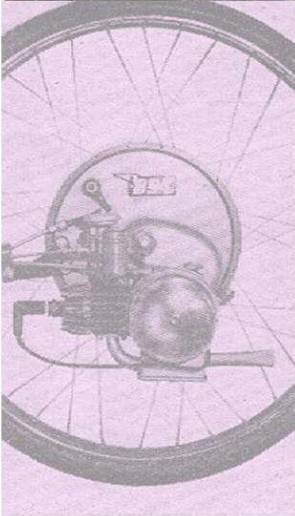


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British Still Best

RETURNING to England after a 20,000 miles market research tour of India, Pakistan, Burma and Ceylon, which took him the best part of seven months, K. Collins, of J. A. Phillips & Co. Ltd., said "In spite of the criticism levelled at some British products at the recent British Industries Fair, I found that the reputation and high quality workmanship of British goods still occupy the foremost place in industrial circles. This is particularly obvious in respect to bicycles, and in spite of the efforts of many foreign manufacturers, they are unable to find a market for their cycles in these countries. In contrast, the demand for British-made cycles is overwhelming."

J. A. Phillips & Co. Ltd. have 700,000 machines on order for India, the delivery being held up owing to the recently applied import restrictions. T. J. Boulstridge, managing director, said that if supply and import restrictions were removed, his firm could export 300,000 machines to India yearly.



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New Hudson Auto-cycle

A NUMBER of modifications to the frame, improving stability and ease of handling, have been embodied in the New Hudson Auto-cycle which is now fitted with the Villiers Mark 2F power unit. This new unit has a bore of 47 mm and a stroke of 57 mm, giving a total capacity

of 98 c.c. At 3,800 r.p.m. it develops 2 b.h.p.

The silencer is inclined forward 15 deg from the vertical and the exhaust pipe is led from the port on the forward face of the cylinder, the pipe turning and running back to the silencer on the left-hand side of the machine. A loop frame has been adopted in order to house a new engine and a new wedge-shaped petrol tank is fitted to the top tube.

Engine shields and chain guard have been modified to conform to the new layout and new tank and engine shield transfers adopted. Front and rear wheels have 2.25—2.1in tyres instead of 26 by 2in as on previous models.



Petrol tank, engine and a redesigned loop frame are all new features