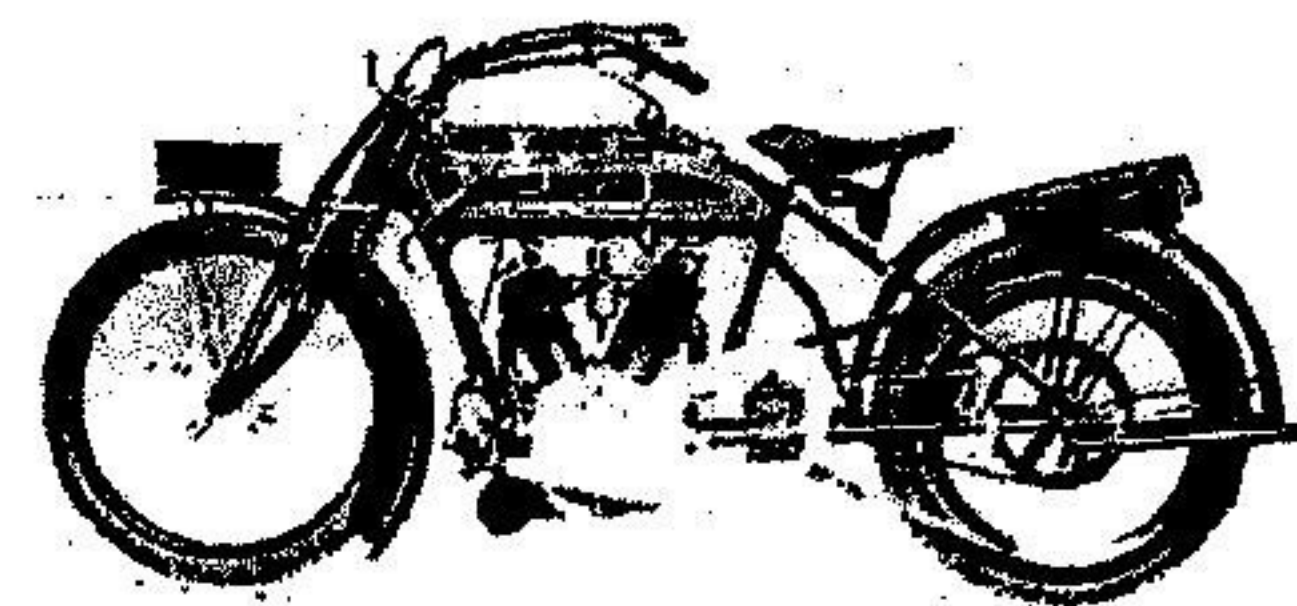
2 1/2 h.p., 1-cyl., 2-stroke, 70 x 70 mm., 269 c.c.
E.I.C. magneto. Senspray or Amac carburetter.
Single gear. Belt, 3in.
Height 30in. Clearance 5in. Wheelbase 50in.
Palmer or Moseley tyres, 26 x 2in.
Hand pump and drip feed.
Petrol, 1 gall.
Price £28 10s.

METRO MANUFACTURING AND ENG. CO.,
Adderley Road, Saltley, Birmingham.

Monopole.

2 1/2 h.p. Villiers, 1-cyl., 2-stroke, 70 x 70 mm., 269 c.c.
Senspray carburetter.
Jardine 2-speed countershaft gear.
Chain and belt, 3in.
Height 27in. Clearance 4in. Wheelbase 50in.
Dunlop tyres, 24 x 2in.
Hand pump and drip feed.
Petrol, 1 1/2 galls.

Other model.—Same machine, single geared.
MONOPOLE CYCLE AND MOTOR CO., LTD.,
Foleshill, Coventry.



Grandex.

2½ h.p. Precision, 1-cyl., 2-stroke, 64 × 70 mm., 225 c.c.
 Splittorf magneto. Amac carburetter.
 2-speed countershaft gear. Chain and belt.
 Height 28in. Clearance 5in.
 Hutchinson tyres, 2½in.
 Hand pump and drip feed.
 Petrol, 1 gall.
 Price £35. Weight, 125 lb.

Other models.—2½ h.p., 1-cyl., 200 c.c., £30;
 2½ h.p., 1-cyl., 350 c.c., £35; 2½ h.p., 1-cyl.,
 292 c.c., £35; 3½ h.p., 1-cyl., 499 c.c., £40; 4½ h.p.,
 1-cyl., 597 c.c., £60; 4 h.p., 2-cyl., 499 c.c., £60;
 6 h.p. and 8 h.p., 770 c.c. and 976 c.c., £70.
GRANDEX MOTOR CYCLE CO.,
 86, Gray's Inn Road, London, W.C.

Hazlewood.

5-6 h.p. J.A.P., 2-cyl., 70 × 85 mm., 654 c.c., s.s.
 Dixie magneto. B. and B. carburetter.
 Countershaft gear. Chain and belt, 1in.
 Height 28in. Clearance 4½in. Wheelbase 54in.
 Hutchinson tyres, 650 × 65 mm.
 Hand pump and drip feed.
 Petrol, 1½ galls.

Price £74. Weight, 245 lb.
 Other model.—4 h.p., 1-cyl., 488 c.c., £63.
HAZLEWOODS, LTD.,
 West Orchard, Coventry.

Henderson.

8 h.p., 4-cyl., 998 c.c.
 Berling magneto. Schebler carburetter.
 Henderson 2-speed hub gear. Chain.
 Height 29½in. Clearance 5½in. Wheelbase 58in.
 Tyres, 28 × 3in.
 Mechanical and drip feed.
 Petrol, 2½ galls.

Price £86 2s.; with sidecar, £105. Weight, 295 lb.
ROBERTSON'S MOTORS, LTD.,
 157a, Great Portland Street, London, W.

Hobart.

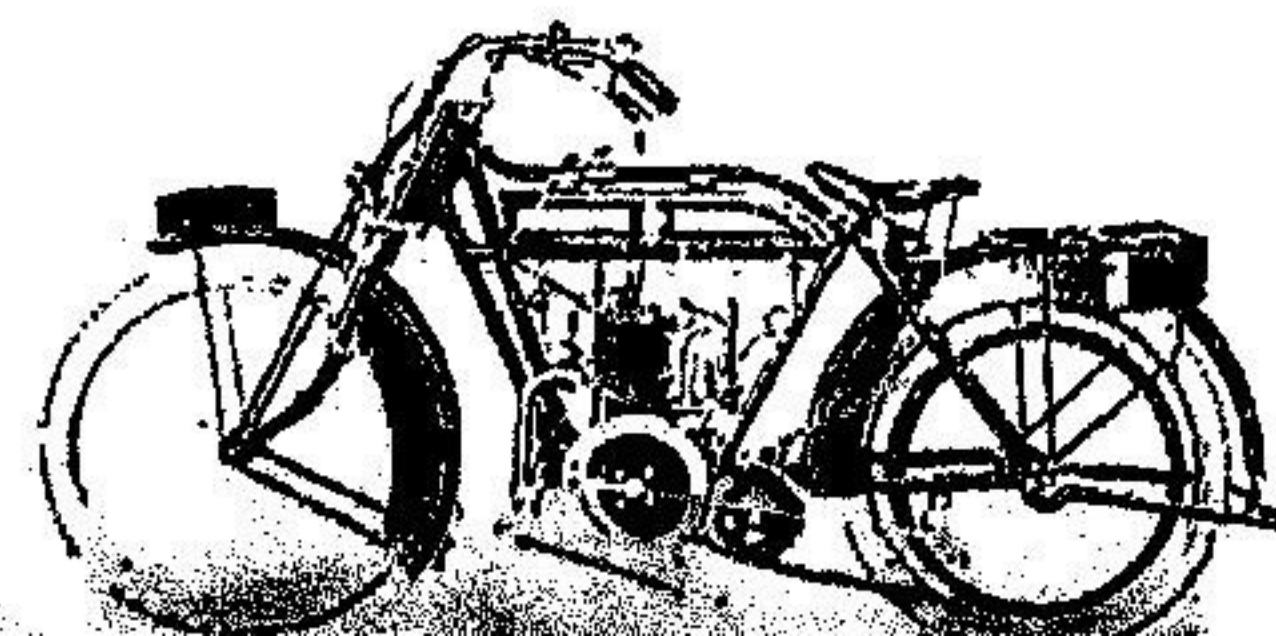
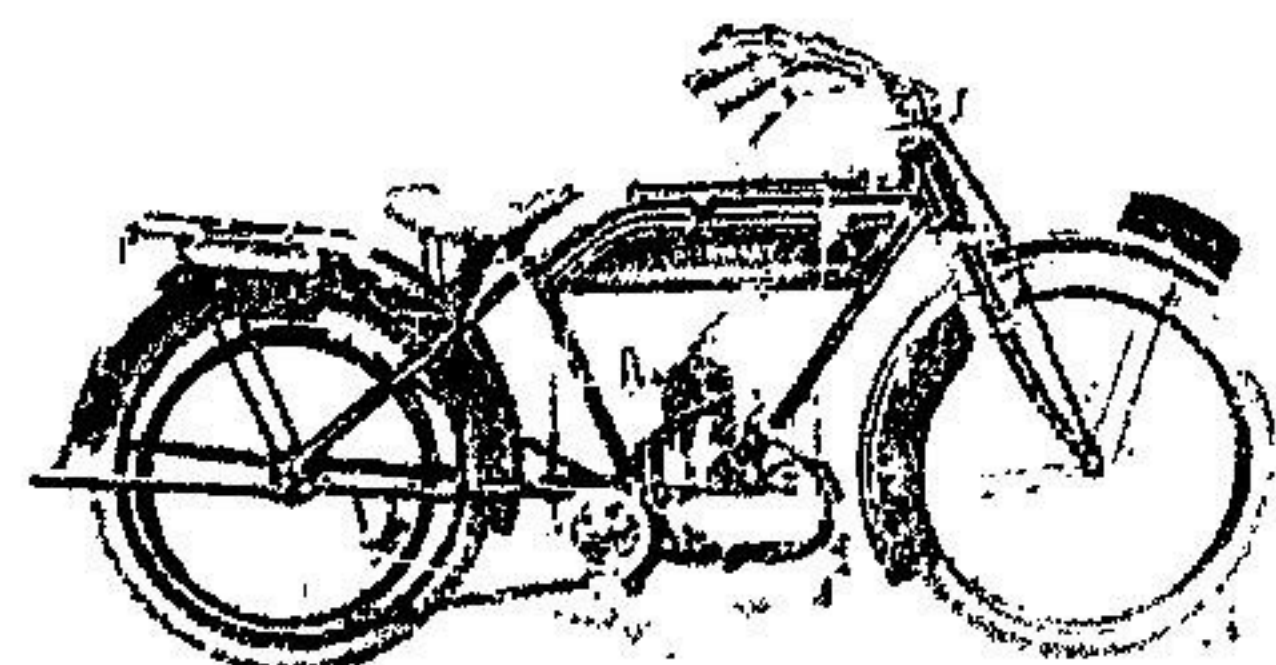
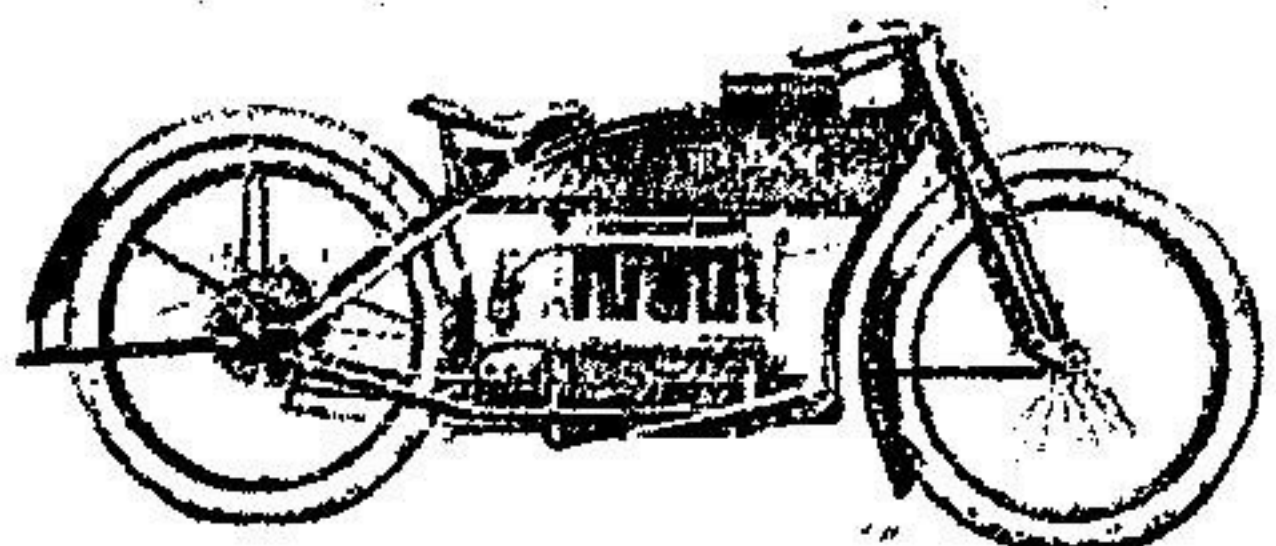
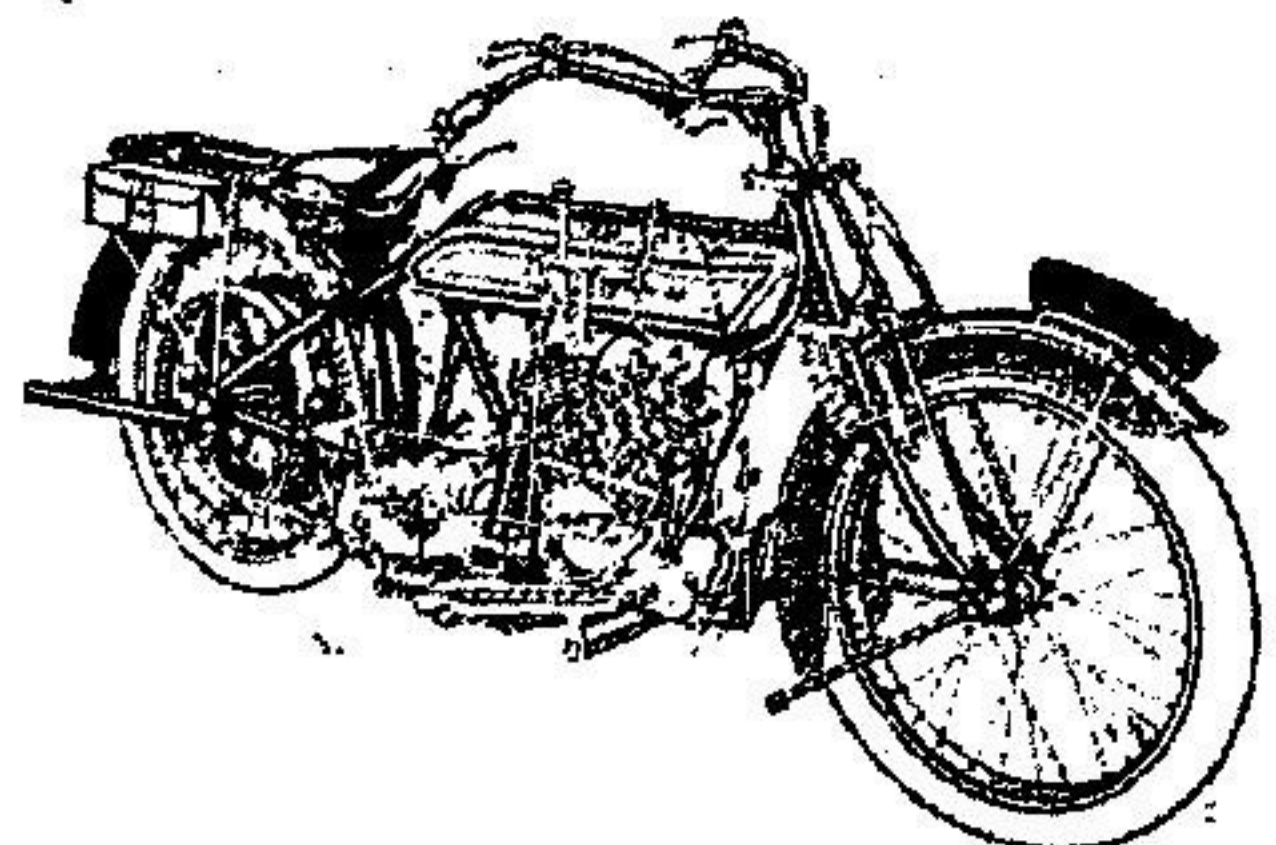
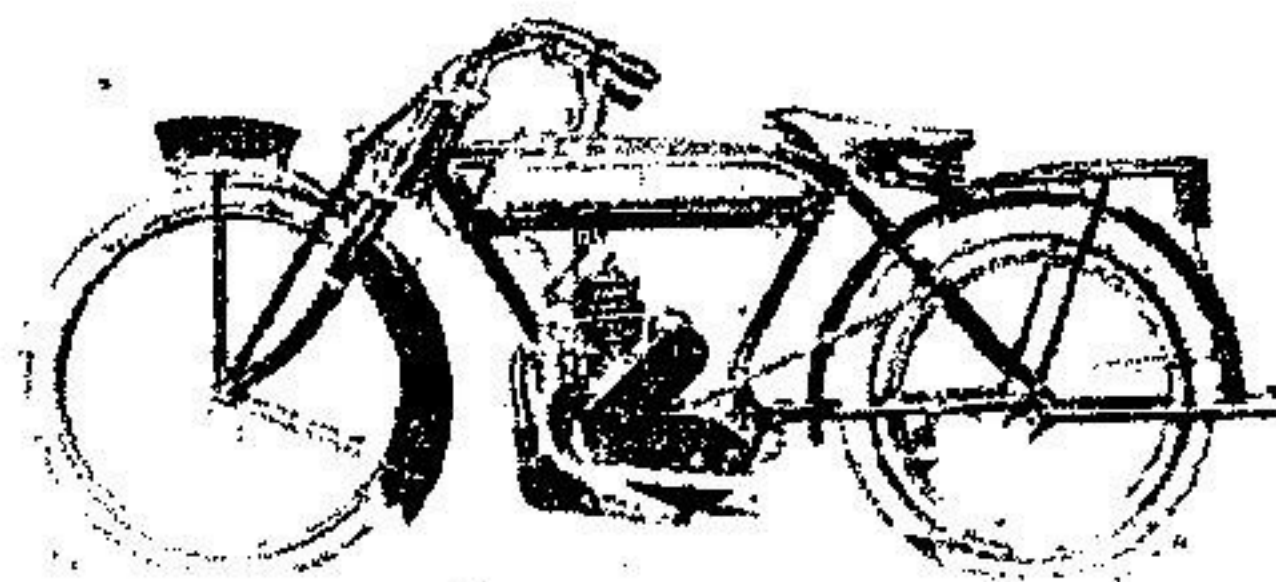
2½ h.p. Villiers, 1-cyl., 2-stroke, 70 × 70 mm., 269 c.c.
 U.H. magneto. Amac carburetter.
 Chater-Lea 2-sp. countershaft gear. Chain and belt.
 Height 28in.
 Dunlop or Hutchinson tyres, 26 × 2in.
 Hand pump and drip feed.
 Petrol, 1 gall.
 Price £36 15s.

Other models.—Same machine, single geared,
 £30 9s.; 6 h.p., 2-cyl., 770 c.c., Sturmey-Archer
 3-speed countershaft gear, with sidecar, £88 4s.
HOBART BIRD AND CO., LTD.,
 St. Patrick's Road, Coventry.

Hockley.

2½ h.p., 1-cyl., 2-stroke, 70 × 70 mm., 269 c.c.
 M. and L. magneto. Senspray carburetter.
 Gear to order. Belt, ½in.
 Height 30in. Clearance 5½in. Wheelbase 50in.
 Dunlop tyres, 26 × 2in.
 Hand pump and drip feed with three-way tap.
 Petrol, 1½ galls.
 Price £32 6d. Weight, 130 lb.

HOCKLEY MOTOR MFG. CO., LTD.,
 126, Barr Street, Birmingham



Indian.

7 h.p. "Powerplus," 2-cyl., 79 × 100 mm., 990 c.c., s.s.
 Dixie magneto. Indian carburetter.
 Indian 3-speed countershaft gear. Chain.
 Height 29in. Clearance 5½in. Wheelbase 59in.
 Dunlop tyres, 28 × 3in.
 Petrol, 2 galls.
 Spring frame and dynamo lighting.
 Mechanical pump. Price £90.

Other models.—2½ h.p., 1-cyl., 2-stroke, 215 c.c.,
 3-speed countershaft, £49 10s.; 5 h.p., 2-cyl.,
 684 c.c., 3-speed countershaft gear, £70; 7 h.p.,
 2-cyl., 994 c.c., 3-speed, battery lighting, £78; as
 above, with rigid frame and without dynamo light-
 ing, £75.

HENDEE MANUFACTURING CO.,
 366, Euston Road, London, N.W.

Invicta.

2½ h.p. Villiers, 1-cyl., 2-stroke, 70 × 70 mm., 269 c.c.
 Senspray carburetter.
 Jardine 2-sp. countershaft gear. Chain and belt.
 Height 27in. Clearance 4½in. Wheelbase 49in.
 Tyres, 24in. or 26 × 2in.
 Drip feed.

Petrol, 1½ galls. Weight, 148 lb.
 Other model.—Same machine, single geared.
A. BARNETT AND CO.,
 West Orchard, Coventry.

Ivy.

5 h.p. J.A.P., 2-cyl., 70 × 85 mm., 654 c.c., s.s.
 Splittorf magneto. Amac carburetter.
 Sturmey-Archer 3-speed countershaft gear.
 Chain and belt.
 Height 31in. Clearance 5½in. Wheelbase 58in.
 Drip feed.

Price £64. Weight, 250 lb.
 Other models.—3½ h.p. J.A.P., 2-cyl., 496 c.c.,
 as above; £62; single geared, £50; 2½ h.p., 1-cyl.,
 2-stroke, 225 c.c., £29 14s. to £41 16s.
S. A. NEWMAN, LTD.,
 Lichfield Road, Aston, Birmingham.

Ixon.

2½ h.p. Peco, 1-cyl., 2-stroke, 75 × 79 mm., 349 c.c.
 E.I.C. magneto. Amac carburetter.
 Sturmey-Archer 3-speed hub gear. Belt, ½in.
 Height 29½in. Clearance 4½in. Wheelbase 52in.
 Dunlop tyres, 26 × 2½in.
 Hand pump and drip feed.
 Petrol, 1½ galls.

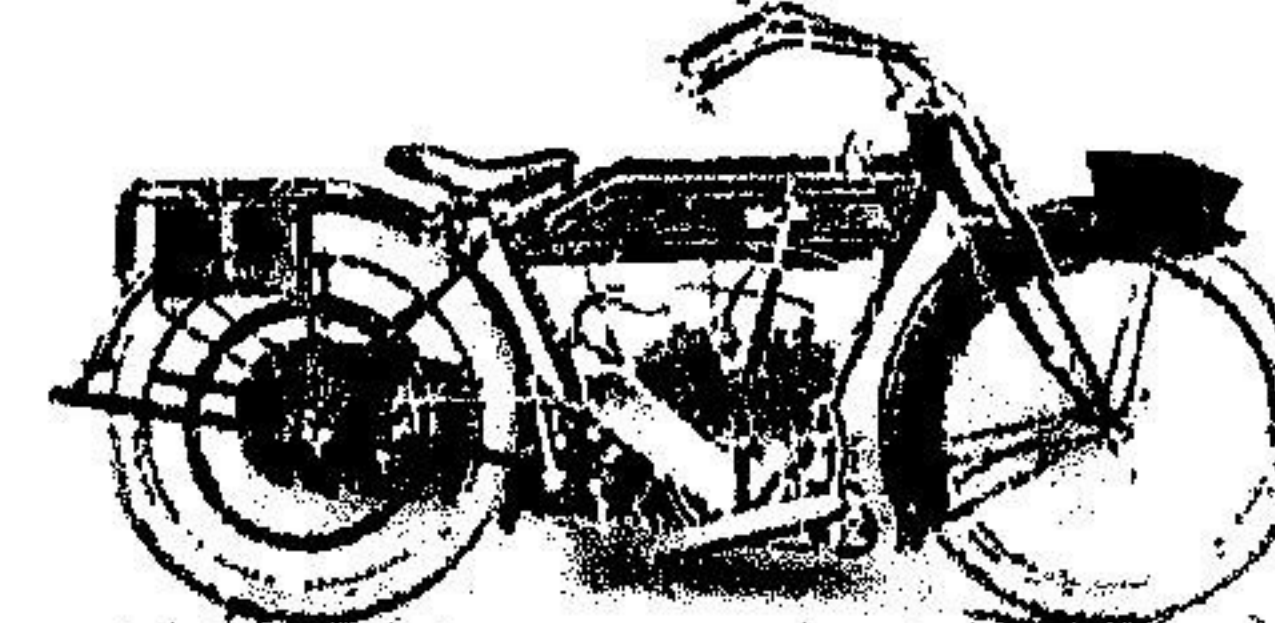
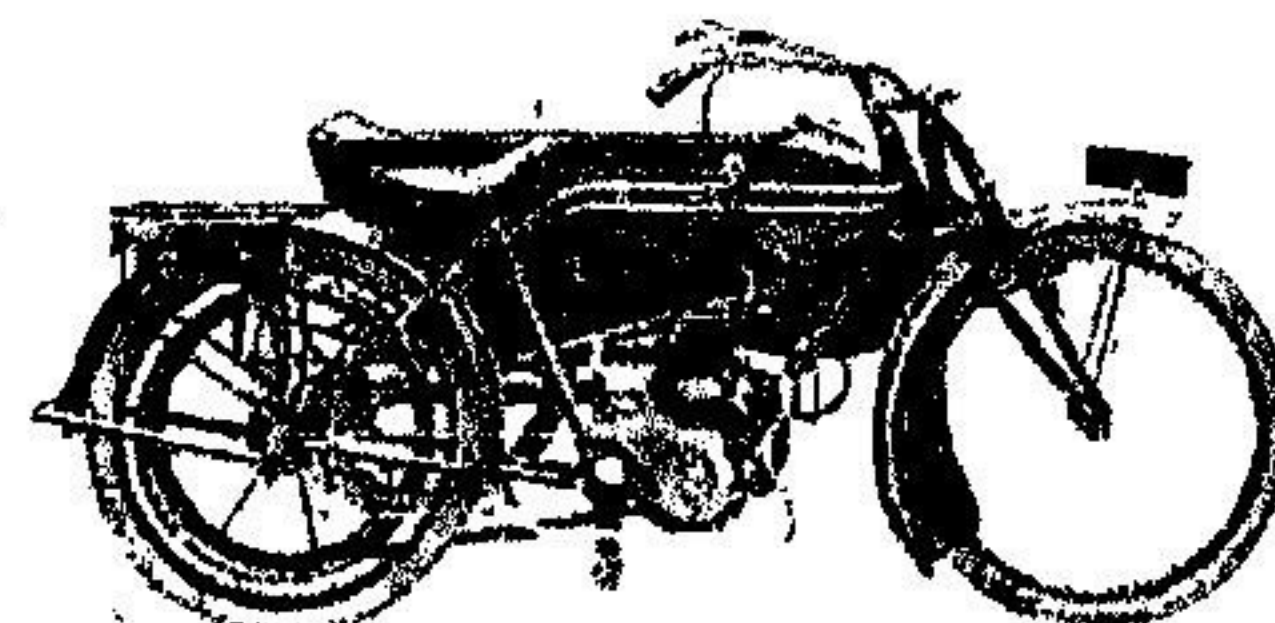
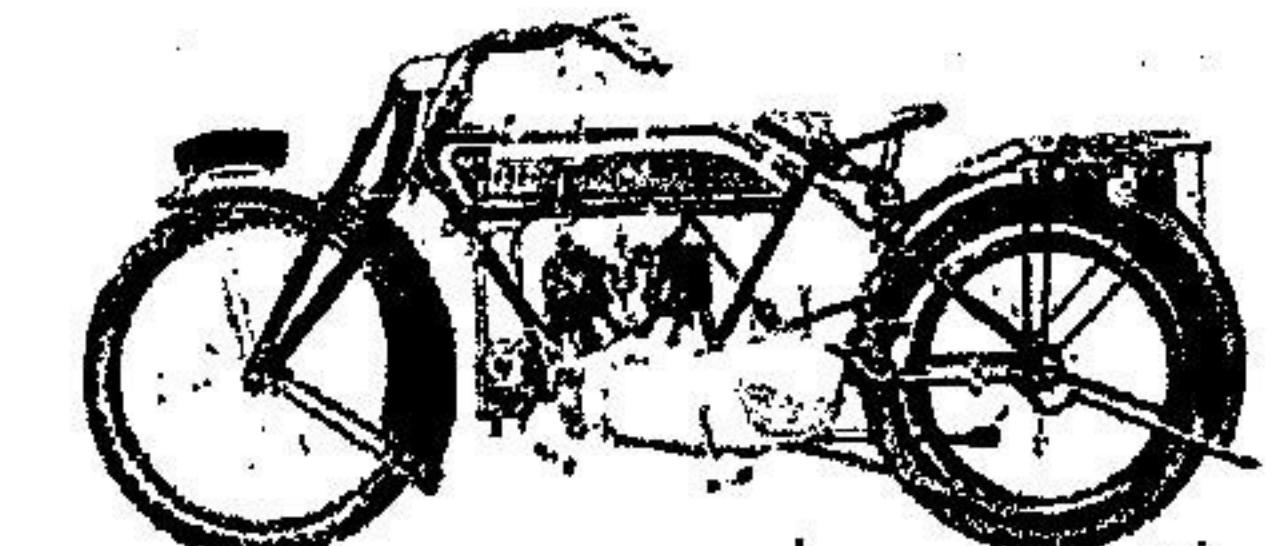
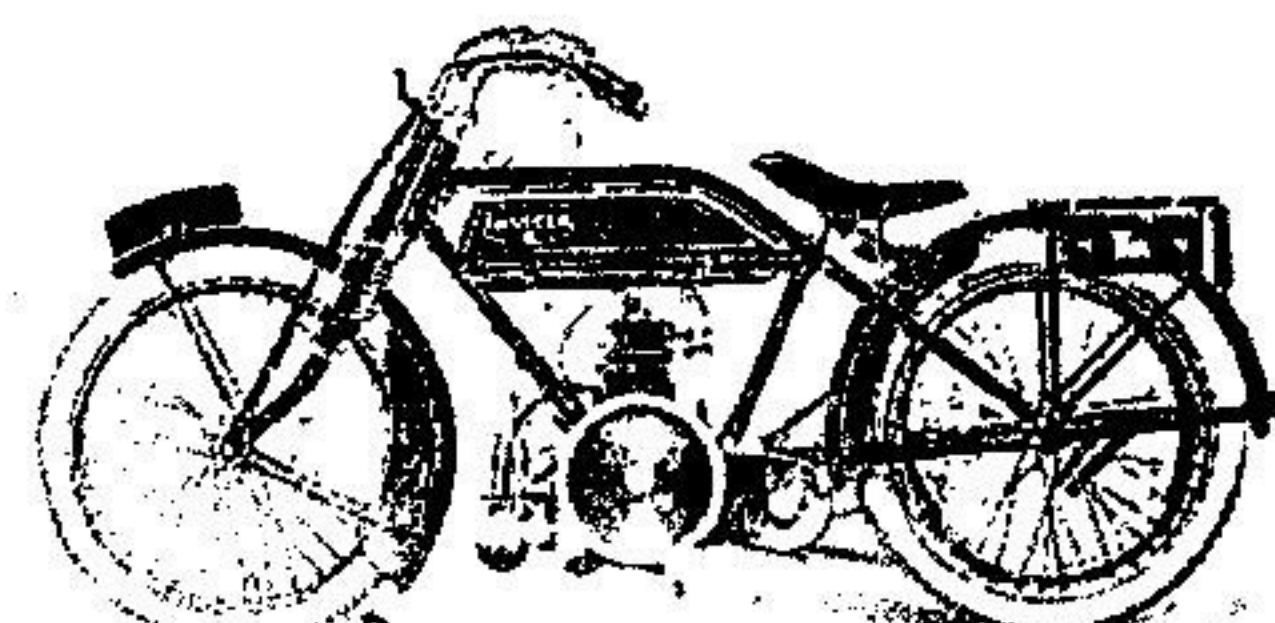
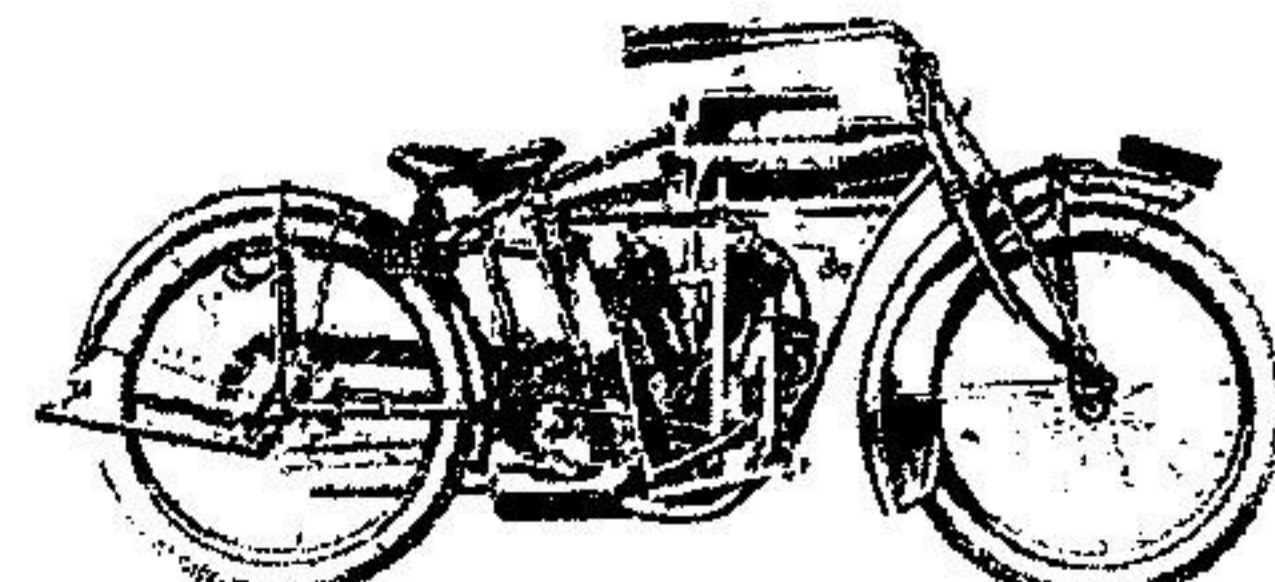
Price £55, with sidecar. Weight, 180 lb.
 Other models.—2½ h.p. Villiers, 1-cyl., 2-stroke,
 269 c.c., £28 10s.; with countershaft gear, £35 10s.;
 2½ h.p. Villiers, 1-cyl., 749 c.c., £48 10s.
IXION MOTOR MANUFACTURING CO.,
 Great Tindal Street, Ladywood, Birmingham.

James.

3½ h.p., 2-cyl., 64 × 77 mm., 496 c.c., s.s.
 Amac, B. and B., or Senspray carburetter.
 James 3-speed countershaft gear. Chain.
 Height 29½in. Clearance 4½in. Wheelbase 52in.
 Dunlop or Palmer tyres, 26 × 2½in.
 Hand pump and drip feed.
 Petrol, 1½ galls.

Price £63. Weight, 195 lb.
 Other models.—2½ h.p., 1-cyl., 2-stroke, 225 c.c.,
 2-speed, £36 15s.; 4½ h.p., 1-cyl., 600 c.c., 3-speed,
 £63.

JAMES CYCLE CO.,
 Gough Road, Great Birmingham



De Luxe T.D.C.

2½ h.p. T.D.C., 1-cyl., 2-stroke, 70 × 70 mm., 269 c.c.
Dixie magneto. Amac carburetter.
Albion 2-speed countershaft gear. Chain and belt.
Height 28in. Clearance 4in. Wheelbase 50in.
Palmer tyres, 24 × 2in.
Petrol, 1½ galls.
Price £25 19s. Weight, 129 lb.
Other models.—Same machine with clutch, £27 5s.; single geared, £19 19s.

DE LUXE MOTOR CO.,
174, Corporation Street, Birmingham.

Despatch Rider.

2 h.p., 1-cyl., 2-stroke, 64 × 67 mm., 210 c.c.
Ericson magneto. Amac carburetter.
Single geared. Belt, 4in.
Height 25in. Clearance 7½in. Wheelbase 46in.
Dunlop tyres, 24 × 2in.
Drip feed.
Petrol, 1½ galls.
Price £28 7s. Weight, 89 lb.
DRENG, LTD.,
Fern Road, Edington, Birmingham.

Diamond.

2½ h.p. Villiers, 1-cyl., 2-stroke, 70 × 70 mm., 269 c.c.
E.I.C. or M.L. magneto. Amac carburetter.
2-speed countershaft gear. Chain and belt.
Height 29½in. Clearance 4½in. Wheelbase 50in.
Avon tyres, 26 × 2in.
Drip feed.
Petrol, 1½ galls.
Price £38 17s. Weight, 120 lb.
Other models.—Same machine, single geared, £31 10s.; 2½ h.p. J.A.P., 1-cyl., 292 c.c., £40 19s.
D. P. AND M. ENGINEERING CO., LTD.,
Vane Street, Wolverhampton.

Dot.

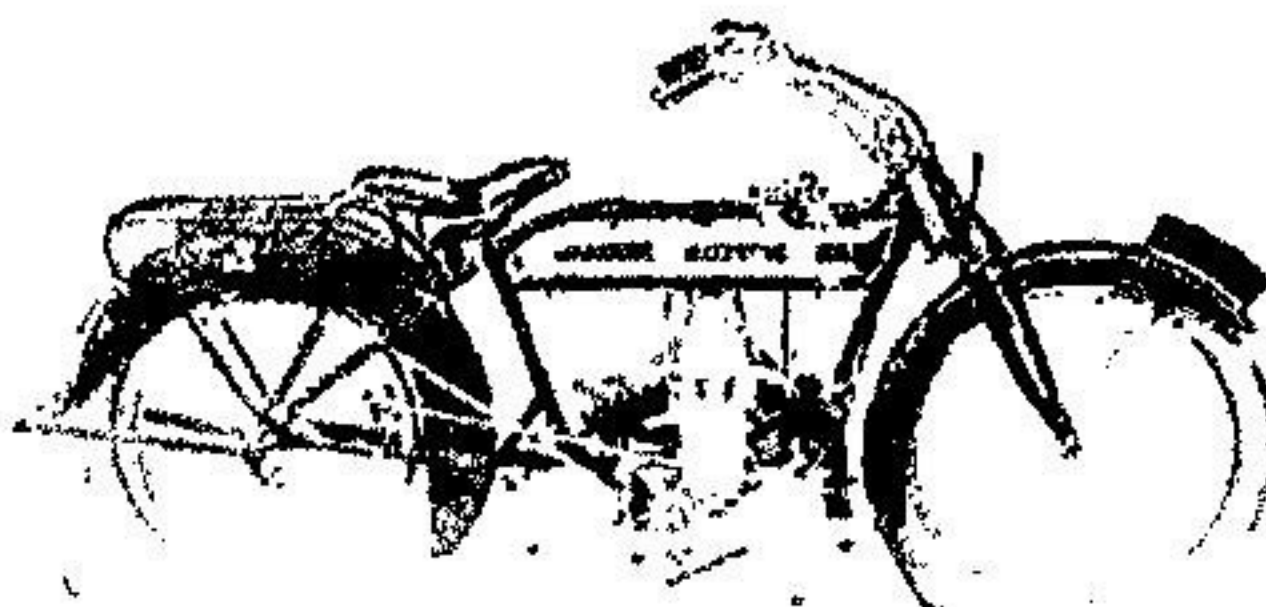
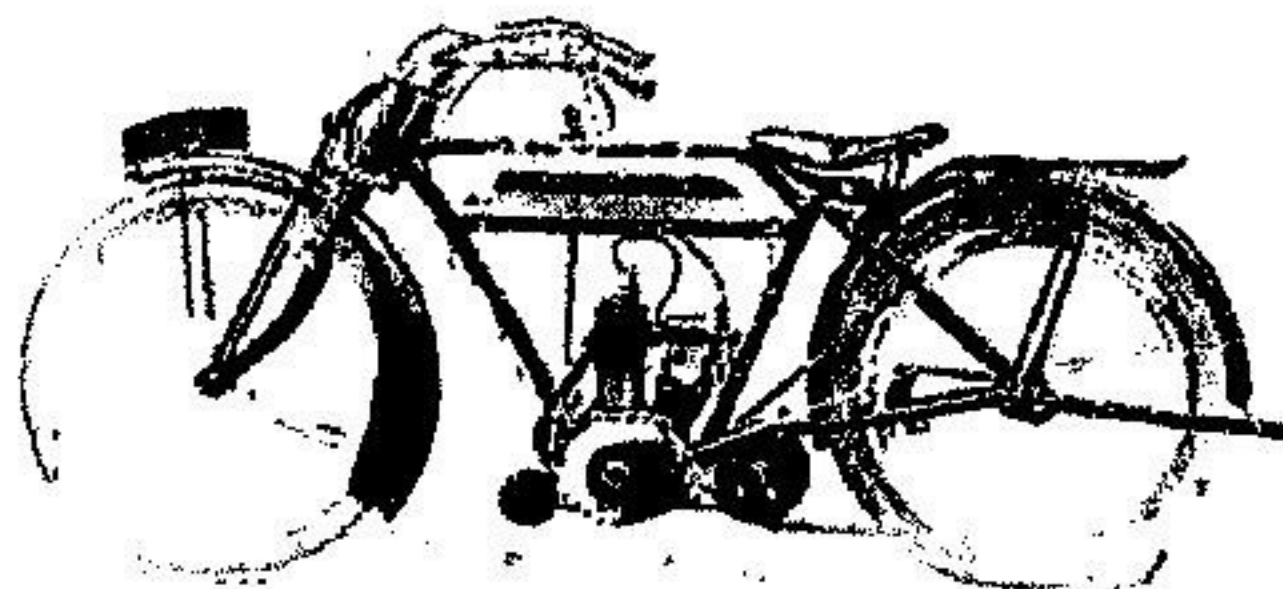
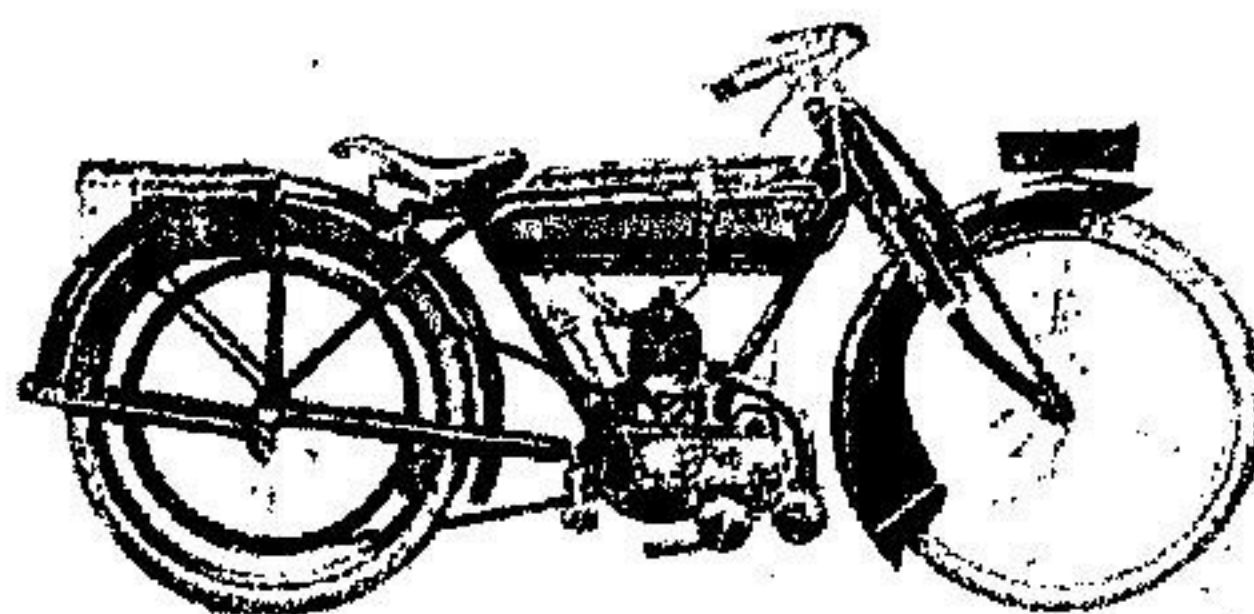
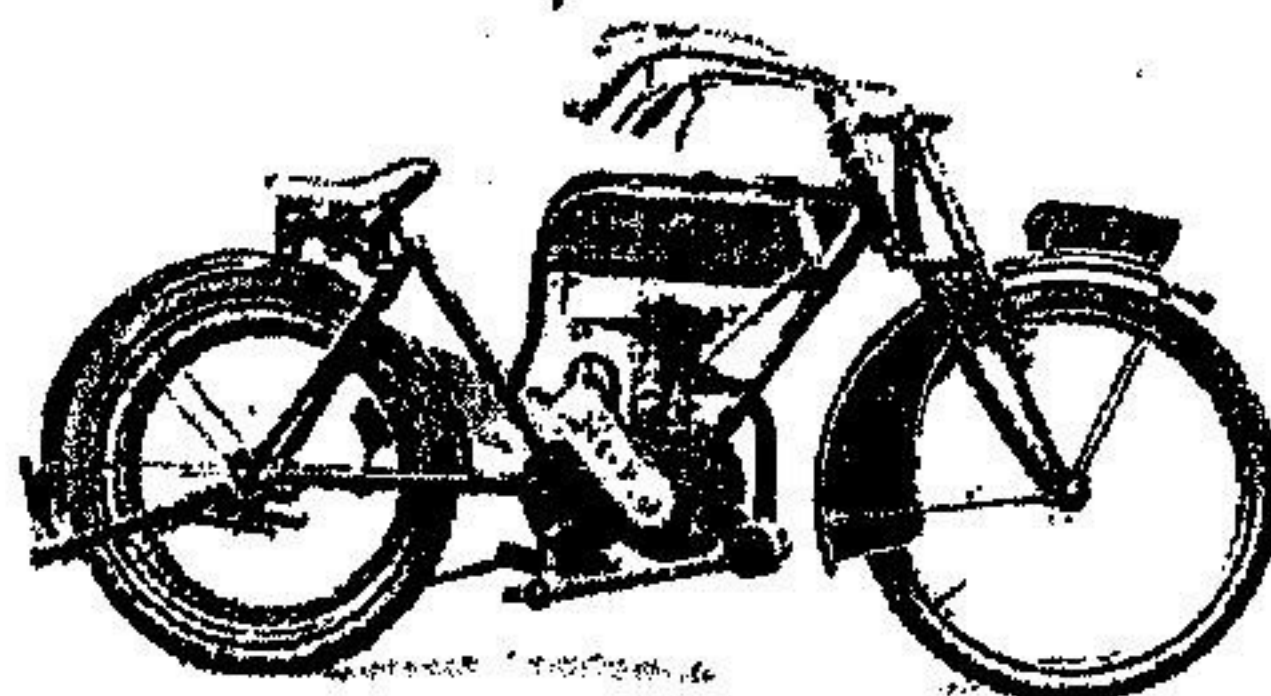
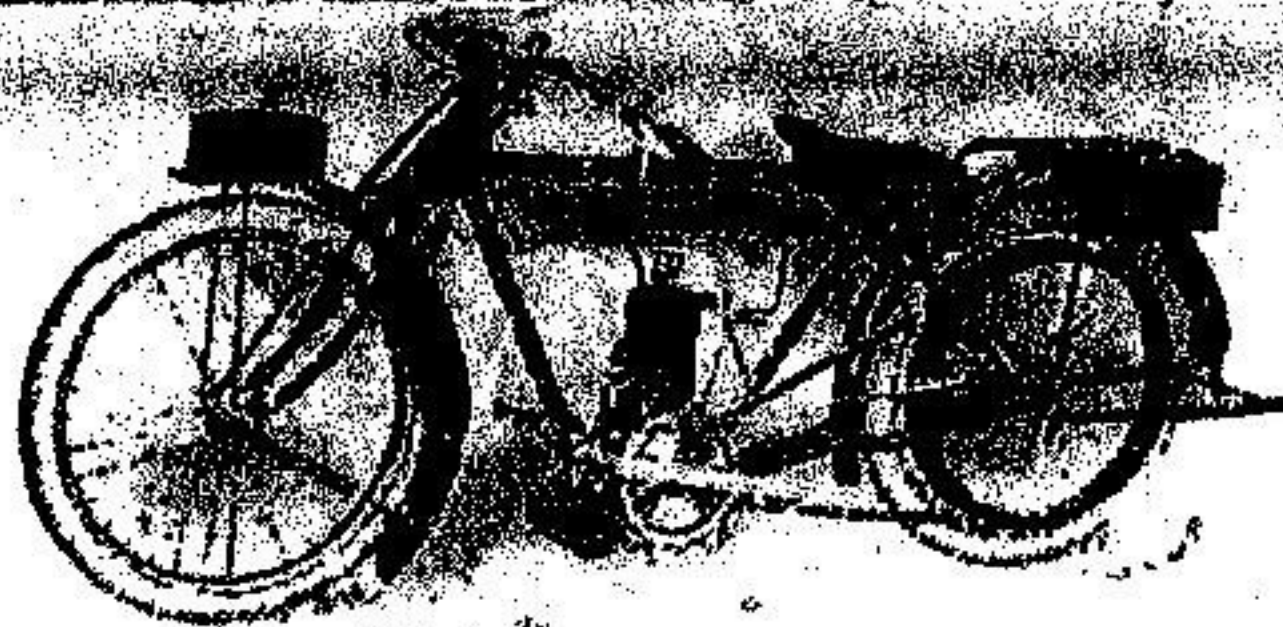
2½ h.p. J.A.P., 1-cyl., 70 × 76 mm., 292 c.c., s.s.
Dixie magneto. Amac carburetter.
Albion 2-sp. countershaft gear. Chain and belt.
Height 31in. Clearance 4½in. Wheelbase 52in.
Hutchinson tyres, 26 × 2in.
Hand pump and drip feed.
Petrol, 1½ galls.
Weight, 134 lb.
Other models.—6 h.p. J.A.P., 2-cyl., 770 c.c., 4-speed; 8 h.p. J.A.P., 2-cyl., 976 c.c., 4-speed.

DOT MOTORS,
38, Ellesmore Street, Hulme, Manchester.

Douglas.

2½ h.p. 2-cyl. (180°), 60.5 × 60 mm., 315 c.c., s.s.
Douglas Amac carburetter.
Douglas 3-sp. countershaft gear. Chain and belt.
Height 29in. Clearance 6in. Wheelbase 53in.
Hutchinson tyres, 26 × 2½in.
Hand pump and drip feed.
Price £56 14s. Weight, 175 lb.
Other models.—Same machine without clutch, £52 8s.; ditto, 2-speed, £50 8s.; 3½ h.p., 2-cyl. (180°), 592 c.c., 3-speed countershaft, £60 18s.; with sidecar, £80 17s.; Douglas spring frame, as above.

DOUGLAS BROS.,
Kingswood, Bristol.



Dunkley.

2½ h.p. Peco, 1-cyl., 2-stroke, 75 × 79 mm., 349 c.c.
H.I.C. magneto. Amac carburetter.
2-speed countershaft gear. Chain and belt.
Hutchinson tyres, 26 × 2½in.
Hand pump and drip feed.
Petrol, 1½ galls.
Price £42; sidecar £10 10s. extra.
Other models.—4 h.p. J.A.P., 1-cyl., 488 c.c., 4-speed, £63; 5 h.p., 2-cyl., 654 c.c., 4-speed, £70 7s.; 6 h.p. J.A.P., 2-cyl., 770 c.c., 4-speed, £78 15s.

DUNKLEYS, LTD.,
Jamaica Row, Birmingham.

Edmund.

2½ h.p. J.A.P., 1-cyl., 70 × 76 mm., 292 c.c., s.s.
E.I.C. magneto. Amac carburetter.
Enfield 2-speed countershaft gear. Chain.
Height 28in. Clearance 4½in. Wheelbase 52in.
Hutchinson tyres, 26 × 2in.
Hand pump and drip feed.
Petrol, 1½ galls.
Spring frame.
Price £44 2s. Weight, 148 lb.
Other model.—Same machine with 2½ h.p. 2-stroke Peco.

C. EDMUND AND CO.,
Crane Bank, Chester.

Enfield.

3 h.p., 2-cyl. (60°), 60 × 75 mm., 425 c.c., overhead inlets.
Thomson-Bennett magneto. Amac carburetter.
Enfield 2-speed countershaft gear. Chain.
Height 30in. Clearance 4½in. Wheelbase 55in.
Palmer tyres, 26 × 2½in.
Mechanical pump.
Petrol, 1½ galls.
Price £52 10s. Weight, 182 lb.
Other models.—2½ h.p., 1-cyl., 2-stroke, 225 c.c., 2-speed, £42; 6 h.p., J.A.P., 2-cyl., 770 c.c., with sidecar, £89 15s.; with Lucas dynamo set, £105.
ENFIELD CYCLE CO.,
Redditch.

Excelsior.

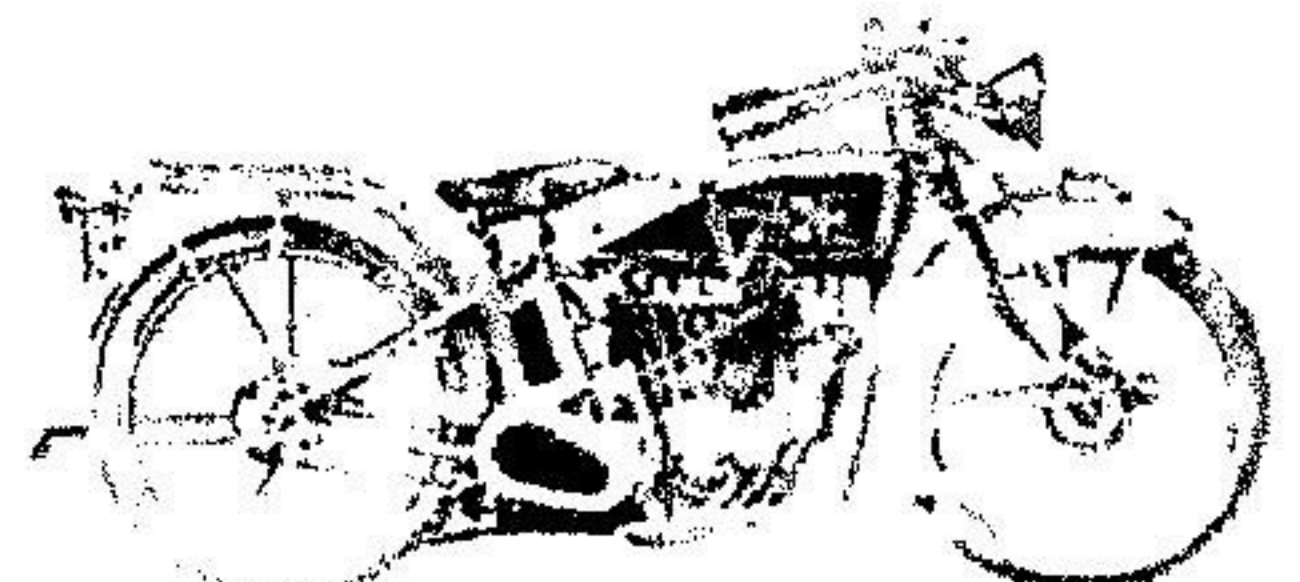
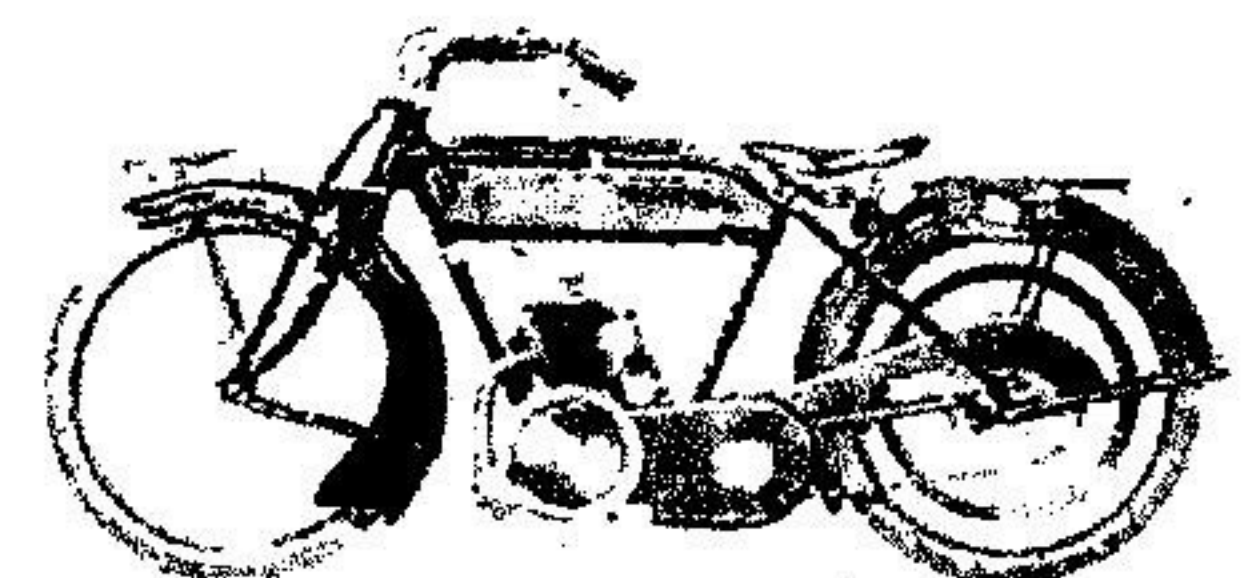
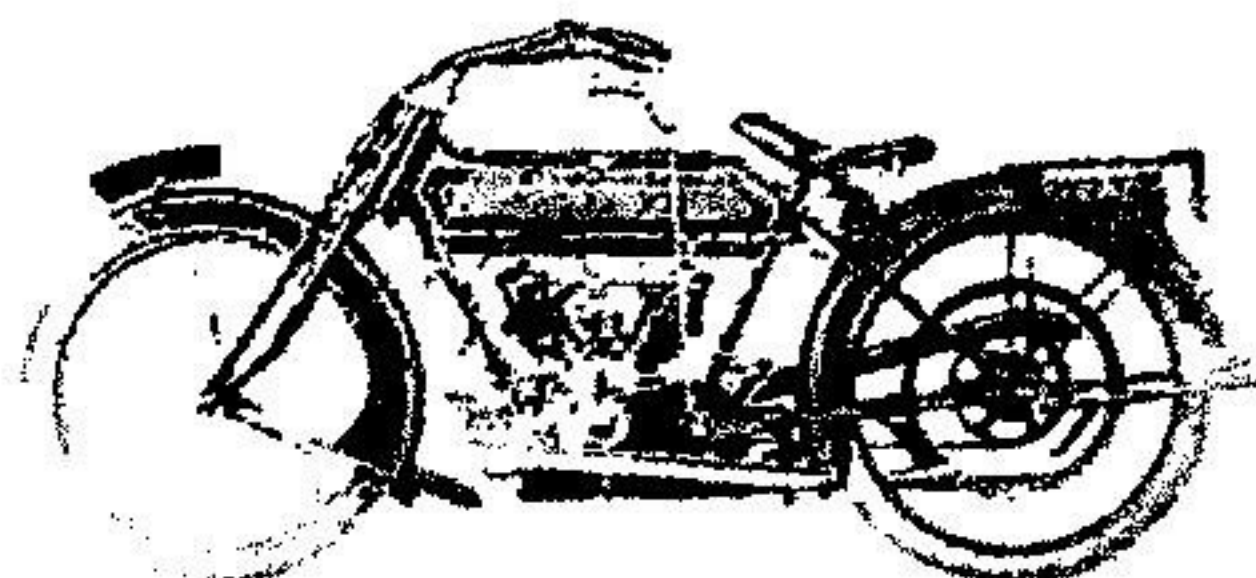
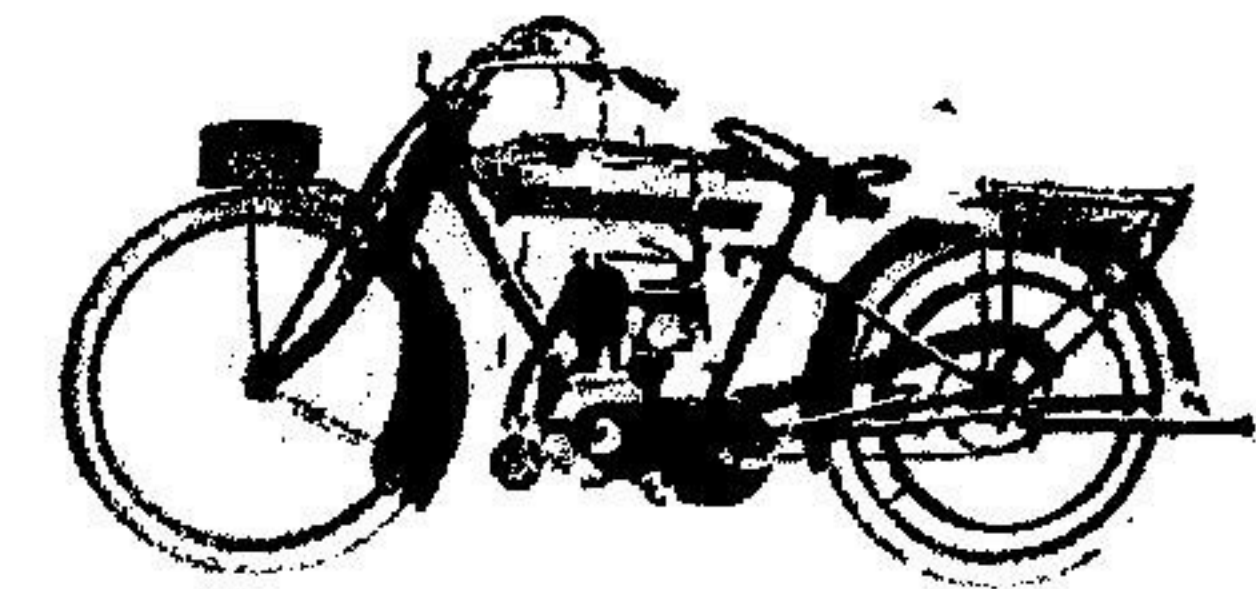
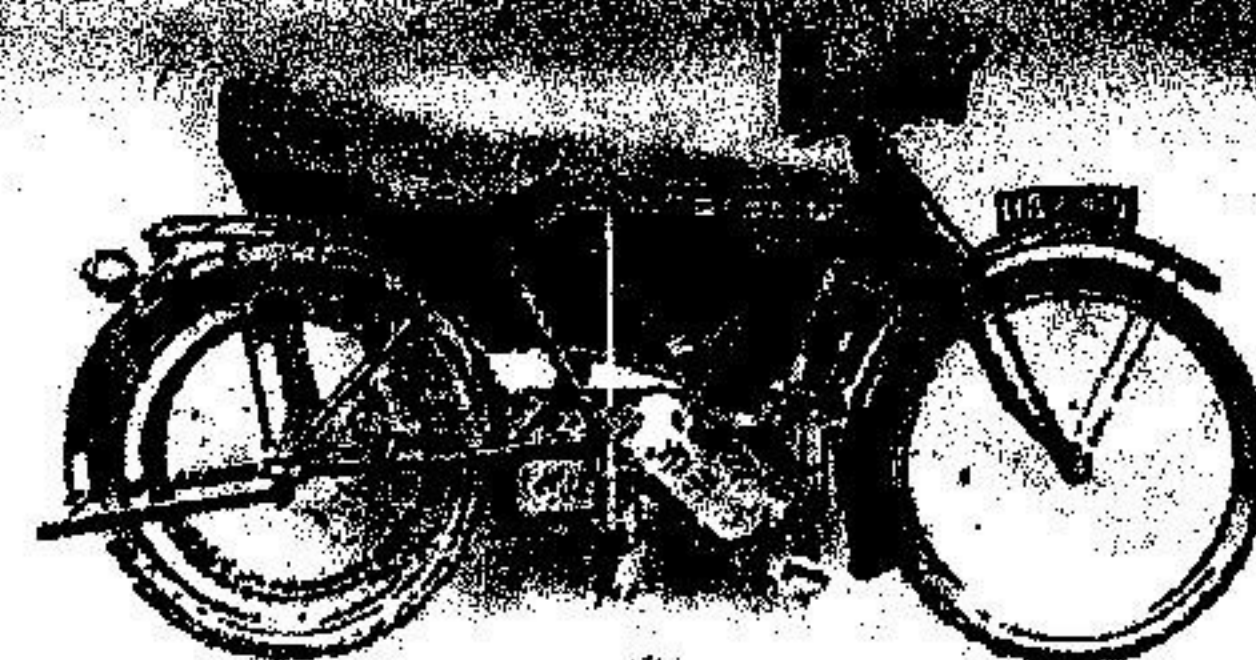
2½ h.p., 1 cyl., 2-stroke, 75 × 79 mm., 319 c.c.
Ericson mag. Senspray or Amac carb.
Excelsior 2-speed countershaft gear, Chain.
Height 31in. Clearance 4in. Wheelbase 53in.
Dunlop or Palmer tyres, 26 × 2½in.
Hand pump and drip feed.
Petrol, 1 gall.
Price £44 2s. Weight 178 lb.
Other models.—2½ h.p., 1-cyl., 2-stroke, 210 c.c., £30 16s.; 3½ h.p., 1 cyl., 499 c.c., 3-speed hub, £56 14s.; 4½ h.p., 1 cyl., 650 c.c., 3-speed countershaft, £60 18s.; 5-6 h.p., 1 cyl., 800 c.c., 3-speed countershaft, £71 8s.; 8 h.p., 2 cyls., 976 c.c., 3-speed countershaft, £78 15s.

BAYLISS, THOMAS, AND CO.,
Excelsior Works, Coventry.

Excelsior (American).

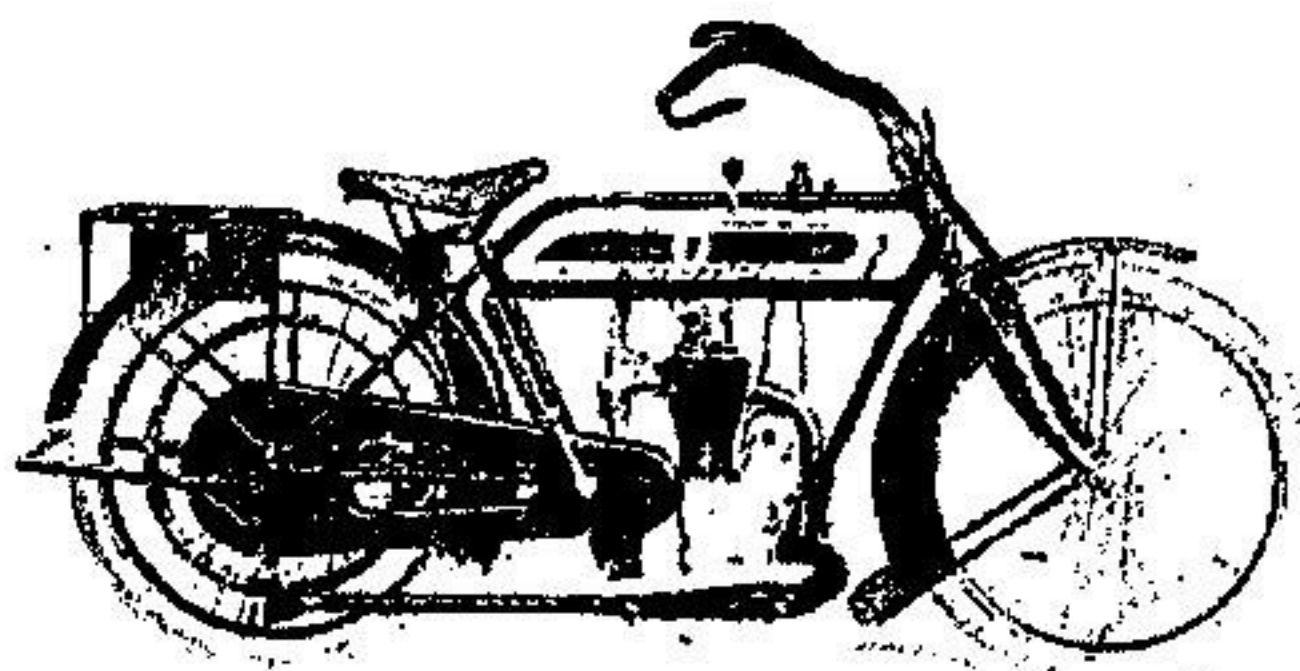
7 h.p., 2-cyl., 84 × 89 mm., 936 c.c., overhead inlets.
Bosch magneto. Schehler carburetter.
Excelsior 3-speed countershaft gear. Chain.
Height 31in. Clearance 4½in. Wheelbase 58in.
Firestone tyres, 28 × 3in.
Mechanical pump.
Petrol, 2 galls.

HARRIS AND SONS,
10, Great Chapel Street, Oxford Street, London, W.



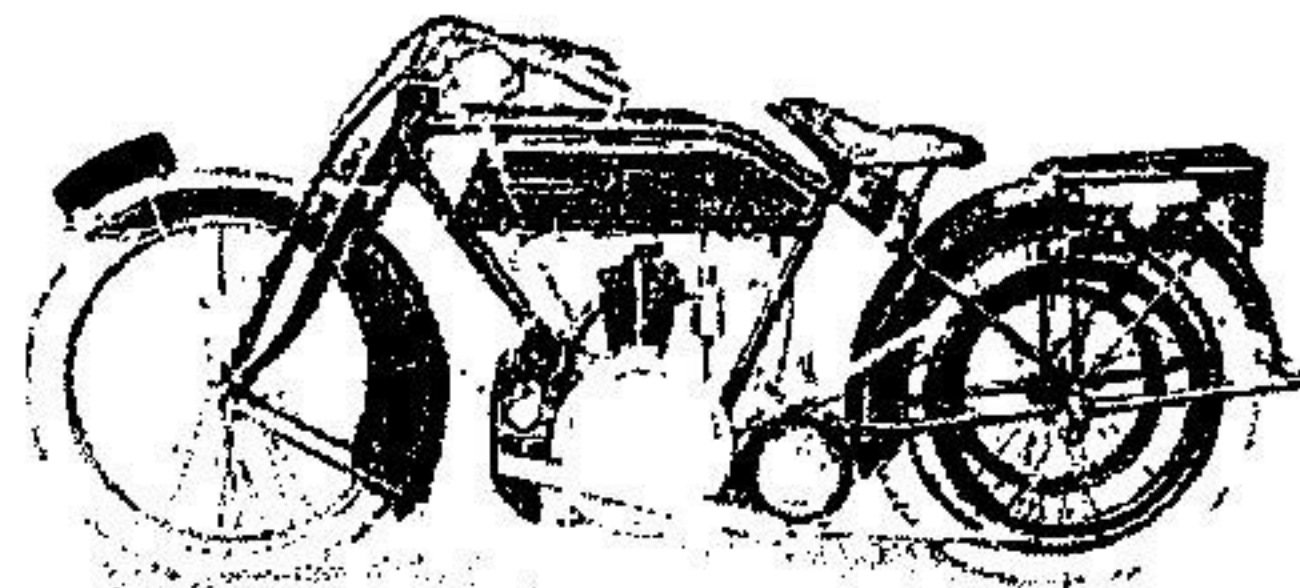
Bianchi.

3½ h.p., 1-cyl., 75 × 112 mm., 495 c.c., s.s.
 Bosch magneto. B. and B. carburetter.
 Bianchi 3-speed countershaft gear. Chain.
 Pirelli tyres, 26 × 2½ in.
 Drip feed (Ecois).
 Petrol, 1½ galls.
 Price £82 10s. Weight, 210 lb.
BIANCHI MOTORS, LTD.,
 26, St. James's Street, London, W.



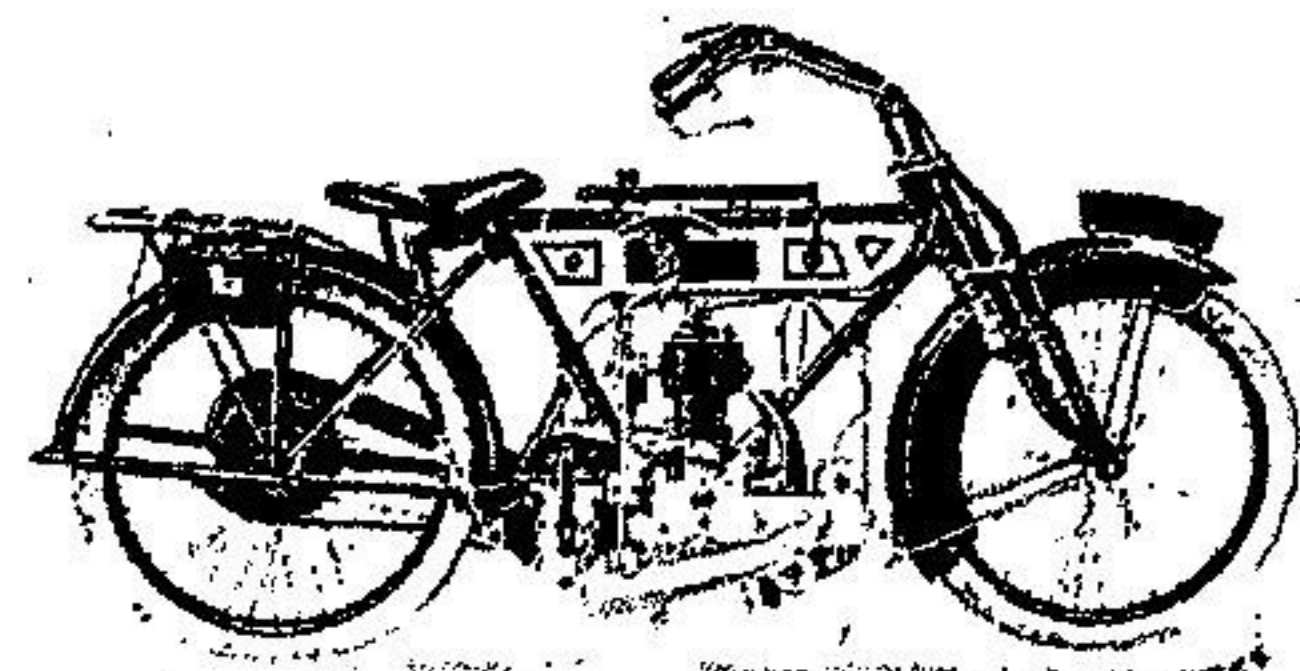
Blackburne.

3½ h.p., 1-cyl., 85 × 88 mm., 499 c.c., s.s., outside
 flywheel.
 Splitdori magneto. B. and B. carburetter.
 Sturmey-Archer 3-speed countershaft gear.
 Chain and belt (1 in.).
 Height 28½ in. Clearance 5 in. Wheelbase 57 in.
 Hutchinson tyres, 26 × 2½ in.
 Hand pump and drip feed.
 Petrol, 2 galls.
 Price £62. Weight, 212 lb.
 Other model.—Same machine, single geared,
 £49 10s.
BURNEY AND BLACKBURNE, LTD.,
 Tongham, Surrey.



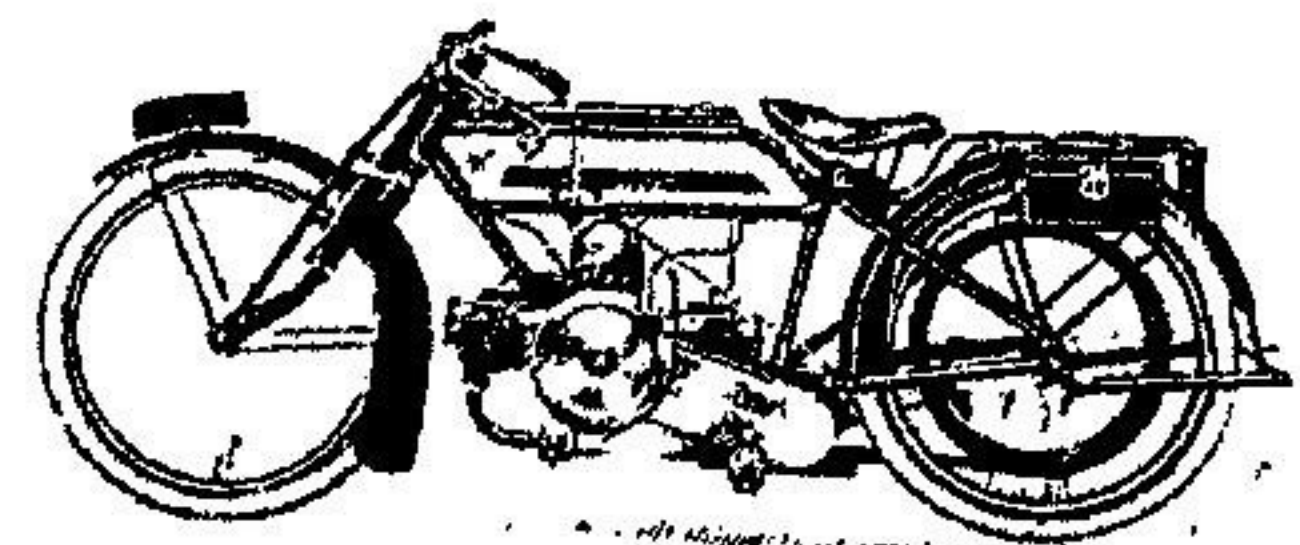
Bradbury.

4 h.p., 1-cyl., 89 × 89 mm., 554 c.c., s.s.
 Splitdori magneto. B. and B. carburetter.
 Bradbury 3-speed countershaft gear. Chain.
 Height 31 in. Clearance 5 in. Wheelbase 53 in.
 Clincher, Dunlop, or Palmer tyres, 26 × 2½ in.
 Hand pump and drip feed.
 Petrol, 1½ galls.
 Price £60. Weight 280 lb.
 Other models.—Same machine, single geared,
 £47; 2-speed, £55; 6 h.p., 2-cyl., 749.75 c.c.,
 3-speed, £73 10s.
BRADBURY AND CO., LTD.,
 Wellington Works, Oldham.



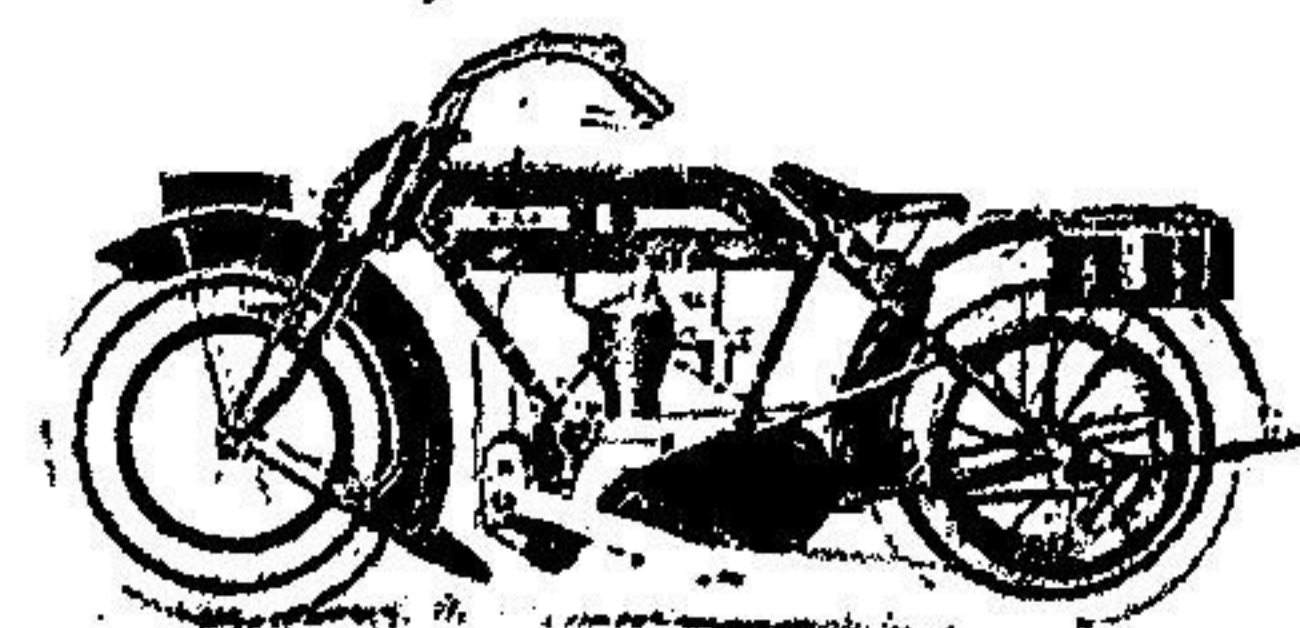
Brough.

3½ h.p., 2-cyl. (180°), 70 × 64.5 mm., 497 c.c.,
 overhead valves.
 Thomson-Bennett magneto. Amac carburetter.
 Brough 2-sp. countershaft gear. Chain and belt.
 Height 28½ in. Clearance 7 in. Wheelbase 53 in.
 Dunlop tyres, 26 × 2½ in.
 Hand pump and drip feed.
 Petrol, 2 galls.
 Price £63. Weight, 170 lb.
 Other models.—3½ h.p., 2-cyl. (180°), 497 c.c.,
 Sturmey-Archer 3-speed countershaft, £66 3s.;
 5 h.p., 2-cyl. (180°), 685 c.c., 3-speed, £80.
W. E. BROUGH AND CO.,
 Basford, Nottingham.



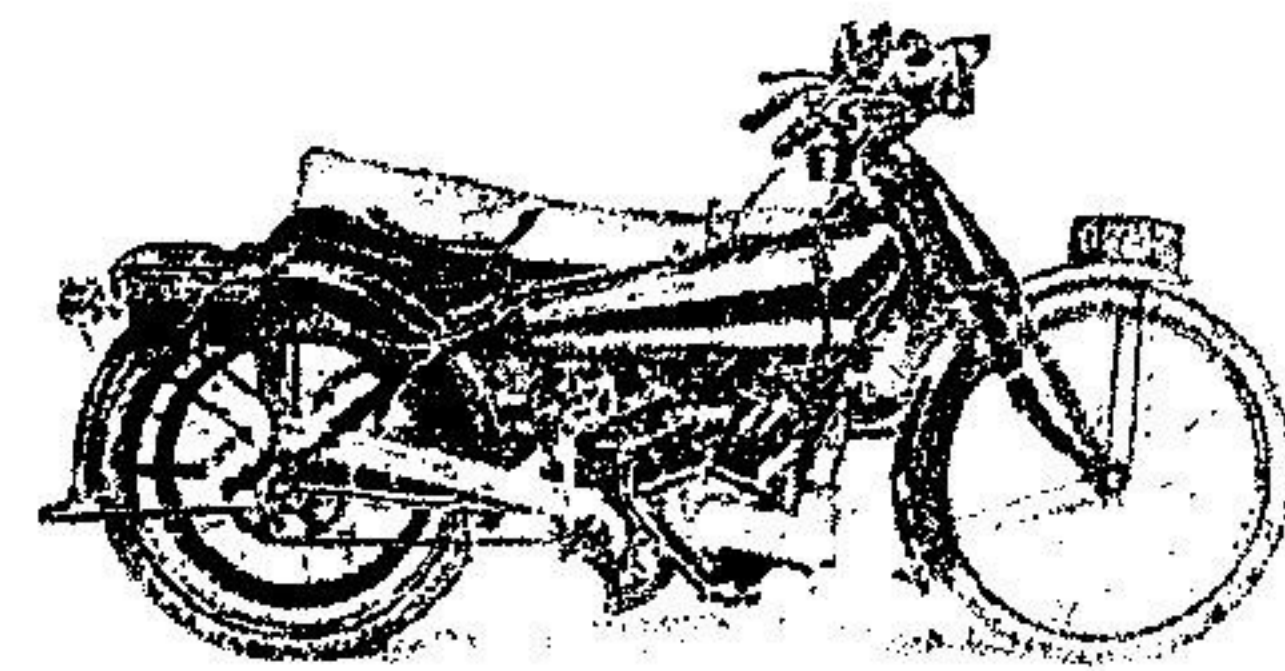
B.S.A.

4½ h.p., 1-cyl., 85 × 98 mm., 556 c.c., s.s.
 B.S.A. carburetter.
 B.S.A. 3-sp. countershaft gear. Chain and belt.
 Dunlop or Palmer tyres, 26 × 2½ in.
 Semi-automatic sight-feed drip.
 Petrol, 1½ galls.
 Price £62.
 Other models.—Same machine, chain-driven,
 £64; 3½ h.p., 1-cyl., 499 c.c., T.T. model, single
 gear, £50 10s.
BIRMINGHAM SMALL ARMS CO., LTD.,
 Small Heath, Birmingham.



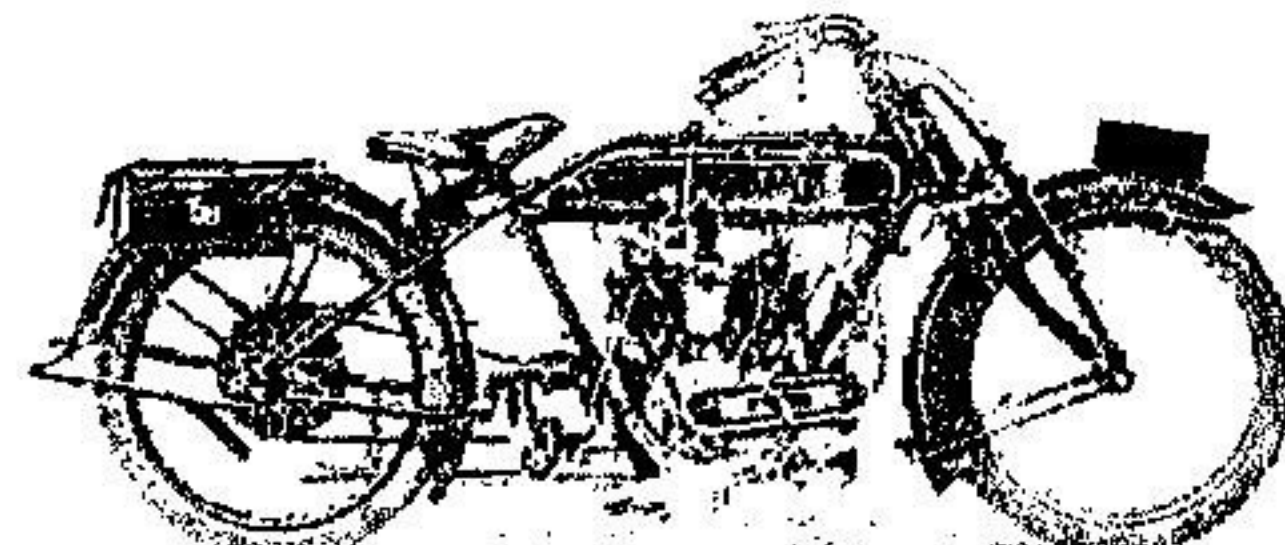
Calthorpe.

4 h.p. J.A.P., 2-cyl. (50°), 70 × 64.5 mm., 496 c.c.,
 s.s.
 Dixie magneto. Amac carburetter.
 Enfield 2-sp. countershaft gear. Chain.
 Height 29½ in. Clearance 4½ in. Wheelbase 51½ in.
 Moseley tyres, 26 × 2½ in.
 Hand pump and drip feed. Petrol, 1½ galls.
 Price, with sidecar, £69. Weight, 200 lb.
 Other models.—2½ h.p., 1-cyl., 2-stroke, 245 c.c.,
 2-speed, £31 7s.; single geared, £27 14s. 6d.;
 2½ h.p. J.A.P., 292 c.c., Enfield 2-speed, £36 15s.;
 single geared, £30 15s. Ladies' machines.
CALTHORPE MOTOR CYCLE CO.,
 Barn Street, Birmingham.



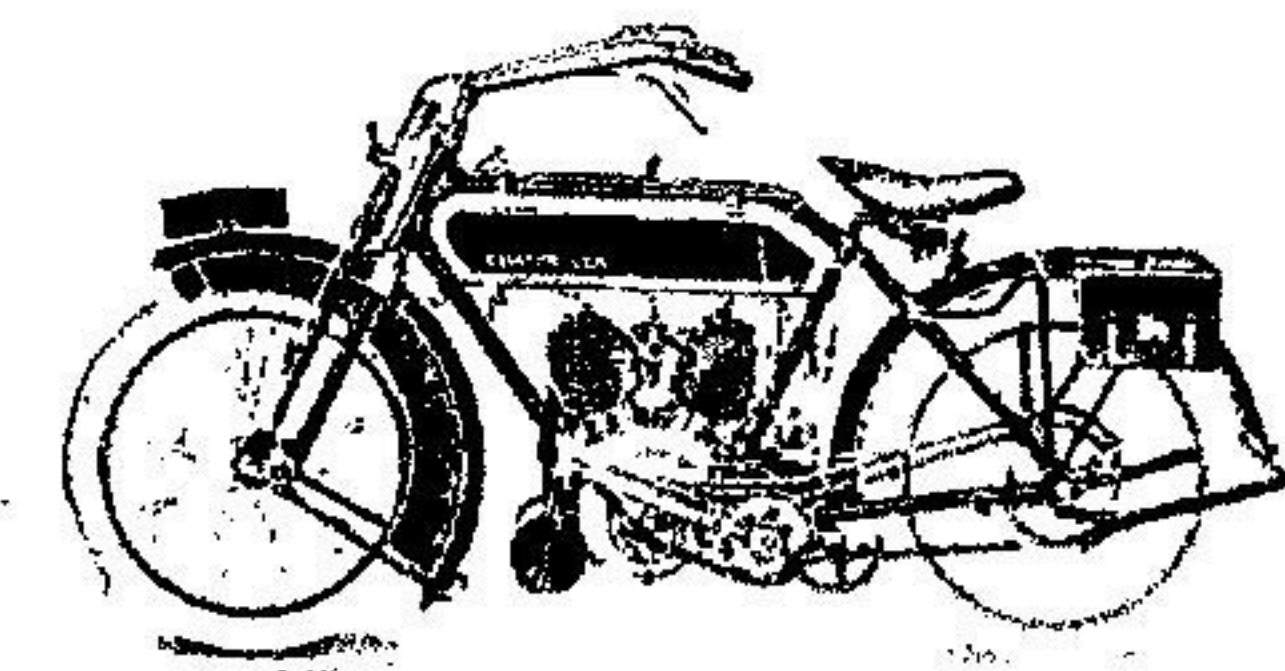
Campion.

8 h.p. J.A.P., 2-cyl. (50°), 85.5 × 85 mm., 976 c.c.,
 s.s.
 Dixie magneto. B. and B. carburetter.
 Jardine 4-sp. countershaft gear. Chain and belt.
 Clearance 4½ in.
 Dunlop tyres, 650 × 65 mm.
 Hand pump and drip feed. Petrol, 2 galls.
 Price £82.
 Other models.—4 h.p., 1-cyl., 488 c.c., Sturmey-
 Archer 3-speed countershaft, £67; 2½ h.p., 2-str.,
 269 c.c., 2-speed, £38; single geared, £31; 6 h.p.,
 2-cyl., 770 c.c., 4-speed, £80.
CAMPION CYCLE CO., LTD.,
 Robin Hood Street, Nottingham.



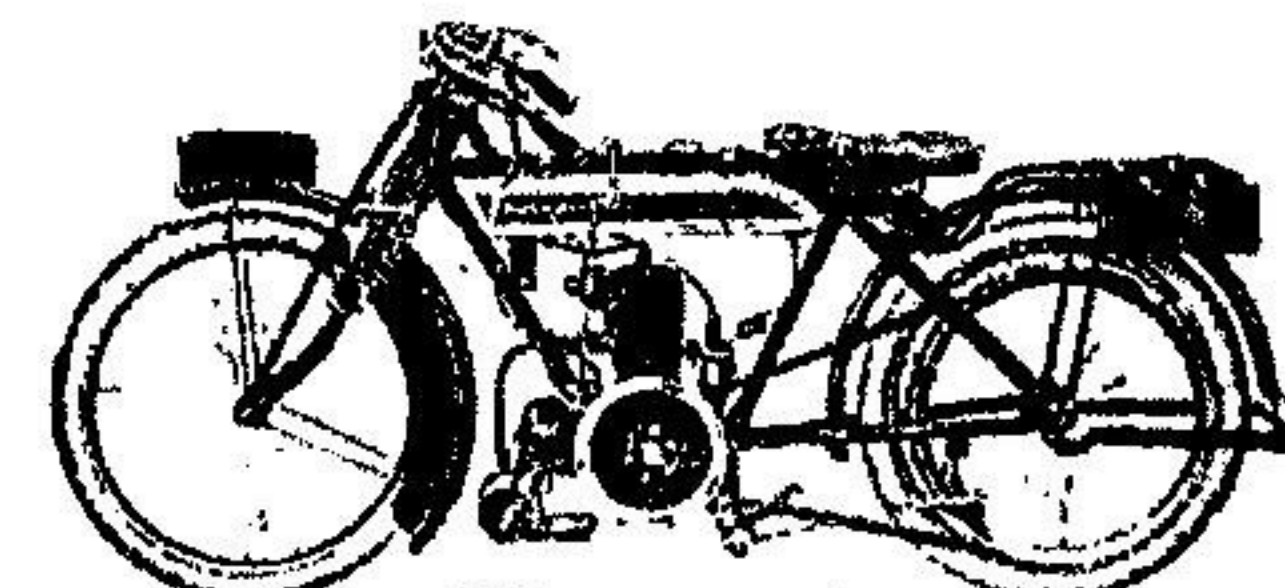
Chater-Lea.

8 h.p., 2-cyl., 85 × 85 mm., 964 c.c., s.s.
 B. and B. carburetter.
 Chater-Lea 3-speed countershaft gear. Chain.
 Clearance 5½ in. Wheelbase 54 in.
 Tyres, 650 × 65 mm.
 Drip feed. Petrol, 2 galls.
 Price £82 13s. 9d. Weight, 285 lb.
 Other model.—2½ h.p., 1-cyl., 2-stroke, 269 c.c.,
 2-speed countershaft, £38 6s. 6d.
CHATER-LEA, LTD.,
 74-84, Banner Street, Golden Lane, E.C.



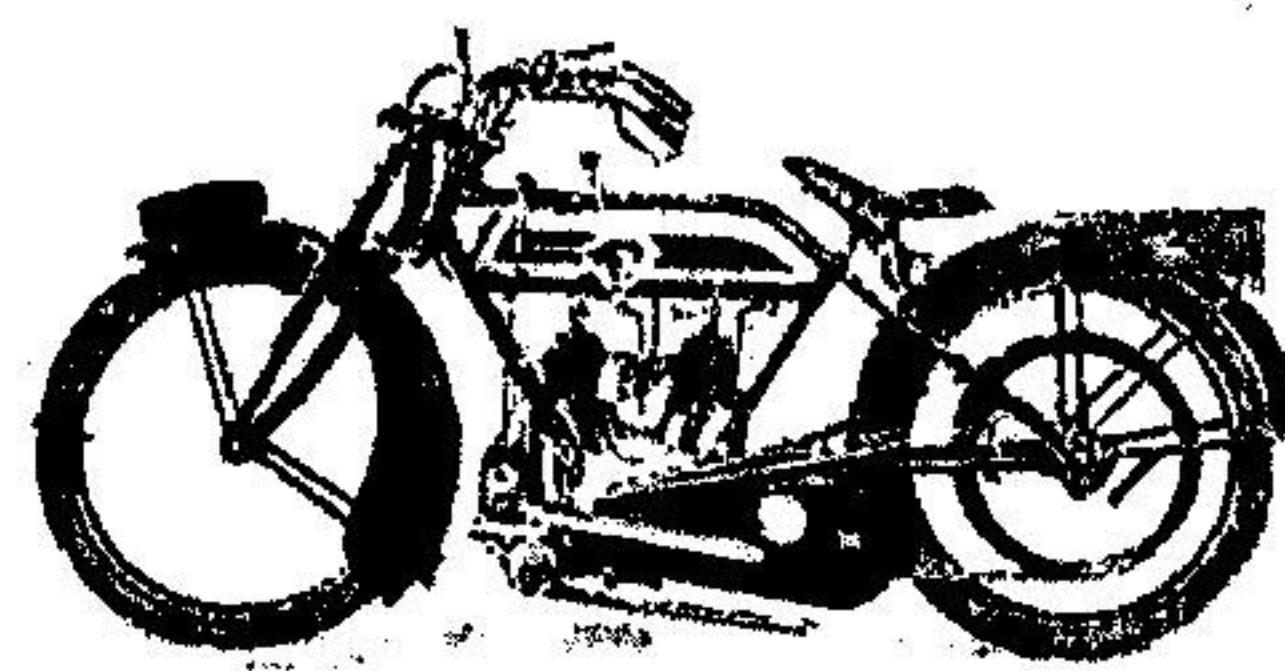
Connaught.

2½ h.p., 1-cyl., 2-stroke, 73 × 70 mm., 293 c.c.
 E.I.C. magneto. Amac carburetter.
 Single geared. Belt, 7 in.
 Height 30 in. Clearance 5 in.
 Dunlop tyres, 26 × 2 in.
 Petrol. Petrol, 1 gall.
 Price £36 17s.
 Other models.—Same machine, 2-speed counter-
 shaft, £41 16s.; with clutch, £45 2s.; miniature
 model, 293 c.c., £28 17s. 6d.; with 2-speed, £66 6s.
BORDESLEY ENGINEERING CO., LTD.
 New Bond Street, Birmingham.



Coventry Eagle.

5-6 h.p. Abingdon, 2-cyl. (50°), 67 × 95 mm.,
 670 c.c., s.s.
 Amac or Senspray carburetter.
 Sturmey-Archer 3-speed countershaft gear.
 Chain and belt, 1 in.
 Height 29 in.
 Dunlop tyres, 26 × 2½ in.
 Drip feed.
 Petrol, 2 galls.
 Weight, 175 lb.
 Other models.—2½ h.p. Villiers, 1-cyl., 2-stroke
 269 c.c.; 2½ h.p. J.A.P., 1-cyl., 292 c.c.; 3½ h.p.
 Abingdon, 1-cyl., 499 c.c.
COVENTRY EAGLE CYCLE AND MOTOR CO.,
 Folkehill Road, Coventry.

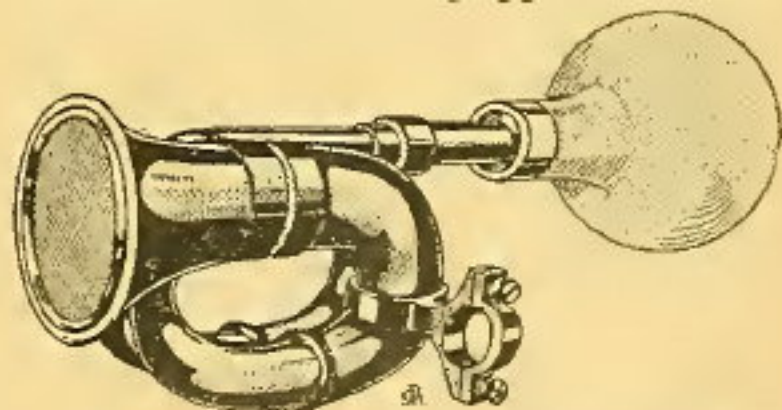


Second-hand Prices.

We give below the average prices of the various second-hand models offered for sale in the last issue of *The Motor Cycle*, and also the average prices for the last eight weeks. The prices quoted may be regarded as their standard value.

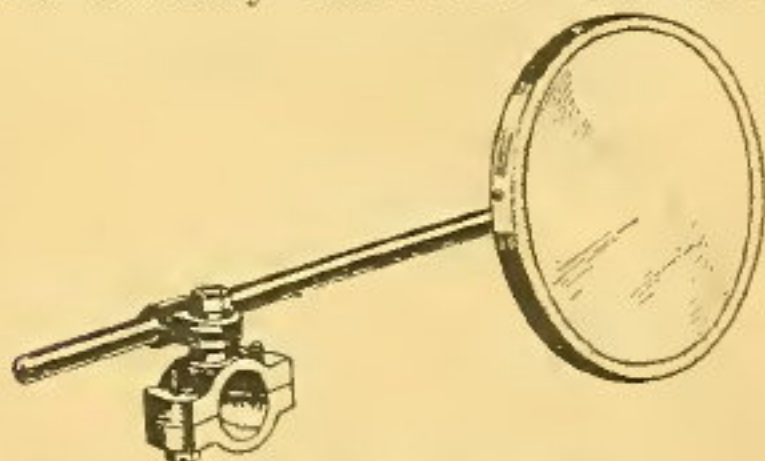
Make.	Year.	H.P.	Last week's average.	Average for past 8 weeks.
A.J.S.	1914	6	3-sp. sidecar .. £71	£75
"	1914	2½	3-speed	£43
"	1913	6	3-sp. sidecar .. £35	£37
Ariel	1914	3½	3-speed	£41
Bat	1913	6	2-sp. sidecar .. £53	£50
Bradbury ..	1914	6	3-sp. sidecar .. £30	£61
B.S.A.	1914	4	3-sp. sidecar .. £61	£55
"	1914	4	3-speed	£47
Chater-Lea .	1914	8	3-sp. sidecar .. £78	£72
Clyno	1913	6	3-sp. sidecar .. £60	£55
Douglas ...	1914	2½	2-sp. kick start £42	£42
"	1914	2½	2-sp. T.T. £37	£39
"	1913	2½	2-sp. kick start £36	£36
Enfield	1914	6	2-sp. sidecar .. £65	£65
"	1914	3	2-speed	£41
"	1913	6	2-sp. sidecar .. £50	£53
Humber ...	1913	3½	3-speed	£36
"	1913	2½	T.T.	£28
Indian	1914	7	2-sp. sidecar .. £68	£63
"	1913	7	2-sp. sidecar .. £35	£55
James	1914	4½	3-sp. sidecar .. £52	£53
Matchless ..	1914	7	3-sp. sidecar .. £72	£75
"	1913	7	3-sp. sidecar .. £52	£56
New Hudson	1914	6	3-sp. sidecar .. £55	£60
"	1914	4	3-sp. sidecar .. £52	£49
"	1913	4	3-speed	£35
N.U.T.	1914	8	3-sp. sidecar .. £60	£64
Premier ...	1914	7	3-sp. sidecar .. £75	£68
"	1914	3½	3-sp. sidecar .. £55	£50
"	1913	3½	3-speed	£39
P. and M. ...	1914	3½	2-sp. sidecar .. £69	£64
Rover	1914	3½	3-sp. sidecar .. £52	£52
"	1913	3½	3-sp. sidecar .. £46	£44
Rudge	1914	5	Multi sidecar .. £50	£56
"	1914	5	Multi	£46
"	1913	5	Multi	£39
Scott	1914	3½	2-speed	£47
"	1913	3½	2-sp. sidecar .. £15	£44
Sunbeam ...	1914	6	3-sp. sidecar .. £74	£74
Triumph ...	1914	4	3-sp. sidecar .. £38	£34
"	1914	4	3-speed	£45
"	1914	2½	2-speed	£34
"	1913	3½	3-sp. sidecar .. £45	£46
"	1913	3½	F.E.	£35
Zenith	1914	8	Gradua sidecar £55	£37
"	1914	4	Gradua sidecar £55	£55
"	1914	6	Gradua	£45

BS



The British-made black-finished Hill bulb horn.

production of these minor necessities. Thus it is good to announce that we have recently received a horn and back glass from Messrs. Ernest H. Hill, Ltd., Beta Works, Sheffield. These are of black finish, and are very strongly and efficiently constructed. The finish



A mirror for motor cycles made by Ernest H. Hill, Ltd.

is excellent, and the provision made for their attachment to the machine is of ample dimensions.

THAT is the Fork

you should fit to your present mount or specify on your New Model if you would be absolutely assured of comfortable riding over every kind of road or track—the

DRUID MARK II.

(Vertical & Horizontal Action).

Don't leave the important question of Forks to chance, but specify the DRUID MARK II.—the ONLY Fork which totally absorbs WITHIN ITSELF every kind of shock to which the machine is liable.

Fuller details with pleasure

**A. DREW
& Co., Ltd.**
Leopold St.,
B'HAM.



The DRUID
MARK II.
for Solo or
Sidecar
Machines.
Made in three
models. ; 1