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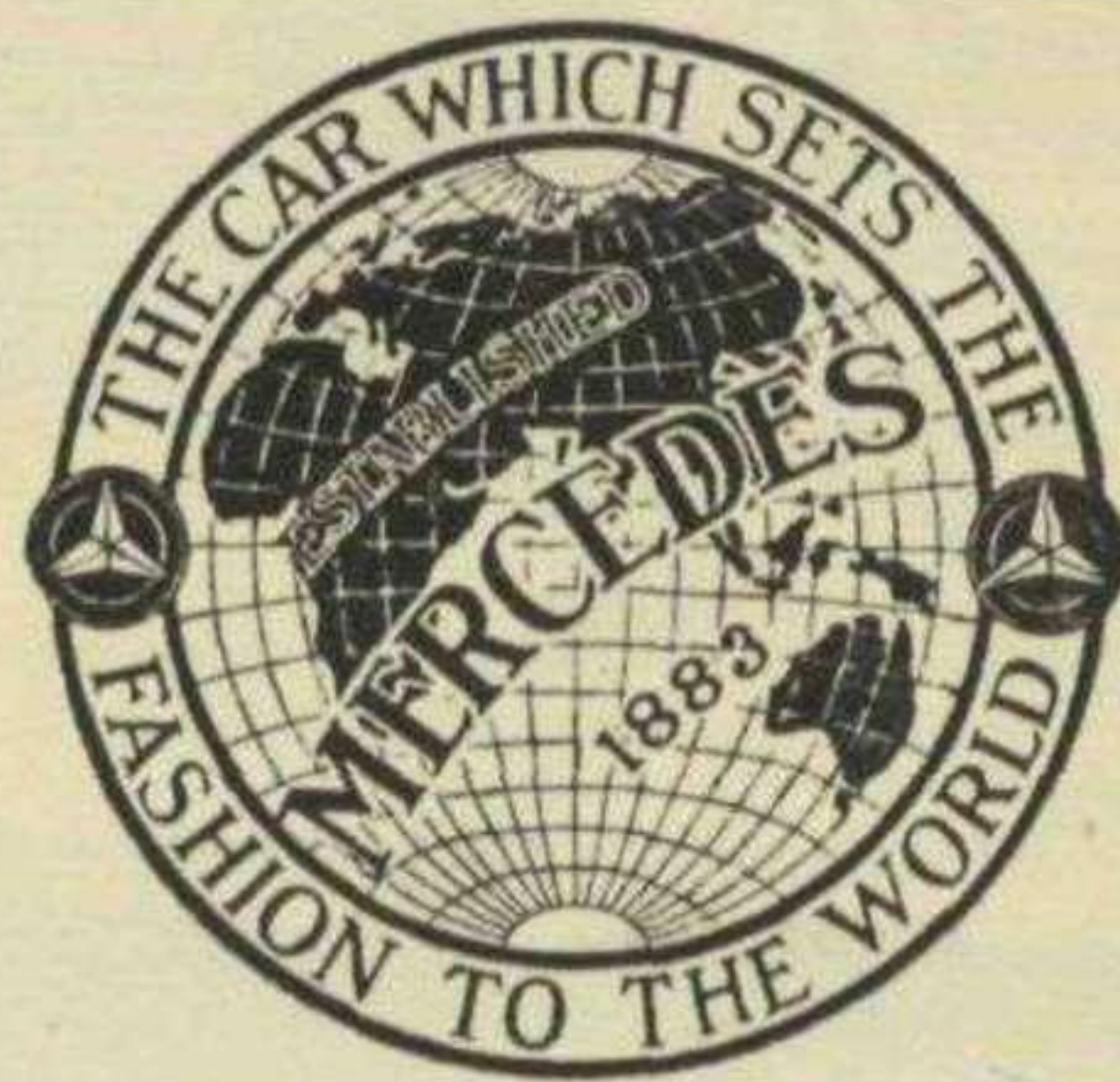
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JUNE, 1927.

EDITORIAL NOTES.

A Distressing Trend.

As keen motorists who take a delight in handling a car of lively performance, we view with distaste the increasing number of manufacturers who are producing vehicles of the plodding type.

As we look through makers' catalogues we experience a momentary sensation of pleasure when we find a model listed with a four-speed gear-box. "Aha!" we say, "here is a car which will put up a fast average, and which will be a pleasure to drive on twisty and hilly roads." How unfounded this pleasureable anticipation can be is illustrated so soon as a run is taken in a 1927 4-speed hearse. We recently had the pleasure (?) of a run in one of these cars. Admittedly it was not an expensive car, but why, when four speeds are fitted, should the extra speed be "attached" at the bottom and where it is never required, except perhaps for restarting on Beggars Roost! Having the fourth speed at the bottom and, of course, leaves the usual 3-speed compromise gear-box as before, with its low top and 30 m.p.h. third gear—the joy of the man who hates gear changing and who regards his gear-box as a starting device pure and simple. That this tendency is fairly recent, we discovered when driving an ancient 11.9 coupé of 1921 vintage, which also had four speeds. Here was a gear-box indeed, with a high top and a useful third, while the other two ratios were amply low enough to enable the engine to haul the somewhat ponderous body up anything.

In spite of the antiquity of the engine and the excessive body, the car was far more lively than the 1927 model. Top was high enough to provide good speed without fuss and rattle, while third gear was invaluable on long, gentle hills and twisty roads.

Manufacturers are not really to blame for this state of affairs, which has been brought about by the ever-growing class of non-mechanical and unsympathetic motorist, who merely desires to "have a car" and who is not interested in performance, but who likes to

have four speeds, that he may crow over his three speed neighbour. Study this man's driving methods: top gear is engaged at 15 m.p.h., and the low geared woolly engine does not mind; put him in a hot stuff sports car with close ratios, and watch his pitiful mal-treatment of the engine, which he will expect to perform on top as well as his own paralytic waggon, and note his air of horror when you suggest that to experience the full joy of the car at least 50 m.p.h. should be attained on the indirect ratios.

This class is doubtless largely responsible for the demand for the "small-six" which is in danger of ousting its cheaper and more economical 4-cylinder brother—simply because the six is more smooth running and tractable when driven as a one-speed vehicle.

Let us plead for a generation of keener motorists who enjoy their cars for themselves more than they enjoy the sensation of possessing a car. The former is a real hobby, but the latter is mere neighbourly rivalry.

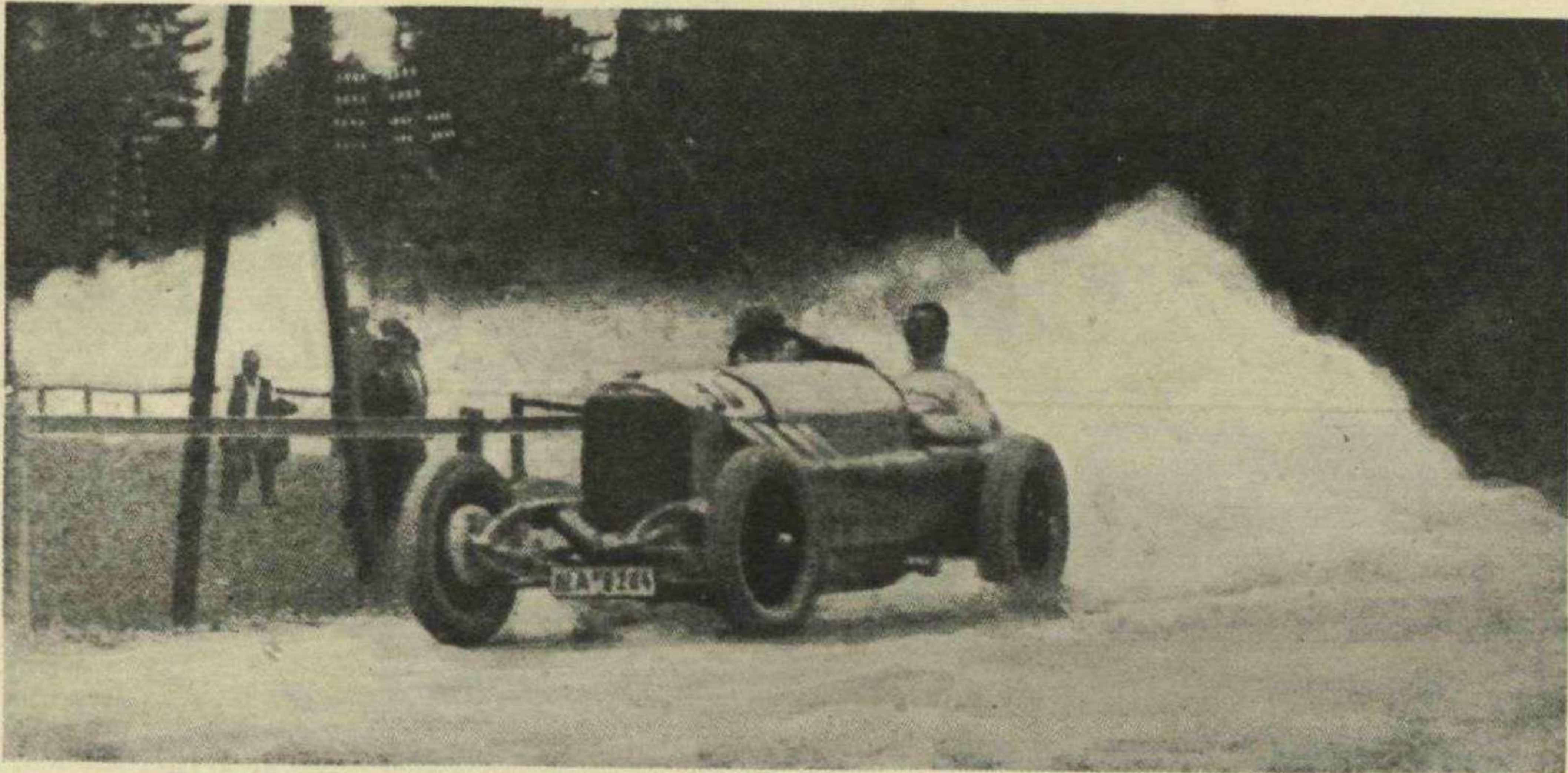
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GREAT RACING MARQUES.

IV.—MERCEDES.

By E. K. H. KARSLAKE.



CARACCIOLA ON THE 1914 GRAND PRIX MERCEDES WINNING THE 1926 SEMMERING HILL CLIMB.

FROM the days of the enormous cars which were nearly all bonnet, with huge outside copper exhaust pipes and chain drive, to the long period when it was the only supercharged car on the market, the Mercedes has always been recognised as the leading make in the sporting and racing class; and it is indeed fitting that the car whose origins can perhaps be traced back further than those of any other should still be among the most advanced in design.

After working since 1883 on the production of an internal combustion engine car, Herr Gottlieb Daimler finally succeeded in building his first car in 1885, and from that moment the history of the German Daimler, or, as it was afterwards called, the Mercedes, may be said to have begun. It was some time, however, before his cars began to seek racing honours, and it was not until 1901 that the Mercedes started its succession of victories. In that year, however, a race was held from Nice to Salon and back, and was won by Werner, who covered the 225.5 miles at 33.3 m.p.h. on his 25 h.p. Mercedes.

After that the German cars were to be seen in all the big races, although it was some time before their winning day came again. That same year they took part in the famous race from Paris to Berlin, but the French cars were still too good for them, and were able to occupy the leading places.

The next year the Mercedes interest was attacked by one of the worst pieces of luck that have ever happened in racing. The great race of the year was Paris-Vienna, a contest over 700 miles of open roads, with a neutralized part in the middle consisting of the passage through Switzerland, where no racing was allowed. The race was won in most convincing style by Marcel Renault,

who was competing in the light car class, but of the big cars it is almost certain that Count Zborowski and his Mercedes would have made fastest time had it not been for the fact that he was held up at one of the frontiers owing to some irregularity in his papers. As it was, he finished half an hour behind the winner.

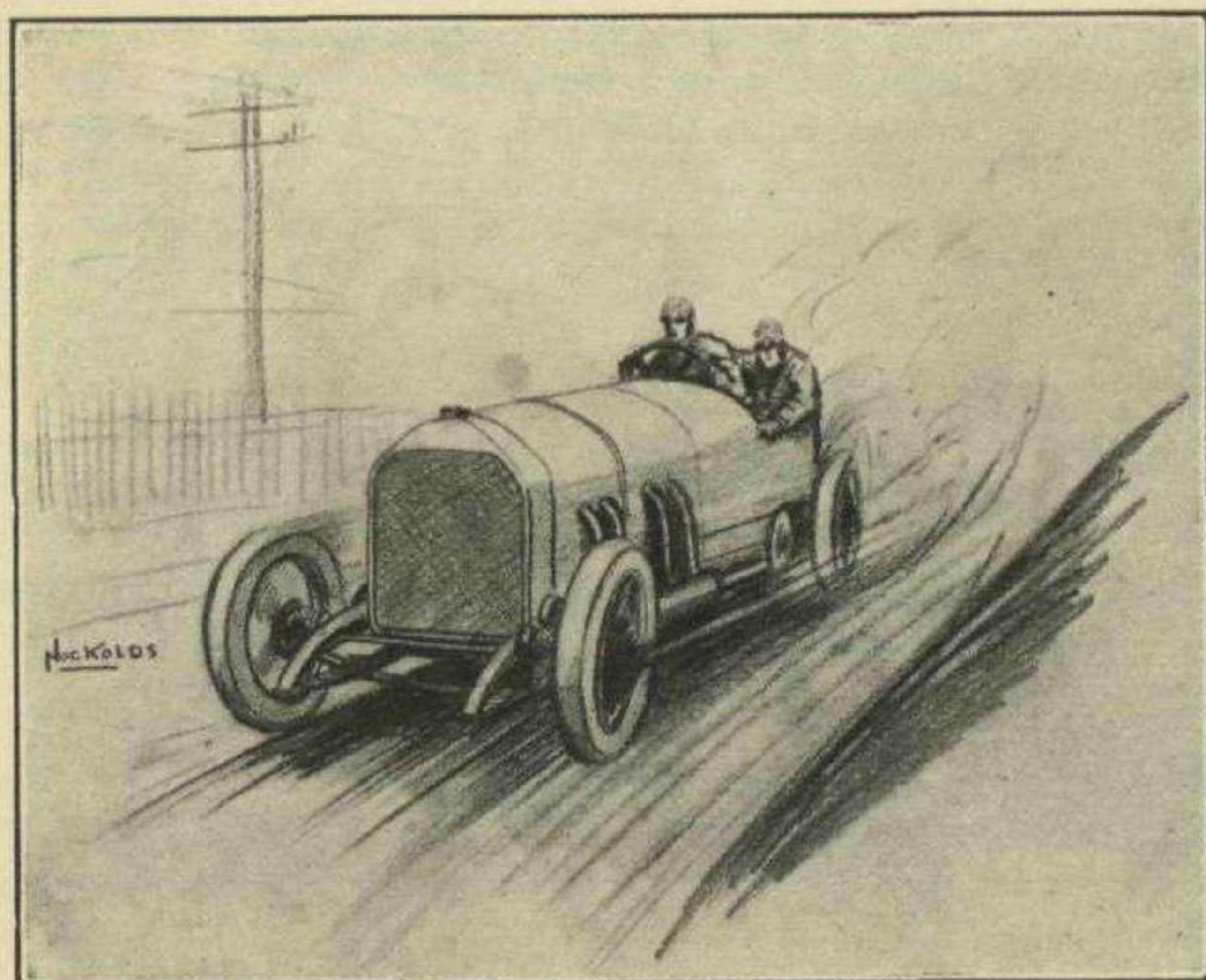
The Paris-Madrid race of the next year, which was stopped in so dramatic a manner at Bordeaux, because of the terrible number of accidents which had occurred over the first stage, marked the appearance of the 90 h.p. Mercedes which was later to become so famous; and it was in this year that the Mercedes achieved a victory which placed it in the first rank of the great racing firms.

In 1902 the Gordon Bennett Cup had been won by S. F. Edge on the Napier, so that in 1903 the race had to be run in the British Isles. After some difficulty it was decided to hold the race in Ireland, and a course was selected near Carlow. Germany was represented by a team of three Mercedes driven by de Caters, Jenatzy and Foxhall-Keene, which had to compete against teams from England, France and America. Jenatzy, who was nicknamed the Red Devil, drove throughout in meteoric manner, and finally finished first, averaging 49.2 m.p.h. for 327.2 miles.

The winning Mercedes was a 60 h.p. model, as the 90 h.p. which Jenatzy was to have driven had been destroyed in a big fire at the Caunstadt factory. The four cylinders had a bore and stroke of 140 x 150 mms. (9240 c.c.), with the exhaust valves at the side and overhead inlet valves operated by push-rods and rockers. Transmission was by the famous Mercedes coil-spring clutch and side chains.

As a result of this victory the 1904 Gordon Bennett

GREAT RACING MARQUES—continued.



THE WINNING MERCEDES DRIVEN BY LAUTENSCHLAGER IN THE 1908 G.P.

race was held in Germany over the Saalberg course near Homburg. Of the three cars representing Germany, two were Mercedes, driven by Jenatzy and de Caters. As soon as the race started, a magnificent duel was opened between Jenatzy and Thèry on the French Richard-Brasier. Jenatzy drove in his usual demoniac style, but the Frenchman was too fast for him, and he finally had to be content with second place, with his team mate, de Caters, third.

The next year, therefore, the race was held in France, and was run over the Auvergne circuit near Clermont-Ferrand. Germany was represented by three 120 h.p. Mercedes driven by Jenatzy, de Caters and Werner, while three more of the same type built at Wiener-Neustadt carried the Austrian colours—though perhaps their story should belong more to Austro-Daimler. In the race, the dashing Jenatzy retired on the third circuit, but Werner managed to finish fifth, and de Caters seventh.

As France refused to hold the race any more, the Gordon Bennett Cup was replaced in 1906 by the Grand Prix. For this Mercedes entered a team of three 125 h.p. cars, of 175 x 150 mms. bore and stroke (14,430 c.c.), with Jenatzy, Mariaux and de Caters as drivers. The course was the well known one near le Mans, the competitors having to cover 774 miles in two days. Of the Mercedes, however, de Caters ran off the course at St. Calais, while the other two were never in a position to trouble the leaders.

The next year the race was at Dieppe, and the Mercedes were again entered. This year the engines of the cars, which were driven by Jenatzy, Salzer and Hémerly, had the bore increased to 180 mms., giving a capacity of 15,274 c.c., which was typical of the tendency of the time towards large bore, short stroke engines. Although very fast, however, their fortune was no better than in the previous year, and they did not figure very prominently in the race.

In 1908, however, came another Mercedes win. The Grand Prix was held over the same course as the year

before, and attracted three Mercedes, driven by Poege, Salzer and Lautenschlager among the 49 starters, an enormous field, which makes an interesting if depressing comparison with the small number of competitors in modern Grand Prix. The Mercedes soon showed that they were among the fastest cars on the course, and Lautenschlager finally finished first, averaging 68.9 m.p.h. for 478 miles. Of his team mates, Salzer retired on the third lap, but Poege got home fifth, averaging 63.4 m.p.h.

For this race the bore was limited to 155 mms., so that the dimensions of the winning Mercedes were 155 x 170 mms. (13,170 c.c.). The usual Mercedes valve arrangement was used—overhead inlet and side exhaust—and a high-tension Bosch magneto was now employed for these engines, which attained nearly 1,500 r.p.m., while transmission was still by a four speed gear box and side chains.

The German win proved too much for the French, and the Grand Prix was allowed to lapse until 1912. When it was revived, Mercedes did not at once return to the arena, and so escaped the doom which overtook the other old-time champions who suffered defeat at the hands of a new generation of racing firms. Instead, the Germans instituted a much more cunning policy, and when they again took part in a race, it was not in the Grand Prix de l'A.C.F., but in the so-called Grand Prix de France, a comparatively obscure event, organised by the A.C. de l'Ouest in 1913.

For this race, Mercedes entered 4 cars, 3 six-cylinders and one 4-cylinder, all still equipped with chain drive, with Lautenschlager, Salzer, Pilette and Elskamp as their drivers. The race proved a Mercedes-Delage duel, and ended in a victory for the latter, the German cars finishing third, fourth, sixth and seventh.

The Mercedes had been beaten, but they had not done it in the lime-light, and they had served their apprenticeship to the new form of racing. The next year the Grand Prix de l'A.C.F. was for 4½ litre cars, and was held on the Lyon circuit. Mercedes entered five cars, driven by Lautenschlager, Salzer, Pilette, Wagner and Seiler, and the German firm drew up a very definite plan of campaign for the race. With five cars, they decided that they could sacrifice some by setting a very fast pace at the outset and still win the race, while their rivals with only three cars would be forced out of the contest. Their chief rivals were the Peugeots, which had won the race in 1912 and 1913, and although the Mercedes had all the necessary speed and acceleration, the French cars were favoured by having 4-wheel brakes. At the outset Seiler set the pace ahead of the great Georges Boillet, who was trying to win his third consecutive Grand Prix on the Peugeot, and held the lead until he fell out on the sixth lap with a broken connecting rod. His place was taken by Lautenschlager, and the pace was so hot that on the last circuit Boillet too went out with a broken propeller-shaft. Lautenschlager, the victor in 1908, proved once more the winner, averaging 65.35 m.p.h. for the 467 miles. He was followed home by his two team mates, Wagner and Salzer, Pilette having suffered the same fate as Boillet on the fourth circuit.

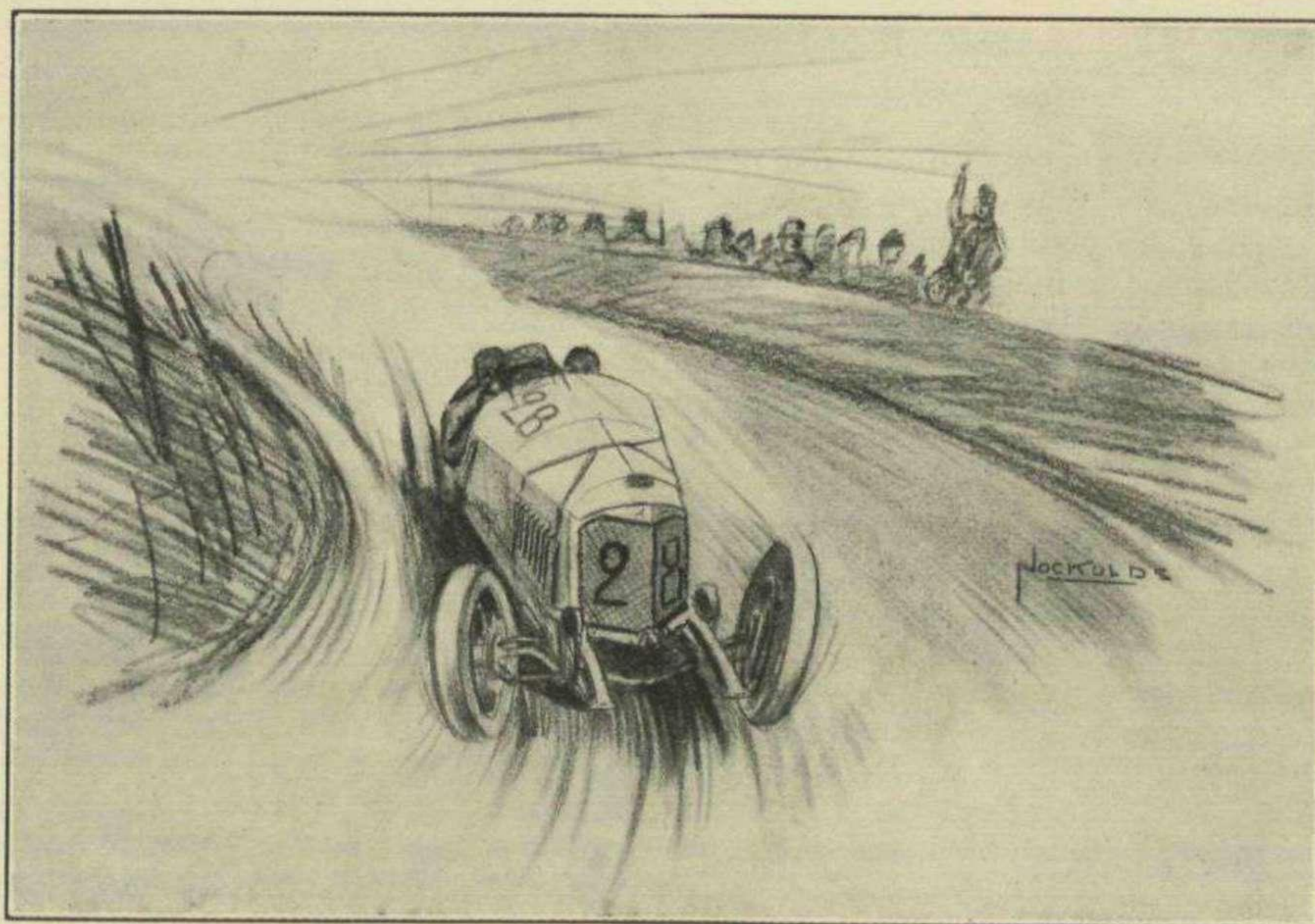
GREAT RACING MARQUES—continued.

The winning Mercédès had an engine of 94 x 160 mms. bore and stroke (4,440 c.c.), with four cylinders cast separately and an overhead camshaft operating 4 valves per cylinder. Very light steel pistons were used, and three plugs per cylinder fed by 2 Bosch double spark magnetos. For the first time Mercédès abandoned chain drive for racing in favour of a propeller shaft enclosed in a torque tube.

Thus, on the very eve of the war, Mercédès gained the singular honour of scoring a grand slam in the French Grand Prix, a performance which has never been repeated before or since. But just before the outbreak of hostilities, Ralph de Palma bought the car which had been driven in the Grand Prix by Louis Wagner, and shipped it to America. It was entered for the Indianapolis race in 1915, and succeeded in coming in first, averaging 90.4 m.p.h. for the five hundred miles, and setting up a record for the race which lasted until 1922.

the other four cars, two were 28/95 h.p. models, driven by Werner and Seiler, and the other two were 1,500 c.c. 4-cylinder cars of 65 x 113 mms. bore and stroke, which differed from the standard production in having two overhead camshafts, and which had Minoia and Scheef as their drivers. The great feature of interest attached to the Mercédès, however, was that they were fitted with superchargers, which was the first appearance of this device in racing history.

In the race, Minoia dropped out after a series of ignition troubles, but all the other six cars finished, and Masetti gained first place, averaging 39.2 m.p.h. for the 269 miles, with Seiler sixth, Werner eighth, Lautenschlager tenth, Salzer thirteenth, and Scheef twentieth. Thus eight years after its first appearance the 4½ litre Mercédès scored an important victory; these cars in fact may be said to have refused to grow old, and in 1926 Caracciola on one of the 1914 racers succeeded in



AN IMPRESSION OF LAUTENSCHLAGER WINNING THE 1914 GRAND PRIX AT LYONS.

As might be expected, the very necessary animosity which had been sedulously fostered by energetic propagandists did not disappear with the Peace of Versailles, and for some time after the war, other countries did not "invite" German cars to compete in their races. Italy, however, was among the first to relent, and Mercédès took advantage of this in 1921 to enter two 23/95 h.p. cars in the Targa Florio. These were of the well known sporting type with 6 cylinders of 105 x 140 mm. (7,236 c.c.) with overhead valves and camshaft, and were driven by Lautenschlager and Seiler. Their most formidable opponents were the Fiat team, and in the end Seiler finished second to Masetti's Fiat.

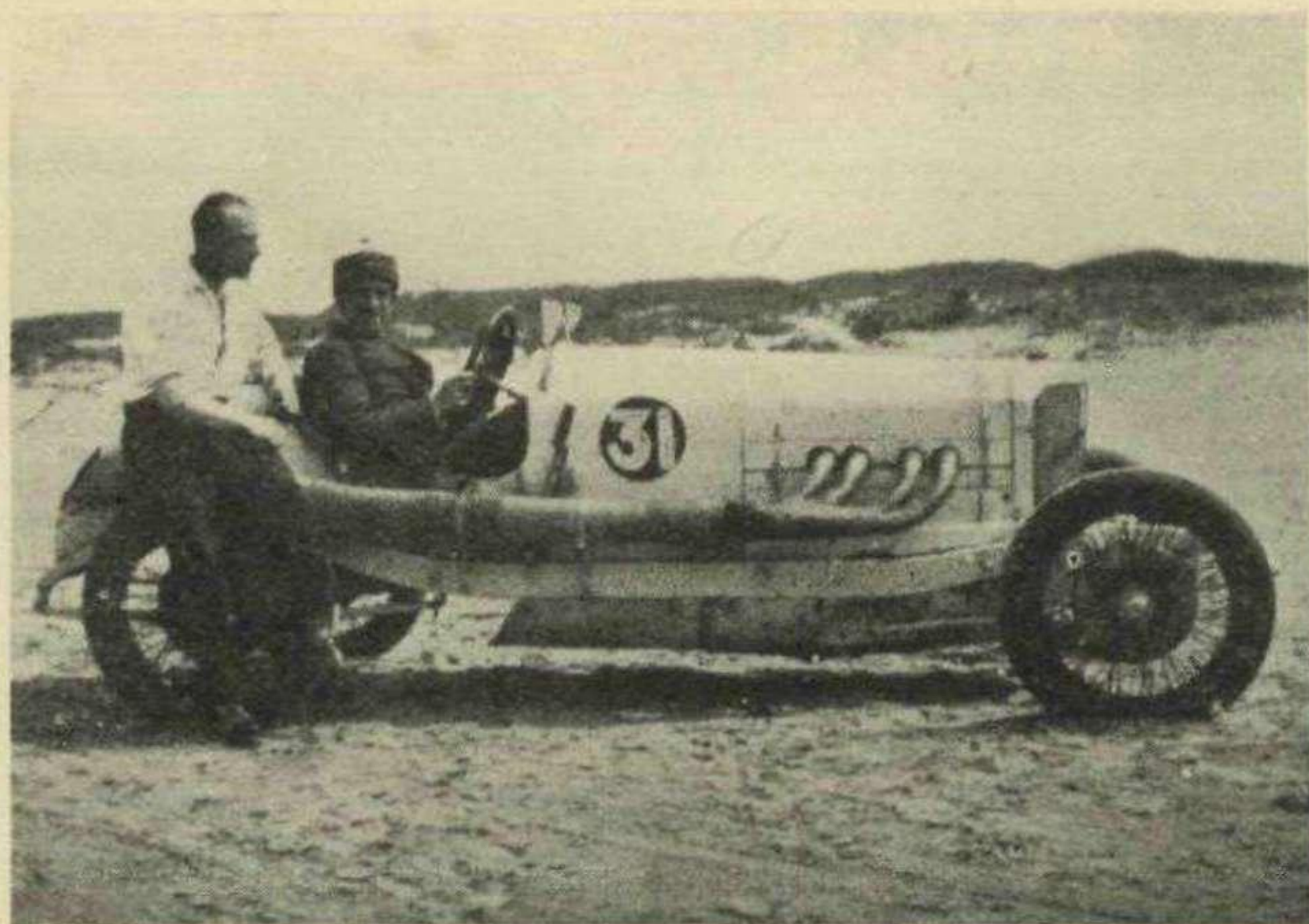
In the next year's race Mercédès was represented by no less than 7 cars. Three of these were of the 1914 Grand Prix type, one of which was a private entry by Count Masetti, and the other two were entered by the firm, with Lautenschlager and Salzer as drivers. Of

breaking the record for the Semmering hill climb, one of the most important events in the Austrian season.

The next year Mercédès decided to enter for the Indianapolis race, and produced for it a team of 4-cylinder 2-litre racers of 70 x 129 mms., and otherwise following very closely the design of the 1,500 c.c. 1922 Targa Florio cars. The three racers, which, in spite of having 2-seater bodies, proved themselves very fast in practice, were to have been driven by Lautenschlager, Werner and Max Seiler. The latter, however, crashed in practice, and his place was taken by his nephew, Carl Seiler, on the spare car. Early in the race Lautenschlager crashed at the South turn of the track, but Werner got into third place, and stayed there until valve trouble changed his car into a 3-cylinder, and he could only finish eleventh. Carl Seiler in the meantime secured eighth place.

In 1924 Mercédès once more led an attack upon the

GREAT RACING MARQUES—continued.



THIS MERCEDES HAS BEEN PERFORMING VERY WELL, AT RECENT STOCKPORT MEETINGS.

Sicilian races. This year the Targa Florio was combined with the final for the Florio Cup, and Mercedes entered a team of three 2-litre racers of the same design as those which had run at Indianapolis, with Lautenschlager, Werner and Neubauer as drivers. Four laps of the Madonie circuit counted for the Shield and five for the Cup, and Werner taking the lead on the second lap and never losing it, succeeded in carrying off both the Targa and Coppa Florio. Lautenschlager finished

eleventh in the Targa and ninth in the Cup, Neubauer sixteenth and thirteenth in the two divisions of the race.

The Italian Grand Prix of that year marked the appearance of the new 2-litre 8-cylinder Mercedes, one of which was driven by Count Zborowski. The tragic accident, which cost the life of that great driver, is well known to everyone who is interested in motor racing, and as a result of it the Mercedes team was withdrawn. The next year, the German equivalent of the S.M.M.T. put a ban on German cars taking part in races for specially-built cars, with the result that these Mercedes have not had another chance of showing their form in a big international race. One of them, however, won the German Grand Prix last year, in the hands of Caracciola, averaging 84.4 m.p.h. for 245 miles.

Three 33/180 h.p. Mercedes also ran in the Spanish 12-hour touring Grand Prix at San Sebastian last year, with Merz and Goutner, Caracciola and Kühule, and Werner and Walb as their teams of drivers. The system of handicapping used in the race, however, did not give them a chance to beat the smaller cars, but they occupied the first three places in the 5,000 c.c. and over class.

The Daimler Motoreu Gesellschaft has, in fact, lost none of its enthusiasm for racing, and if a more prosperous state of affairs prevails in Germany in the near future and the ban is removed, one may expect to see the Mercedes once more in the great international races.

The Grand Prix D'Endurance.

ENTRIES having definitely closed for the le Mans 24-hour race, it is revealed that there will be 28 cars in the race, made up as follows:—Bentley, Rolland-Pilain, S.A.R.A., Ariès and Fasto with three each; Salmson, E.H.P., Tracta, Scap, G.M. and Th. Schneider with two each; and Steyr with a single car. Of these, two S.A.R.A.'s and one Rolland-Pilain, Ariès, Salmson and E.H.P. are qualified for the final of the third biennial cup. The number of entries is smaller for this race than for any of its predecessors, the figures for former years being:—1923, 35 entries, and 33 starters; 1924, 63 entries and 49 starters; 1925, 54 entries and 49 starters; 1926, 47 entries and 41 starters. This falling off in the number of entries is very regrettable from a sporting point of view, as this has been one of the best supported races of recent years. It is, however, such a very severe test of absolutely standard cars, that many manufacturers have probably discovered to their cost that discretion with regard to it is much the better part of valour: all the more credit therefore to those makers who are still willing to take part in it, and to show the public what their cars really will do instead of merely talking of improbable feats which can be performed by their productions. If the public would study

the results of this and similar races when buying their cars, it would not be long before the better cars would come into their own.

It is regrettable, however, to notice the absence of last year's winner of the Grand Prix d'Endurance, the Lorraine-Dietrich, and of the O.M. which won the last Rudge-Whitworth Cup. They probably hold something of a grudge against the organisers of the race for deciding first that one of them and then the other had won the cup; but as each of them thus managed to advertise the fact that they had won it, there does not seem to be much ground for complaint! Another notable absentee is the Peugeot, which made such a good showing last year, and which were only put out of the race by minor defects, one a broken wind-screen and the other a "dead" battery. Their absence, however, will probably make the Bentleys, one of which marque won in 1924, start hot favourites.

The Bentley entry consists of two cars of the well known 3-litre type, and a third with a 4-cylinder engine of 100 x 140 mms. bore and stroke (4387 c.c.). This new engine will really consist of 4 cylinders of the 6-cylinder Bentley engine, which has the same bore and stroke.

SPORTING EVENTS OF THE MONTH.

THE ESSEX CLUB'S SIX HOUR RACE.



F. C. CLEMENT (BENTLEY) LEADS G. DULLER (SUNBEAM), THE SUBSEQUENT WINNER, AND OTHERS ROUND THE FIRST BEND.

THE Essex Club are to be congratulated on their enterprise in organising the first British race on the lines of the famous Grand Prix D'Endurance. The exigencies of Brooklands prevent the holding of 24 hour races, but as a trial venture, the 6 hour race proved extremely illuminating. A few minutes before 11 o'clock on May 7th the competing cars were lined up along one side of the finishing straight, while drivers and mechanics fidgetted nervously on the other side of the concrete. At the fall of the flag the crews rushed to their cars and (in the case of the open models) erected the hoods and started their engines by means of the electric starters. Not unnaturally the three closed cars, Meeson (Vauxhall), Bruce (A.C.), and King (Lagonda), got away first, in the order named, but the Bentley team were not far behind. Vernon Balls' Amilcar sulked and remained stationary during lap I. For ten laps the cars thundered round with scarcely an incident, the order in the various classes being, 3,000 c.c. Clement (Bentley), Benjafield (Bentley), Duller (Sunbeam), 2,000 c.c. King (Lagonda Saloon), Durlacher (Diatto), Bruce (A.C. Saloon); 1,500 c.c. : Harvey (Alvis), Dykes (Alvis), Davis (Alvis); while in the 1,100 c.c. J. Dunfee (Salmson) held the lead. On completing its tenth lap each car came into the pits and had its hood lowered, while one or two of the less fortunate drivers were compelled to effect adjustments thus early. The first thrill occurred hereabouts, when Meeson's Vauxhall Coupé burst into flames, thanks to a broken petrol pipe. The conflagration was extinguished before any extensive damage was done, but Meeson retired. Incidentally, his mechanic misjudged the speed of the car, and "stepped out" at some 30 m.p.h., and was slightly injured as a result.

At the end of the first hour the position was substantially unchanged, the leading Bentley having averaged over 66 m.p.h., Vernon Balls and G. Hendy (Lea-Francis) changed plugs, and several cars needed water.

During the second hour, the huge Excelsior retired with a "run" big end, Sutton's Lea-Francis packed up with transmission trouble, and Clement's Bentley was passed by Benjafield, Duller, Segrave and H. R. S. Birkin (Bentley) after misfiring badly. Dyke's Alvis was now leading the 1,500 c.c. class, and as yet Ball's Amilcar had not had time to wipe out the disadvantage of his early troubles.

During the third hour trouble became more frequent and more serious; the experimental duralumin rockers on the Bentleys began to break, leaving Birkin as the only "likely" member of the team (his car had steel rockers). After a two hour demonstration of how not to change gear (which may or may not have been due to a faulty clutch), Dreyfus' Salmson was withdrawn with gearbox trouble. Other unfortunates were the Lagonda Saloon (piston), which had been running well, and Martineau's Salmson, which killed two magnetos in quick succession.

At half time the positions were:—

	M.P.H.
1. Sunbeam (G. Duller)	64.7
2. Bentley (H. R. S. Birkin, C. A. C. Birkin)	64.0
3. Alvis (C. M. Harvey)	60.5
4. Alvis (S. C. H. Davis)	60.2
5. Alvis (W. U. Dykes, B. F. Russell)...	59.2
6. Diatto (C. Durlacher)	58.6
7. Sunbeam (J. W. Jackson, N. Turner)	57.7
8. O.M. (R. F. Oats)	57.6

Just after half time C. A. C. Birkin relieved his brother at the wheel of Bentley No. II. and proceeded to "treat it rough"; as it was the chief Bentley hope, the team manager (Kensington Moir) ordered the elder brother to resume the driver's seat after three laps, and the unhappy C. A. C. was ejected!

Several other Bentleys appeared at intervals, though it was difficult to discover who was driving them. Each car seemed at some time or other to be driven by every member of the team. Eventually, however, all except

THE ESSEX CLUB'S SIX HOUR RACE—continued.



A STRING OF COMPETITORS LEAVING THE " STRAIGHT " DURING THE EARLY LAPS.

Birkins were eliminated by various troubles. The three Alvises continued to run with great regularity, their speed increasing as the race went on, while some fine speed enabled Vernon Balls to force his Amilcar in front of the leading Salmson (George Newman).

Of the two 750 c.c. Austins, that driven by Dingle and Bassett was in front of its rival.

The 2-litre Diatto and Bruce's A.C. were leading their class in no uncertain manner, the latter perhaps being one of the most impressive performances in the race in view of the saloon body and the previous history of the car.

During the fifth hour the only notable change was that S. C. H. Davies overtook Harvey owing to the latter changing plugs.

During the last hour excitement became intense. George Duller seemed to be travelling as well as ever, but so were the 3 Alvises, while the Birkin Bentley, now driven by F. C. Clement, was having spare wheel trouble, and eventually had only third gear, which was engaged (permanently) with the aid of a hammer. Alter his plucky performance, V. Balls was unfortunate enough to suffer from a run big end, thus leaving the Salmsons in undisputed sway in the 1,100 c.c. class. It was noticed during the last hour that the slowest Alvis (Dykes) was gaining on the slower Sunbeam (Turner), Segrave's Sunbeam having retired with an empty petrol tank, too far to be pushed to the pits!

The final distances, times and results on formula were as follows:—

Position.	Formula.	Car and Drivers.	Mileage.	Average.
				m.p.h.
1	4	Sunbeam (G. Duller)	386.0	64.3
2	1	Alvis (S. C. H. Davis)	371.93	62.0
3	8	Bentley (H. R. S. Birkin and C. A. C. Birkin)	358.88	59.8
4	5	Alvis (C. M. Harvey)	358.49	59.7
5	6	Alvis (W. U. Dykes and B. F. Russell).....	357.77	59.6
6	12	Sunbeam (J. W. Jackson and Turner)	357.46	59.6
7	9	Diatto (C. Durlacher).....	355.39	59.2
8	11	A.C. (V. A. Bruce)	344.12	57.3
9	2	Salmson (G. Newman)	336.74	50.1
10	3	Salmson (J. Dunfee)	334.54	56.7
11	14	O.M. (R. F. Oats)	332.84	55.5
12	7	Salmson (H. E. Hazlehurst and F. Walter)	326.27	54.4
13	13	Aston-Martin (C. J. Randall and E. Hayter)	318.17	53.2
14	10	Austin (J. P. Dingle and S. J. Bassett)	250.57	41.7

The awards were as follows:—

BARNATO CUP (for greatest distance covered). G. Duller (Sunbeam).

PASS AND JOYCE CUP (for greatest distance in 3,000 c.c. class). G. Duller (Sunbeam).

" THE AUTOCAR " EFFICIENCY CUP (for greatest distance above minimum). S. C. H. Davis (Alvis).

HENLYS CUP (for greatest distance in 1,500 c.c. class). S. C. H. Davis (Alvis).

ESSEX CUP (for greatest distance in 1,100 c.c. class). G. Newman (Salmson).

ESSEX CUP (for greatest distance in 2,000 c.c. class). C. Durlacher (Diatto).

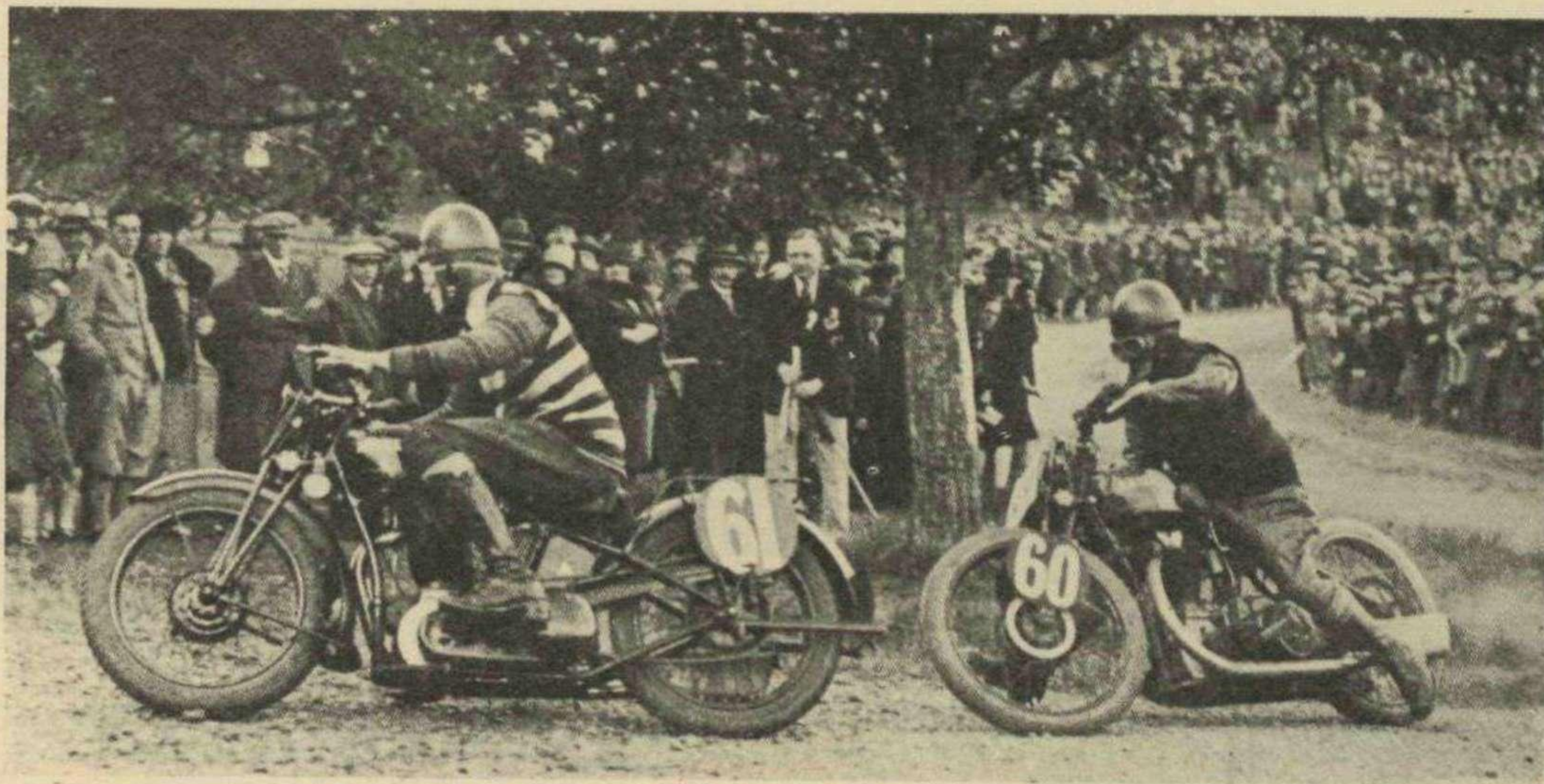


SEGRAVE (No. 3) HOT ON THE HEELS OF A SALMSON AND FOLLOWED BY AN O.M.

SPORTING EVENTS OF THE MONTH.

LONDON'S FIRST ROAD RACE.

Exciting Events at the Crystal Palace.



VARVING STYLES OF CORNERING BY ARIEL RIDERS AT THE THREE TREE BEND.

NUMEROUS corners of varying "fastness", several hairpins, ascents, descents and an almost uniformly loose surface enabled a large crowd of spectators to see some hair-raising sport at speeds which were never higher than 30 m.p.h. for the mile lap. It is possible that some riders attained nearly 55 m.p.h. on one stretch of the course but it was noticed that the average spectator preferred to watch at the comparatively slow corners, where only the wilder spirits proved at all spectacular. In our opinion the best place on the course was the fast loose left hand bend through the trees just before the statue hairpin at the highest point on the lap. On this corner solo riders were touching 35 m.p.h., banking at a considerable angle and liable at any moment to suffer skids of a more or less lurid nature, while sidecar outfits with passengers well extended seemed to travel even faster and to skid steadily all the way round.

Another exciting spot was the sharp descent followed by a wicked S-bend over the Reservoir or Lily Pond, which latter we were surprised did not claim its victims. Sidecars bumped and skidded round this point in most spectacular manner and frequently seemed to be on the point of joining the Gold Fish.

All grades of riding, good, bad and indifferent, were to be seen, but it was noticeable that comparatively unknown local amateurs, with a better knowledge of the course were far superior to several T.T. and Brooklands cracks.

We were very amused at the antics of one T.T. winner, who could not keep the engine of his sidecar outfit running on the hairpin turns. He eventually wearied of restarting on loose up-gradients and retired, where-

upon, for the benefit of the crowd, his passenger remarked that the machine "had too much guts for the course."

Too much oil and not enough care in carburettor tuning would have been a more apt remark!

Among the best riders, B. Bragg and L. Bellamy on Coventry Eagle machines showed up well, while fastest lap of the day went to A. E. Parnacott (A.J.S.). In the sidecar classes G. A. Norchi (Coventry Eagle), J. Chell (A.J.S.) were very good while some clever cornering was accomplished by the rider of a P. & P. sidecar outfit.

One amusing incident occurred when P. Ffrench (O.E.C.) was flagged off the course for frightening the timekeepers. (He skidded wildly through the "finishing straight" about nine inches from the officials' table).

That sidecars were able to average higher speeds than solos, in spite of not having larger engines, emphasises the "slowness" of the course and brings home its great value as a test of riding skill as opposed to those races in which the fastest machine wins.

The winners were:—

175c.c. (*Trade*), I. P. Riddock (Zenith).
(*Private*), J. Broughton (Francis Barnett).

250c.c. (*Trade*), F. W. Clark (New Imperial).
(*Private*), L. H. Wilson (Dunelt).

350c.c. (*Trade*), F. E. Parnacott (A.J.S.).
(*Private*), L. Bellamy (Coventry Eagle).

500c.c. (*Trade*), S. Twiby (A.J.S.).
(*Private*), J. Twitchett (Dunelt).

SOLO GRAND PRIX. L. Bellamy (Coventry Eagle),
600c.c. sidecars (*Trade*), P. Bradbrook (Coventry Eagle).
600c.c. sidecars (*Private*), J. Chell (A.J.S.).

SIDECAR GRAND PRIX. G. A. Norchi (Coventry Eagle).

SPORTING EVENTS OF THE MONTH—continued.

The 200-Mile Sidecar Races.



A GROUP OF COMPETITORS ON THE MEMBERS BANKING DURING THE 200-MILE SIDECAR RACE.

THOSE who witnessed the 1926 200-mile sidecar races will remember the disgraceful manner in which machine after machine dropped out with serious mechanical trouble, so that eventually only one 600c.c. machine and not a single big twin finished in their respective classes.

This year it was pleasing to note that although the 350c.c. class once again showed the largest number of finishers, the percentage of reliability in the other classes was much higher than last year. With three classes running together and with the rather obscure lap scoring arrangements it was very hard to follow the progress of the race unless one concentrated on each class for a while; we will therefore deal with one race at a time.

350c.c. CLASS.

The speed at which the 350 c.c. leaders set out on their 200 mile jaunt was perfectly amazing and seemed to suggest inevitable and wholesale breakdown at a later stage.

W. C. Handley (Rex Acme), F. C. Millar (Zenith-Blackburne) and J. S. Worters (Excelsior) led the field for a time at close on 80 m.p.h., the former ahead and the other two duelling furiously some distance behind.

Johnston and Colgan with the new o.h. camshaft Blackburne's retired early, as did L. P. Driscoll (1st lap) and R. H. Hopkins, both on Chater Lea engined machines.

Later during the race Handley filled his tanks and then suffered tyre trouble, thus letting Worters into first place which he held at half and three quarter distances; Handley, Millar and F. G. Hicks (Velocette) took it in turns to occupy the next two places until a broken rocker eliminated Worters, when they all moved up one. Eventually Handley finished about 300 yards ahead of Millar at 69 m.p.h., breaking the 200 mile and 3-hour records. J. S. Worters established new speeds for the 100 mile and 2-hour records (73.34 m.p.h. and 71.28 m.p.h. respectively).

Towards the end of the race it was noticed that although Millar had a large fishtail on each side of his back wheel, that on the off side was not attached to a silencer, which requirement had vanished. Millar was too blinded by dust to see the officials flagging him and suffered the extremely crushing luck of disqualification.

RESULTS.

	m.p.h.
1. W. L. Handley (348 Rex-Acme-Blackburne sc.)	69.00
2. *F. C. Millar (348 Zenith-Blackburne sc.)	68.96
3. F. G. Hicks (348 Velocette sc.)	66.02
4. W. G. Edmunds (344 Rex-Acme-Jap sc.)	64.11
5. W. G. Greenaway (348 Charter-Lea sc.)	61.71
6. C. V. Crowther-Smith (348 Rex-Acme-Blackburne sc.)	60.97
7. E. C. Fernihough (344 Zenith-Jap sc.) ...	59.26
* Excluded.	

THE 600c.c. CLASS.

A trio of Nortons (A. Denly, C. S. Staniland and G. H. Tucker) led during the earlier laps of the 600c.c. class, with H. LeVack (New Hudson) "loitering" just behind.

Bullus on the other New Hudson experienced "magneto trouble" after three laps, but the first important retirement was that of Staniland with a burst tank, just after he had completed 50 miles. Le Vack had passed Tucker, but slowed again and at half distance was lying third. Bewster (Zenith) retired with a seized valve and Matthews (Norton) had his engine strewn all over the track by a broken connecting rod; Denly meanwhile was piling up a tremendous lead and averaging 80 m.p.h.

After half distance Tucker experienced petrol pipe and tyre trouble so that at threequarter distance Le Vack had again passed him. Shortly afterwards, and to everyone's sorrow, Denly broke an exhaust cam spindle and retired; he had broken 4 records and speeds ranging from 79-82 m.p.h. It now appeared as though

SPORTING EVENTS OF THE MONTH.

The 200-Mile Sidecar Races—continued.

Le Vack would reap the reward of running to a "canny" schedule, but an examination of his valve springs after he had won discounted any suggestion that he had speed in hand!

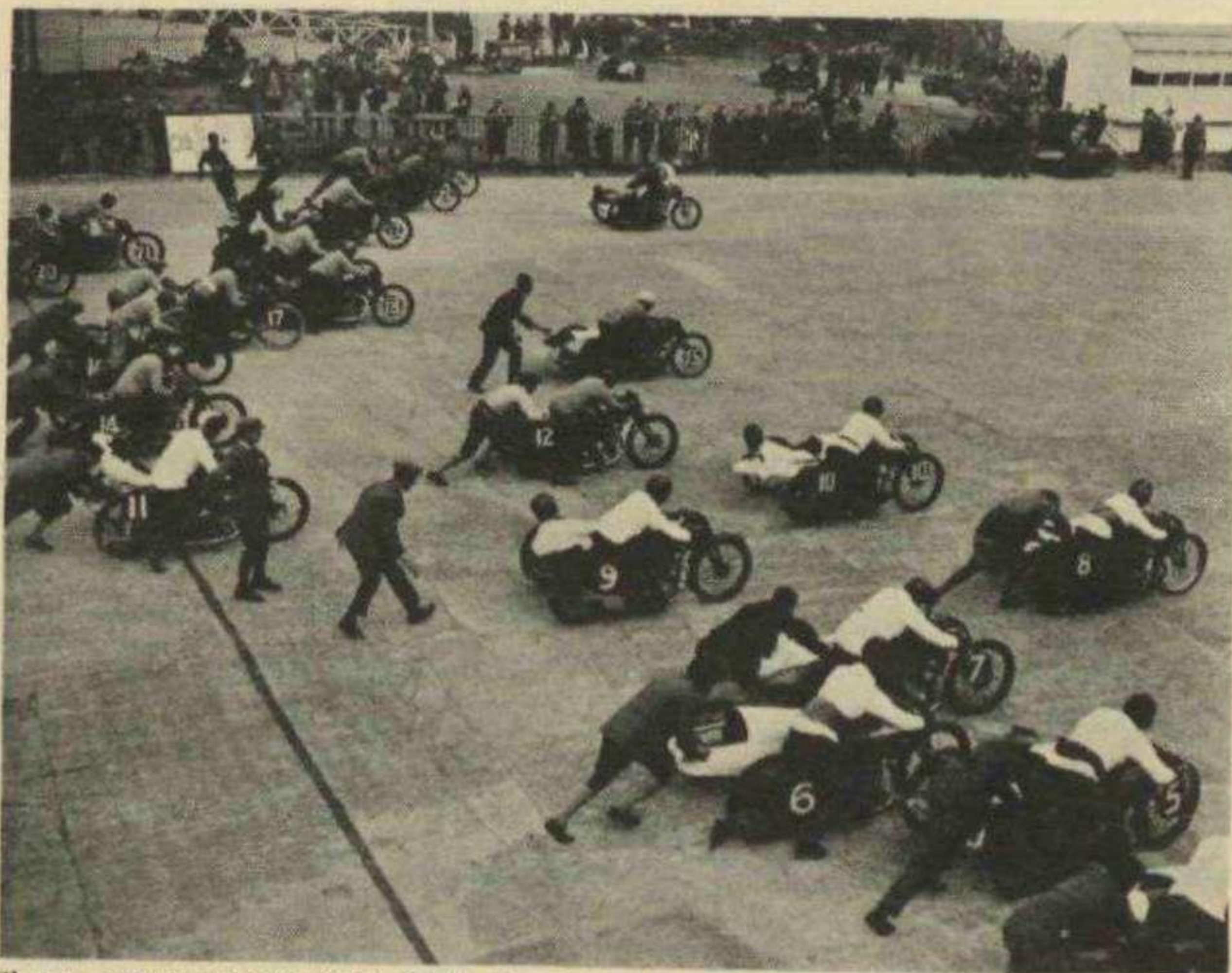
RESULTS.

	m.p.h.
1. H. Le Vack (591.4 New Hudson sc.).....	68.90
2. G. H. Tucker (588 Norton sc.)	65.27
3. C. M. Harley (488 Zenith-Jap sc.)	58.27

THE 1,000C.C. RACE.

As was expected J. S. Wright took the lead at about 85 m.p.h. followed by O. M. Baldwin (Zenith) and F. A. Longman on the veteran Harley Davidson. C. T. Ashby (Zenith) a previous winner was soon in trouble, first lap—broken magneto chain—long walk—then third lap stripped holding down bolt,—finis! C. F. Temple (O.E.C.), Hamilton (McEvoy) and Humphries (Brough) also executed various repairs.

G. W. Patchett (McEvoy) fitted a new gearbox in the remarkably short time of 10 minutes but had other troubles sufficient to prevent him finishing in time. At



THE START OF THE 350 C.C. CLASS OF THE 200-MILE RACES.

half time Longman had retired and E. C. Baragwanath (Brough) had replaced him in the first three. Temple was using a great many tyres and eventually decided that he had had enough and stopped.

Meanwhile J. S. Wright's Brough broke a rocker and lost three quarters of an hour so that 90 m.p.h. laps later on availed him nothing. Baldwin now took the lead and H. M. Walters (Zenith) ousted Baragwanath, a trio which maintained the positions to the end.

RESULT.

	m.p.h.
1. O. M. Baldwin (976 Zenith-Jap sc.)	73.97
2. H. M. Walters (976 Zenith-Jap sc.)	72.83
3. E. C. E. Baragwanath (976 Brough Superior-Jap sc.)	71.07
4. R. E. Humphries (976 Brough Superior-Jap sc.)	70.00

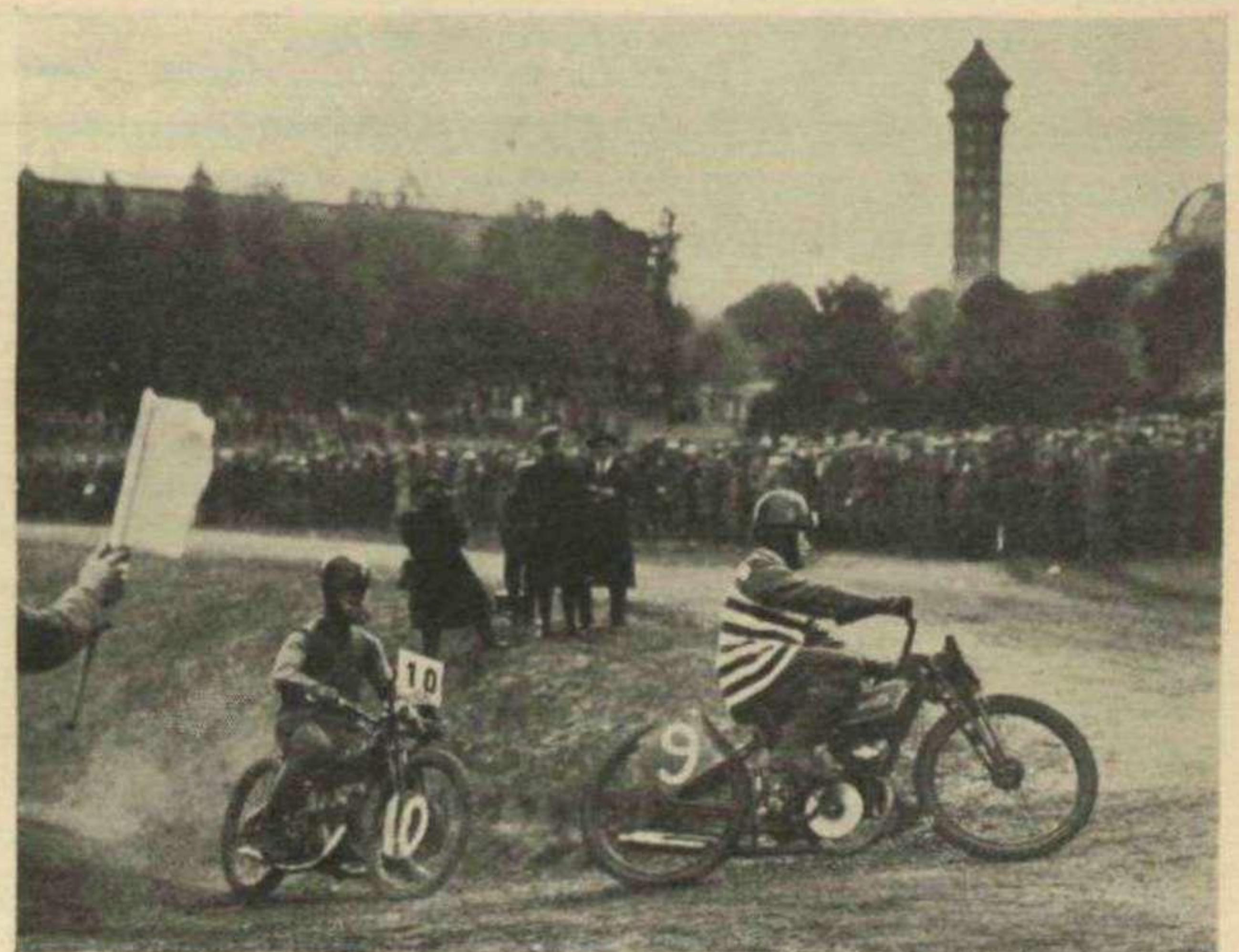


H. LE VACK AND E. C. FERNIHOUGH IN CLOSE COMPANY.

MORE NORTON RECORDS.

On Friday, 20th May, A. Denly and C. S. Staniland, riding a 5.88 h.p. Norton combination, broke fifteen world's records at Brooklands in Classes F and G. These records were as follows:—

500 Kilometres.....	64.67 m.p.h.	Class "F"
500 Miles	64.19 m.p.h.	" "F"
1000 Kilometres.....	63.20 m.p.h.	Classes "F" & "G"
5 Hours	64.76 m.p.h.	Class "F"
6 "	64.60 m.p.h.	" "F"
7 "	64.42 m.p.h.	" "F"
8 "	63.22 m.p.h.	" "F"
9 "	63.33 m.p.h.	" "F"
10 "	63.25 m.p.h.	Classes "F" & "G"
11 "	63.37 m.p.h.	" "F" & "G"
12 "	63.51 m.p.h.	" "F" & "G"



TWO DUNELT RIDERS TAKE THE MAZE HAIRPIN AT THE CRYSTAL PALACE.

HERE AND THERE.

SUCCESSFUL END TO RUDGE TEST.

G. R. Butcher, who has been carrying out a test of a Rudge-Whitworth combination under A.C.U. observation, has now brought this to a successful conclusion. He started by making 100 ascents and descents of the famous Bwlcy-y-Groes hill in North Wales, equivalent to 300 miles of running, on an average up and down gradient of 1 in 6, so that in all he climbed to four times the height of Mount Everest.

These climbs being satisfactorily completed, Butcher set off on a tour round Great Britain, with the A.C.U. observer still in the sidecar. He stayed the first night at Newcastle-on-Tyne, and the next at Carlisle, having gone there via Edinburgh. He then competed in the Alan Trophy Trial—one of the most strenuous of the year—and was successful in tying, in marks, for the best sidecar performance.

On the following day, Sunday, he rested, and as the machine had then done over 2,000 miles, the engine was decarbonised. Next day, Butcher set off by a winding route to the South Coast, returning through Devonshire and reaching Coventry on the Friday night. Butcher's run exceeded 2,000 miles, and as the machine had previously competed in the Stock Trial it had some 3,000 miles to its credit by the time Coventry was reached. Throughout the whole trip there was no involuntary stop, and the manufacturers may well feel proud of the performance.

The machine has now been taken to London, where it is again in the care of the A.C.U., in order that the further tests which are contemplated may be carried out later.

The Rudge-Whitworth machine used by Butcher for this observed test was picked from stock by A.C.V. officials and ridden solo by D. R. Lees in the Six Days Stock Machine. A gold medal was earned in this trial, and the machine was taken to Coventry, where a sidecar and low gear sprocket were fitted from stock and, still under observation, Butcher set out on the remarkable ride described above.

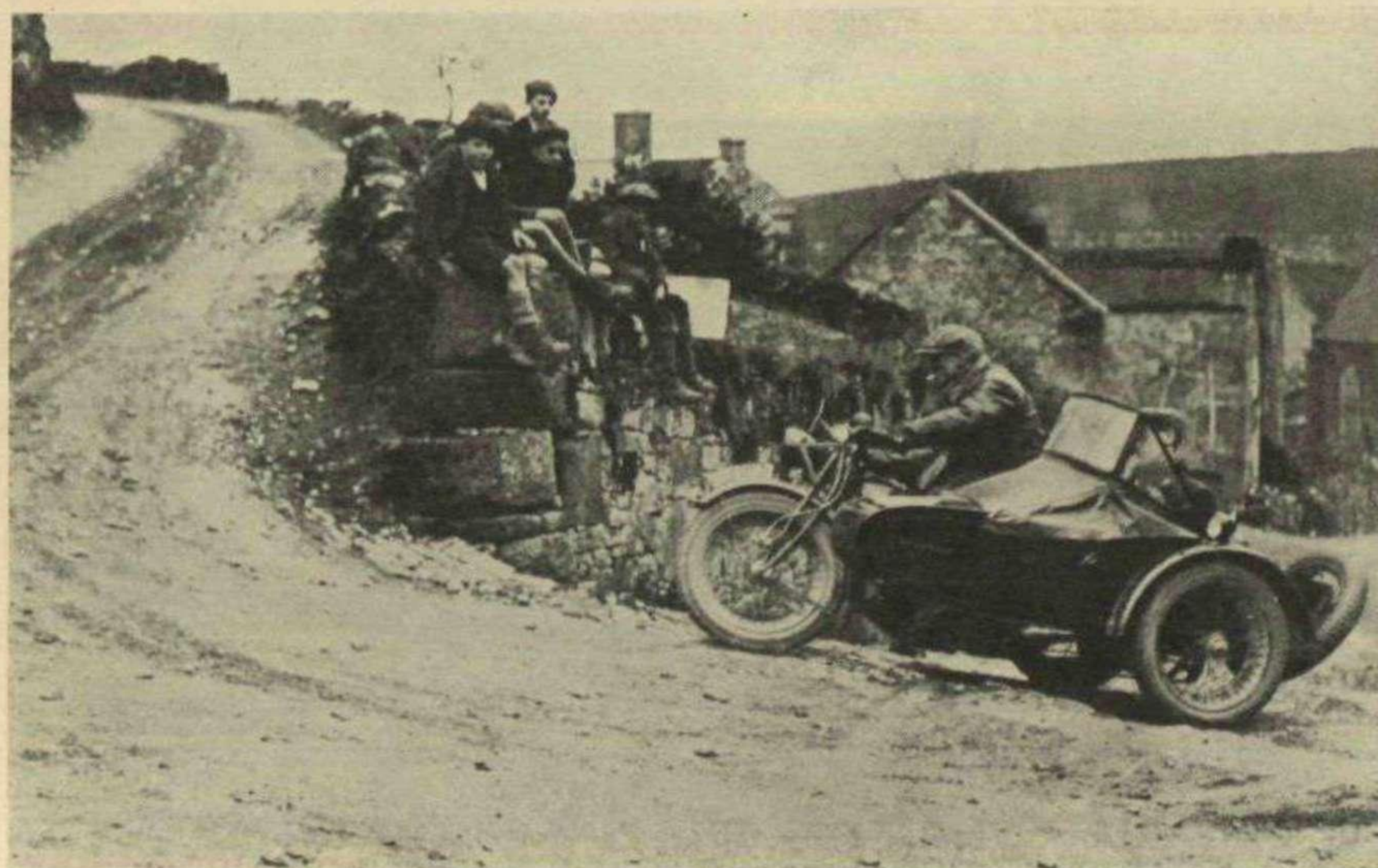


F. W. JAMES (MORGAN) COMPETING IN THE STOCK MACHINE TRIAL.

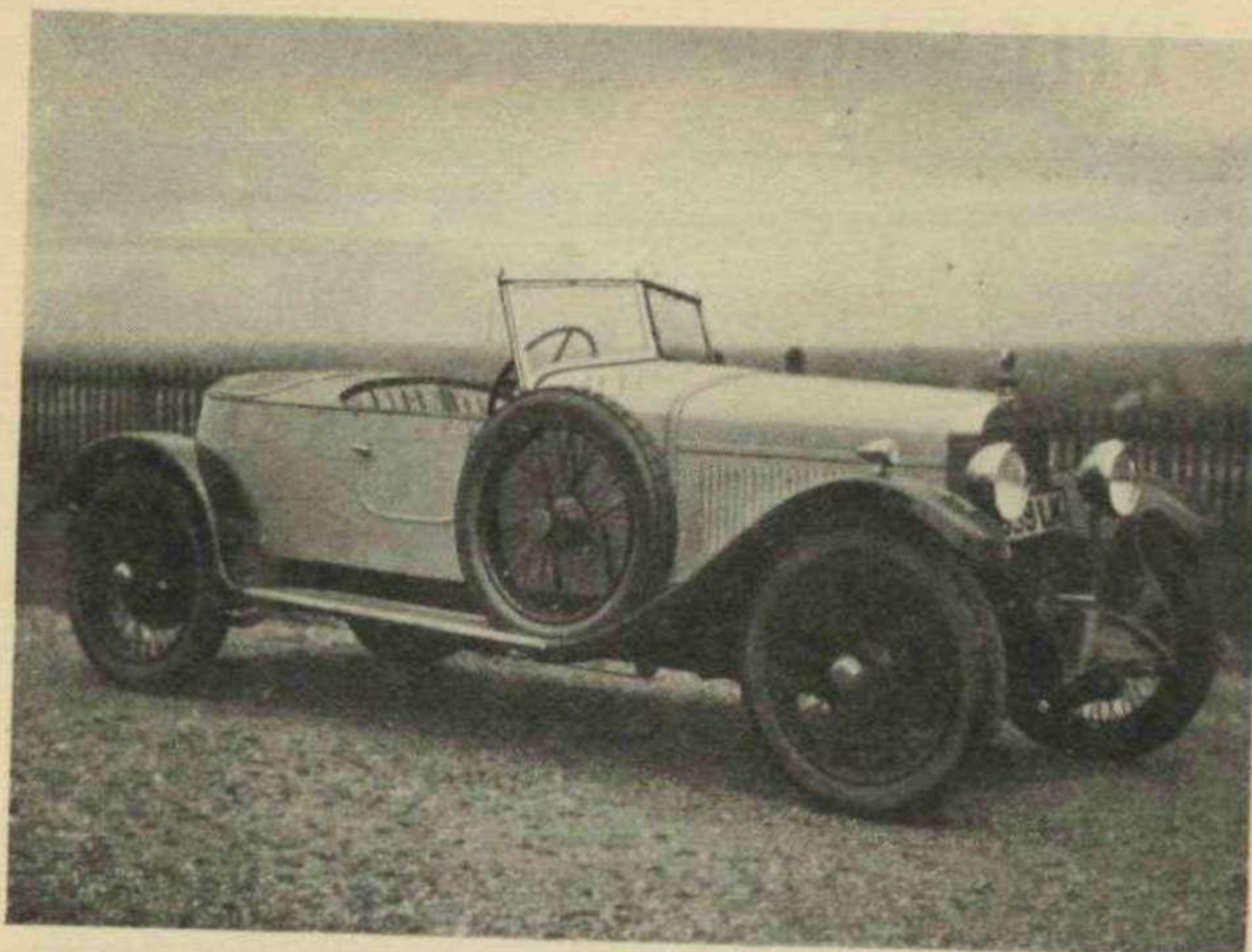
THE ROVER NINE.

We hear that the Rover Company is now many weeks behind in deliveries of the "Nippy Nine" car. Probably one reason for the popularity of this model is the extreme care with which it is made, for there are no mass production methods about it, where "any old thing" will do so long as the cars are made and delivered.

An example of this careful manufacture may be found in the engine test shop. When an engine is assembled, it is first run in thoroughly at a slow speed under power from a similar engine which is in a later stage of test. After being run in, it then motors under its own power for a certain time, whence it is transferred to another bench and coupled up to a new engine which, in turn, it drives as it was itself driven. It then goes on a brake test, where it must give off a certain definite brake horse power, and is finally stripped down and thoroughly examined for high spots, signs of wear, and the like, before it is reassembled and mounted in the chassis.



G. R. BUTCHER (RUDGE-WHITWORTH AND SIDECAR) NEGOTIATING A HAIR-PIN BEND DURING THE A.C.U. STOCK TRIAL.



SPORTING CARS ON TEST:

The 14 H.P. Sports Delage.

By THE EDITOR.

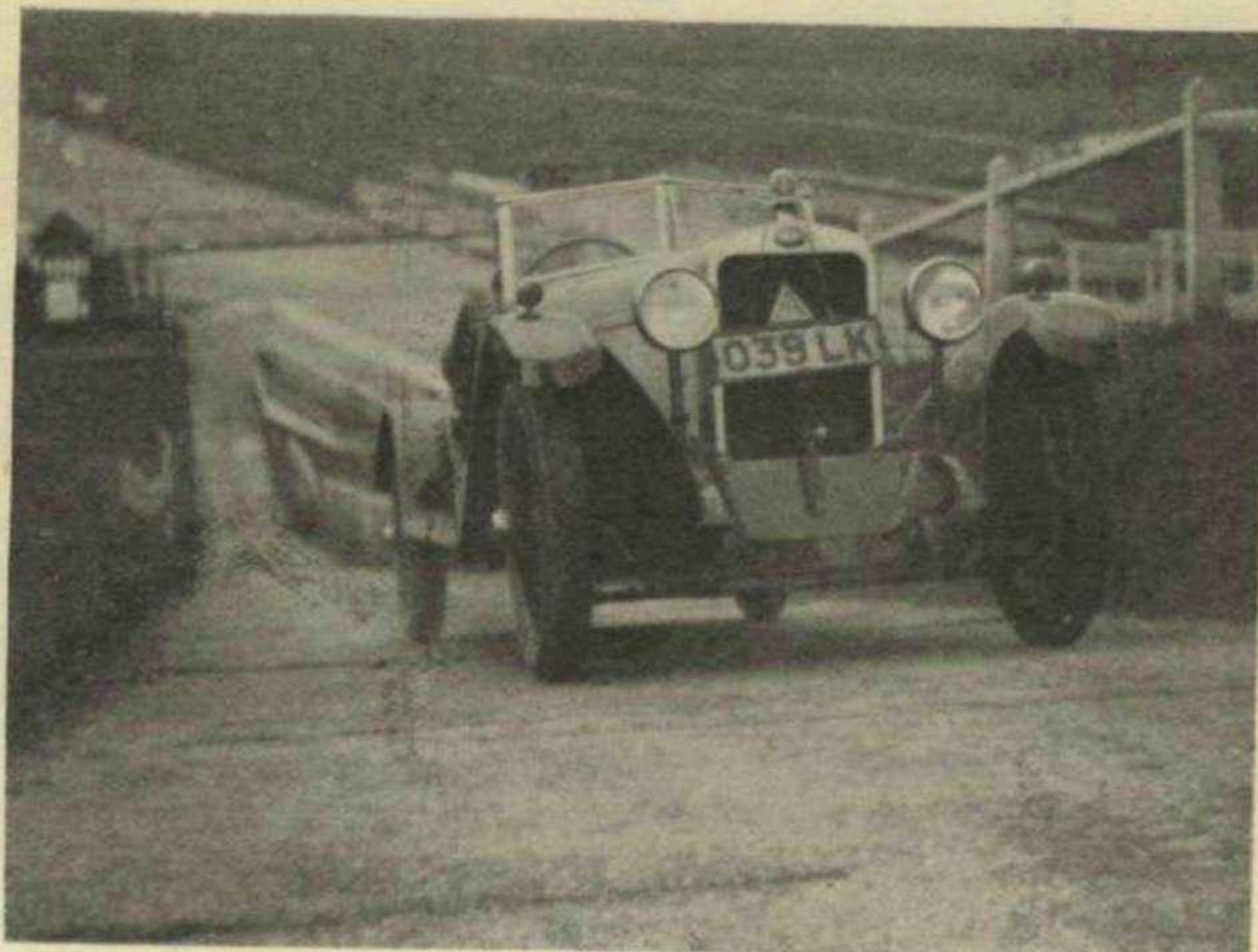
from this slight inequality of braking, but had we met with slippery surfaces, no doubt the value of correct adjustment would have been realised. After some fairly fast road work we arrived at Brooklands, and after a pause for refreshment proceeded to try the paces of the Delage on the track.

Speed.

In the ordinary way the fastest section of the track is the run down from the banking on to the Railway Straight and it was unfortunate that on the day of our trial there was a very strong head wind blowing against us. However with a crew of three, 70 m.p.h. was attained down the straight, and what was more creditable, just over 70 m.p.h. was maintained past the fork and up the slope to the Members' Bridge. Between 65 and 75 m.p.h. was maintained for two laps but on subsequent laps apparent plug pre-ignition occurred regularly just before the Bridge, thus compelling a temporary easing of the throttle pedal. We have no doubt that given suitable plugs and an engine more fully run in 75 m.p.h. laps could easily be attained on the Delage, while much greater speeds should be possible with a little tuning and stripping.

However the Delage is not a track racer, and viewed in its proper sphere it is an eminently satisfactory vehicle, since an easy 70 m.p.h. on a 2-litre engine is quite creditable.

No very high speeds were indulged in on the indirect gears owing to the newness of the engine, but 35-40 m.p.h. on second and well over 50 m.p.h. on third served to show that the motor did not object to rotating rapidly.



THE DELAGE SOARING OVER THE BROOKLANDS TEST HILL.

BY the courtesy of Messrs. J. Smith and Company of Albemarle Street, we recently enjoyed a very interesting day out in a Sports Delage, fitted with a very handsome 2-seater body. A dicky seat of somewhat diminutive proportions was concealed in the "stern", being covered when not in use, by a stout decked hatch on approved nautical lines.

This seat was occupied for the greater part of the trip by the photographer, who became somewhat blasphemous when we carried out impromptu brake tests or tried the suspension at speed on rough roads!

As usual the first few miles of our journey led through traffic infested streets, but a burst of sixty miles an hour along that very rough riverside road from Barnes to Richmond enlivened matters somewhat before the usual irritating crawl through Kingston. Further on, at Esher, a zealous P.C. suspected us of race-going under trade number plates but readily accepted the stereotyped excuse of "on test" and allowed us to pull out from the queue of Sandown Park pilgrims.

Traffic exigencies had so far prevented any definite impressions of the characteristics of the car, though like most high grade sports models it proved perfectly docile and well behaved at slow speeds, it being possible to accelerate smoothly from the merest crawl on top gear. By judicious use of the gear-box however, it was possible to experience really useful acceleration of a genuine sporting nature and extremely creditable in view of the fact that the car was new and by no means under-equipped.

Deceleration.

The brakes were effective but it was not until we reached the open road that their full worth could be appreciated. We then found that great liberties could be taken in leaving deceleration till the last second, when the foot pedal, operating shoes on all four wheels, brought the car to a standstill in a remarkably short distance—about 35 yards we should estimate, from 40 m.p.h.

If the pedal was trodden on viciously the brakes were somewhat harsh and one or both back wheels locked. Probably a little adjustment would even up the braking power on all four wheels and provide even better deceleration. The roads being dry, no ill effects were noticed

SPORTING CARS ON TEST—continued.

Hill Climbing.

An attack was then made on the Test Hill; from a practically standing start at the foot, on second gear the Delage accelerated up to over 30 m.p.h., but dropped to 25 m.p.h. on the 1 in 4 section at the top. No attempt was made to rush the hill and there was never any fear that bottom gear would be necessary, even if the hill had been negotiated on a smaller throttle opening at a lower speed.

On descending the Test Hill it was found that either hand or foot brake (both incidentally working on the same shoes) would stop the car dead from 20 m.p.h. at any point on the hill.

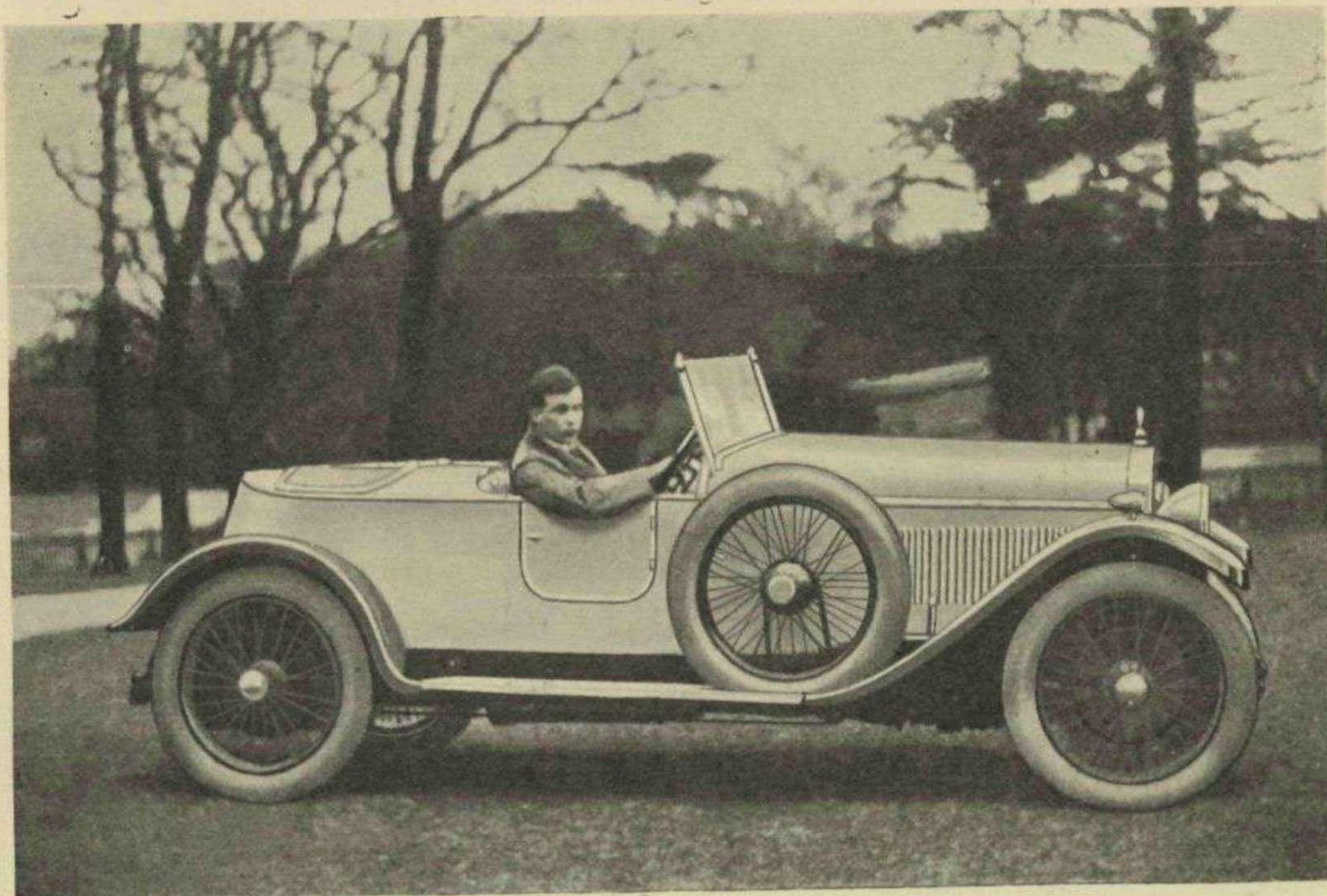
With regard to the system whereby both controls work brakes on all four wheels, for touring cars we have no fault to find with this plan, but on a sports car,

cornering fast on the road the steering was just a shade too heavy to be perfect, probably due to the newness of the car.

A very commendable and complete absence of rolling on fast corners was a feature of the Delage, even if we were forced to negotiate corners on the reverse camber.

Comfortable pneumatic upholstery and spring steering wheel guarded against any bodily fatigue, while the sweetness of the clutch and the ease with which the gears could be changed all contributed to the general feeling of restful travel, a feeling which could easily be converted to "Grand Prix Fever" by the vicious rasp of the exhaust, if the accelerator were pushed through the floorboards.

The latter items incidentally provided a mild criticism,



THE SPORTS DELAGE PHOTOGRAPHED IN FAMILIAR AND PICTURESQUE SURROUNDINGS.

driven as such, we cannot help feeling that occasions might arise when it would be advantageous to lock the back wheels only.

In these days of crowded roads and police traps it is all wrong, of course, to think of skidding sharp bends with locked wheels, but such "menacing" has its fascination and it may not always be possible to create the desired skid with the aid of the accelerator.

Road Holding.

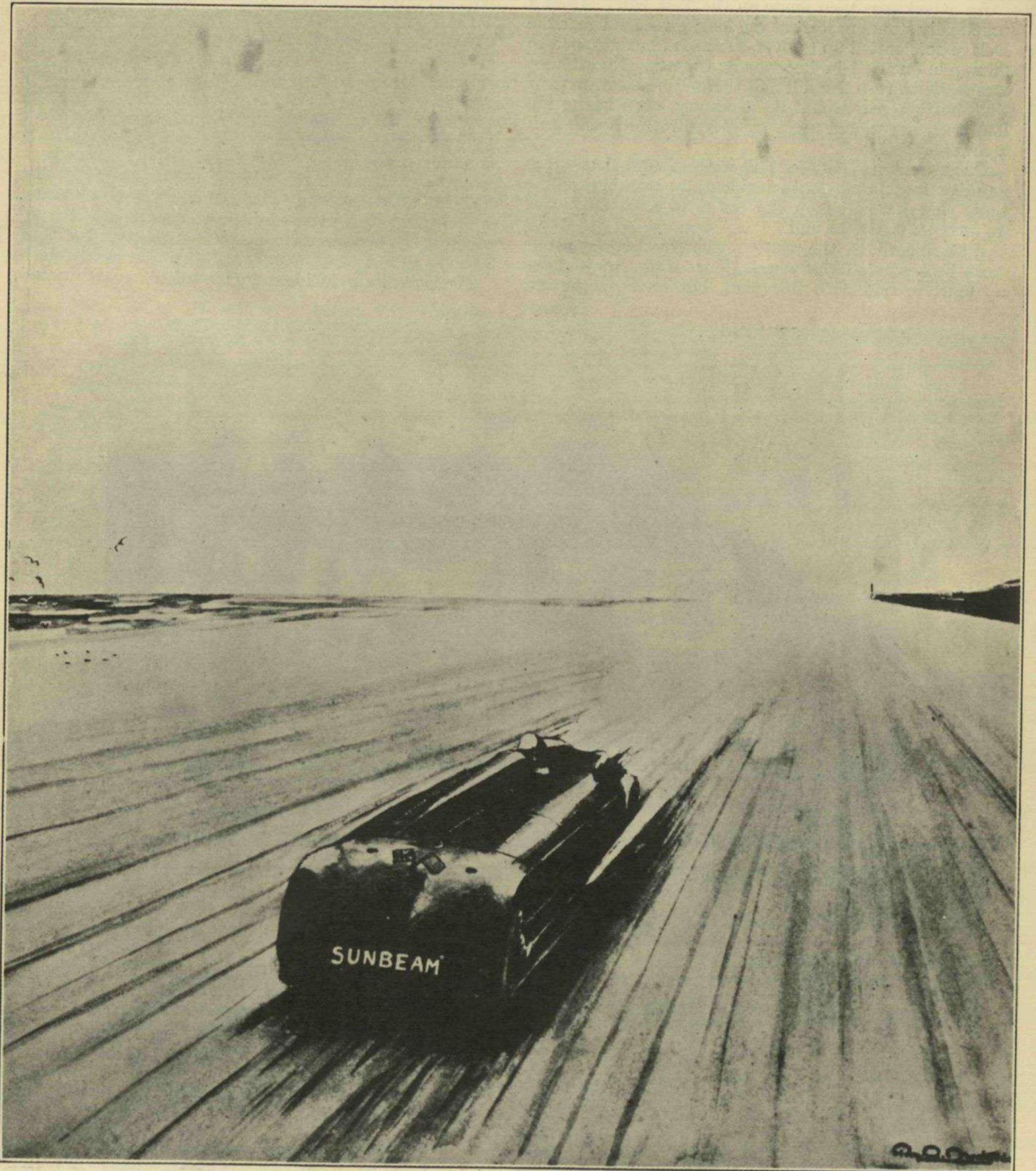
At speed on the track and on the road the Delage was as steady as could be desired, though naturally the bumpy state of the former caused a little discomfort, especially to the passenger in the dickey. At all speeds two fingers on the spring spoked steering wheel, were sufficient to keep the car straight ahead, though when

in that when 60 m.p.h. was attained, up they came with monotonous regularity, allowing a miniature sandstorm to enter the driver's eyes. This trick does not reflect in any way on the car or its designers, and is, of course, very easily remedied, but it is worth recording as it shows what a factor wind pressure is at such speeds.

This concludes our impressions of the latest Delage, a marque which incidentally has an excellent racing reputation, and no doubt many of the valuable lessons of the "great game" have affected the development of the production chassis, which, in sports form, sells at £415.

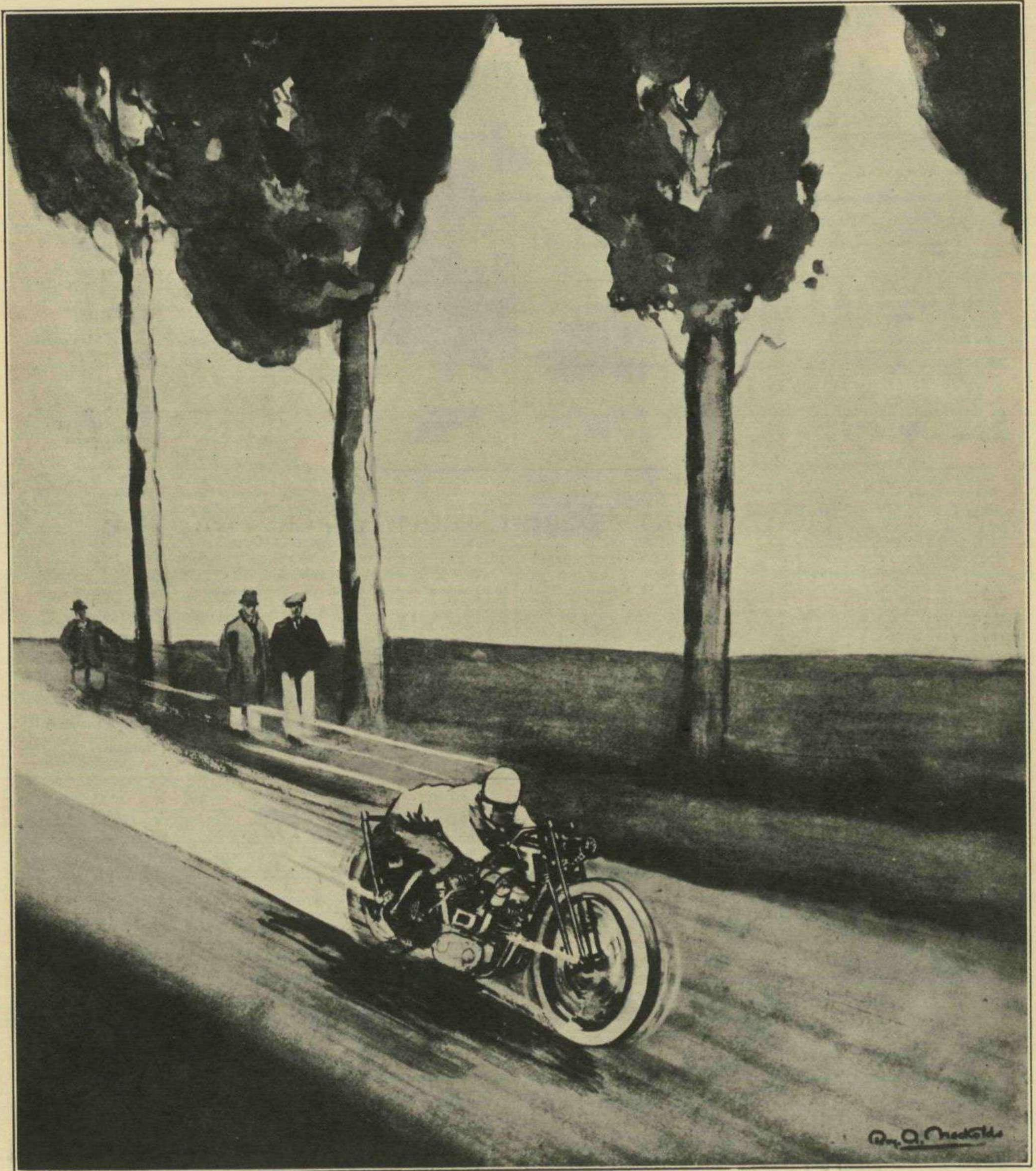
All particulars of Delage models may be obtained from J. Smith & Co., of Albemarle Street, and from the London and Parisian Motor Co., Ltd., of 87, Davies Street, Oxford Street, W.1.

TWO FAMOUS BREAKERS



MAJOR H. O. D. SEGRAVE TRAVELLING AT OVER 200 M.P.H. ON DAYTONA BEACH IN HIS
TWIN ENGINED SUNBEAM CAR.

OF WORLD'S RECORDS.



C. F. TEMPLE, WHO ATTAINED OVER 120 M.P.H. ON A BRITISH VULPINE ENGINED MACHINE AT ARRPAJON, NEAR PARIS.

T. T. ENTRIES.

JUNIOR TOURIST TROPHY RACE, 1927.

<i>Entrant.</i>	<i>Machine.</i>	<i>Driver.</i>	<i>Entrant.</i>	<i>Machine.</i>	<i>Driver.</i>
The Enfield Cycle Co. Ltd.	3.44 Royal Enfield	J. G. Burney	A. J. Stevens & Co. (1914) Ltd.	3.48 A.J.S.	L. R. Cohen (Natal M.C.C.).
The Enfield Cycle Co. Ltd.	3.44 Royal Enfield	C. S. Barrow	A. J. Stevens & Co. (1914) Ltd.	3.48 A.J.S.	E. A. Simcock
The Enfield Cycle Co. Ltd.	3.44 Royal Enfield	G. L. Reynard	New Gerrard Motors	3.48 New Gerrard	J. A. Porter
The Enfield Cycle Co. Ltd.	3.44 Royal Enfield	T. Stewart	L. Parker	3.48 Douglas	Entrant
The Rex Motor Manufacturing Co. Ltd.	Rex Acme	H. Dyson	Excelsior Motor Co. Ltd.	3.44 Excelsior	K. Twemlow
The Rex Motor Manufacturing Co. Ltd.	3.48 Rex Acme	D. McCrae	Excelsior Motor Co. Ltd.	3.44 Excelsior	E. Twemlow
The Rex Motor Manufacturing Co. Ltd.	Rex Acme	W. L. Handley	The Cotton Motor Co.	3.50 Cotton	C. W. Johnston
Veloce Ltd.	3.48 Velocette	Alec Bennett	The Cotton Motor Co.	3.50 Cotton	H. F. Brockbank
Veloce Ltd.	3.48 Velocette	F. A. Longman	The Cotton Motor Co.	3.50 Cotton	W. Colgan
Veloce Ltd.	3.48 Velocette	H. J. Willis	W. Montgomery & Co.	3.46 Montgomery	A. Noterman
New Imperial Motors Ltd.	3.49 New Imperial	L. Horton	W. Montgomery & Co.	3.46 Montgomery	J. Hardaker
New Imperial Motors Ltd.	3.49 New Imperial	F. L. Hall	Taylor, Himing Motor Co.	3.44 Zenith	G. E. Himing
New Imperial Motors Ltd.	3.49 New Imperial	S. Jones	F. W. Dixon	3.44 H.R.D.	Entrant
John Marston Ltd.	3.47 Sunbeam	G. W. Walker	The Calthorpe Motor Cycle Co.	3.50 Calthorpe	S. Gill
John Marston Ltd.	3.47 Sunbeam	A. G. Melrose (Australia)	New Hudson Ltd.	3.46 New Hudson	Tom Bullus
John Marston Ltd.	3.47 Sunbeam	C. J. P. Dodson	New Hudson Ltd.	3.46 New Hudson	O. Langton
C. Wade	3.49 A.J.S.	Tommy Spann	New Hudson Ltd.	3.46 New Hudson	J. Guthrie
A. J. Stevens & Co. (1914) Ltd.	3.48 A.J.S.	J. E. Wade	J. Austin & Son	3.49 B.S.A. Super	A. Austin
A. J. Stevens & Co. (1914) Ltd.	3.48 A.J.S.	J. H. Simpson	"Dot" Motors (1926) Ltd.	3.44 Dot	W. S. Pearce
A. J. Stevens & Co. (1914) Ltd.	3.48 A.J.S.	C. W. Hough	"Dot" Motors (1926) Ltd.	3.44 Dot	E. A. Todd
A. J. Stevens & Co. (1914) Ltd.	3.48 A.J.S.	G. E. Rowley	W. H. T. Meageen	3.49 A.J.S.	Entrant
A. J. Stevens & Co. (1914) Ltd.	3.48 A.J.S.	R. F. Parkinson	J. Robinson	3.48 Chater-Lea	Entrant
			P. S. Crauford	3.50 H.R.D.	R. V. Crauford
			Osborne Engineering Co. Ltd.	3.44 O.E.C.	C. H. Juggins

LIGHTWEIGHT TOURIST TROPHY RACE, 1927.

<i>Entrant.</i>	<i>Machine.</i>	<i>Driver.</i>	<i>Entrant.</i>	<i>Machine.</i>	<i>Driver.</i>
The Enfield Cycle Co. Ltd.	2.46 Royal Enfield	C. S. Barrow	The Excelsior Motor Co. Ltd.	2.49 Excelsior	K. Twemlow
The Enfield Cycle Co. Ltd.	2.46 Royal Enfield	J. G. Burney	The Excelsior Motor Co. Ltd.	2.49 Excelsior	E. Twemlow
The Enfield Cycle Co. Ltd.	2.46 Royal Enfield	G. L. Reynard	W. Montgomery & Co.	2.50 Montgomery	L. Higson
The Enfield Cycle Co. Ltd.	2.46 Royal Enfield	T. Stewart	The Cotton Motor Co.	2.50 Cotton	C. W. Johnston
The Rex Motor Manufacturing Co. Ltd.	2.50 Rex-Acme	G. S. Davison	The Cotton Motor Co.	2.50 Cotton	W. Colgan
The Rex Motor Manufacturing Co. Ltd.	Rex-Acme	W. L. Handley	The Cotton Motor Co.	2.50 Cotton	F. G. Morgan
New Imperial Motors Ltd.	2.46 New Imperial	S. Jones	F. J. Youngs Ltd.	2.50 O.K. Supreme	C. T. Ashby
New Imperial Motors Ltd.	2.46 New Imperial	F. L. Hall	"Dot" Motors (1926) Ltd.	2.49 Dot	J. Cooke
New Imperial Motors Ltd.	2.46 New Imperial	L. Horton	"Dot" Motors (1926) Ltd.	2.49 Dot	S. Gleave
New Imperial Motors Ltd.	2.46 New Imperial	E. C. Fernihough	O.K. Supreme Motors Ltd.	2.49 O.K. Supreme	A. Bennett
Briggs & McCrae Bros.	2.48 Rex-Acme	D. McCrae	O.K. Supreme Motors Ltd.	2.49 O.K. Supreme	G. L. Boudin
New Gerrard Motors	2.48 New Gerrard	J. A. Porter	O.K. Supreme Motors Ltd.	2.49 O.K. Supreme	T. L. Edmondson
			S. A. Crabtree	Crabtree J.A.P.	Entrant
			J. Robinson	2.46 New Imperial	Entrant

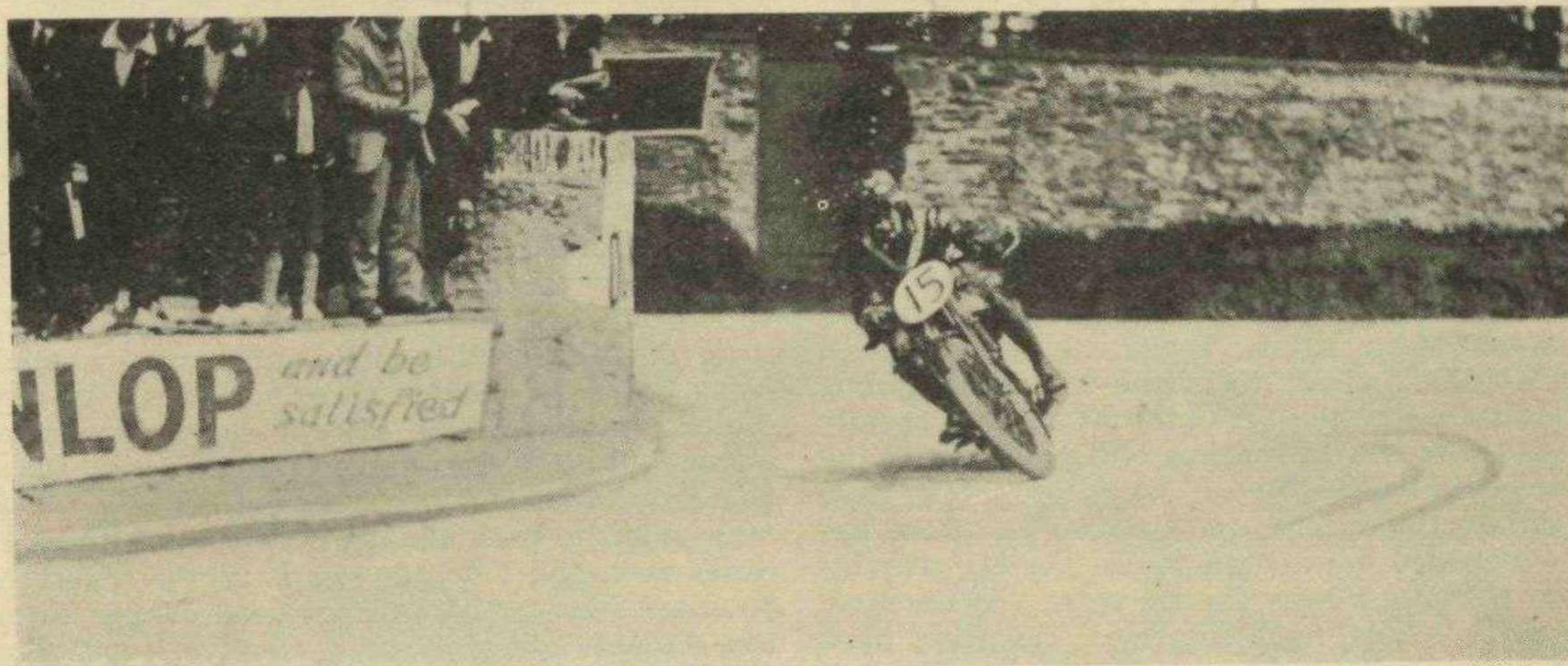
SENIOR TOURIST TROPHY RACE, 1927.

<i>Entrant.</i>	<i>Machine.</i>	<i>Driver.</i>	<i>Entrant.</i>	<i>Machine.</i>	<i>Driver.</i>
Norton Motors (1926) Ltd.	4.90 Norton	J. W. Shaw	A. J. Stevens & Co. (1914) Ltd.	4.98 A.J.S.	R. F. Parkinson
Norton Motors (1926) Ltd.	4.90 Norton	Alec Bennett	A. J. Stevens & Co. (1914) Ltd.	4.98 A.J.S.	L. R. Cohen (Natal M.C.C.)
Norton Motors (1926) Ltd.	4.90 Norton	J. Craig	A. J. Stevens & Co. (1914) Ltd.	4.98 A.J.S.	E. A. Simcock
Norton Motors (1926) Ltd.	4.90 Norton	S. Woods	L. Parker	4.98 Douglas	Entrant
Norton Motors (1926) Ltd.	4.90 Norton	L. Stewart (Australia)	Porters Motor Mart	4.93 Sunbeam	J. A. Porter
The Rex Motor Manufacturing Co. Ltd.	Rex-Acme	W. L. Handley	G. W. Patchett	4.99 McEvoy	Entrant
W. S. Braidwood	4.99 P & M	Entrant	C. A. C. Birkin	4.99 McEvoy	Entrant
The Cotton Motor Co.	4.50 Cotton	C. W. Johnston	O. Wade	4.98 A.J.S.	Entrant
The Cotton Motor Co.	4.98 Cotton	H. F. Brockbank	F. W. Dixon	4.98 Scott	E. Mainwaring
John Marston Ltd.	4.93 Sunbeam	G. W. Walker	Scott Motors (Manchester) Ltd.	4.98 Scott	H. Langman
John Marston Ltd.	4.93 Sunbeam	C. J. P. Dodson	The Scott Motor Cycle Co. Ltd.	4.98 Scott	G. E. Mills
John Marston Ltd.	4.93 Sunbeam	Tommy Spann	The Calthorpe Motor Cycle Co.	5.00 Calthorpe	S. Gill
W. Montgomery & Co.	4.96 Montgomery	A. Warwick	New Hudson Ltd.	4.96 New Hudson	T. Bullus
W. Montgomery & Co.	4.98 Montgomery	G. E. Himing	New Hudson Ltd.	4.96 New Hudson	O. Langton
W. Montgomery & Co.	4.98 Montgomery	S. Hughes	New Hudson Ltd.	4.96 New Hudson	J. Guthrie
H. Mathews	4.90 Norton	Entrant	J. Whalley		Entrant
The Triumph Cycle Co. Ltd.	4.98 Triumph	W. Evans	H.R.D. Motors Ltd.	H.R.D.	H. R. Davies
The Triumph Cycle Co. Ltd.	4.98 Triumph	T. Simister	H.R.D. Motors Ltd.	H.R.D.	F. W. Dixon
The Triumph Cycle Co. Ltd.	4.98 Triumph	N. Black	H.R.D. Motors Ltd.	H.R.D.	C. P. Wood
The Triumph Cycle Co. Ltd.	4.98 Triumph	A. R. Quinn	The Tinkler Motor Cycle Manufacturing Co. Ltd.	4.90 Tinkler Special	A. Tinkler
The Triumph Cycle Co. Ltd.	4.98 Triumph	H. McVitie	The Osborne Engineering Co. Ltd.	4.90 O.E.C.	C. H. Juggins
The Triumph Cycle Co. Ltd.	4.98 Triumph	H. F. Harris	Rudge-Whitworth Ltd.	Rudge-Whitworth	G. E. Nott
R. D. Nicol & Co. Ltd.	4.90 Norton	E. Searle	Rudge-Whitworth Ltd.	Rudge-Whitworth	C. T. Ashby
A. J. Stevens & Co. (1914) Ltd.	4.98 A.J.S.	J. H. Simpson	Rudge-Whitworth Ltd.	Rudge-Whitworth	F. A. Longman
A. J. Stevens & Co. (1914) Ltd.	4.98 A.J.S.	C. W. Hough			
A. J. Stevens & Co. (1914) Ltd.	4.98 A.J.S.	G. E. Rowley			

Also four entries from Messrs. Moto Guzzi (Italy).

THE TOURIST TROPHY RACES.

A Review of the Races with Notes on Riders and Machines.



ENTRIES for the Tourist Trophy Races have now finally closed with a total of 133 as against 141 last year. The entries in each race with the number for the corresponding event in 1926 are as follows:— Senior: 1927—57; 1926—58. Junior: 1927—47; 1926—62. Lightweight: 1927—29; 1926—21. It will be seen that whilst there is a drop of fifteen in the Junior Race, there is an increase of eight in the Lightweight, the Senior remaining practically as before. In the Senior Race, taking the Races in their order of importance, only two big firms that officially entered last year are not competing this year. Douglas Motors have already announced that the fire which destroyed a part of their works a short time back prevents them from participating, and P. & M's are probably too busy turning out Panthettes to think very much about racing. Both firms will be represented, however, as Parker, who won the Sidecar Race in 1925, has entered himself on a Douglas together with Whalley on a similar machine, and Braidwood—who is by way of being a private owner—has done the same on a P.M.

The Senior Race.

In last year's Senior there was one S. African rider, in Moller, whilst the Continent was represented by Gheri on an Italian built Guzzi and the Spaniard Macaya, who rode a Norton. This year the Colonies will be represented by Stewart, an Australian, on a Norton, and Cohen, who is coming from S. Africa to ride an A.J.S. Three Guzzis are entered, but most unfortunately Gheri, the ace of the team, will not be riding. He crashed recently riding in Italy, and broke both his legs. Everyone will regret his absence from the T.T., his brilliant riding, and the remarkable training which preceded it last year, won him a place in the hearts of the public which is not often accorded to a newcomer. At the moment it is known that Achille Varzi will ride

one of the Guzzis, but the other riders have not yet been nominated. Varzi, who has hitherto ridden Sunbeams in this race, has a remarkable record. He has competed for three successive years. In 1924, his first appearance, he was given the Nisbet award for hurling himself off his machine when coming down the mountain to avoid running over a competitor who had crashed in front of him. In 1925 he won the "Motor Cycle" Trophy for the best performance by an overseas rider, and last year he took home a replica by finishing seventh, his average speed being 63.90 m.p.h., which beats the winning speed in 1924 by over two miles per hour. In addition to the Guzzis there are two entries from Spain. Faura will ride a 500 c.c. B.S.A., and Vidal a Norton. The foreign challenge is therefore greater in this race than it has ever been before. What is there to meet it? In the first place, there is a very powerful Norton team, including Woods (last year's winner), Bennett, Craig, Shaw and Searle; a combination likely to strike terror into the hearts of the boldest. Next, the A.J.S. people with Simpson—the holder of the lap record for the course,—Hough, who might have been the winner last year but for that unfortunate fly that momentarily blinded him and caused him to crash, Rowley and Parkinson. Another formidable team. Sunbeams, with Walker, Spann, Porter and Dodson; seven Triumphs, the riders of which are not yet definitely settled, three Scotts, again without any positive news about riders, three new Hudsons fathered by Le Vack with Bullus, Guthrie and Langton "up"; a strong team of three Ridges in the hands of Longman, Ashby and Nott; three Montgomeries; Handley playing a lone but dangerous hand on his Rex Acme; and finally, the problem team of the whole race, H.R.D.'s with Dixon, Wood and Davies himself in the saddles. If J. A. P's can make an engine that will stand up to Freddie Dixon's driving, then I shall not be surprised to see the

THE TOURIST TROPHY RACES—continued.

H.R.D.'s black tank in front from start to finish. Although there is another black tank with Jimmie Simpson astride it, that will not eat anybody's dust whilst the machine sticks together. It is too early yet, however, to think of forecasting winners with the practising still a couple of weeks off, fascinating as the pastime is, but this I will venture on, given fine weather, the race will be one of the closest, most thrilling, Seniors in the whole history of the T.T., and last year's record speed of 67.54 will again be beaten.

The Junior Race.

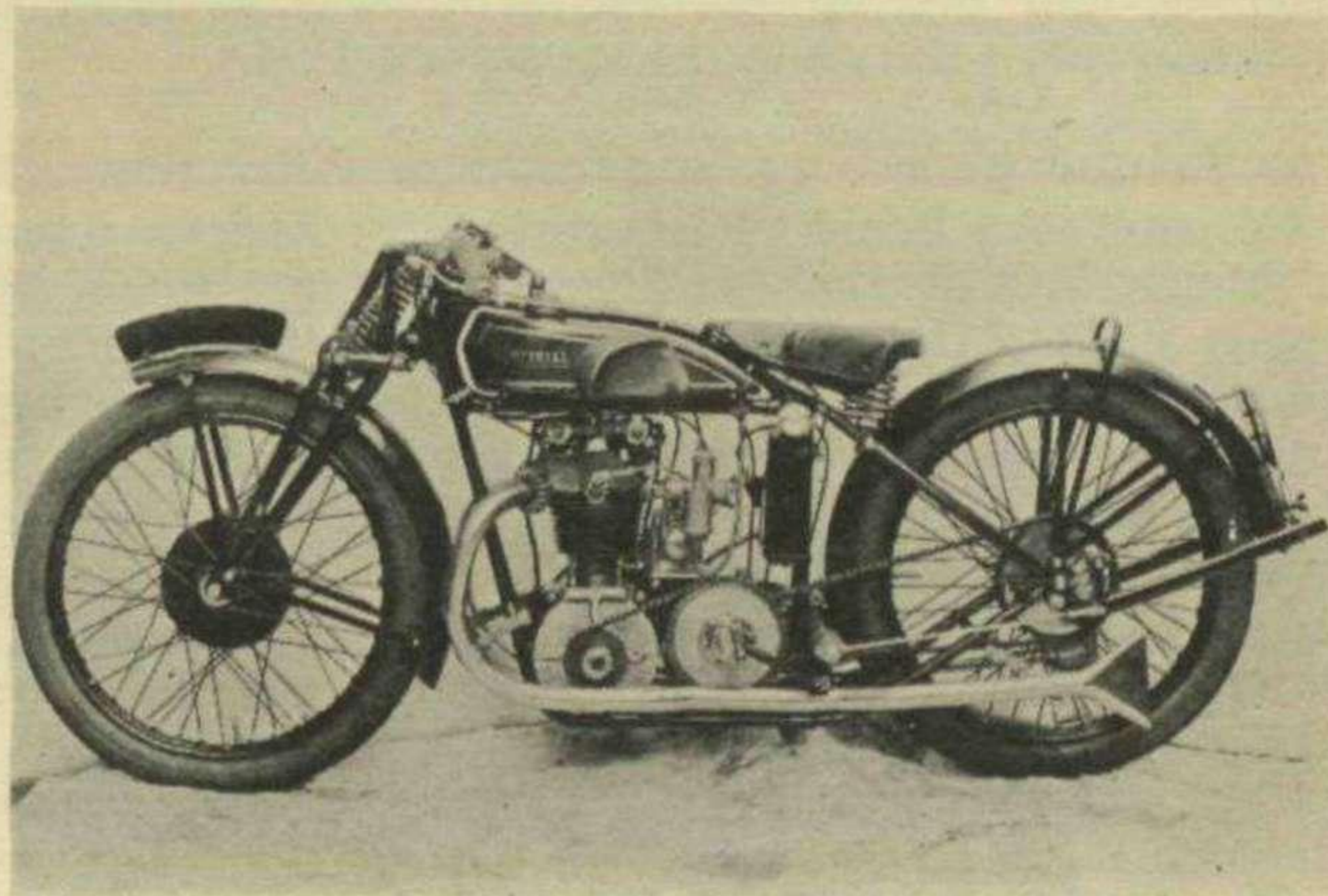
It is strange that this event—for 350 c.c. engines—should show the biggest drop in entries this year. Less than two years ago the 350 machine was regarded as the solo mount of the future. Everybody who professed to know anything about the trend of motor cycling publicly declared that the day of the 500 c.c. was rapidly passing, and that it would ultimately be put out of the running for good by the 350 c.c. Those prophecies have proved to be utterly false, for the 500 c.c. Race has gradually increased in strength, whilst the 350 c.c. this year shows the lowest entry for five years. At the same time the entry is fully representative. Douglas's have no official entry, for the reason given above, although Parker has an entry on one of these machines in his own name. H.R.D.'s also have no official entry, but Dixon has entered one, as has also Crauford. Apart from that, very much the same firms are represented as last year, save that the Italian Garelli and Bianchi machines will not be represented. This is a very definite loss, for Bianchis finished all three machines last June, two of them only just failing to obtain replicas. This year there are no foreign entries, and only two colonials will be riding, viz., Cohen on an A.J.S., and Melrose on a Sunbeam, the first being the same S. African who is riding in the Senior, whilst the latter is an Australian who has already had a taste of British road conditions in the recent Stock Machine Trial. It looks, therefore, as though this race will be fought out between the home factories, and a fine struggle should result. A.J.S.'s, Sunbeams, Cottons, Excelsiors (with works tuned engines and the Twemlow brothers riding), New Hudsons, New Imperials, Rex Acmes, Royal Enfields and Velocettes, each with their crack riders, will provide a race that will be worth going far to see. Again, I think last year's speed of 66.70 m.p.h. will be beaten. Bennett, who won last year, had nearly ten minutes in hand when he finished, and there is no doubt that had he been pressed he could have knocked minutes off his time, and might even have equalled the Senior speed. To my mind the Velocettes again provide the biggest danger in the race. The riders of the three machines will be Bennett, Longman and Willis, and they will want a lot of catching. A.J.S.'s should press them close, and Handley and Dixon will certainly chase to death anybody who may be in front of them. I feel, too, that New Hudsons will be in the picture. Le Vack has shown us on Brooklands that he has now surmounted his original difficulties and has found some tremendous speeds. If his riders are good enough, then it is not at all unlikely that New Hudsons will figure amongst the T.T. winners for the first time in history.

The Lightweight Race.

Last year the Lightweight Race provided the most thrilling struggle of the week. For five laps Gherzi tore round the course at over 60 m.p.h., with the rest of the field trailing far behind. All save one man. Paddy Johnston, on a Cotton, dogged the Italian's wheels throughout the race, and when his chance came in the last lap he seized it like a hero and by sheer resolution forced himself home a winner by a bare 20 secs. Such a finish is not uncommon in the Tourist Trophy Races, but it is rare that it lies between a British and a foreign rider, and this international atmosphere undoubtedly added enormously to the interest.

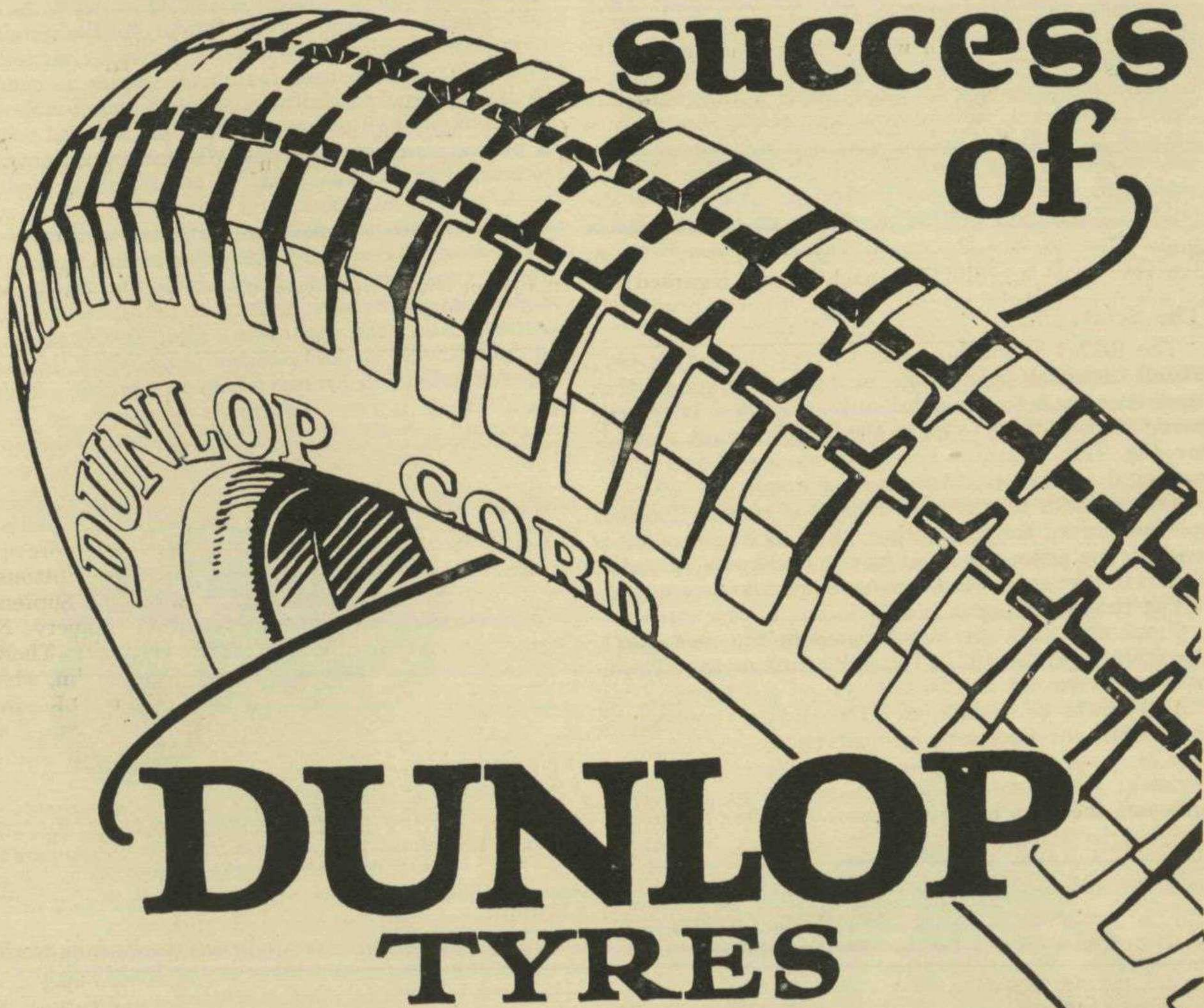
This year the Lightweight shows an increase in the entries of eight over last year,—a most satisfactory state of affairs; the outstanding entry undoubtedly being the Guzzi team of three machines. Were Gherzi present to ride in the team I should be inclined to nominate him as the winner straight away. Last year he nearly brought it off alone and unaided. With two other riders to back him up, he would have had a much easier task, and I doubt even if another effort such as Johnston's last year would be good enough to prevent this Trophy going abroad. However, poor Gherzi is out of it, and that leaves the issue very much more open. In addition to the Guzzis, there are three Cottons, 2 Dots, 2 Excelsiors, 5 New Imperials, 4 O.K. Supremes, 3 Rex Acmes, 4 Royal Enfields, a Montgomery, New Gerrard and Crabtree's home made machine. There is only one other "foreign" rider, viz., Boudin, who is coming from the Channel Islands to ride an O.K., but I do not think he will be likely to affect the issue unless he turns out to be another Gherzi. If he does, he will be immensely popular, for the T.T. spectators love an outsider to win,—almost as much as they do the favourite. The speed of the Lightweight last year was 60.20 m.p.h., and if the speed of the 250 c.c. machines at Brooklands this year is any criterion, then it will surprise me if the average is not put up by three or four miles per hour.

Once practise commences and we see what this year's machines are like, we can get a comparative idea of the various chances of the different riders, but I think it is absolutely certain that this year's T.T. will be one of the very finest on record.



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THE TOURIST TROPHY RACES—continued.

MACHINES FOR THE T.T.

IN the past it has been the custom for manufacturers to produce altogether special models for the T.T. races, and then, perhaps, to incorporate some of their good features in the production models for the following season. This year, however, there appears to be a general tendency for machines of a fairly standard type to be used, and although there are certainly a number of new designs, in the main the motor-cycles which will be used in this month's T.T. races are very similar to the 1927 models which are available to the public. Examples of this procedure may be found in the entries of H.R.D., Scott, Velocette, New Hudson, Enfield and O.K. Supreme.

The Scott.

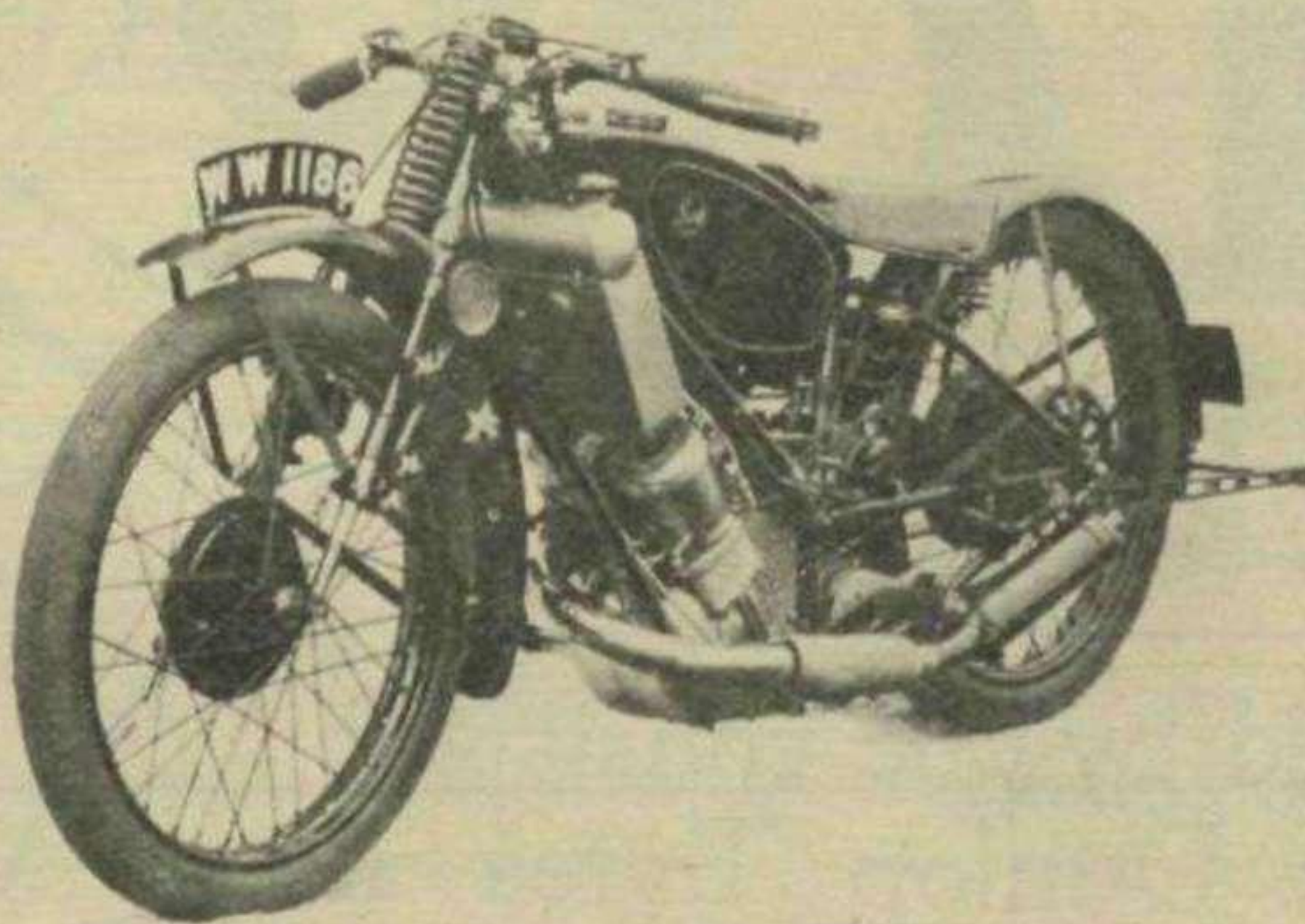
The 1927 T.T. machine follows very closely the 1927 Flying Squirrel production model. Alterations that have been made are to detail only, and these have been carried out in order to make the machine more suitable for the T.T. course. Foremost among these is the cutting down and redistribution of weight.

The engine is as standard, except, of course, that it is specially tuned for this purpose, and auxiliary oiling is used for the pistons, worked from a heel-operated pedal. This is to give extra oil direct to the pistons as required.

The three-speed gear box is minus a kick-starter.

Shock absorbers are incorporated in the rear wheel, the same as on the 1927 Flying Squirrel model. These, however, were not used in last year's T.T. race.

A separate oil tank under the saddle supplies the chain with the necessary lubrication.



1927 T.T. Scott.

The Scott racer is very similar to the standard "Flying Squirrel" Scott. The manufacturers, however, are making an effort to reduce the weight of the machine, and, wherever possible, reductions in this direction have been effected. Weight distribution has been carefully studied, and the engine is farther back and rather lower in the frame than on the standard machine. The new Scotts are reported to be extremely fast, and should give a good account of themselves. Harry Langman and E. Mainwaring will be riding, but as yet it is doubtful if the vacancy, caused by Rex Adams' death, will be filled.

New Hudsons.

The three New Hudsons which will be ridden by J. Guthrie, T. Bullus and O. Langton in both the Senior and Junior races are very similar to the production twin-port models of 496 and 346 capacity respectively. The main alteration so far as the engine is concerned is that dry sump lubrication is used, one double acting pump supplying the engine with lubricant and returning it in due course to the tank. The compression ratio is somewhat higher than that of the standard models, as is only to be expected, and the tuning of the engines has been superintended by that famous designer and speed-man, Herbert Le Vack. The brakes, spring forks, frame, tyres, etc., are all standard, but the tanks are slightly larger, in order that more petrol and oil may be carried, and the gear-box—also standard—is not equipped with a kick-starter. Le Vack himself is superintending all arrangements in the Isle of Man.



ROYAL ENFIELD FOR THE JUNIOR RACE.

Enfield.

There is little difference between the Enfield machines in the Junior Race and those in the Lightweight event, the models being, in fact, identical, except as regards the engines and tyres. On the smaller machine, 26 x 2.375 in., wired on tyres are used, whilst on the larger ones the tyres are 27 x 2.75 in. The 250 c.c. machine is not standardised, but the "350's" are similar to the standard Enfield model No. 352, the main variations being the use of a 6½ in. rear brake and hubs fitted with journal bearings.

The petrol tank is also of slightly larger capacity and holds 2½ gallons of fuel, whilst on the down tube from the saddle there is an oil tank holding half a gallon. There is also a small tank at the back to lubricate the chains. An Enfield mechanical oil pump is used, together with an auxiliary pump controlled from the handlebar. The specification includes Enfield forks with shock absorbers and steering damper incorporated, an M.L. magneto, new racing type B. & B. carburettor, Terry saddle and Dunlop tyres. The engines on both machines are of J.A.P. manufacture. The four riders in each case—G. L. Reynard, J. G. Burney, T. Stewart and C. S. Barrow—are all Enfield agents.

THE TOURIST TROPHY RACES—continued.

The Norton.

For some time past there have been rumours that the Norton in the T.T. would be an altogether new model with an overhead camshaft engine. These rumours have been neither confirmed nor denied owing to the fact that the Norton Company were not in a position to state whether or no the overhead camshaft job, which they had under test, would be used in the Isle of Man. The position at the time of writing is, indeed, the same. The overhead camshaft model is being used for the T.T. practices by the official Norton entry—Bennett, Craig, Shaw and Woods. If it proves satisfactory during the practising it will undoubtedly be used in the race. Later, in accordance with Nortons' usual policy, it will be marketed at the earliest possible moment.

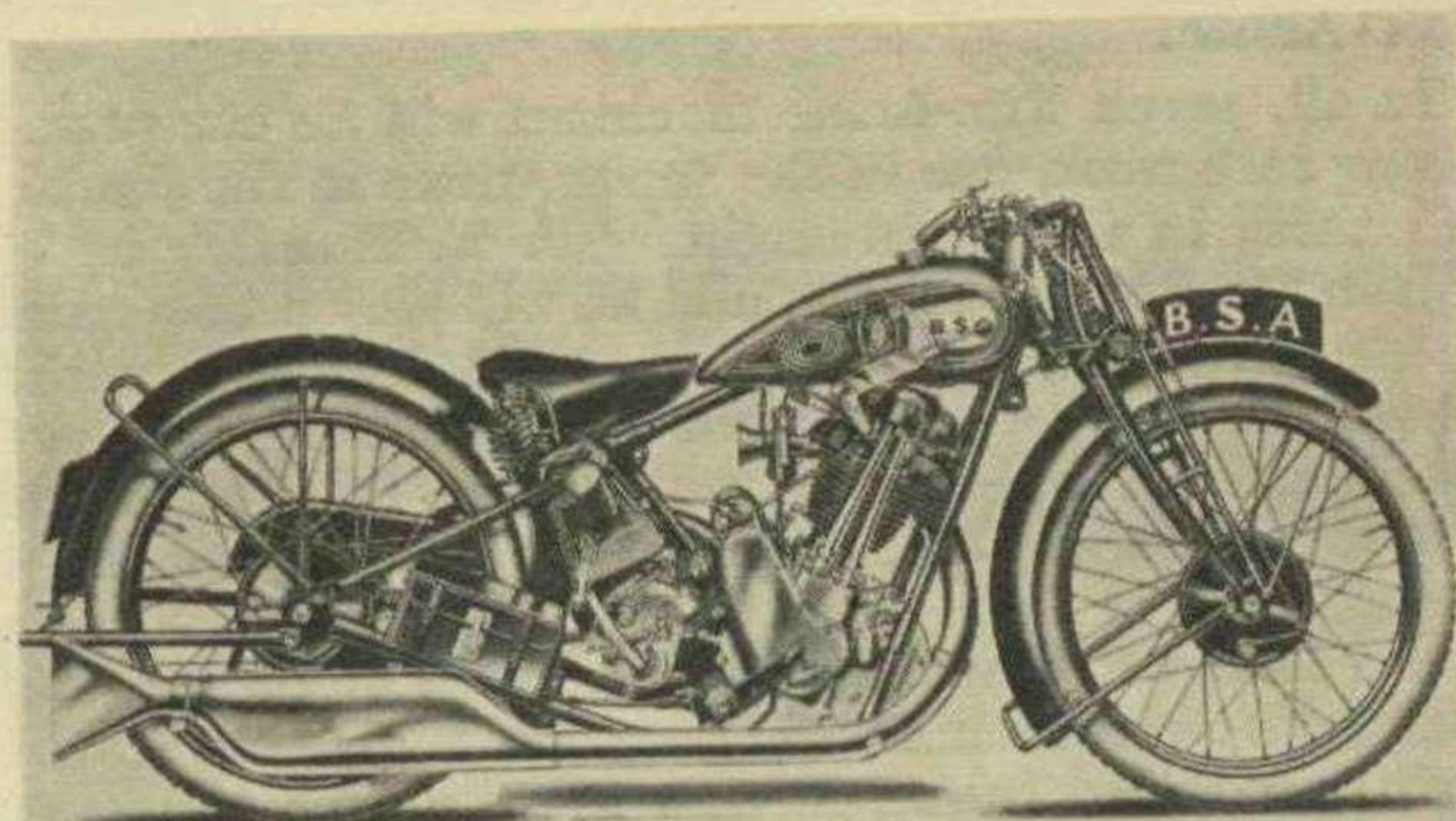
The machine is altogether different in appearance from any Norton that has so far been seen. The overhead camshaft engine incorporates all the best that so famous a concern can put into it. The camshaft is driven by means of a tubular vertical shaft through bevel gears fitted on splines, and the overhead rocker box is easily detached by removing four studs, leaving the driving shaft in position. This shaft, incidentally, is mounted on self-aligning bearings. The cams are fitted on short, stiff, splined shafts, and the rockers have hardened ends inserted.

Nortons have always been efficiently cooled, but the new cylinder head and valve have been re-designed with a view to obtaining even better heat distribution. The results on test have shown no hot spots, the cooling appearing to be uniform. The area of the head joint is larger than on the push rod engine, and four studs go right through the rocker box, cylinder head and barrel to the crank case, so that there is no strain whatever on the cylinder base. The magneto is driven by a totally enclosed chain off the main shaft with a two to one reduction. The timing side of the crank case is thus absolutely clean and sealed.

The standard type of dry sump lubrication which proved so satisfactory last year is used, but there are two branches from the main feed, one leading direct to the big-end through the hollow shaft, and the other to the overhead cam box. Surplus oil from this returns through the tubular vertical shaft to the sump and thence in the ordinary way to the tank. The dimensions of the engine are the same as before, 79 x 100 m.m., giving 490 c.c.

Apart from the engine, even, the new Norton bristles with good features. The frame is of the cradle type with a straight top tube, a saddle tank being used. Torque tubes are provided, and the gear-box is pivoted on the torque tubes, moving backwards and forwards on the chain stays. It is thus rigidly held top and bottom, so that perfect alignment is ensured without the possibility of any distortion occurring. A five-point engine suspension is adopted.

As regards brakes, spring forks, etc., the overhead camshaft Norton is similar to the push rod type, but the rear brake is supplied with a milled nut, which will allow of its adjustment while the machine is in motion. The new frame gives a very much lower riding position, but we understand that the total weight will be only approximately the same as that of last year's model.



THE 493 c.c. B.S.A. WILL BE RIDDEN IN THE SENIOR RACE BY I. FAURA.

B.S.A.'s.

Although the B.S.A. concern is not entering officially, a B.S.A. will be seen in both the Junior and Senior events, the smaller machine being handled by A. Austin and the larger by I. Faura. Both these riders are agents and have entered themselves, Faura being a Spaniard who has been particularly successful in his own country.

The manufacturers are unaware if any alterations have been made, but they inform us that the machines supplied to the riders were standard in every respect.

The 498 c.c. Triumphs for the 1927 T.T.

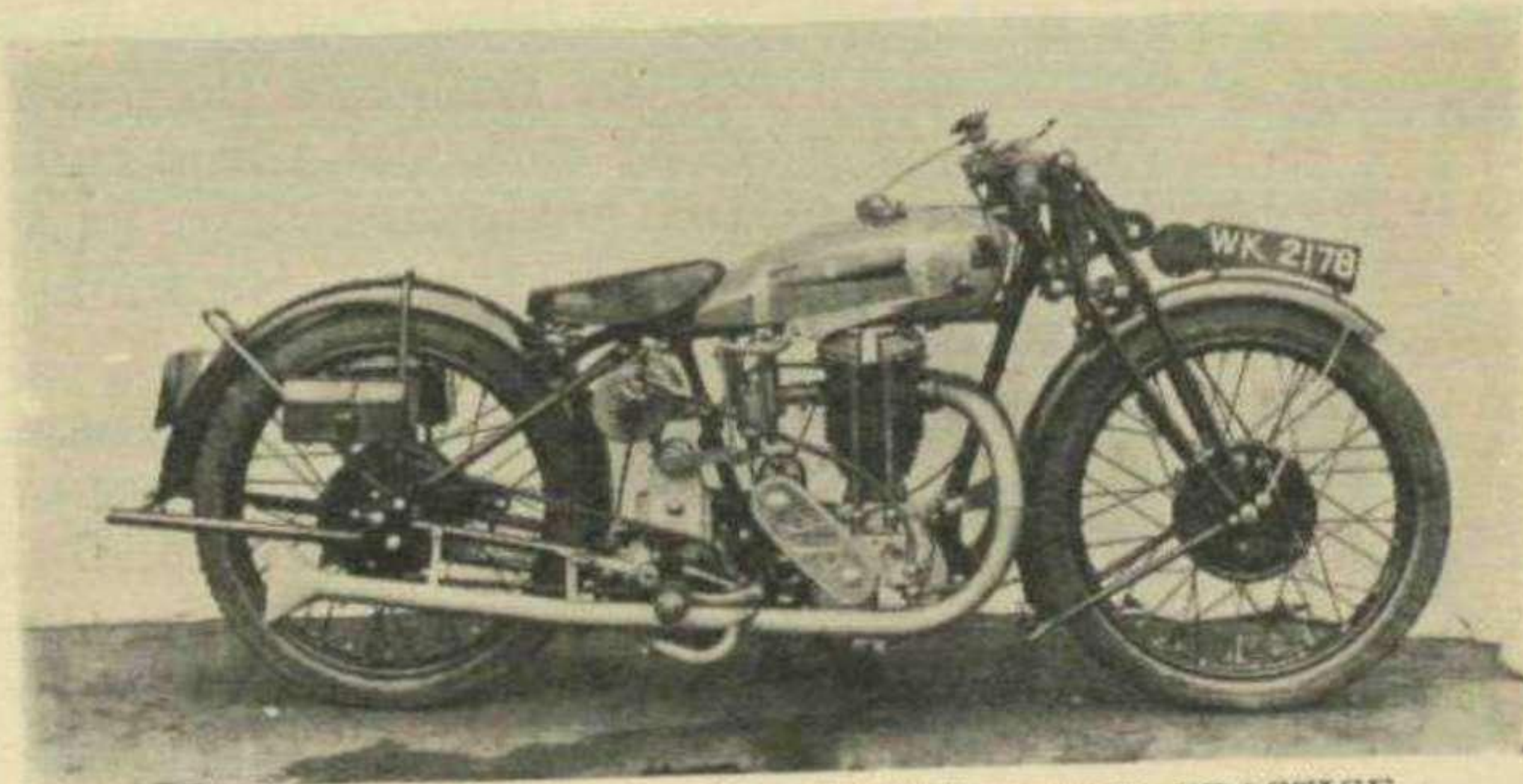
Few machines, if any, can lay more well-founded claims to being standard productions than the 498 c.c. Triumphs entered for the Senior race.

In essentials, the machines are exactly the same as those sold to the public, and it is noteworthy that the engines have the standard pattern touring pistons fitted and that the lubrication system employs the standard pattern Triumph mechanical pump.

A standard frame is used, but slight alterations have been made, giving a lower saddle position and, incidentally, dropping the engine a little.

Twin saddle type petrol tanks, with a total capacity of three gallons, are secured by steel straps, and a separate oil tank, holding half a gallon and incorporating a foot-operated auxiliary pump, is carried on the saddle pillar tube.

Both the internal expanding brakes are foot operated, and the gear change mechanism has been slightly modified to make it more readily accessible with the large tanks fitted.



THE T.T. TRIUMPH FOLLOWS STANDARD PRACTICE.

THE TOURIST TROPHY RACES—continued.

Rex-Acme.

In all, seven Rex-Acme machines will be competing during race week, one in the Senior, three in the Junior, and three in the Lightweight. W. L. Handley is, of course, the Rex-Acme star, and he will play a lone hand in the Senior race. So far, he has not decided whether he will be using the new 439 c.c. overhead camshaft Blackburne or whether he will remain faithful to the 500 c.c. twin on which he put up so magnificent a performance in last year's Senior race. He has over in the Island five machines in all. One of these is his last year's twin machine with the same engine but with a slightly modified frame, in that the top tube and tank rail have been dropped $2\frac{1}{2}$ ins., whilst the engine is $1\frac{1}{2}$ ins. lower.

The Blackburne overhead camshaft engine is particularly interesting, but there has not been very much time to test it out, and Handley's choice will depend on the performance of the two machines in practice.

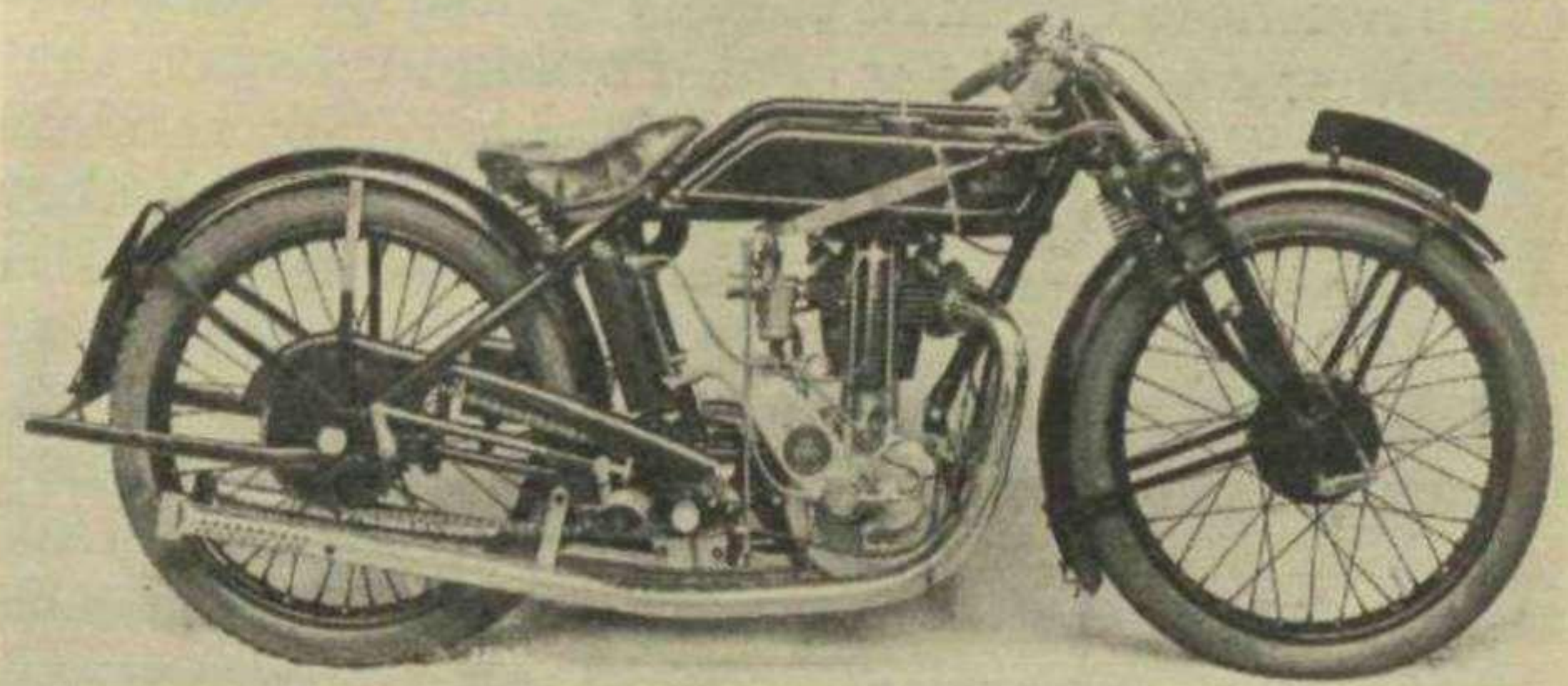
The same applies, indeed, to the Junior mounts. He has with him his last year's "350" with a new push-rod type engine, whilst he also has a 350 c.c. overhead camshaft machine. The two other riders in the Junior race, H. Dyson and D. McCrae, will be using the push-rod job. In the Lightweight event all three Rex-Acmes will be push-rod engines. The design of the frames of these has been altered slightly. The tank rail has been dropped a little, so that the tank is deeper and has ample capacity without being unduly wide. Handley is backed up in this event by G. S. Davison and D. McCrae.

The general items of the specification of the T.T. Rex-Acmes include a Burman gear box, Amac carburettor, M.L. magneto, Webb brakes and forks, Coventry chains and a B. & D. steering damper. The Lightweight and Junior push-rod machines are, indeed, very similar to the standard Rex-Acme productions.

Excelsiors.

The Excelsior Motor Company has a fine pair of riders in the brothers Twemlow, who will figure in both Junior and Lightweight races. The machines for the two events are similar in all general respects, 250 and 350 c.c. J.A.P. engines being employed. The frame has been specially designed, and is of the duplex cradle type, with a pair of cradle bars running beneath the gear-box to accommodate the footrests and brake work. There are a number of holes in these cradle bars, so that the footrests and brakes can be moved to any position desired by the rider, both front and back brakes being foot operated. The frame is also braced from the bridge of the back forks to that of the chain stays by means of a loop tube which follows the radius of the mudguard. No loose nuts and bolts are used in the construction of the frame, every joint being brazed.

A particularly neat feature is the cam adjustment for the gear-box, which provides a very rapid means of taking up slack in the driving chain. This, incidentally, will be incorporated on Excelsiors for next year. The specification includes Brampton spring forks built up with taper tubes, a saddle tank and mechanical lubrication.



350 c.c. I.O.M. SUNBEAM.

The Sunbeam.

As last year, the T.T. Sunbeams follow very closely on the lines of the Standard Sporting models. This year the enormous tank has been abandoned in favour of one of a more handy size, thus necessitating more frequent petrol stops, but rendering the machine more controllable.

A new shape of oil tank on the seat pillar allows easier access to the carburettor (both for air and adjustments).

350 c.c. and 500 c.c. models are almost identical, with the exception of engine capacity and gear ratios.

H. R. D.

Howard Davies is another manufacturer who has realised that not only the distribution of weight, but the actual reduction of it, must be considered; the 1927 T.T. H.R.D.'s will be 30/40 lbs. lighter than last year's. Attention to detail has achieved this, the principal saving being effected by a small tank, the elimination of chain stays and the use of a built-up gear-box bracket instead of a malleable casting. The H.R.D. team in the Senior consists of Howard Davies and "Freddie" Dixon, both past T.T. winners, and C. P. Wood, who finished fifth on an H.R.D. last year.

New Imperials.

The T.T. New Imperials, which will figure in the Junior and Lightweight races, are altogether new productions. The engines of both are similar in general design and are made throughout by the New Imperial concern. Twin exhaust ports are favoured, and the overhead valve gear is totally enclosed and lubricated by special pipes direct from the timing case. A double-barrelled Pilgrim pump is used.

The bore and stroke of the Lightweight engine are $62\frac{1}{2}$ x 80 m.m., that of the larger engine being 74 x 80 m.m. Ball bearings are used everywhere, except at the little end, which is plain, and at the big end, which is a roller. The larger machine has a duplex cradle frame, whilst the Lightweight has the single tube loop frame which is standardised on several New Imperial models.

In the Junior race L. Horton, F. L. Hall and S. Jones comprise the New Imperial team, whilst in the Lightweight E. C. Fernihough and J. Robinson are competing, in addition to the above-named three.

THE T.T. RACES—continued.

Rudge-Whitworth.

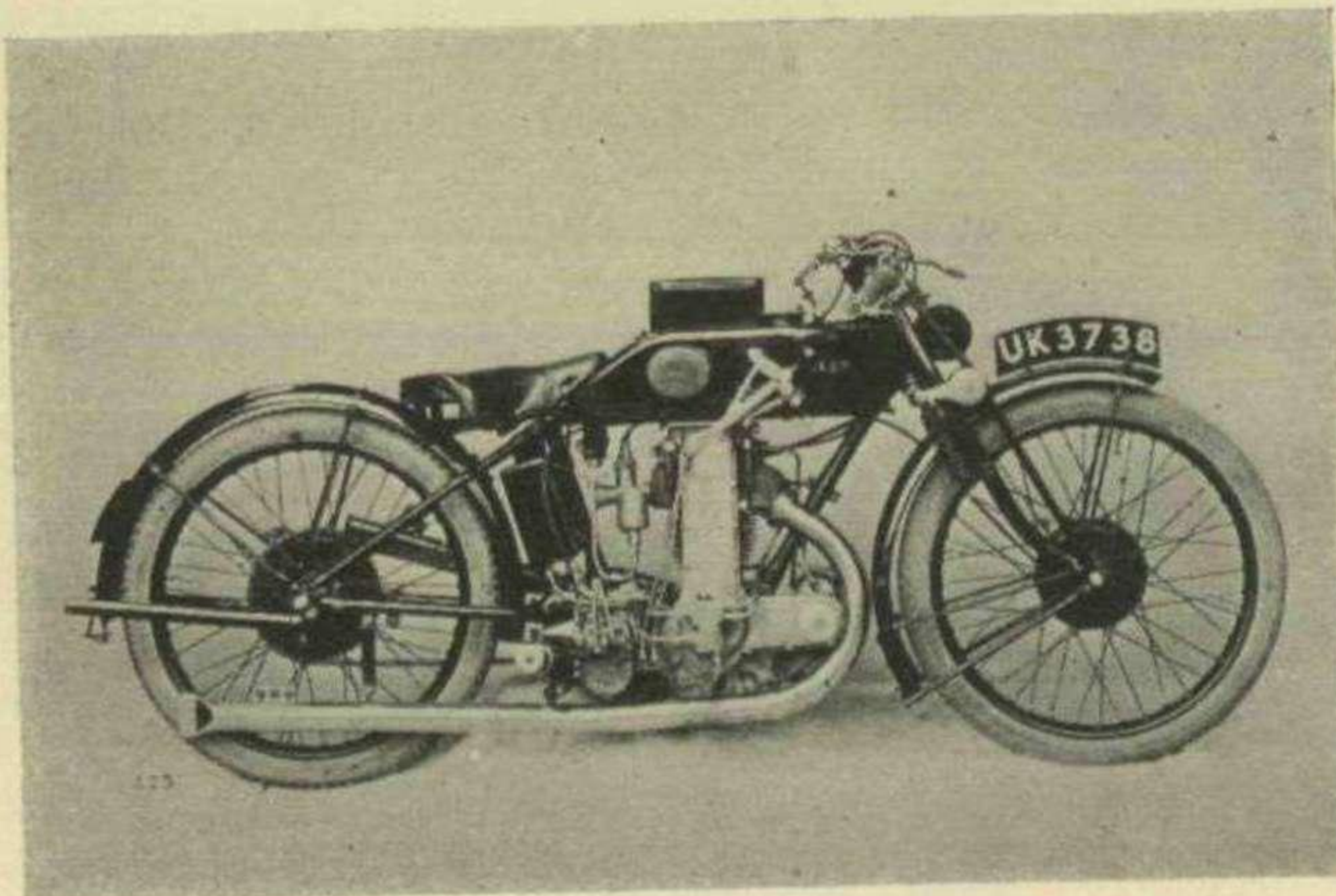
Although the T.T. Rudge-Whitworths which will be ridden in the Senior race by F. A. Longman, E. Nott and C. T. Ashby would appear to be altogether different models, they differ, in fact, very slightly from the standard machine. The main differences are that a large saddle tank is fitted, whilst internal expanding brakes instead of those of usual Rudge-Whitworth type are employed. The compression of the engine is rather higher than standard, and the cylinder head is of slightly different pattern, the exhaust ports and pipes being splayed instead of parallel. The gear box is the standard pattern, but has close ratios as required for the course, and is not fitted with a kick starter.

The front forks also have been modified slightly in order to accommodate the internal expanding brake. The brakes, incidentally, are inter-connected as in standard Rudge-Whitworth practice, a pedal applying both, and the front brake being in addition operated by hand. The bore and stroke are 85 x 88 m.m., giving cubic capacity of 499 c.c. as in the past.

The new Rudge-Whitworths have a very workmanlike appearance, and, in the hands of so fine a team, should undoubtedly give a good account of themselves in the Island. It is interesting to note that one of the riders, E. Nott, competed recently in the Athy "Seventy-Five" road race. Nott was riding one of the new T.T. models, and was successful in making fastest time of the day, covering the course at just over 60 m.p.h.

O.K. Supremes.

Four O.K. Supreme machines are entered for the Lightweight Race, the famous rider, Alec Bennett, being backed up by C. T. Ashby, G. L. Boudin and T. L. Edmondson. The machines are identical in almost every respect to the standard 250 c.c. model, but the twin-port J.A.P. is used in place of the single port type standardised. Chain guards will not, of course, be fitted, nor will kick-starters be attached to the gear-boxes. Several O.K. machines, identical to the T.T. models, have, incidentally, already been delivered to agents in various parts of the country.

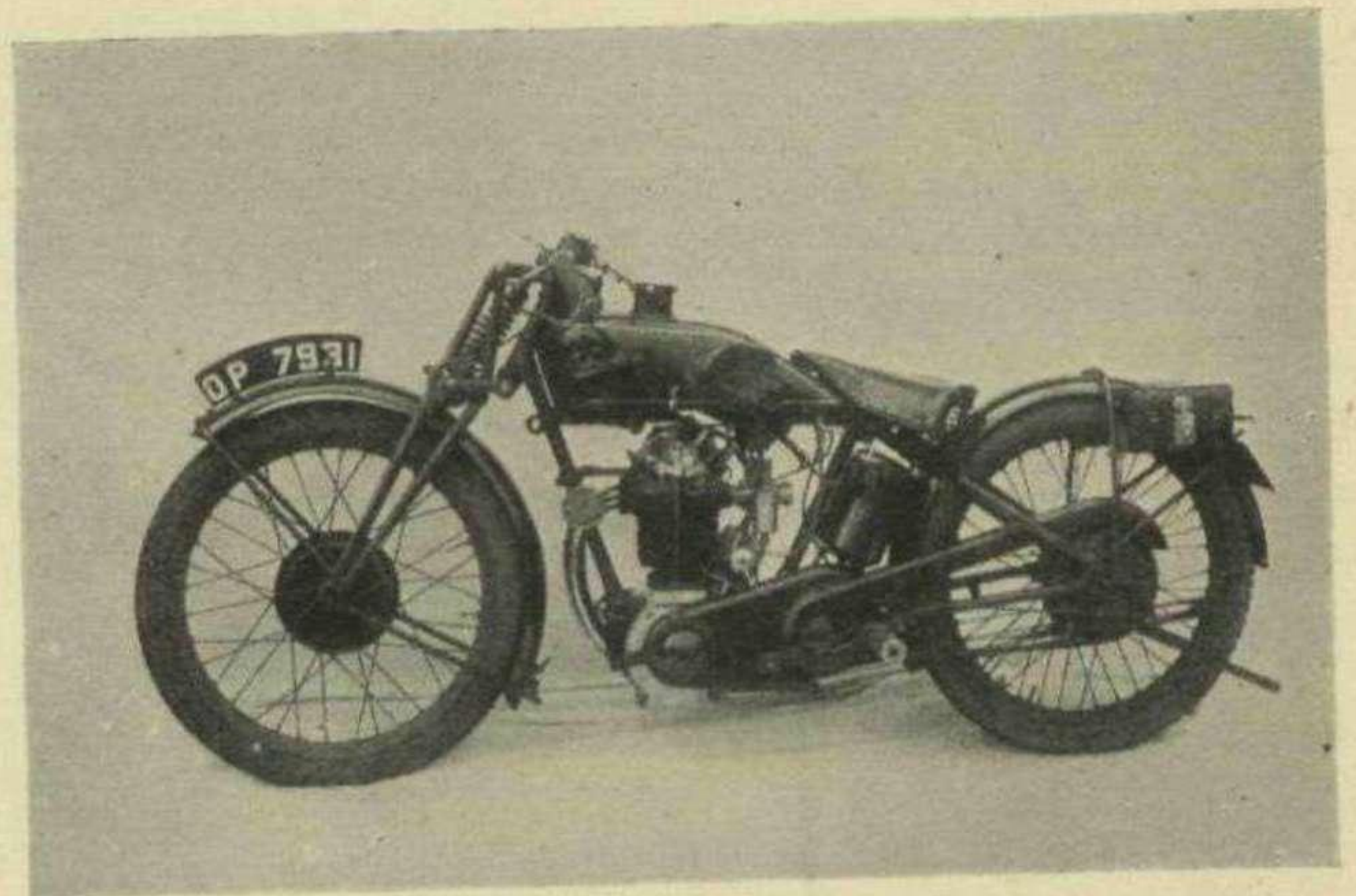


THE NEW OVERHEAD CAMSHAFT A.J.S. FOR THE SENIOR T.T.

Velocette.

Considerable interest is attached to the overhead camshaft Velocettes, on one of which Alec Bennett won the Junior T.T. at record speed last year. The machines for this month's Junior will, however, be very similar to the present production model. The only outstanding innovation, indeed, is the fitment to the cam-box of a small mechanical oil-pump which returns oil from the cam-box direct to the tank. There are thus three oil-pumps on the Velocette engine—one drawing oil from the tank, one returning it from the sump to the tank, and the third from the cam-box to the tank.

There are also slight modifications to the frame, one of which is that the under tank rail is swept upwards to allow more clearance to the cam-box. A lower saddle position has been obtained by mounting the saddle direct on to the frame, a simple means of adjustment being provided. Apart from these points the T.T. Velocettes are similar to the sports models at present listed, and the alterations mentioned will probably be standardised on the 1928 machines.



JUNIOR T.T. VELOCETTE.

We deeply regret to report the death of C. A. C. Birkin, who was killed while practising for the T.T. on 7th June, 1927.

THE FLORIO CUP.

THE race for the Florio Cup, of which the rules were given in our March issue, is this year quite separate from the Targa Florio, and will be run in Brittany on a road circuit near St. Briene, under the auspices of the newspaper, "L'Orient Eclair" and the Peugeot concern. The competitors will be classed according to engine size, and Peugeot, Bentley, Bugatti, Amilcar and Salmson have already expressed their intention of taking part in it. The race should be very interesting, and has the advantage from an English point of view, that the course is not far from St. Malo, which is easily reached by steamer from Southampton. The winner in each class will receive a prize of 100,000 francs, while the victor on formula will win the cup and 50,000 francs.



FOR many years the 8 h.p. Royal Enfield was regarded as purely a sidecar machine, in fact the bicycle was not marketed separately; in the days of touring bars, footboards and handle starting it is doubtful whether there was any demand for a solo model, but with the introduction of the considerably neater sports model it has been found necessary to sell the motorcycle as a solo mount. However, it is as a sidecar outfit that this model has the greatest appeal, and on taking the machine over at Holborn Viaduct we were at once impressed with the sturdy build of the *tout-ensemble* and the graceful lines of the low aluminium sidecar. The most interesting features of a fairly well known specification are the big twin engine, of Enfield design and the enormous pedal operated brakes on both wheels; balloon tyres are also a standard fitment.

The engine started easily and "tuffed" gently through the traffic with a silence and smoothness only equalled by the 350 c.c. model of the same make reviewed in these pages last summer. When cold the engine was apt to resent a too impetuous use of the throttle, but once warm, the machine proved extraordinarily lively in slipping through the London traffic. This liveliness was not dependent upon the use of the lower gears, for smooth pulling and acceleration from low speeds on top gear we have never found a machine to equal the Enfield.

Traffic emergencies also gave us a foretaste of what we might expect from the brakes, though it was not until we reached the open road that we were able to appreciate their full worth.

Both brakes were astoundingly powerful and could be applied smoothly—at the same time, it was easy to lock either wheel on a smooth dry road if sufficient force was applied. The behaviour of the machine when the brakes were applied violently showed that of the two brakes, that on the front wheel was infinitely more useful, indeed we have never had a more convincing demonstration of the superiority of front brakes over rear brakes, given equal power and equal operation. On the Enfield, braking hurled all the weight forward and lifted the back wheel off the ground until it locked, thus transferring the task of retarding the machine to the front brake, a task which fortunately it was well able to perform.

SPORTING MACHINES ON TEST.

The 8 h.p. Royal Enfield and Sidecar.

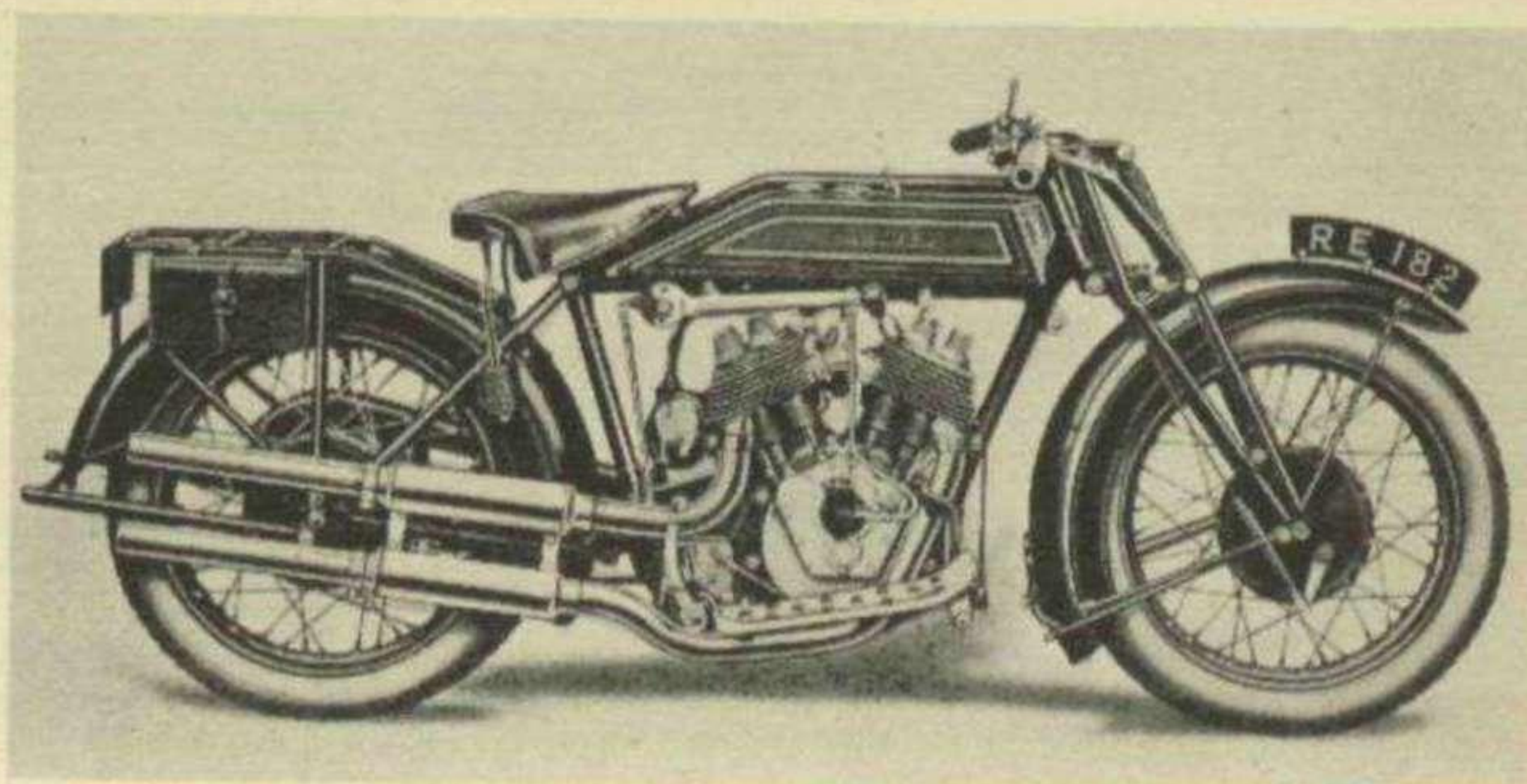
This behaviour is common to many modern machines and when manufacturers give us good front brakes, with improved operation, and forks of sufficient strength to withstand the increased strain, another stage, in the development of the perfect motorcycle, will have been passed.

To return to behaviour on the open road, the Enfield's slow pulling was not only apparent under light load and we could not find a main road hill in the home counties sufficiently steep to demand the use of second gear. Kop Hill—in terribly rough condition was climbed at about 30 m.p.h. on second gear in spite of a baulk on the first steep pitch, so that sheer gradient alone should never stop this motor.

We were somewhat disappointed to find that the maximum speed was only about 55 m.p.h. but the machine appeared to be somewhat low geared and although we were told that the machine was not new, two momentary seizures led us to believe that we had been misinformed. These seizures occurred after some hard driving, and were not due to lack of oil, since excessive oil consumption is the one serious criticism we have to make of this model. No ready adjustment of the mechanical pump was provided, and indeed the seizures seemed to confirm the fact that a lot of oil was needed, but at the same time a gallon every 200 miles is apt to become rather expensive!

Petrol consumption was more reasonable, in the neighbourhood of 60 m.p.g. This figure was probably not altogether unconnected with a rather small jet which may have contributed to the low maximum speed and overheating.

The machine was comfortable to ride in spite of a rather high saddle position and the front suspension functioned admirably on rough roads. In contrast to the saddle, the sidecar was extraordinarily low and racy, which makes the outfit rather unsociable, but aids stability on left hand corners.



AS A SOLO MOUNT THE ENFIELD PROVED REMARKABLY HANDY

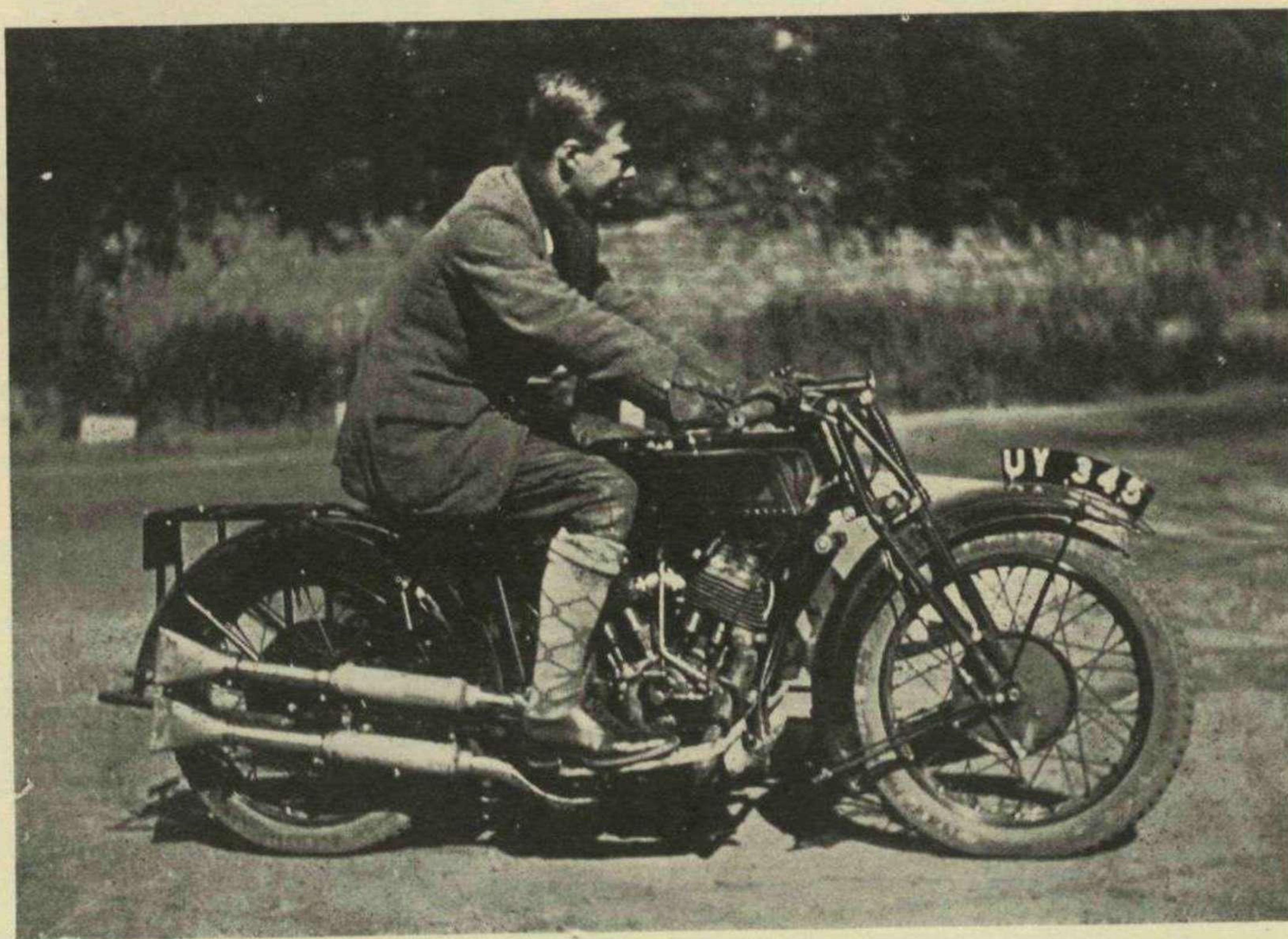
SPORTING MACHINES ON TEST—continued.

The sidecar body was very comfortable, possessed ample leg room for the tallest passenger and was provided with a very efficient windscreen. A locker in the tail contained the tool kit and sufficient space for a two-gallon petrol tin, or perhaps we had better say two gallon oil tins! Although not unduly fast, the Enfield was an outfit on which good average speeds could be maintained, the super brakes enabled one to leave deceleration very late, while on left hand corners (with passenger) it was usually possible to make the tyres scream before the sidecar lifted!

On right hand corners we did not feel so happy, there seemed to be a certain amount of "wilting," though the chassis and connections appeared to be sufficiently robust. Possibly the balloon tyres enhanced the feeling of instability. However, we did not overturn in

suggest, but the occasion was a grass track steeplechase, held on the slopes of a very useful hill. The course was a half mile lap laid out with tapes, and embodied several right angle turns on steeply sloping turf, an extremely precipitous ascent followed by a straight, very bumpy and fairly steep descent and a really fast bend with the wrong camber through the "start." On this course the Enfield proved surprisingly easy to handle, though the inadequacy of the powerful back brake was even more noticeable without the sidecar.

In spite of the terrific bumps on the fast downhill stretch the machine was kept well under control and could be banked over to a considerable angle without noticeable skidding. The Enfield was ridden by several different riders in this event and made fastest time in the side valve class, which shows that the machine is by no



A GENERAL VIEW SHOWING THE LATEST EXHAUST SYSTEM AND LARGE FRONT BRAKE.

either direction and the only anxious moments were when the front wheel showed a disinclination to control the direction of the outfit on loose right hand corners. — Most of these small jibes and criticisms would not apply to the average owner and driver, but, somewhat over imbued with the spirit embodied in the title of this journal, we are rather inclined to drive all vehicles on trial in a distinctly hectic manner, as though life were one great race, so that our remarks must not be taken too deeply to heart.

One other aspect of the Royal Enfield must be mentioned: with great temerity and in spite of the rather forbidding nature of the machine, with its big tyres, high saddle and footboards we actually rode it solo! No dear reader, there is nothing in such a bald fact, as you

means unwieldy.

A mild crash, due to a locked front wheel failed to damage the machine in any way, though many flimsier motors would have suffered bent footboards, handlebars and similar derangements.

Good Value.

Summing up our impressions of the Royal Enfield, which sells at the extremely reasonable figure of £84 we found that it was a really sound, fast touring outfit, capable of comfortably averaging good speeds with remarkable safety, at a price well within the reach of the average man-in-the-street who desires something a little livelier than ordinary touring combination.

RACING NEWS.

THE T.T. PRACTISING.

Douglas, 1/6/27.

THE practising for the T.T. races has now been in progress three days, and excitement in the Island is becoming intense. One thing has already been shown clearly—that Britain is not to have all her own way as in the past, and that there is a very fair chance of at least one of the trophies going to Italy.

Last year P. Gherzi was a lone-hand in both the Senior and Lightweight races, the former of which, it will be remembered, he very nearly carried off, although he was disqualified after the race for a serious breach of the regulations. This year Pietro will not be riding, since he crashed in Italy recently and broke both his legs. The Guzzi concern, however, has entered three machines in both the Senior and Lightweight races, and from their performances in practice the three Italian riders, if not the equals of our own stars, are at least capable of conducting their machines to victory, given good luck.

On both Monday and Tuesday last—the only two days on which the weather has allowed fast lap times to be put up—the Guzzis made fastest laps in their two classes. This might seem to be ominous, but, on the other hand, it must be remembered that the Italians have been here some time, and that on the first day or two they were thus at a distinct advantage over our own riders. There is no need to be alarmed prematurely at the prospect of the departure of a trophy, but there is no doubt that at the present time the Guzzis are hot favourites, and that they have a particularly good chance in the Lightweight race.

THE FIRST DAY.

Monday dawned bright and clear, and some sixty riders were on the roads. Contrary to expectations, the course was not in a particularly good condition. A lot of work had certainly been carried out on it, but this work was not altogether finished, and there were a number of newly tarred surfaces over which grit had been thrown. This naturally made them loose and treacherous, and many riders skidded and fell in consequence. There was, however, only one accident which could in any way be termed serious. This occurred to Jock Porter, the famous Scotch rider of New Gerrard machines, and it was due, not to the surface, but to a collision with another machine. Jock was badly cut about the face, and was shaken, but he is reported to be going on satisfactorily.

Most of the riders, of course, realised the dangers of this loose grit, and were riding very cautiously, particularly as it was a year since most of them had been on the course. Therefore no sensational times were put up. The best in the three classes were as follow:—

SENIOR RACE.

L. Arcangeli (Guzzi)	36 min. 18 sec.
F. A. Longman (Rudge-Whitworth)	36 min. 35 sec.
C. J. P. Dodson (Sunbeam)	36 min. 43 sec.

JUNIOR RACE.

A. Noterman (Montgomery)	38 min. 52 sec.
J. H. Simpson (A.J.S.)	39 min. 19 sec.
L. Horton (New Imperial)	39 min. 27 sec.

LIGHTWEIGHT RACE.

M. Gherzi (Guzzi)	41 min. 15 sec.
U. Prini (Guzzi)	41 min. 17 sec.
F. L. Hall (New Imperial)	42 min. 39 sec.

Tuesday was as good a day as Monday as regards the weather, but was better from the riders' point of view since the road surface had settled down somewhat, and faster cornering was therefore possible. The early sun, however, was particularly trying in the Kirkmichael section, and much time was lost by the cautious here since the nature of the corners were not yet fully re-established in the riders' minds and the glaring sunshine prevented them from seeing them. As usual, a number of riders fell off, particularly at Governor's Bridge, and many bent footrests were seen in the Competitors' Enclosure.

There was, however, only one accident of note. This was when H. Mathews (Norton) attempted to take Creg-na-baa too fast and hit the bolsters, which, as usual, have thoughtfully been placed there. Mathews, who was not much hurt, was, incidentally, the rider with whom Jock Porter collided the previous day.

The new overhead camshaft Nortons (described elsewhere in this issue) had not as yet been seen, although several riders of push-rod engined Nortons have been practising. A newcomer this morning was Alec Bennett, who turned out on his "Junior" Velocette. When he returned from practice Bennett said that he had had an interesting little ride with Varzi, on a Senior Guzzi. He held the bigger machine for several miles, until it threw up a stone which broke the glass of his goggles. This item will be food for thought for those who say that the Italians have "got us beat"! The best lap times were:—

SENIOR RACE.

L. Arcangeli (Guzzi)	34 min. 8 sec.
F. A. Longman (Rudge-Whitworth)	34 min. 45 sec.
H. R. Davies (H.R.D.)	35 min. 13 sec.

JUNIOR RACE.

H. J. Willis (Velocette)	36 min. 56 sec.
G. L. Reynard (Enfield)	37 min. 36 sec.
J. H. Simpson (A.J.S.)	38 min. 48 sec.

LIGHTWEIGHT RACE.

M. Gherzi (Guzzi)	37 min. 22 sec.
T. L. Edmondson (O.K. Supreme) ...	39 min. 31 sec.
S. Gleaves (Dot)	41 min. 10 sec.

RACING NEWS—continued.

Wednesday's Practising.

TUESDAY'S fine weather disappeared during the night and although local weather prophets had promised a heat wave, to-day was dull and cloudy at dawn. There was a damp feel in the air, too, but the roads were dry. The mountain, however, was shrouded in mist and the prospect was far from pleasant.

Nevertheless there was an even larger turn-out than on either of the previous days, due, of course, to the fact that the majority of the men and machines have now arrived. The most interesting of the newcomers were undoubtedly the overhead camshaft Nortons, several of which put in an appearance. Everybody is anxiously awaiting the arrival of the Cottons, with their overhead camshaft Blackburne engines, set, contrary to usual Cotton practice, vertically in the frames. Up to date, however, there has been no sign of them.

Only one man completed three laps this morning, this being Joe Craig on the new-type Norton. About eighty turned out and just over thirty did two laps each. The remainder gave the weather best and spent the time, after one lap, in the Dunlop or Horlick's Malted Milk refreshment tents.

It was not that it was actually raining, although rain did fall at one time on the Kirkmichael-Ramsey stretch, but that the dense mist on the mountain road from the Gooseneck to Creg-na-baa rendered anything above a touring speed dangerous in the extreme. Some riders seem to know by instinct where the next bend is, but the majority prefer to *see* a bend and to get into the right part of the road to take it! If they cannot do this they go dead slow, banking on the knowledge that there is not much likelihood of mist during the race itself and that risks on a misty morning are therefore not worth while. Another reason for the poor times was the rain

on the Kirkmichael-Ramsey section. Up to Kirkmichael the roads were dry and in places loose; from Kirkmichael to Ramsey they were wet and slippery; and on the mountain they were thick in mist. No wonder that there were no records broken!

During the second-lap riders' descent of Bray Hill we made a number of observations. The following are extracts from our notebook:—

W. L. Handley (Rex-Acme) very fast and steady; W. S. Braidwood (P. & M.) and O. Langton (New Hudson) were cautious but showed excellent acceleration; Stanley Woods (Norton) appeared to strike a bad bump, but recovered smartly; J. Hardaker (Montgomery) was very fast, went dangerously near the hedge, wobbled but regained control and got away well; A. G. Melrose (Sunbeam) took things very quietly with a hand on his hip.

The best times were as follow:—

SENIOR RACE.

J. H. AMOTT (Rudge-Whitworth—reserve)	38 min. 22 sec.
J. Guthrie (New Hudson)	... 38 min. 25 sec.
T. SPANN (Sunbeam)	... 38 min. 54 sec.
W. EVANS (Triumph)	... 39 min. 26 sec.

JUNIOR RACE.

F. LONGMAN (Velocette)	... 40 min. 34 sec.
A. BENNETT (Velocette)	... 40 min. 40 sec.
L. PARKER (Douglas)	... 42 min. 0 sec.
W. L. HANDLEY (Rex-Acme)	... 42 min. 28 sec.

LIGHTWEIGHT RACE.

M. GHERSI (Guzzi)	... 41 min. 11 sec.
S. GLEAVES (Dot)	... 45 min. 0 sec.
E. C. FERNIHOUGH (New Imperial)	... 45 min. 59 sec.

TWO-STROKES IN RACES.

Those who have been saying recently that the two-stroke is a "useful little machine but has no speed" were rather surprised at some of the results of the races at the Crystal Palace. In the 175 c.c. class a private owner of a Francis-Barnett made fastest time, beating the four-stroke which made best "trade" performance by 24 seconds, whilst a Dunelt won the private owners' 250 c.c. class and also the 500 c.c. class—the latter out of 16 starters. The same week-end, again, the Athy "75," one of Ireland's most important races, was won by a two-stroke, a Francis-Barnett finishing first, with a Dunelt 5 seconds behind. Four-strokes may have a slightly higher maximum speed, but it would seem that on tricky courses two-strokes can hold their own with the best of them.

LONG DISTANCE RACES.

In this country, at the present time, the longest track race is 200 miles, although some years ago 500 mile races were held at Brooklands. On the continent, however, they have real long races, one of the most recent being a 24 hours event on the Opel Track, near Frankfurt. Relief riders were allowed if desired, and the winner and runner-up availed themselves of this rule. The third man, however, on a Dunelt, decided to stand alone, and he rode the whole 24 hours without interruption—a performance which is a credit to himself and his machine.



AN ECHO OF THE LANDS-END—A MATCHLESS SIDECAR OUTFIT ON BLUEHILLS MINE.

RACING NEWS.

THE TARGA FLORIO.

By OUR SPECIAL CORRESPONDENT.

RESULT.

1. Emilio Materassi (2-litre Bugatti), 7h. 35m. 55s. (av. 44.15 m.p.h.).
2. Count Conelli (1½-litre Bugatti), 7h. 39m. 5s.
3. Alfieri Maserati (2-litre Maserati), 8h. 1m. 36s.
4. André Boillet (4-litre Peugeot), 8h. 27m. 35s.
5. Palaccio (2-litre Bugatti), 8h. 33m. 52s.
6. André Dubonnet (2-litre Bugatti), 8h. 37m. 59s.

WHEN the well known Italian driver, Materassi, dashed home a winner of the 1927 Targa Florio, he secured the third win running in this race for Bugatti, and incidentally completely vindicated the principles of the Molsheim manufacturer. Ettore Bugatti has always adhered to his principle of building racing cars to sell to the public, and entering these cars, and these cars only, in races. Everyone will agree to the excellence of this principle, but it has its difficulties in practice. The cars must be able to be sold at a reasonable price, for one thing, and Bugatti has therefore had to avoid certain features which add greatly to the cost of production. His racing cars, for instance, have only one camshaft; and generally they do not reach quite the heights of volumetric efficiency achieved by his rivals. Of late years Bugatti has therefore been considerably handicapped in the Grand Prix races, which have been held for the most part on tracks, where the engine is always to the fore. In 1925, however, Bugatti entered for the Targa Florio; and since then he has won every one of these races. On the Madonie circuit, as everyone knows, every part of a car, such as brakes, transmission systems, suspension and road-holding qualities, are tested to the limit, and Bugatti has shown that in this field he is supreme. He has the distinction of three wins in a race for real cars and where there is no hope for first cousins of the American track racer.

This year there were 22 starters in the Targa, of which no less than 11 were Bugattis. Of these, only one, driven by a lady amateur, Madame Juneck, was of the 2,300 c.c. type introduced for last year's race, and was fitted with a supercharger. There were 6 2-litre cars in the race, of which three, driven by Materassi, Minoia and Dubonnet, formed the official team; and the other three were driven by the amateurs Palaccio, Lepori and Balestrero. The other 4 Bugattis were in the 1,500 c.c. class, and were driven by Count Conelli, "Salipa," who won the 1926 Italian Grand Prix, Coliri and Eckert. These were 4-cylinder cars, of which Conelli's and Salipa's were supercharged. Of the bigger Bugattis all had superchargers except Palaccio's car.

The largest car in the race was André Boillet's Peugeot, which has a 1919 Indianapolis chassis and a standard 3,826 c.c. sleeve valve engine, and which is now well known on the Madonie circuit. Owing to his engine

size, however, he had to carry a lot of ballast, which was a considerable handicap on the tortuous course. Next came Caudrille's 6-cylinder Steyr; Voldes had a 2-litre Diatto, and Alfieri Maserati a 2-litre racer of his own manufacture. The only rivals to the Bugattis in the 1,500 c.c. class were Ernesto Maserati and Count Maggi on straight-eight Maseratis, and Marano on a 10-15 h.p. Fiat. The 1,100 c.c. class had only to cover three rounds, as against five for the Targa, and attracted Fagioli and Borzacchini on Salmsons, Staralba on an Amilcar, and Zubiaga on a B.N.C.

The Bugattis took the lead from the start, and at the end of the first circuit the order was as follows:—

- Minoia (Bugatti).
- Dubonnet (Bugatti).
- Materassi (Bugatti).
- Madame Juneck (Bugatti).

Everyone finished this round except Coliri, whose Bugatti broke its oil pump, and "Salipa" (Bugatti), whose car fell 50 ft. down a ravine, fortunately without injury to the driver.

On the second circuit the leader, Minoia, went out with a broken universal joint, and Madame Juneck suffered a broken steering rod; Materassi then captured the lead, which he never lost till the end of the race, the order being as follows:—

- Materassi (Bugatti).
- Alfieri Maserati (Maserati).
- Conelli (Bugatti).
- Lepori (Bugatti).

On the third circuit Conelli and Maserati changed places, and thereafter the order of the first three remained the same. Balestrero retired with a broken piston, Ernesto Maserati broke his front axle, and Candrilli (Steyr) a back wheel.

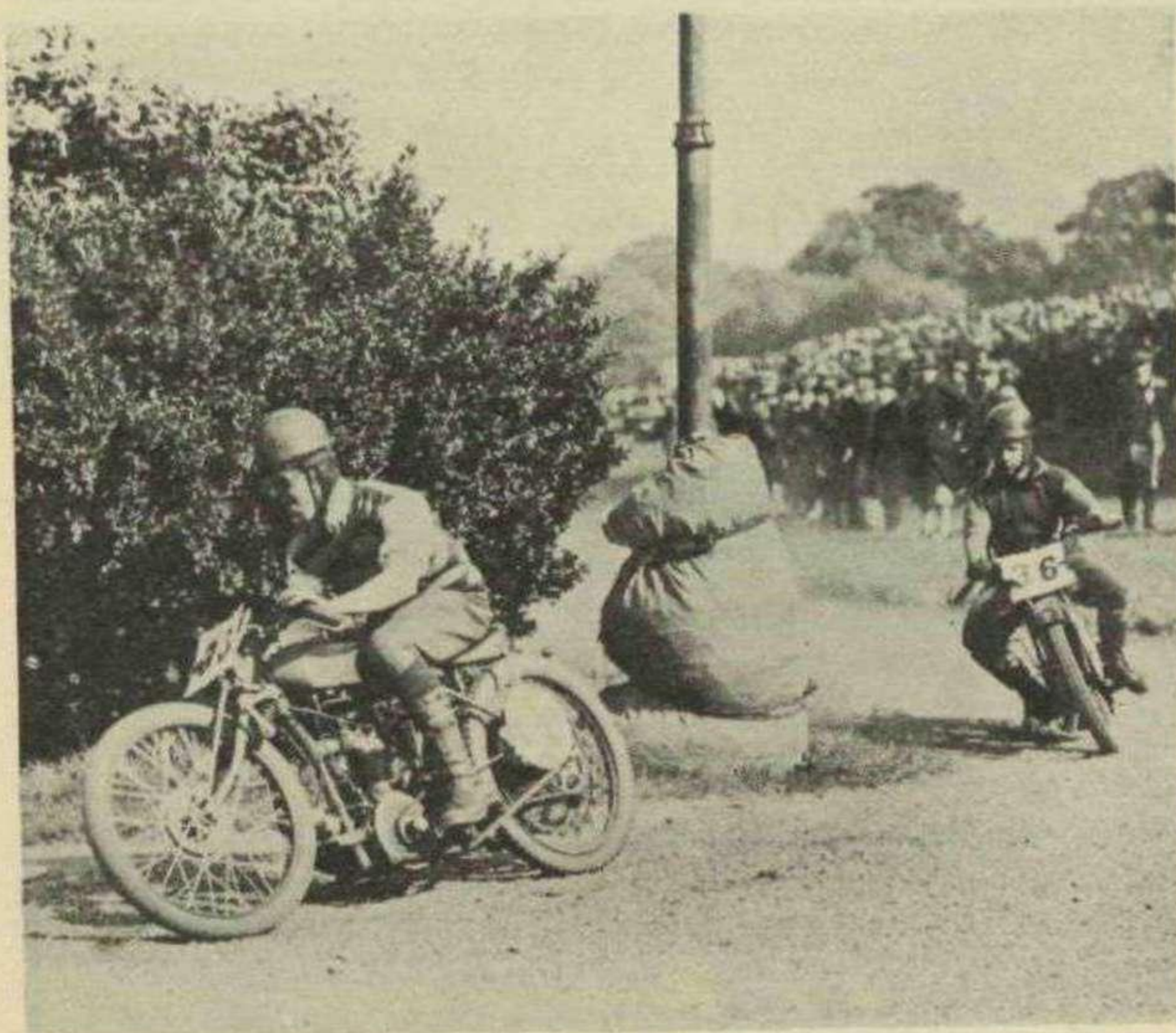
The fourth circuit caused no casualties, and the order of the first four remained the same. Just as he completed the circuit, however, Lepori (Bugatti), who was in fourth place, skidded on the road, which was wet from a shower of rain, and hit the monument which marks the spot where Ascari broke down in 1924 with only 20 yards more to go to win the Targa Florio. He broke a back wheel and bent his back axle, and had to retire. At the same time Count Maggi withdrew his Maserati with a broken frame.

The 1,100 c.c. race was won, as last year, by Borzacchini on a Salmson, the result being as follows:—

1. Borzacchini (Salmson), 4h. 59m. 3s. (7th in general classification after 3 circuits).
2. Fagioli (Salmson), 5h. 10m. 36s.
3. Zubiaga (B.N.C.), 6h. 12m. 58s.

In the larger class, Eckert (Bugatti) and Marans (Fiat) covered the full distance, but arrived too late to be placed.

RACING NEWS—continued.



H. L. GRIMES (ZENITH) AND ANOTHER RIDER SKIRTING A LAMP-POST AT THE CRYSTAL PALACE.

FRENCH GRAND PRIX DRIVERS.

ALL the drivers have now been definitely selected for the French Grand Prix at Montlhéry on July 3rd. Segrave will, of course, captain the Talbot team, and will have Divo and Williams, who is well known as a Bugatti driver, with him. The Delages, as already announced, will be handled by Benoist, Bourlier and Morel. Bugatti has selected Materassi, who won this year's Targa Florio, Count Conelli, who is known to most Englishmen as a driver of Sunbeam and Talbot-Darracq cars, and André Dubonnet, who drove a Duesenberg in the 1921 race, and has driven various cars in recent Targa Florio races. The only English car in the race, the Halford Special, will be driven by its owner, G. E. T. Eyston.

THE SAN SEBASTIAN MEETING.

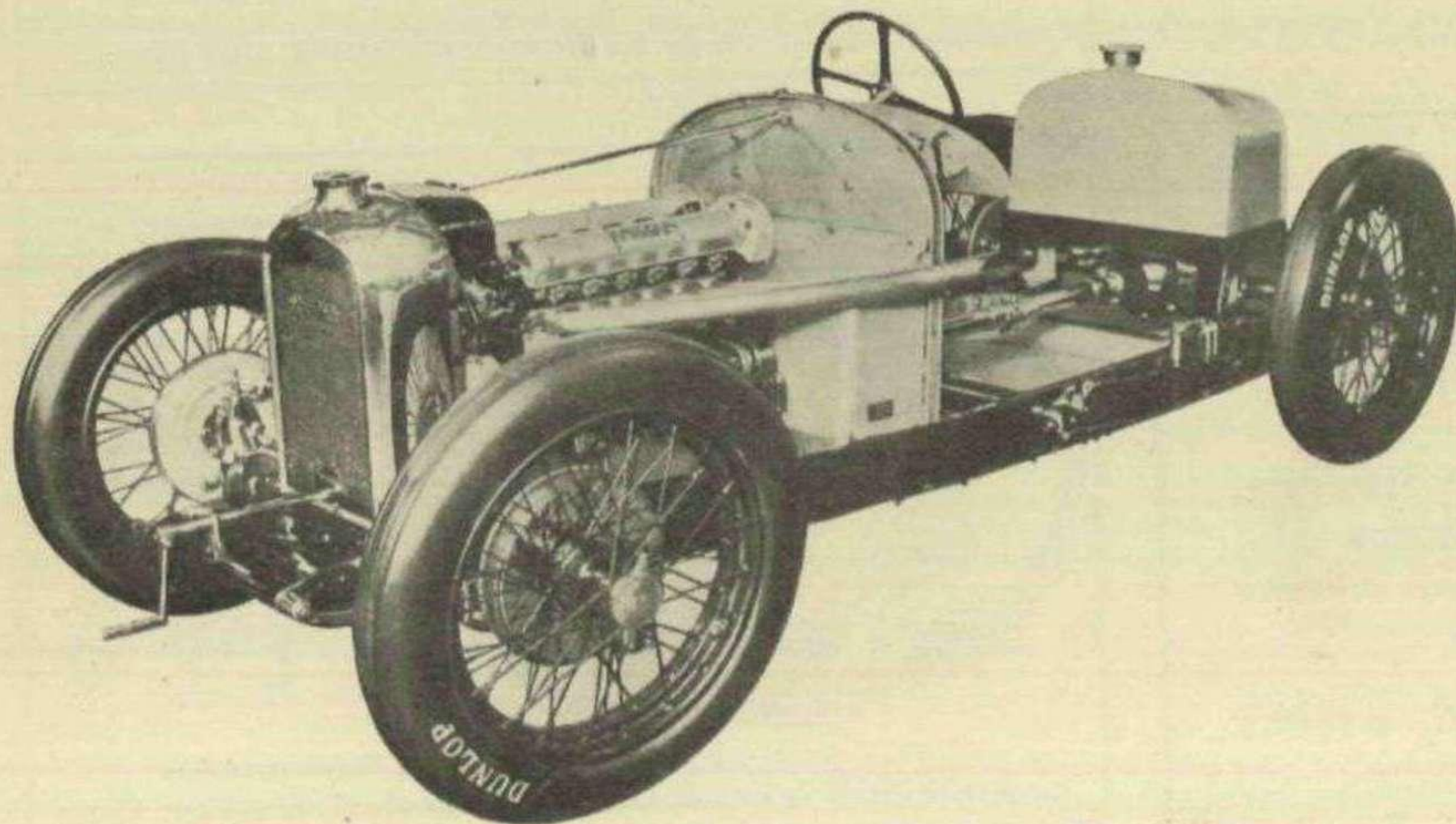
ALTHOUGH entries at double fees do not close until June 25th, a number of cars have already been entered for the races at San Sebastian, which will be held this year from July 25th to 31st. The most important event of the meeting is the Spanish Grand Prix for 1500 c.c. cars, and this has so far attracted seven entries, composed of 3 Delages, 3 Bugattis and a Jean Graf. It is to be hoped that the Talbots as well perhaps as the elusive O.M.'s will be entered before the final closing date.

The San Sebastian Grand Prix is a free-for-all race, and has so far received 17 entries as follows:—Six Bugattis, five Salmsons, three B.N.C.'s, two Gerards, one Hispano and one Bue. All these cars are French with the exception of the Hispano, which is a Spanish 1-litre car. The Bue is a French straight-eight racer of 1500 c.c. with independently sprung wheels and front wheel drive, while the Gérard is also a French 1½-litre. It is curious that a race which is open to cars of any size should have attracted such a large proportion of small cars.

The 12-hour race for the Spanish Touring Grand Prix is the third important event of the meeting. England will be represented in this race by a Bentley, and this firm is to be congratulated on its enterprise in taking part in continental events which other manufacturers seem to lack the initiative to do. It will have as its opponents two sleeve-valve Peugeots and a Bugatti from France, an E.N. from Belgium and a Spanish Jean Graf.

OUR COVER.

This month our cover represents a thrilling duel between F. C. Millar (Zenith) No. 15, and J. S. Worters (Excelsior) No. 8, in the 200-mile sidecar race. Worters led the 350 c.c. class for sometime but broke down, while Millar finished a very close second to Handley but was disqualified for losing one of his silencers.



THE WONDERFUL, 6-CYLINDER SUPERCHARGED AMILCAR WHICH DID SO WELL IN THE 200-MILE RACE LAST YEAR AND WHICH CREATED SUCH INTEREST AT OLYMPIA.

HERE AND THERE—continued.

A Strenuous Trial.

Most British riders consider events such as the London-Edinburgh or London-Land's End extremely strenuous, and at the end of the 300-400 miles they turn in and sleep the sleep of the just and weary. In the Swedish May Trial, however, 2,000 kilometres (approximately 1,250 miles) had to be covered in three days, and thus amounted to more than three London-Edinburghs run consecutively. British machines did well, for three Nortons started and gained the highest award and team prize.

The Stock Machine Trial.

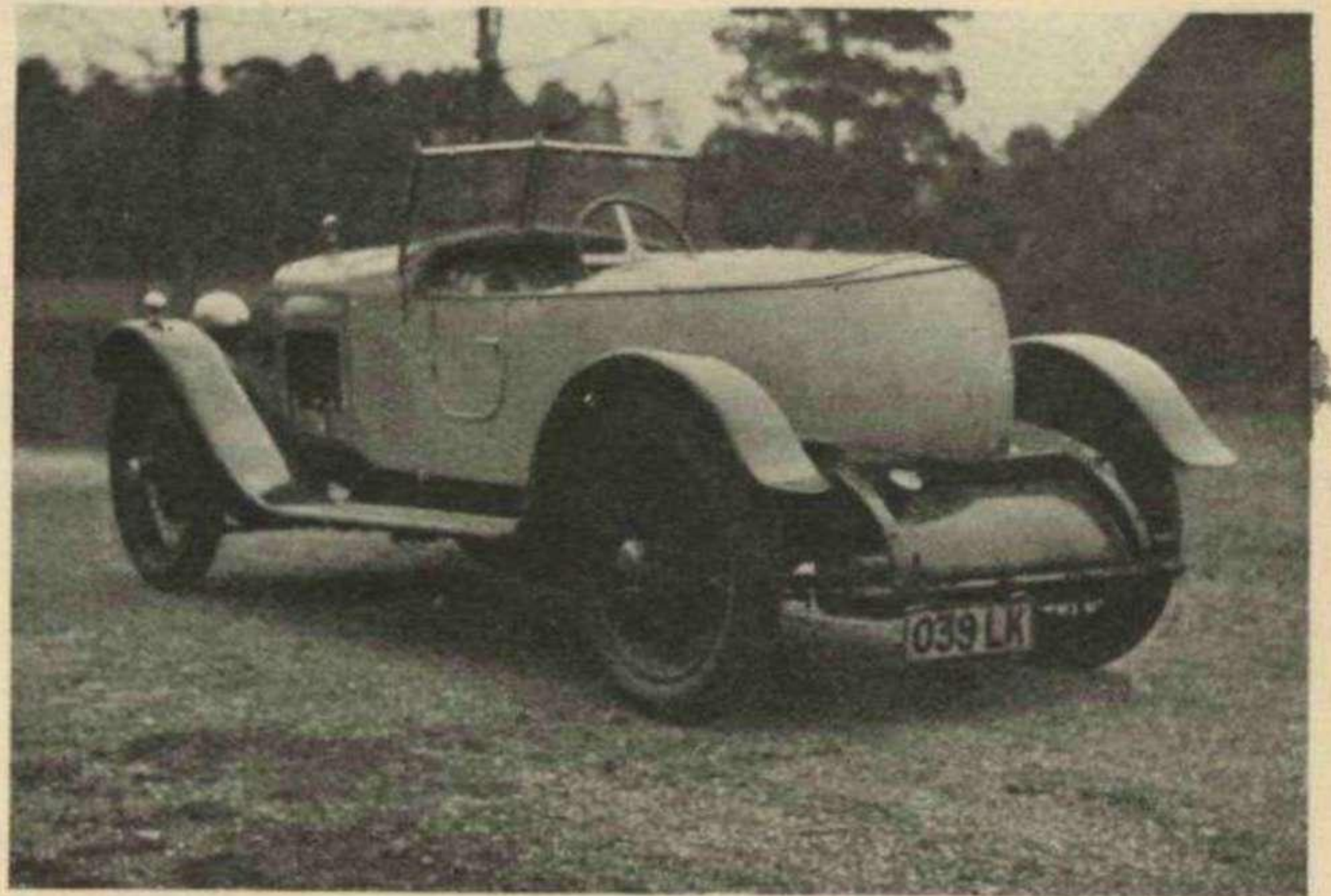
Amongst the many entries for this famous event is one of particular interest—that of the little model "M" Levis which costs 28½ guineas only. This would appear to be a definite attempt on the part of the manufacturers to prove that the ultra-cheap motorcycle is a go-anywhere machine, capable of holding its own with others costing three and four times as much.

Enthusiastic Enfield riders will be sorry to learn that Enfields are absent from this year's Stock Trial. This is by no means on account of failures in the past, for Enfields have been very successful in previous Stock Trials. I hear, however, that they have decided not to enter this year since the trial comes at a time when they are too busy to spare either the machines or the riders.

An Echo of the Victory Trial.

The fallibility of observers is shown by the fact that in the recent Victory Trial, F. Bicknell, who rode a solo Enfield, was penalised for "passenger assisting"—and lost a gold medal in consequence. Bicknell has now succeeded in proving his singular status and has been awarded the gold medal to which he was entitled.

A tiny machine has been doing great things during the opening meeting on the Cement Track at Mooburg, Germany. The previous record for the track stood at 86 kilometres per hour, but a rider named Giggenbach on a 1.72 h.p. Bayerland-Villiers broke this record with a speed of 90 k.p.h., and won the 175 c.c., 250 c.c. and 500 c.c. classes.



A REAR VIEW OF THE DELAGE DESCRIBED ELSEWHERE IN THIS ISSUE.

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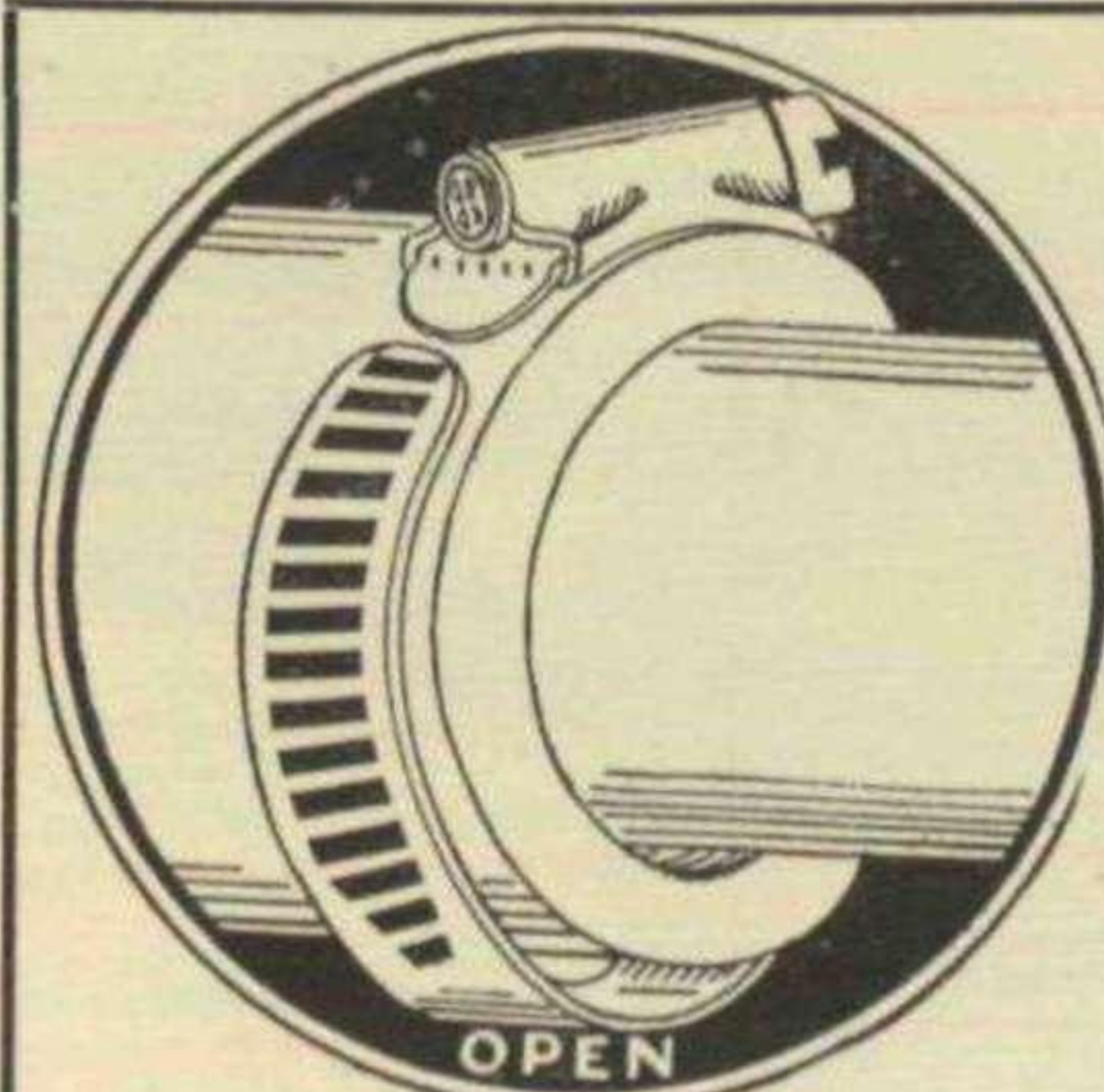
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