

When slowing down, change into a lower gear. The engine will thus assist the wheel brakes. As speed decreases to a few m.p.h., raise the clutch and select neutral, applying the brakes for the last few yards before stopping. When stopping (except in emergencies) apply the brakes gently and gradually. When the machine is to be left standing for any length of time, it is advisable to turn off the fuel supply.

RIDING IN TRAFFIC. In slow moving traffic engage lower gears. This permits the engine to run smoothly and enables overtaking to be accomplished in the minimum of time. The engine must never be allowed to labour, and the judicious selection of the right gear will prolong the life of the engine and the transmission system. Slipping the clutch should be avoided. Whenever in doubt about overtaking, always hang back.

RUNNING-IN. The manner in which a new motor cycle is driven during the first 1000 miles (1600 kms.) can make or mar its eventual performance and useful life, and owners are therefore strongly advised to exercise great care during the vital "running-in" period.

Two-stroke engines are quickly run in, owing to their simple and efficient design. However, here, as in everything else, treatment must follow the dictates of common sense, and not too much should be attempted on the first ride. Do not exceed one third throttle opening for the first 1,000 miles. Never let the engine labour on hills or in traffic, but change down to a lower gear so that the engine turns over lightly at all times.

After 1,000 miles greater throttle openings and short bursts of speed may be indulged in, but full throttle runnings over long periods should always be avoided. During the running-in period many other parts "bed down" and all nuts should be checked with a spanner for tightness after 200 miles. Check also the contact breaker and spark plug gaps, chain, and brake adjustments.

Road Craft

Take a pride in your riding technique: there are, unfortunately, a few motor cyclists whose reckless driving constitutes a menace, not only to themselves but to other road users. Your example of courteous, careful and unobtrusive riding will materially contribute to road safety and to the reputation of a fine sport.

One of the most important rules to remember is: before moving off, pulling out to overtake, turning right and turning left, glance over your shoulder to make sure it is safe to do so and if necessary give the correct signal.

If at first bottom gear will not engage whilst the machine is stationary, do not resort to force — simply raise the clutch and move the machine backwards and forwards for a second or two, then try again. In time this condition will disappear.

Take pride in making a smooth start: it is not clever or wise to race the engine and then let the clutch in suddenly to make a flying start. Make a smooth getaway after first glancing to the rear and signalling your intention.

Always drive on the engine and not on the brakes, thereby saving expense on brake linings. Remember that an engine in low gear is a safe and sure brake and that skidding is well-nigh impossible when using it so.

Change gear on hills **BEFORE** the engine has commenced to labour: a good driver will learn to anticipate such a condition, and change down early.

When changing gear move the lever to the full extent of its travel firmly and smoothly, at the same time as the clutch is disengaged.

Cornering. When approaching an uncertain bend at speed, change down if necessary and brake **BEFORE** entering the curve. On a left-hand bend, ease over near the crown of the road in order to sweep in close to the verge once round the corner. On a right-hand bend, always keep well into the verge. Never accelerate into a bend.

When using the brakes, apply gentle pressure at first, increasing in strength as the road speed decreases. Never brake hard unless the machine is vertical.

Use your full headlight when riding at night unless in brightly lit streets.

Make full use of the dipswitch whilst riding at night: this is a "courtesy control" and its use will be appreciated by oncoming drivers.

Always reduce speed when your visibility is lowered.

Many accidents are caused by rash over-taking. Be cautious, remembering that a small engine has not the acceleration of a larger machine. Every car driver has a blind spot in his mirror within which he cannot see you. Make sure that he knows you are there if you are over-taking. Similarly glance behind you before pulling out.

Remember that pedestrians, young or old, are the most likely to make unexpected changes in direction and speed, step off pavements, come from behind stationary vehicles or, in country districts, suddenly appear round the curve of a blind bend. Constant observation and anticipation is required to avoid them.

TRAINING FOR BEGINNERS.

Skill in motor cycling is not a gift. It has to be learnt and practised. Many clubs operate a scheme in co-operation with the R.A.C. and the A.C.U. for teaching young motor cyclists and beginners to become expert. For details apply to the Motor Cycle Department, Royal Automobile Club, 85 Pall Mall, London, S.W.1.

Lubrication

Oil is the life blood of a motor cycle and it is most important that the correct type and quantity be employed in order to reduce power losses and wear to a minimum.

ENGINE LUBRICATION — PETROIL SYSTEM. This method of engine lubrication is very simple and practically foolproof. Oil is mixed with the petrol and since the mixture enters both crankcase and cylinder, all working parts receive a constant and fresh film of oil. As the amount of fuel used increases with wider throttle openings, a greater quantity of oil is supplied under arduous conditions. The recommended mixture is given in the chart on page 10. The mixture should preferably be prepared and well stirred in a can before filling the tank, but if this is not practicable, close the fuel tap and pour oil in the tank before the petrol, then shake the machine to ensure thorough mixing. Certain oil companies provide special petrol dispensing pumps and these can be set to supply the correct mixture. Always use a recommended brand at the specified ratio.

USE OF ANTI-CORROSIVE OILS. When two stroke engines are used for short journey work exclusively, the temperature does not rise sufficiently to vaporise the corrosive products of combustion and it is then that in certain circumstances, condensation occurs which gives rise to subsequent corrosion. For this reason we strongly recommend the use of anti-corrosive oils, and those shown in the Shell, B.P., Wakefield and Mobil columns on page 10 have these properties.

GEARBOX AND CHAINCASE LUBRICATION. New machines are normally supplied with the correct grade and quantity of lubricant. It is, however, advisable to check oil levels before riding a new model.