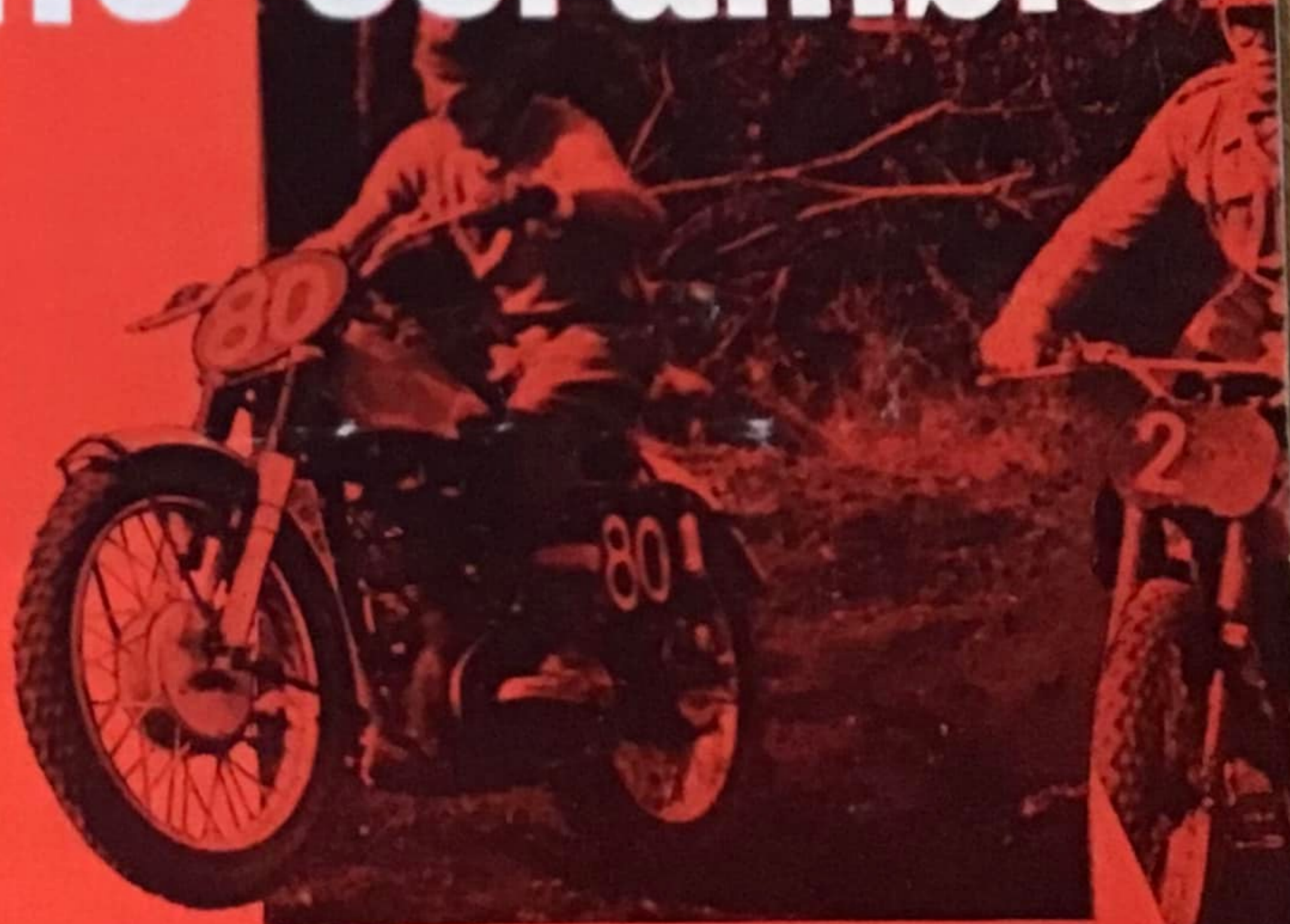


(I. J. ENGLAND)

**the MM
100
mile**

scramble



PIRBRIGHT

OFFICIAL PROGRAMME 6d

APRIL 23rd

Make a date with "Filtrate"^{REGD}

Make sure of a longer lasting,
livelier engine; ask for "Filtrate"
oils. These "Filtrate" oils rank
at the top of the finest
grades you can buy. They're
economically priced, quick acting
—and you can rely on them
under the toughest going.



Remember the name:
"Filtrate" ^{Regd.} Oils.
The finest for your
machine!



"Filtrate" regd. products cover the full range of motorcycle lubricants and specialities, including graphited lubricants. Please write for full details.

NAME

ADDRESS

MCM/S

EDWARD JOY AND SONS LIMITED

Produced by

EDWARD JOY AND SONS LIMITED, LEEDS, 10

An independent family concern since 1807

MOTORCYCLE SCOOTER & THREE-WHEELER MECHANICS

This is the second year of the 100 Mile Scramble. It has now become the longest cross-country event in the world. Basically it has been designed by *Motorcycle Mechanics* to be the toughest possible test in this country for man and machine.

Naturally a race of this nature produces many surprises. It's length alone means that rider and machine must be superbly fit to finish—let alone win. Pit work by the riders' mechanics is a study in itself and well worth watching.

The idea of the race was conceived in the clubroom of the Twickenham and District M.C.C. of which I am a member, and we have all spent many hours planning and arranging the meeting. If YOU want to help next year, why not join the club?

The Senior riders in the 100-mile event are the cream of the scramblers in our centres. They have been preparing their machinery for this race for the past few weeks.

I'm not making any prophesies—only that without any doubt, the best man and machine will win.

Bob Webb

TWICKENHAM and DISTRICT MOTORCYCLE CLUB

100 mile scramble officials

Stewards of the meeting	...	E. Olive, A. Reed and one A.C.U. Steward
Clerk of the course	...	A. W. Knight
Secretary of the meeting...	...	R. R. Baseby
Timekeeper	...	H. Clemshaw
Chief Lap Scorer	...	J. Wright
Chief Marshal	...	D. A. Ball
Paddock Marshal	...	T. A. Reid
Machine Examiner	...	A. Ruddick
Judge	...	K. J. Blay

Guest officials

Starter	...	P. R. Zimmerman
Commentator	...	Peter Arnold

We wish to thank the Surrey County Constabulary, the St. John Ambulance Brigade, the War Department and Centre motorcycle clubs, for without their help this meeting could not have taken place.

Prize money:

Junior Race.

1st-£12. 2nd-£10. 3rd-£7. 4th-£6. 5th-£5. 6th-£4.
7th-£3. 8th-£2. 9th-£2. 10th-£2.

Senior Trophy Race.

1st-£70 plus trophy. 2nd-£35. 3rd-£20. 4th-£10.
5th-£7. 6th-£6. 7th-£5. 8th-£4. 9th-£3. 10th-£2.
11th-£2. 12th-£2. 13th-£2. 14th-£2. 15th-£2.

Trophies: M.M. 100-mile Cup plus replica. M.M. 50-mile Cup plus replica. Tankards for second and third place riders. Finishers medals to 20 places in 100-mile event. Additional Prizes: The Slip Group Award £5—£10 if winner is using Moly slip. Filtrate Oils—Supply of oil to first 2-stroke finisher.

WARNING TO THE PUBLIC

Motor Racing is DANGEROUS. YOU are present at this meeting entirely at your own risk, and subject to the condition, that all persons having any connections with the promotion and/or organization and/or conduct of the meeting, including the owners of the land, and owners of vehicles, are absolved from all liability, in respect of personal injury (whether fatal or otherwise) to you or damage to your property, however caused.

KEEP CLEAR OF THE COURSE

This event is taking place on W.D. land. The land is subject to the Aldershot and District Military Bye Laws, 1950, and spectators are on the land entirely at their own risk.

COMERFORDS LTD

THE SPORTSMAN'S CHOICE

Why not come and meet us and see the largest stock of Motorcycles, Scooters, Three-wheelers and Cars in the Country.

1000 MACHINES TO CHOOSE FROM

COMERFORDS LTD

Established 40 years
EMBerbrook 5531 (6 lines)

PORTSMOUTH ROAD
THAMES DITTON, SY.

A.J.S.
B.S.A.
MATCHLESS

BOB MERRITT

VELOCETTE
TRIUMPH
VINCENT

(MOTOR-CYCLES) LTD.

1 CROMWELL COURT, EALING ROAD
ALPERTON, MIDDLESEX

Phone : PER 4768

Come and see these machines—all in excellent condition and fully guaranteed. Tremendous value for money—for a change!!

MACHINES :

1958—A.J.S. 600 c.c. One owner. Showroom condition. Crash-bars and fairing, £159.

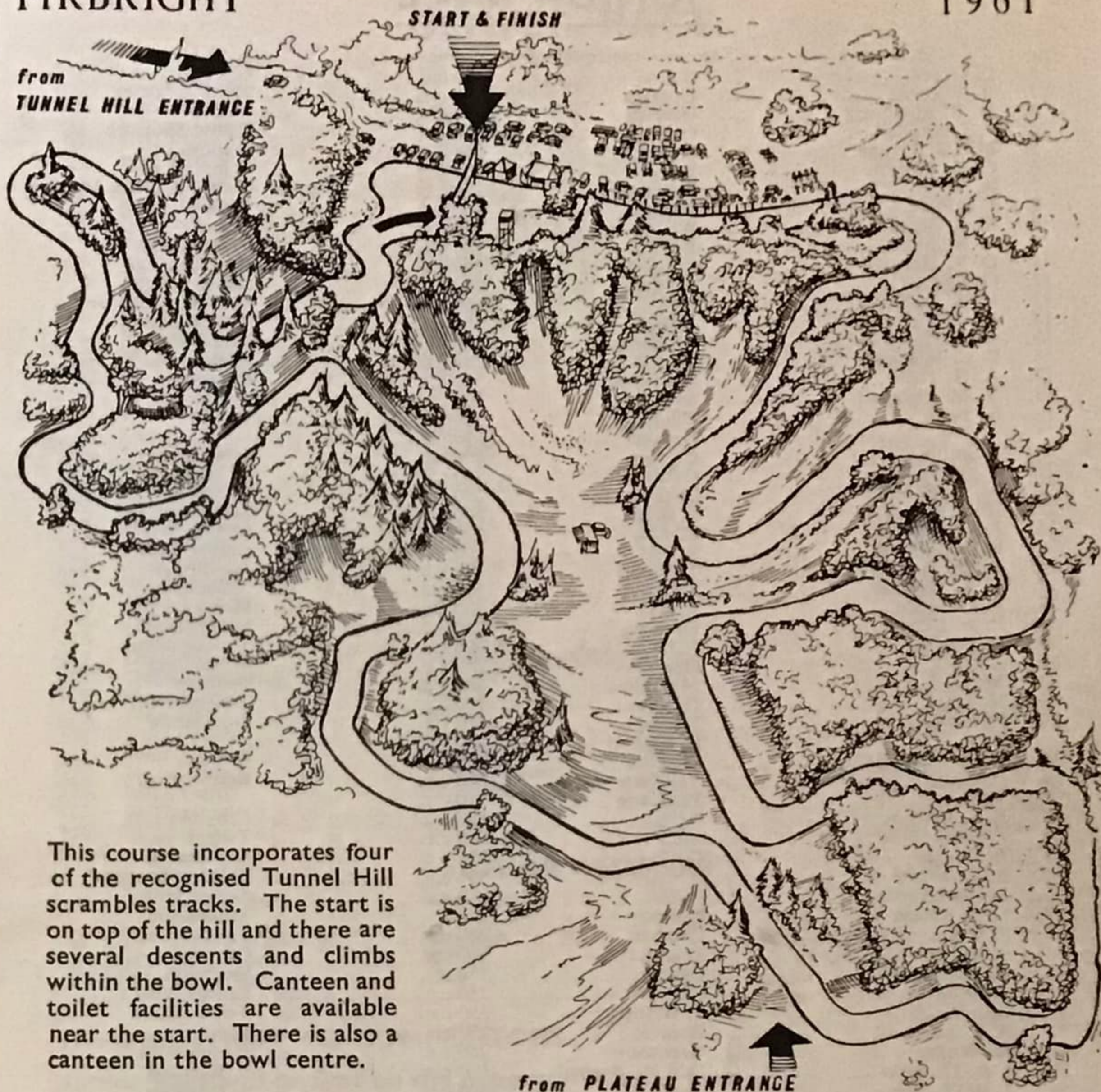
1959 (August)—ROYAL ENFIELD. Super-constellation Wats-Avon. One owner. 10,000 miles. Truly outstanding condition, £239.

1960—NORTON JUBILEE 250 c.c. 6,700 miles. Matching Avon fairing. Really superb condition, £169.

1959—TIGER 110 TRIUMPH. Black and ivory. One owner. 10,000 miles. As new, £175.

1960—TRIUMPH 5TA. One ancient owner. Better than new, £189.

These low prices are available only to **Motorcycle Mechanics** programme readers, so bring yours along. I don't hold the largest stock of secondhand machines — only a few of the best. We also hold a good selection of low-priced machines.



This course incorporates four of the recognised Tunnel Hill scrambles tracks. The start is on top of the hill and there are several descents and climbs within the bowl. Canteen and toilet facilities are available near the start. There is also a canteen in the bowl centre.

COURSE and RIDERS

As can be seen from the map, the course covers all types of riding ground. A steep gully drops down from the top straight followed by a sandy surfaced climb. Much of the course is over loose gravel and light sand but the final 400 yards are through trees and on a surface of leaf mould covering light clay.

If the weather has been damp there may be mud at the end of the top straight, otherwise the entire course will be dry.

A loudspeaker system will keep all parts of the course informed as to the position of the riders and a 'running commentary' will enable spectators to follow the race at all times.

Last year's winner of the Senior 100 Mile Event was Ken Heanes riding his own special Triumph—his pit work is superb and well organised. Junior winner was Ron Lindup, now an International who is riding in the 100 mile event on his 'works' Greeves. His final lap

time last year was only ten seconds slower than his first lap.

Many well-known riders are included in the competitors this year and for some this is their first Enduro. Pat Lamper, Johnny Giles, Dave Curtis and Jim Sheehan are four, and any of these are possible winners.



K. Heanes



R. Lindup

JUNIOR RACE

No.	RIDER	MACHINE	CLUB
1.	C. Green	B.S.A. 500 c.c.	Crawley
2.	R. Wickens	Greeves 250 c.c.	Kent & Sussex
3.	D. R. MacNelly	Greeves 250 c.c.	Dittons
4.	P. J. Randall	Greeves 250 c.c.	Robin Sporting
5.	Miss J. Savage	Greeves 250 c.c.	Witley
6.	C. G. Moram	B.S.A. 250 c.c.	Windlesham
7.	R. Wyler	Greeves 250 c.c.	Twickenham & U.S.A.
8.	J. Pringle	Greeves 250 c.c.	Eltham
9.	M. J. Bashford	B.S.A. 250 c.c.	Sidcup
10.	A. Bryant	B.S.A. 500 c.c.	Windlesham
11.	D. V. Harman	Greeves 250 c.c.	Bar-None
12.	G. Stuckle	Greeves 250 c.c.	Lewes Unity
13.	J. M. G. Smith	Dot 250 c.c.	Vickers Armstrong
14.	M. Morgan	Tribsa 650 c.c.	Twickenham
15.	G. L. Coppuck	Excelsior 200 c.c.	Windlesham
16.	E. C. Jackson	Cotton 250 c.c.	S. Reading
17.	A. H. Tuck	Matchless 500 c.c.	Sunbeam
18.	V. M. Sheehan	Ariel 500 c.c.	Border
19.	R. Fogg	B.S.A. 500 c.c.	Border
20.	J. Smith	Greeves 250 c.c.	Streatham
21.	T. Green	Cotton 250 c.c.	55 Kent
22.	M. C. Philpott	Greeves 250 c.c.	Invicta
23.	D. J. Bird	Greeves 250 c.c.	Streatham
24.	J. Cattermole	D.B.S. 500 c.c.	N.S.U. Works
25.	I. K. McTear	J.M.R. 500 c.c.	Surrey Hills
26.	R. H. Truckle	B.S.A. 500 c.c.	Weybridge
27.	E. T. Webster	Triumph 500 c.c.	Normandy
28.	P. G. Hyde	Triumph 500 c.c.	Horsham
29.	P. A. Pilbeam	A.J.S. 500 c.c.	Windlesham
30.	B. Fowler	Greeves 250 c.c.	Twickenham
31.	I. Thick	A.J.S. 500 c.c.	S. Reading
32.	M. G. Lynch	Greeves 250 c.c.	Bromley
33.	N. Hack	Matchless 500 c.c.	Twickenham
34.	P. J. Munday	Greeves 250 c.c.	Normandy
35.	D. R. Wheeler	Tribsa 500 c.c.	Molesey
36.	P. Smith	F. Barnett 250 c.c.	Bermondsey
37.	J. A. Browne	Greeves 250 c.c.	Croydon
38.	J. Newcombe	Ariel 500 c.c.	Twickenham
39.	R. Sloper	B.S.A. 500 c.c.	S. Reading
40.	E. G. White	Cotton 250 c.c.	Falcon (Croydon)
41.	M. Semmens	B.S.A. 500 c.c.	Surrey Hills
42.	L. G. Hatch	A.J.S. 350 c.c.	Folkestone
43.	S. Benn	Norman 250 c.c.	Twickenham
44.	J. Jacobs	Greeves 250 c.c.	Croydon
45.	M. Simpson	Triumph 500 c.c.	Sunbeam
46.	D. Wheeler	Greeves 250 c.c.	Leatherhead
47.	Bob Webb	Greeves 250 c.c.	Twickenham
48.	A. J. Turnbull	F. Barnett 250 c.c.	Bar-None
49.	K. Whipp	Greeves 250 c.c.	Surrey Hills
50.	I. A. Douglas	Greeves 250 c.c.	S. Reading
51.	J. W. Turner	D.K.W. Special 500 c.c.	S. Reading
52.	D. Budd	Ariel 500 c.c.	Haslemere
53.	J. Hale	Matchless 500 c.c.	Haslemere
54.	R. J. Forrester	Greeves 250 c.c.	Twickenham
55.	J. L. Shepherd	James 250 c.c.	S. Reading
56.	E. L. Gale	Cotton 250 c.c.	Bayswater
57.	D. P. Smith	A.J.S. 500 c.c.	Kingston
58.	F. E. Woodward	Greeves 250 c.c.	Wickham
59.	J. Ewens	Greeves 250 c.c.	Weybridge
60.	M. Stacey	Triumph 500 c.c.	Carshalton
61.	P. J. Wheeler	Greeves 250 c.c.	Brighton
62.	L. S. Shepherd	Cotton 250 c.c.	Normandy
63.	H. Fawsitt	Greeves 250 c.c.	S. Reading
64.	B. Maynard	Matchless 500 c.c.	Witley
65.	S. H. Leicester	B.S.A. 350 c.c.	Streatham
66.	I. Sharman	Triumph 500 c.c.	Bayswater
67.	B. Phillips	Greeves 250 c.c.	Witley
68.	L. Bickerdike	F. Barnett 250 c.c.	Invicta
69.	R. Woollard	Matchless 500 c.c.	Eltham
70.	P. J. Legge	B.S.A. 500 c.c.	Talmag
71.	R. Burleton	Greeves 250 c.c.	Eastbourne
72.	A. Langmead	Greeves 250 c.c.	Carshalton
73.	J. M. Smith	Triumph 500 c.c.	S. Reading
74.	D. R. Crittall	Matchless 350 c.c.	Kent & Sussex
75.	E. H. Grainger	Tribsa 500 c.c.	Witley
76.	R. Tapp	Greeves 250 c.c.	Witley
77.	J. McClenagan	B.S.A. 250 c.c.	W. London
78.	M. C. Watson	B.S.A. 500 c.c.	Streatham
79.	A. G. Barley	B.S.A. 250 c.c.	Carshalton
80.	R. Gardiner	Greeves 250 c.c.	Witley
81.	P. Bennett	B.S.A. 500 c.c.	Sunbeam
82.	A. Mayze	Greeves 250 c.c.	Wandsworth

SENIOR RACE

No.	RIDER	MACHINE	500 c.c.	250 c.c.	CLUB
90.	Ken Heanes ...	Triumph	...	...	Sunbeam
91.	Johnny Giles ...	Triumph	...	...	Sunbeam
92.	"Hoppy" Hopkins ...	Cotton	...	...	Twickenham, U.S.A.
93.	R. J. Coombes ...	B.S.A.	...	...	Sidcup
94.	A. J. Howe ...	B.S.A.	...	...	Sunbeam
95.	D. A. Reeve ...	B.S.A.	...	...	Sunbeam
96.	B. Creep ...	Corsair	...	...	E.S.S.A.
97.	D. C. Desborough ...	Matchless	...	...	Bayswater
98.	A. G. Litten ...	B.S.A.	...	...	Croydon
99.	John Elliott ...	Ariel	...	...	S. Reading
100.	J. D. Morgan...	B.S.A.	...	...	Twickenham
101.	B. D. Piggott ...	Matchless	...	...	Gravesend
102.	Vic Eastwood ...	B.S.A.	...	...	Gravesend
103.	M. V. Griggs ...	A.J.S.	...	...	Barham
104.	M. Scott ...	Tribsa	...	...	Sidcup
		Greeves	...	...
105.	A. Harvey ...	B.S.A.	...	...	Talmag
		Greeves	...	...
106.	Geoff Daryn ...	Triumph	...	...	Barham
107.	A. J. Hogg ...	A.J.S.	...	...	Gravesend
108.	S. D. Farrow ...	Hoots Mon	...	...	Twickenham
109.	Jerry Scott ...	Cotton	...	...	Owls
110.	H. Cheshire ...	Greeves	...	...	Streatham
111.	Ron Lindup ...	Greeves	...	...	Twickenham
112.	Tony White ...	Triumph	...	...	Streatham
113.	Pat Lamper ...	Dot	...	...	Twickenham
114.	Mike Jackson...	Greeves	...	...	Sunbeam
115.	Jim Sheehan ...	Chimera	...	...	Border
116.	J. Munn ...	Matchless	...	...	Crawley
117.	Dave Palmer ...	Triumph (Greeves)	...	...	Twickenham
118.	Gordon Beamish ...	Greeves	...	...	Sunbeam
119.	Dave Curtis ...	Matchless	...	...	Sunbeam
120.	John Hall ...	B.S.A.	...	...	Elton/Australia
121.	Russ Backer ...	B.S.A.	...	...	Elton/U.S.A.
122.	Peter Stirland...	P.T.S.	...	...	Sunbeam
123.	Ivor England ...	Triumph Special	...	...	Sunbeam
124.	Mike Curtis ...	Matchless	...	...	Sunbeam
125.	R. Gayland ...	B.S.A.	...	...	Croydon Falcons
126.	G. F. Allen ...	B.S.A.	...	...	South Reading

JUNIOR RESERVES

84. (1st)	A. G. Horsley ...	Matchless	500 c.c.	...	Twickenham
		Greeves	200 c.c.	...	
85. (2nd)	D. J. Molekenthin ...	Triumph	650 c.c.	...	Croydon
86. (3rd)	R. B. Lawson ...	B.S.A.	500 c.c.	...	Sittingbourne
87. (4th)	K. Wilfort ...	Dot	250 c.c.	...	Bermondsey

INFORMATION TO COMPETITORS

Junior Race will be first on the programme at 11 a.m.

PRACTISE. 9.30 a.m.—10.40 a.m. Seniors will have one additional lap of practise 20 minutes before the Senior Race.

START. Riders astride machines—dead engines. Start on rise of flag.

RE-FUELING. Engines *must* be stopped during re-fueling which must take place in the authorised pit. Failure to comply will result in disqualification.

MECHANICS. Only two authorised mechanics will be allowed in each pit whilst racing is in progress.

FINISH. All competitors will be flagged off the course after the winner has completed the full number of laps.

PRIZE MONEY. This will be presented to the 1st, 2nd and 3rd riders in each event *immediately* after the finish of the race. The presentation will take place in the starting area and the first three riders are requested to drive their machines to the starting line for the awards before returning to the paddock. All other prize winners will be paid by post.

TWICKENHAM & DISTRICT M.C.C.

This club meets every Thursday evening at 8.30 p.m. at the "JOLLY BLACK-SMITH" (corner of South Road and Hampton Road). Twickenham Club riders are very active in mud plugs, road trials, road racing and scrambles. New members are welcome.

This meeting is run under the general competition rules of the A.C.U. Permit P226.

I DUN THE TUN



or from
Wheelslip
to
Molyslip

BY "RED BOB"

I can prove that motorcyclists are technically minded by reporting the following conversation heard in a certain famous cafe recently.

"Ere, Willie—I jus dun the tun."

"Oh yer?—wot, on yer rotten old trickle chaser—yer couldn't do the tun over the end of Beachy Head."

"Oh yes I 'ave," said voice number one.

"I'm not goin' to corl yer a liar in front of yer bird, but I reckon wot yer 'ave done is tuned yer speedo." Voice number two transferred his attention back to the juke box.

Voice number one looked affronted.

"I 'ave just super-tuned my machine and wot with my hexperience it is now 15 miles an hour faster than wot it wos."

Voice number two turned away from the juke box—his helmet stayed in the same position—looking away from him. He turned away again, caught up with his helmet and glared at voice number one.

"Wot yer know abaht tuning I could stuff inside my main jet wivart stoppin' the fuel flow," he said.

The time for a duel was rapidly approaching. The two left the cafe, closed the door, opened it, walked back and sat down. The total time that elapsed was just that.

"There, I told yer," said voice number one.

Voice number two was obviously impressed.

"I was 'avin' wheel slip," he said by way of an excuse. "Anyway wot 'ave yer done?"

"I've tuned it wiv some of this Molyd, Molidid, Moly watsit stuff," voice number one told him.

"Cor," said voice number two. "Wot's that?"

Voice number one was confidential. He leant over the table and whispered—"It's 'ighly technical. Sort of like 'erring scales! Fousands of 'erring scales orl ground up little and mixed in wiv yer oil. Bloke at work wot uses it in 'is car gave me some."

"Yers, but I bet it's not real 'erring scales, I bet it's plastic 'erring scales," said voice number two.

Voice number one aired his knowledge.

"Nah, of course it's not real 'erring scales. I just said it was *like* 'erring scales."

"Don't they smell?" asked voice number two, refusing *now* to believe it was anything but "erring scales."

"When my mum's cooking 'errings I always go for a burn-up—I sometimes comes 'ome to one as

well." He laughed. The pick-up of the juke box jumped three grooves.

A large, well padded leather jacket approached the two.

"Ullo Sil," said voice number one.

Sil peeled herself down to a presentable 36—24—38 and sat next to the rider with the reversible crash hat.

"Ere, Willie—I jus' dun the tun," she said.

"I know," said voice number two, "You bin using 'erring scales as well!"

This seemed to be just about where I came in, and rather than sit through the second house I decided to get back to my workshop via the fish shop and bury the engine of my scrambler in genuine Molyslip 'erring scales for a couple of hours.

MOLYSLIP FOR 4-STROKE ENGINES

Molybdenum Disulphide Oil Supplement. Added in the proportion of 1 oz. per pint of sump oil capacity, Molyslip "plates" all metal-to-metal bearing surfaces with friction-reducing molecules of Molybdenum Disulphide. Gives more power, greater acceleration, smoother running and less wear. 4 oz. tin 7/6.

MOLYSLIP "G" FOR GEARBOX, TRANSMISSION AND CHAIN DRIVE, CONTROL CABLES, etc.

Same "plating" action gives silky smooth gear change, perfect clutch control, less transmission noise and stops corrosion and sticking on all exposed cable controls. 4 oz. Injector Flask 7/6.

MOLYSLIP MULTI-PURPOSE GREASE.

A high quality grease containing Molybdenum Disulphide. Suitable for *all* grease points. Perfect for wheel bearings. Additional "plating" action brings additional high-efficiency lubrication and permanent protection against wear, rust and corrosion. 1 lb. tin 8/6. Handy 3 oz. tube 2/6.

MOLYSLIP "2-STROKE"

A special Molybdenum Disulphide supplement to be added direct to all petrol/oil mixtures. The most effective treatment known for all stopping all 2-Stroke troubles including plug whiskering and accidental seizure due to insufficient lubrication under load. Gives permanent "plated" lubrication, extra power, greater acceleration and *even more* m.p.g. 4 oz. Injector Flask 7/6.

WRITE FOR A FREE COPY OF "THE FIGHT AGAINST FRICTION."

A 20-page technical manual on Molybdenum Disulphide lubrication. Free lubrication charts for motor cycles and scooters also available from:—

THE SLIP GROUP OF COMPANIES
(MOLYSLIP DIVISION) 34 Great St. Helens,
London, E.C.3 Telex - 23755 Tel: AVENUE 1636.

Lubrication Technologists for over a quarter of a century.

FANTASTIC DEMONSTRATIONS

IGNITION SUPERCHARGER

(Norton High Frequency Converter)

For Motor Cars, Motor Cycles, Mopeds, Scooters and any type of petrol engine

Visit our demonstration unit at this scramble meeting to see how our Norton converts your present single HV spark into a spread of powerful high frequency multiple sparks across the plug points which MUST give quicker combustion, smoother running and greater engine power and extra miles per gallon. We also prove your plugs will last longer and keep clean whilst motoring, most vital to peak engine performance at all speeds.

Here, very briefly, are only a few of the demonstrations:—

Four plugs fed by oil pressure—All firing.
A plug (dead) saturated with water—Firing.
A used (dead) plug filled with carbon—Firing.
Plug points getting red hot using present-day ignition changed to HF without burning a £1 NOTE.

Guaranteed not to harm ignition or engine.

Master Unit for cars (one only needed) 25/- post free.

Plug Unit for magneto or coil ignition 12/6 „ „
(One for each plug. State engine c.c.)

“ONEHANDER SPANNER”

Self adjusting

This wonderful and revolutionary spanner is operated by THE THUMB ONLY. ONE ONLY “ONEHANDER” will fit and ratchet more than two dozen English or Foreign nuts, whatever their bad or chewed-up condition without any fear of slipping, even on pipe work, thus preventing damaged hands and serious accidents. Reduce searching and carrying tool boxes, saving time and labour as much as 200%.

Sizes :

6 in. (nuts up to $\frac{3}{8}$ in.)	10/6	<i>post free</i>
8 in. (nuts up to $\frac{5}{8}$ in.)	....	....	....	13/6
10 in. (nuts up to $\frac{3}{4}$ in.)	....	....	....	16/6
12 in. (nuts up to 1 in.)	....	....	....	21/6

Made of the best Chrome-Vanadium Steel.

See demonstrations at this meeting.

We supply 6 in. and 8 in. at 22/- post free.

Distributors :

SCRUTTON & CO., Motor Engineers

Phone: VALEntine 4098

Postal address - 97 Wanstead Park Road, Ilford, Essex
Garage between 105-107 Wanstead Park Road, Ilford, Essex

Our “ONEHANDER” is OBTAINABLE THROUGH HALFORDS’ BRANCHES

Geoff MONTY & Dudley WARD

The 100% Sporting Dealers
will be pleased to supply your
**NEW or USED RACING or
SPORTS ROADSTER**

Always an excellent selection of clean, late
machines in stock, all available on easy terms.

★ We also specialise in all types of Glass Fibre, Fairings,
Tanks, Seats, etc.

47 HAMPTON ROAD, TWICKENHAM

Telephone: POPesgrove 5040

G. P. BALHAM

the *Greeves* people

**FOR NEW AND SECONDHAND
GREEVES MOTORCYCLES
EXCHANGE, HIRE PURCHASE
AND SPARES**

135 BALHAM HILL, LONDON, S.W.12

Telephone: BATTERsea 1107

JUNIOR RACE 33 LAPS 50 MILES

Riders' Numbers [FIRST TEN POSITIONS]

	1	2	3	4	5	6	7	8	9	10
L										
A										
P										
N										
U										
M										
B										
E										
R										
S										
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										
11										
12										
13										
14										
15										
16										
17										
18										
19										
20										
21										
22										
23										
24										
25										
26										
27										
28										
29										
30										
31										
32										
33										

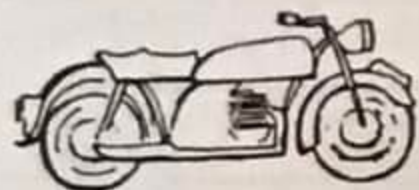


DID YOU KNOW?

that *D.I.B.*, the leading motor cycle insurance specialist brokers are still able to offer you motor cycle insurance at rates that are **LESS** than the average rate for 1960 before the recent general increase.

Look at these specimen motor cycle and scooter rates and see for yourself just how much money you can save.

MOTOR CYCLE RATES



UP to 225 cc } from £1 . 5 . 6 3rd party only
 or
 from £5 . 3 . 6 Fully comp.
 UP to 350 cc } from £2 . 3 . 6 3rd party only
 or
 from £8 . 2 . 0 Fully comp.
 UP to 650 cc } from £2 . 15 . 3 3rd party only
 or
 from £12 . 12 . 0 Fully comp.

SCOOTER RATES



From £1 . 5 . 6 3rd party only
 or
 From £5 . 3 . 6 Fully comp.

(Rates quoted for both Motor Cycle and Scooter insurance are for full 12 months insurance.)

The above rates are for solo machines. 50% reduction for sidecar outfits.
 Fill in the coupon below and send to *D.I.B. Limited* for a quotation for your Motor Cycle or Scooter. Replies by return of post—No representatives will call on you.

To: *D.I.B. Ltd.*, Regent House, 60 King Street, Twickenham, Middx. Tel.: POPesgrove 5692. Kent Office: Glen Andred Lodge, Groomsbridge, Tunbridge Wells, Kent. Tel.: Groomsbridge 444.

NAME

ADDRESS

AGE..... OCCUPATION..... MAKE.....

CC..... DATE OF MAKE..... VALUE.....

S/CAR ATTACHED/NOT ATTACHED* *Delete as necessary

COMP/TPFT/TPO*..... I HAVE BEEN DRIVING.....

YEARS. MY PRESENT POLICY EXPIRES

I AM ENTITLED TO..... YEARS NO CLAIMS BONUS. M/S/M/S/P

WHY A 100-MILE SCRAMBLE?

Motorcycle Mechanics Magazine supports and sponsors this event because it provides the staff with the opportunity of studying motorcycling products subjected to the most trying conditions. 100 miles of cross-country racing is equal to at least 10,000 miles on the roads. Ideas formed at Pirbright are subjects of many articles in the magazine – articles on tuning, engine mods and hints and tips, oils, fuels and tyres. You will enjoy reading *Motorcycle Mechanics* – it's the magazine for the enthusiast or novice. Only 1s. 6d. a month, and crammed full of useful information.



READ MM EVERY MONTH

For Your



or anything else that is **GOOD**
 GO TO –

UNITY MOTORCYCLES

1-7 FULHAM ROAD, LONDON, S.W.6

Phone: REN 5759

Everything for the Motorcyclist

You can't do
better than
go to—

BLAY'S

★
H.P. terms on
request, call, write
or phone.

of TWICKENHAM

LTD

192-199 HEATH ROAD, TWICKENHAM, MIDDX.
Telephone: POPesgrove 2103

32-38 THE GREEN, TWICKENHAM, MIDDX.
Telephone: TWickenham 1435-1397