

IRISH "INTERNATIONAL" TEAM

Test Trial in July

THE team to represent Ireland in the International Six Days' Trial next September will be selected following a test trial to be held in the Mourne Mountains on July 11th and 12th.

MANX G.P. PRACTICE

Will Start on Monday, September 5th

PRACTISING for the Manx Grand Prix will start on Monday, September 5th. It will be held each week-day from 6-7.30 a.m. up to and including Monday, September 12th, except on Thursday, September 8th, when practice will be in the afternoon. The Junior Race is fixed for Tuesday, September 13th, and the Senior, Thursday, September 15th. Up to last Monday 40 entries had been received. Entries close on Friday, July 15th.

DUTCH GRAND PRIX

Third Classic on Saturday

THE Dutch Grand Prix, third of this year's classic road races, will be held on Saturday. All the well-known "stars" in the racing world will be competing. The event is held over the 16.53 kilometre (approximately 10½-miles) Circuit Van Drenthe, near Assen.

The three classes are for machines of 125, 350 and 500 c.c. Length of the races is 115.75 km (approximately 72 miles) for the 125 c.c. class; 248.04 km (approximately 155 miles) for the three-fifties; and, for the five-hundreds, 264.58 km (approximately 165 miles). The 350 c.c. race starts first at 11 a.m., the 125 c.c. at 1.15 p.m., and the 500 c.c. at 3 p.m.

ANNOUNCING THE A.B.J.

An Autocycle and a Lightweight
Motor Cycle

TWO new 98 c.c. two-stroke machines, one an autocycle and the other a lightweight motor cycle, are announced by A. B. Jackson (Cycles) Ltd. Name for both models is the A.B.J., the initials of the chairman and managing director of the firm, Mr. A. B. Jackson, who has been in the industry for over 17 years.

One of these new A.B.J. models, the autocycle, is fitted with the Villiers 2F single-speed power-unit; the other, the lightweight, uses the Villiers 1F two-speed engine-gear unit. Each model has a three-point engine mounting.

Many details apply equally to the two models. For instance, both are fitted with the same novel telescopic fork. Each leg or member of this fork contains two springs, the lower one acting on depression and the upper one on rebound. Between the springs are three hardened-steel cones operating on two bronze metal split bushes, which are forced outwards by the cones when

the fork encounters excessive bumps in the road surface. This outward movement of the cones increases friction in the tube and thereby provides a damping effect. Since, however, each fork leg is packed with grease, there is no chance that the damping can become too heavy, and it is, of course, impossible for the cones to seize in the tube. Suitable seals are provided to prevent the escape of grease. "A" quality steel tubing is used for the fork members. All the joints of the loop-type frame are brazed malleable iron lugs.

Both models weigh about 140lb. Their wheel-base is 49½ in. Capacity of the "petrol" tank is 1½ gal, and it is held on rubber blocks at four points. A single "petrol" tap is used, incorporating a filter and a reserve position. A valenced front mudguard is employed, and it is static; that is to say it does not move up and down with the wheel. The rear guard is hinged for easy removal of the rear wheel.

Dunlop wheel rims of the new 2½ in size are employed, and the Dunlop tyre sizes are 2.25 x 26 in. There is a large, Brooks, spring-seat saddle, adjustable for height through a range of 3 in. A luggage grid and rear stand are fitted as standard. Both chains on the pedal model have guards, and, of course, there is a guard on the driving chain of the two-speed model.

On the pedal model both brakes are cable-operated and controlled by inverted hand levers. Braking on the other machine follows normal motor cycle practice, in that the rear brake is foot-controlled. Brake sizes are 3½ in dia. front and 4 in dia. rear.

Ignition is, of course, by Villiers flywheel-magneto, and there is the usual Villiers direct lighting set; but the lightweight motor cycle has a battery and rectifier as well. The throttle on both machines is controlled by a twistgrip. Adjustable in its mounting, the handlebar carries, besides its other controls, a decompressor lever.

Finish on these attractive new models is black enamel with gold tank lines and transfers, and there is a chromium-plated exhaust and silencer system. Other colours for the machines may be obtained to order. A brief ride on a prototype autocycle showed the fork to be comfortable and the steering positive. Price of the single-speed model is £247 10s, plus (in Great Britain) £12 16s 6d Purchase Tax; and of the two-speed model £255 plus £14 17s Purchase Tax. The makers are A. B. Jackson (Cycles) Ltd., 109-111, Pope Street, Birmingham, 1.

Post Hill

POST HILL, near Leeds, was a suntrap and a pocket of still air in which 5,000 or more people sweltered last Sunday afternoon. Not a few found the heat too much for them, and the St. John Ambulance people were kept busy. Indeed, spectating seemed to be more risky than competing in the circumstances. The first part of the event was the usual knock-out hill-climb. The 350 c.c. class produced one dead-heat semi-final between G. Cleaver and W. Hardy (349 B.S.A.). Eventually Hardy reached the final, in which he beat K. Brown, riding a Special. Hardy's time was 13.6s.

In the over-350 c.c. class, J. Robinson won the final from R. Cann (498 A.J.S.). Robinson clocked 12.2s in the semi-final, but slowed to 13.6s in the final run, but this still gave him the decision.

Perhaps it was the heat, but the circuit races were rather lacking in excitement. More riders per heat (there were generally four) would have helped, while three-lap heats and four-lap finals (instead of two and three) would have sustained interest. However, the Bradford Club was feeling its way in reviving circuit racing. Loud-speakers, too, were not up to form; perhaps they were feeling the heat of the day also.

NEWS OF

CIRCUIT RACE RESULTS

Up to 350 c.c.—1, H. Clews (349 B.S.A.); 2, R. Gibb (3/9 Matchless). Winner's time 3m 35s. Over 350 c.c.—1, R. H. Netherwood (499 B.S.A.); 2, E. W. Gilpin (498 A.J.S.); 3, R. Ramsden (499 B.S.A.). Winner's time 3m 41.3s.

For Autocycle Owners

DESIGNED as a guide to good ownership, a new handbook on autocycles entitled, "Your Autocycle, and How to Get the Best From It," will help thousands of riders of these ever-growing more popular little runabouts. Every aspect of ownership is covered, from running costs and purchasing the machine to learning to ride and tending it efficiently. As the forword states, "Your Autocycle" is not a textbook, but a friendly, helpful guide written in a readable and thoroughly understandable form. An aim has been to pass on the accumulated knowledge of autocycles which members of *The Motor Cycle Staff* have gained during their now wide and lengthy experience.

A valuable feature of the book is the tracing-trouble charts specially devised for autocycle riders. Another helpful feature is the lengthy index with its many cross-references.

How fully the whole subject is covered can be gathered from the headings of the 15 chapters: The Autocycle; What it is—What it Costs—How the Engine Works—Engine Features—Carburettor and Carburation—Ignition and Lighting—Lubrication—Transmission and Cycle Parts—Learning to Ride—Finer Points in Riding; Legal Matters—Running in Your New Autocycle—Maintenance Points—Care of Magneto and Lighting System—Decarbonizing the Engine—Tracing Troubles (with Tracing Troubles Charts).

The book, which comprises 106 pages with 59 special drawings, costs 2s 6d from booksellers and newsagents or 2s 8d, postage included, from the publishers, Ifife and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

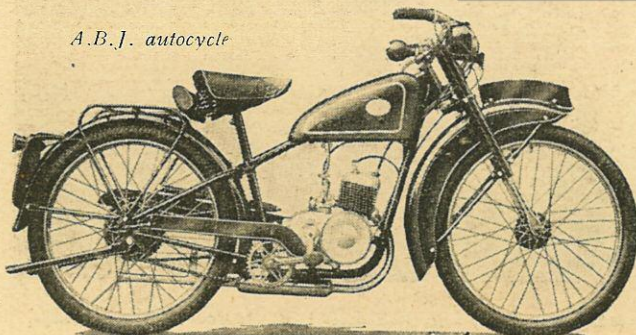
Cadwell Racing

CLOSE finishes and new names in the awards lists marked Sunday's road race meeting at Cadwell Park, which was watched by about 10,000 spectators. W. A. Lomas (248 Royal Enfield) demonstrated his superiority in the 250 c.c. solo race, and received the chequered flag 32 seconds ahead of the second rider home, L. Bayliss (243 L.B. Special). The placemen, however, had had a hearty scrap, and it was not until Lap 6 that P. A. Fawcett (249 Triumph) was able to pass Bayliss on the rising bend into the mountain. Another lap saw Bayliss regain his former position, and Lap 6 saw C. H. Rhodes (245 Rudge) oust the slowing Fawcett from third place. At the finish there was only 1½s between the second, third and fourth men.

Each of the 500 c.c. solo events saw some exhilarating racing, and included a spectacular "photo-finish" between D. Marshall (498 Triumph) and P. A. Davey (499 Rudge), in which the latter held the taps open from Barn Corner to steal a three-inch victory!

J. P. Hodgkin (498 J.A.P.) led for the first three laps of the 2-lap final, with George Oliver pushing him hard after gaining second place from P. A. Davey (499 Rudge). B. Marshall's Triumph had refused to start, but George Brown (498 Vincent-H.R.D.), W. A. Lomas (348 Royal Enfield), A. J. Dudley Ward (497 D.W.S.) were all still very much in the race. Oliver took the lead at half-distance, and a 5th-lap absentee was Dudley Ward, who took to the grass on the mountain and restarted later. Lomas and D. Wesley (498 Triumph), the Sheffield trials rider, who was making his road-race debut, enjoyed a

A.B.J. autocycle



98 c.c. A.B.J. lightweight

