

He Enjoyed Himself Immensely . . .

is that, as I suggested earlier, there is nothing on the motor cycle I tried which needs improvement; turn out models just like the spring-framed machine I rode and the lads would be thrilled indeed.

On we went to Uplands. We went to the top and I dropped down on the magneto cut-out, picking my path through the rockery and round the sharp bend. With that springing and those soft-action front forks it was too easy, and the same applied to the ascent. The machine went precisely where I wanted it to go.

and wafted up happily on the throttle. "Right," I said, "Now I will take just about the worst path I can—a really silly path through all the worst of the loose rocks." I did, even to cutting across the sharp steep corner and to deliberately aiming at and hitting the biggest boulders. On the spring-heel Douglas any idiot could climb that hill in its dryish state.

"You're on a Winner"

So I was led to Little Uplands and told that in view of the deep, loose stone well up the hill it was advisable to get a bit of a move on. On how many machines I would have ploughed happily through

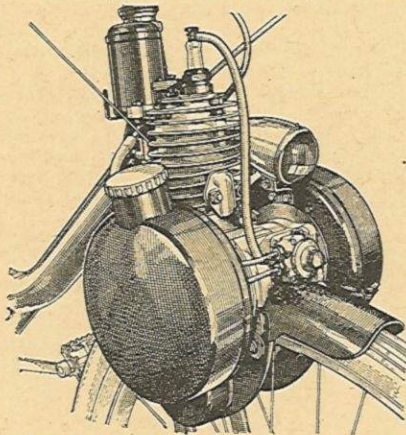
the loose I do not know, but I can think of very, very few. Up we went, collecting a few nettle stings on the way, there not being handlebar width and my gloves, stupidly, not being in their rightful places. Right to the smooth going near the summit went the machine—perfectly. Here, under the trees, was slime. I hadn't got bottom gear right home and I was too late snicking it home—too late to have sufficient way on the machine to defeat the slime. Pride goes . . .

Back at the works I extolled the comfort, the controllability and all the other points, and added, "If the final jobs are not one iota better than that, you're on a winner."

A French Power-cycle

Neat Solex Design Weighs 51lb.

NOT a few attempts have been made to convert the pedal-cycle into a motor cycle, usually with unsatisfactory results. Now the Solex Carburettor Co. in France have produced a type of machine which they claim succeeds in retaining all the basic qualities of the bicycle while

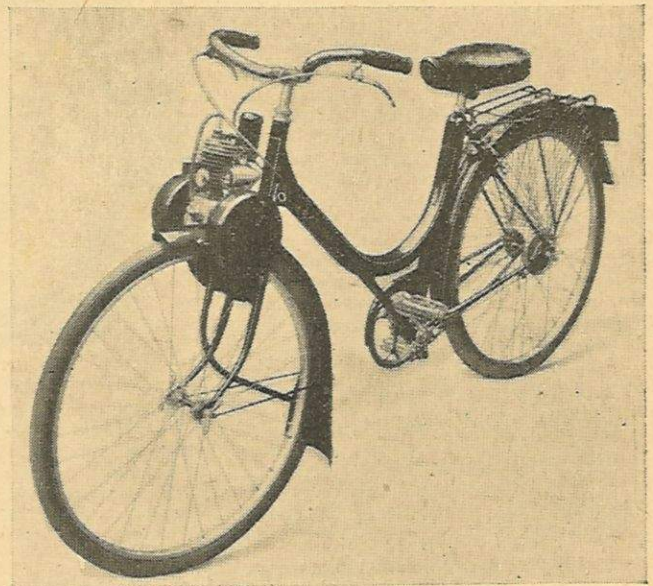


Symmetrical: The 1½-pint petrol tank is shaped to balance the flywheel casing on the near side

adding the advantages of power. The Solex is a drop-frame machine with the down tube having the unusual diameter of 1½ in. The remainder follows bicycle rather than motor cycle practice. The saddle is more comfortable than usually found on a pedal-cycle, the tyres are over-size, and the brakes are powerful, but the wheels, pedals, forks, etc., are all normal.

The engine is a single cylinder two-stroke of 45 c.c., designed and built by the Solex Company. This engine is pivoted on a plate mounted on the front forks and drives by friction on the front wheel. A spring assures contact between the friction roller and the tyre, while to disconnect the drive the engine is pulled rearwards until it clicks into its locked position. The engine has a detach-

Although a strengthened frame is fitted, most of the machine follows standard pedal-cycle practice. The 45 c.c. two-stroke engine is said to develop ½ h.p. at 2,000 r.p.m.



able aluminium head. To the left of the engine is a fully enclosed flywheel magneto, which supplies current for ignition and for the front and rear lights. On the opposite side, and of the same shape as the flywheel housing, is the petrol tank, with a capacity of 1½ pints, or sufficient for 65 to 70 miles ordinary running. The petrol filler cap is hollow and serves as a measure for the oil

The carburettor has no float, float chamber or needle valve. Instead, there is a small mechanical pump accessibly placed on the front of the engine which delivers petrol to the jet, and from the tube in which the jet is mounted there is a return to the tank. Air is admitted through a silencer just behind the cylinder.

On the road one is favourably impressed with the almost complete silence of the engine. There is just a slight *tuf-tuf-tuf*, which allows the machine to pass along the streets unnoticed. The engine develops ½ h.p. at 2,000 r.p.m. The theoretical road speed is 6½ m.p.h. at 1,000 r.p.m., with a maximum of 17 m.p.h. In practice, it was found that the machine would cruise over ordinary roads at 15 m.p.h. Pedalling had to be resorted to only for climbing steep hills. It is claimed that tyre wear is no greater on the front than on the rear. Special tyres, which in France can be obtained from all the manufacturers, are recommended. The machine weighs only 51 lb.

PANTHER PRICES

PRICES of Panther machines are now as follows:

Model	Basic Price	Purchase Tax	Total Price
	£ s. d.	£ s. d.	£ s. d.
70, 350 c.c.	82 15	22 6 10	105 1 10
60, 250 c.c.	75 5	20 6 4	95 11 4
100, 600 c.c.	124 15	33 13 8	158 8 8
Speedometer	3 10	18 11	4 8 11

WELSH GRASS-TRACK CHAMPIONSHIPS

AN egg-shaped track 600 yards long and somewhat bumpy evened up the chances between normal and speedway-type machines taking part in the Welsh Grass-track Championships at Neath last Saturday. Pat Waterman, of Bristol, riding a 350 c.c. Rudge with great skill, courage and determination, won all three championships. He won his first heat in the Open Championship in 2m 13s. He lowered this time successively in each subsequent heat, reaching a climax in the final of the 350 c.c. Championship where, after a great duel with Jim Cashmore (346 Martin-A.J.S.), he pulled out to win by 3s in 2m 7½s.

In the last race of the meeting, the final of the 500 c.c. Championship, the speedway-type machines made a tremendous effort to stop the flying Rudge. Waterman made a poor start, and was lying third to Cashmore (riding his three-fifty machine) and R. Robins (500 Martin-J.A.P.). During the first lap Waterman passed Robins, only to be promptly repassed. During Lap 2 Robins, hard-pressed by Waterman made a poor start, and was lying third bumps and took a toss, fortunately without injury. Waterman then went after Cashmore and passed him in the last lap to win in 2m 7½s.

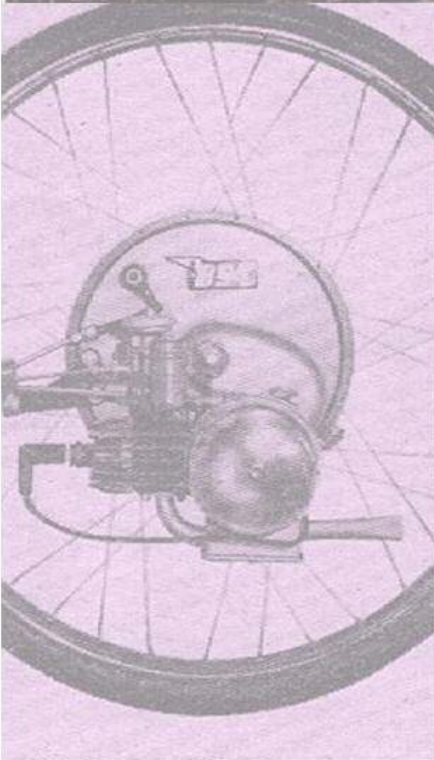
The length and shape of the course was the result of circumstance—the extremely wet season, which has delayed haymaking. But the Neath Club might do worse than try the same shaped course again.

Open Championship.—1, P. Waterman, Bristol (350 Rudge), 20 points; 2, E. Davies, Newport (350 Velocette), 16; 3, R. Robins, Taunton (500 Martin-J.A.P.), 15; 4, B. Newell, Banbury (500 Martin-J.A.P.), 15. Robins won the decider.

500 c.c. Championship.—1, P. Waterman (350 Rudge); 2, J. Cashmore (350 Martin-A.J.S.); 3, E. Davies (350 Velocette). Time: 2m 7½s.

350 c.c. Championship.—1, P. Waterman (350 Rudge); 2, J. Cashmore (350 Martin-J.A.P.); 3, E. Davies (350 Velocette). Time: 2m 7½s.

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