

# Continental "Balloons" fit existing rims

CONTINENTAL Cord Balloon Tyres to fit existing and special rims (BE) are ready. . .

Continental "Balloons" are extra strong and there is no danger of bursts. . .

Continental "Balloons" are not merely *oversize* tyres, but designed and built on genuine balloon principles. . .

Continental "Balloons" do *not* skid or slip on greasy surfaces, as the well-known Continental non-skid tread

has been specially altered and adapted to meet the requirements of low-pressure tyres. . .

Continental "Balloons" have been thoroughly tested under all possible conditions, and worthily uphold the traditions of Continental Tyres for endurance, speed and mileage.

Fit Continental "Balloons" and *increase* your average speed, reduce your petrol consumption, save wear and tear, and ride in luxury.

*Send for full particulars and Trade Terms to the Sole Concessionaire for Great Britain and Ireland.*

**F. POPPE**  
**100, BOLLO LANE**  
**CHISWICK, LONDON, W. 4**





*British Made*  
**Memini**  
**CARBURETTOR**

ESSEX MEETING AT BROOKLANDS, OCT. 4TH  
 Dr. Benjafield's Bentley won the opening event. This being the  
 car's FIRST APPEARANCE SINCE BEING MEMINI FITTED!

*Have you tried MEMINI?*

**HIGHER SPEED—BETTER ACCELERATION  
 AND LOWER CONSUMPTION GUARANTEED  
 or money returned in full after 30 days' trial.**

*Write for full details*

MEMINI CARBURETTOR CO., LTD.  
 235, HIGH HOLBORN, LONDON, W.C. 2.

*Telephone: Holborn 1329.*

Or enquire at FITTING DEPOT, BROOKLANDS TRACK  
 MESSRS. HANN PARTNERS, ENGINEERS

*Telephone: Byfleet 331.*

**SOME JARVIS SUCCESSES**

(Since June 28th, 1924.)

	Event.	Date.	Class.	Rider.
1st	South Harting ... ..	June 28	350 c.c. Expert ... ..	Mr. H M. Walters.
1st	Surbiton Club Brooklands Meeting ...	July 19	3-Lap Junior Handicap ...	"
1st	*200 Miles Race ... ..	Sept. 8	250 c.c. ... ..	"
1st	Wallington Club Brooklands Meeting	Sept. 27	10-Lap Solo ... ..	"
1st	Essex Club Brooklands Meeting ...	Oct. 11	3-Lap Senior Handicap ...	"
3rd	Wallington Club Brooklands Meeting	Sept. 27	One-Lap Solo ... ..	"
3rd	Essex Club Brooklands Meeting ...	July 23	3-Lap Junior ... ..	Mr. P. M. Walters.
			3-Lap Senior ... ..	"
2nd	B.M.C.R.C. ... ..	Aug. 2	3-Lap Handicap ... ..	"
3rd	B.M.C.R.C. ... ..	Aug. 2	3-Lap Scratch ... ..	"

\*Gaining 3 hrs. and 200 miles world records.

We have a Special Department devoted solely to the High Efficiency Tuning of cars and motor cycles. Let us quote you for those extra M.P.H.

Our Coachwork Department, under the supervision of Mr. A. P. Compton, late of Compton's (Coachbuilders), Ltd., is in a position to quote very competitive prices for specially light racing and sporting bodies on any chassis. Estimates and designs free of charge.

Directors:

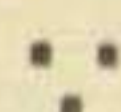
- A. M. WALTERS
- J. A. PALMES
- H. M. WALTERS
- H. V. PARBURY

**JARVIS & SONS, LTD.**

*Head Office:*

**Victoria Crescent, Wimbledon, S.W.19**

Telephone:  
 WIMBLEDON 2526  
 (3 lines).





# The BROOKLANDS GAZETTE

No 4

OCTOBER, 1924

VOL. 1

The only Organ devoted entirely to the Sport of Motor  
Car and Motor Cycle Racing and Competitions.

Published on the First of Each Month.

Edited by H. SCOTT HALL, M.I.A.E.

Single Copies - - One Shilling.

Annual Subscription - - 10/6 post free.

RADCLYFFE'S, Technical Publishers, 65, VICTORIA STREET, LONDON, S.W.1.

Telephone—VICTORIA 9545.

## CONTENTS.

	PAGE
Editorial ... ..	159-160
B.M.C.R.C. Championship Races ... ..	161-162
Historical Motor Cycles ... ..	162
A Pioneer Motoring Sportsman ... ..	164-167
Sporting Events of the Month ... ..	168-170
J.C.C. 200 Miles Race ... ..	171-177
Sport of the Month in Pictures ... ..	174-175
Thomas's Best Race ... ..	178-179
Another British Victory ... ..	179
Cars at Olympia ... ..	180-184
Accessories at Olympia ... ..	184-186
The D'Yrsan Light Car ... ..	187
Round the Clubs ... ..	188-191
Here and There... ..	192

## Editorial Notes.

### The Threat to Brooklands.

The prestige of Brooklands, hitherto the premier motor racing track of the world and the favoured venue for decisions in connection with motor races of all kinds, is seriously threatened, if it is not already lost. At the very least it may be said that a crisis is at hand, and that, failing immediate definite action by all the parties concerned, the track, and all the benefits which it confers on motorists and on British motorists in particular, will become second to the new French course. The root cause of the trouble does not lie in the relative merits of the two tracks, good as the new one is reported to be. The British track still has merits which cannot elsewhere be equalled. The trouble comes from outside, and arises from a cause which is endemic, but which has its counterpart in the national attitude towards motorists, all things motoring, and all that appertains to it, that is, so far as legal action may be said to be a true and correct expression of the national will.

### The Law and the Motor.

The progress of the motor car in this country has, from the very beginning, been handicapped by repressive legislation. We know of no other industry which is similarly treated. Not only does the law itself seem to be harsh, and in many ways unreasonable, but the method of its administration frequently shows bias. An illuminating side light on the general attitude of those who administer the law and who presumably take their cue from their superiors, was afforded recently, on the occasion of the retirement of a police officer who openly boasted of the large number of convictions which he had registered against motorists.

### NOTICE TO CONTRIBUTORS.

All contributions, whether literary, artistic or photographic, will be carefully considered by the Editor. A stamped, addressed envelope should be sent with every contribution, and the Editor will endeavour to return all matter he is unable to accept. Neither the Editor nor the proprietors are responsible for the loss of any contributions.

### NOTICE TO CLUB SECRETARIES.

Club Secretaries are specially invited to send the Editor paragraphs about the activities of their Clubs, and, in particular, notice of forthcoming events. All reports of competitions, meetings and other events should be sent to the Editor as early as possible, and must be received by the 20th of the month, to ensure attention for the next issue. Address contributions to: The Editor, THE BROOKLANDS GAZETTE, 65, Victoria Street, London, S.W.1.

["THE BROOKLANDS GAZETTE" will deal with all matters pertaining to motoring sport in all its forms in an impartial manner. Consequently, the Editor does not necessarily associate himself with the opinions expressed by his contributors.]



## EDITORIAL NOTES—continued.

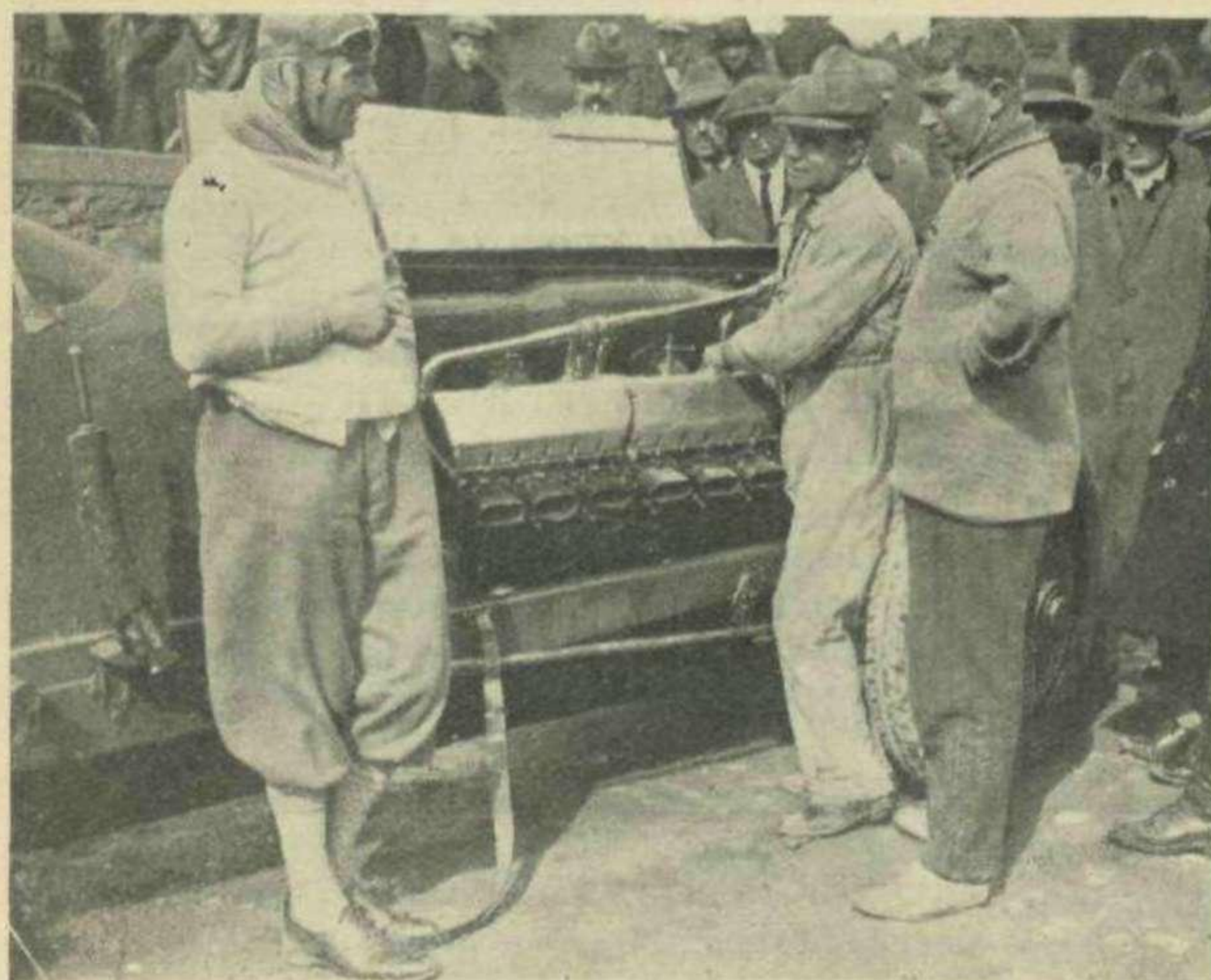
He realised, he said, when motors first began to come on the roads, that there would be ample opportunity for the exercise of his powers, not as one would have thought, to protect them and their users, but to harass and persecute them. He studied the law on this matter, therefore, most carefully, with the result that he was able to surpass his fellows in the skill with which he harassed the motorist.

If, as we may justly assume, his actions were but a reflection of the views of his superiors, then they clearly regarded the motorist, not as a law-abiding citizen, over whose interests the Police should watch, but as one to be continually hunted and harassed, so long as he was on the road.

That the same spirit still persists is evidenced by the attitude of the authority towards the frequently repeated proposal to run road races in this country. British manufacturers of motor cars have been handicapped in international competition, because, again and again, many times a year, the attention of the whole motoring world is focussed on those continental nations which are able to stage such events. In this country there is no equivalent of the French Grand Prix, and we suffer accordingly.

### Brooklands as against a "Grand Prix."

Hitherto, however, we have had Brooklands, which has, up to now, been our salvation in this matter. It is true that, of late, even Brooklands has felt, one after another, the cumulative effects of local action, as, for example in respect of the ban on night running—which has made it impossible to conduct continuous runs of more than twelve hours duration, and in the restriction of noise. The Brooklands authorities have submitted to these restrictions—endured, perhaps, would be the better word—probably for the sake of peace, and also because, at the time when they came into



A FINAL TOUCH-UP.

Capt. Malcolm Campbell and his helpers making the last adjustments to the 350 h.p. Sunbeam, before setting out on the record-breaking attempt. Note the absence of exhaust pipe and the streamlining of the brake lever.

being, they did not seem so important. The ban on noise has been even hailed in some quarters as beneficial, as tending to improve both cars and motor cycles, and particularly the latter, in respect of their silencing equipment. To these restrictions, however, there would seem to be no limit.

As we write, an action is pending between the residents of Weybridge and district on the one hand, and the proprietors of Brooklands on the other, concerning this very matter, and we urgently recommend all motorists and motoring bodies, either sporting, social or trade, to rally round in support of the track. It is important too, that in this matter our aim should be, not merely to prevent further restrictions, but to have the existing ones removed.

### Our Brooklands to be Ousted by the French One.

There would have been occasion for this direct interest on the part of sporting motorists in any event, for the restrictions at the very least are irritating. They have now, however, become of vital and first importance in view of the opening of the new French track. It is common knowledge in the trade that the Comte de Janze, Director of the concern which is responsible for the French "Brooklands," has been visiting leading manufacturers of sporting and racing cars in this country with a view to persuading them to make use of the track, and his chief argument—one might almost say, his only argument, has been that there will be *no restrictions*. If he is generally successful, the results may be very serious. France already possesses the distinction conferred by the running of the Grand Prix. We in Brooklands have hitherto had a course on which record creating runs could be run, notwithstanding the restrictions. Now the mere elimination of the silencer rule, in force at Brooklands, will enable cars such as the Darracqs which competed so successfully in the two hundred miles race to increase their speed by at least 5 m.p.h.

### "Circumstantial Compulsion."

Consequently, a manufacturer who desires to demonstrate to the world at large the maximum speeds of which his car is capable, and who has to decide between Brooklands and Montlhéry, is not long in doubt as to his choice. In the former case he knows that he will have to fit a silencer of certain dimensions and having a known effect on the power of his engine; he will lose 5 per cent. of his speed. If he goes to France no such restrictions will exist, and he may very well find it possible to increase his maximum speed by upwards of 5 m.p.h. This is not free choice; it is, by the very nature of things, compulsion—in the favour of the French track. Hence the need for energetic action, along the lines we have indicated.



# B.M.C.R.C. CHAMPIONSHIP MEETING.

## Rain Compels Postponement of Solo Events.

A DRIZZLING morning, coming at the end of almost a full week of rain, looked like causing postponement of the British Motor Cycle Racing Club's Championship Meeting, on Saturday the 11th inst. A temporary cessation of the rain, at about noon, raised hopes, however, and, notwithstanding the fact that water was standing on certain parts of the track, notably along the railway straight, a start was made on the sidecar events at the appointed time, one o'clock.

There was considerable disappointment when it transpired that such notable exponents of the art of track racing as Marchant and Le Vack were absent, providing treats for Continental enthusiasts, and the first event, for sidecar machines of 350 c.c., in which there were 15 entrants, was notable for the undue proportion of non-starters, from that and other causes. Besides the riders already named, R. N. Judd, who should have ridden C. G. Pullin's Douglas, was missing from this race, as also were Emerson (O. K. Bradshaw), J. H. Simpson (A. J. S.), H. Collins (J. E. S. Blackburne) and G. H. Tucker (Zenith-Blackburne).

They were off at six minutes past the hour, and the first lap saw Spikins, the only private owner to enter for this event, leading, on his Zenith-Blackburne, followed closely by Wright, on a Zenith-J.A.P., with V. Baxter, (Rex-J.A.P.) in third place. By the end of the second lap Baxter had won his way to the front, with Wright following closely, and Spikins third. Worters, on the Toronda-Blackburne, was in close pursuit, in company with E. S. Prestwich, (Zenith-J.A.P.) All were, however, bunched very closely, and as the starting line was crossed for the second time, Spikins was observed to be overhauling Wright. The third

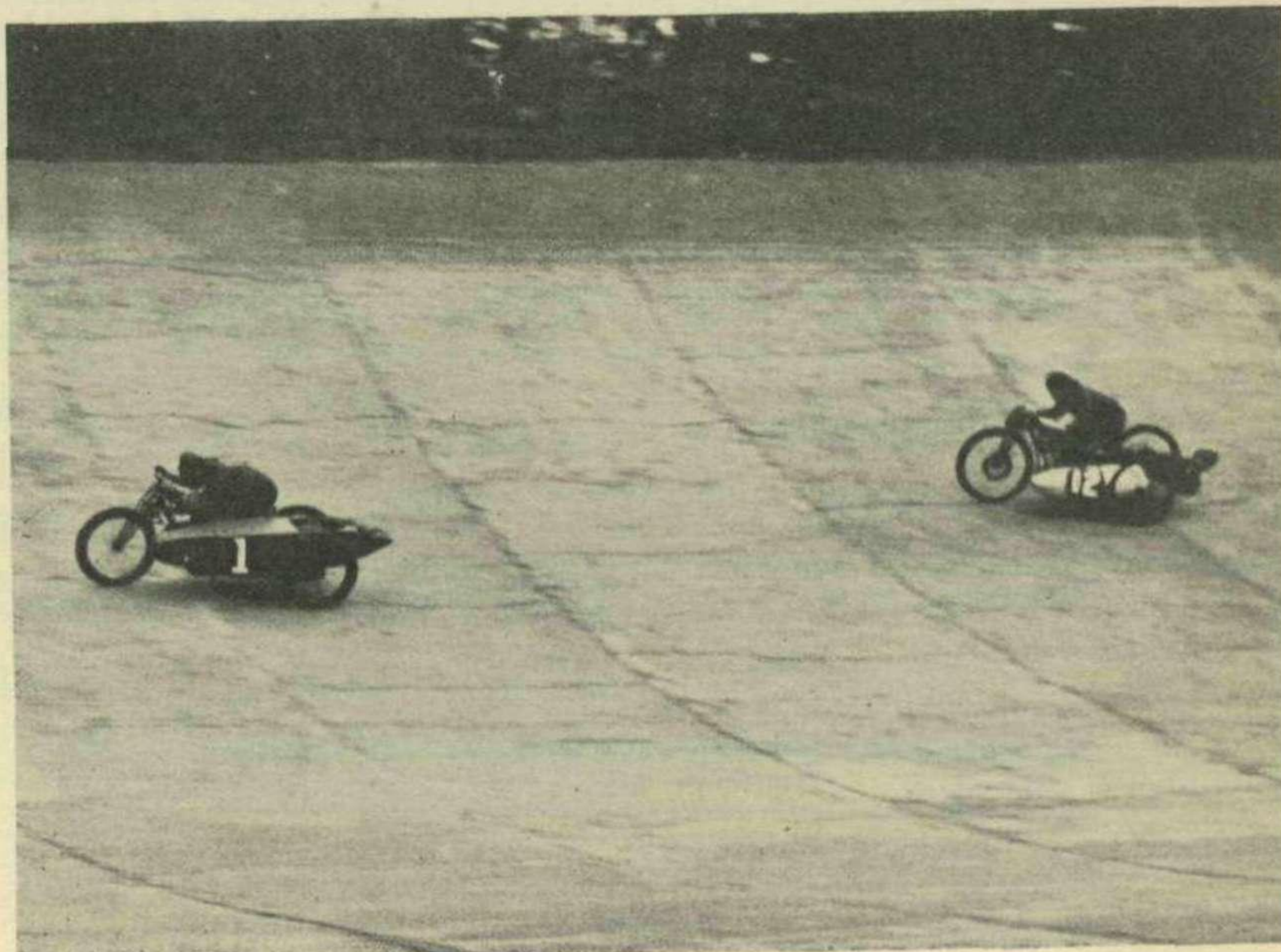
lap found Baxter still holding his own, with Worters next, followed by Prestwich and Wright, and in that order they ran to the finish, with hardly a couple of lengths to cover the bunch. The winner's speed was 65.61 m.p.h.

Notable absentees from the second race, for sidecar machines of 600 c.c. capacity, were D. R. O'Donovan, (Norton), L. P. Driscoll, (Norton), P. E. D. Cooper, who was to have ridden Tucker's Norton, and V. Anstice, the Douglas rider, who did so well in the recent Doncaster speed event. Out of 14 entrants there were ten starters. G. H. Tucker and Freddie Dixon got well away at the start, but Tucker was soon in difficulties, so that when they appeared for the second time, Dixon was leading, with Horsman right on his tail, and Pullin, on the Douglas, in close pursuit. The Douglas machines in this race, however, were dogged by as persistent a run of bad luck as could possibly be imagined. Out of the three which started, not one ran to the finish. Freddie Dixon was the first to drop out, and he was followed by Newitt, both in the second lap, at the end of which Horsman was leading, and going well. Pullin was second, but obviously in trouble, and R. M. N. Spring, a private owner, on a Norton, third. The third lap saw Horsman well ahead, and rapidly increasing his lead. Spring was second, and Tucker third. During the fourth lap an extraordinary accident happened to Spring, who up to that point had every prospect of being placed. The rim of the wheel of his sidecar parted company with the hub and spokes, just as he was leaving the Byfleet banking. Nothing but skilful driving of a very high order, aided to some extent by a providential skid, prevented a nasty spill, and in

---

VICTOR HORSMAN LEADING  
AT END OF FIRST LAP OF  
RACE FOR 600 C.C. MOTOR  
CYCLES AND SIDECARS:  
FREDDIE DIXON IS SEEN  
FOLLOWING CLOSE BEHIND.  
THE RESULT WAS AN EASY  
WIN FOR HORSMAN.

---





## B.M.C.R.C. CHAMPIONSHIP MEETING—continued.

actual fact he was able to draw in to the near side and come to rest on the inside of the track. As his speed at the time of the accident must have been in the region of 75 miles an hour, the providential nature of his escape is self evident. Horsman ran home an easy winner, at 75.34 m.p.h., with Tucker second.

There were three absentees in the race for the big chaps, (1,000 c.c. sidecar event), Le Vack, (Brough Superior J.A.P.), H. A. Johnston, (Zenith J.A.P.) and R. M. N. Spring, the victim of the unfortunate accident in the previous event, being missing. H. J. Knight, a private owner of a Zenith J.A.P., got away quickly, as also did Baragwanath, (Zenith J.A.P.) and Temple, (Montgomery British-Anzani). Longman had difficulty in starting, and his helpers had to run very nearly to the permitted limit before his engine could be persuaded to fire. The end of the first lap found the majority pretty closely bunched, with Temple leading,



I. P. RIDDOCH, ON HIS ZENITH-BLACKBURNE, WINNER OF THE 1,000 C.C. MOTOR CYCLE AND SIDECAR EVENT.

followed by Riddoch, on a Zenith-Blackburne; Dixon, (Harley-Davidson), Longman, (Harley-Davidson), D. Fitzgerald, (private owner, on a Zenith J.A.P.), H. J. Knight, another private owner, also riding a Zenith J.A.P., and Baragwanath. At the end of the second lap, Temple was still leading Riddoch by a good length, but there was a considerable gap between the latter and Longman, who followed in close company with Dixon. A further gap separated these two from Fitzgerald and Knight, while Baragwanath brought up the rear a good half lap behind the leader. The same order prevailed when the line was crossed for the third time: Riddoch seemed to be in difficulties, his engine missing occasionally, but he still kept his place close on Temple's rear, and it was pretty obvious that, if he could right matters, he would run in an easy winner. Longman had increased his lead on Dixon, who did not seem at all happy. The fourth lap saw the whole field strung out at great length, and Riddoch overhauling Temple, whom he actually passed on the short banking, running home a good winner at 80.46 m.p.h. Temple was second, and Longman third, followed at long intervals by Dixon, Fitzgerald, Knight, and Baragwanath, in the order named. Fitzgerald, as the first private owner home, is awarded the special Gold Medal on that account.

By this time the "weather" had set in again in earnest: a heavy Scottish mist was coming over from the Byfleet end of the track, and, by the appearance of the sky, there was plenty more of it in store. The entrants for the cyclecar race, G. N. Norris and H. Beart, both riding Morgans, decided not to run, and event four, for which there were only two entrants, of whom only C. W. Johnston (Verus-Blackburne) was present, was a walk-over. Johnston rode the distance, in order to ensure that the event should count in his aggregate for the season.

A temporary postponement of the remaining events for half an hour, to give the weather a chance of relenting, proved fruitless, and the solo events were therefore postponed till the following Wednesday at 2 p.m. A full report of them will appear in our next issue.

## HISTORICAL MOTOR CYCLES.

The historical exhibit of motor cycles which the Auto-Cycle Union is arranging for the forthcoming Motor Cycle Show, is now almost complete. So far, twelve solo machines and five three-wheelers have been offered and accepted, whilst in addition a number of interesting photographs of early sporting events have been secured. The majority of the exhibits date back to between 1900 and 1903, and many of them were in being before the days of taxation and registration. Practically all are devoid of spring forks and other modern luxuries, although, as many of the machines are still in commission, certain improvements have

been incorporated from time to time by successive owners.

The types of machine that have been got together cover a wide range and include single, two and four-cylinder models. The three-wheelers are mainly of the tricycle variety, but one or two sidecars of very early design and manufacture have been obtained, and it is also hoped to include a trailer. Although great efforts have been made to discover a steam-driven motor cycle, the A.C.U. has, so far, been unable to obtain one. A number of such machines were in existence before the war, and the A.C.U. would be very glad to hear from the owner of any such machine.



# LANDAULETTE CAR CO.

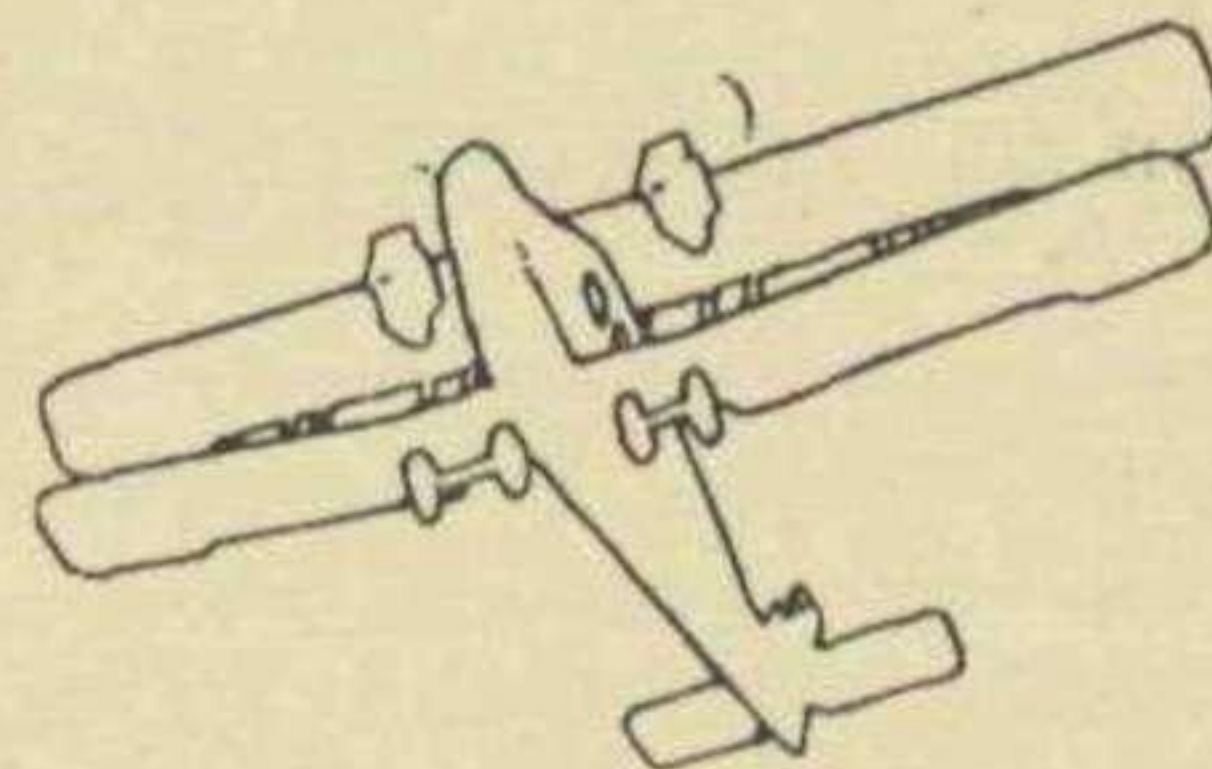
Always a Large Stock of  
**LANDAULETTES**  
AT ALL PRICES.

Your present Car taken in Part  
Exchange.

DEFERRED PAYMENTS.

404, EUSTON ROAD,  
LONDON, N.W.1.

TELEPHONE MUSEUM 5515.



## 'AIRWAYS'

The only air travel magazine. Obtainable from all principal bookstalls and newsagents. Published on the tenth of each month by Newton and Co., 48, Russell Square, W.C.1. Annual Subscription, seven and sixpence, post free

PRICE SIXPENCE MONTHLY



## MOSS BROS. for MOTOR CLOTHING

Every description of Motor Clothing stocked. Huge selection of fleece and leather lined Motor Overcoats, Travelling Rugs, Gauntlet Gloves, Trench Coats, Raincoats, Burberrys and Breeches.

Dinner, Dress, Lounge and Golf Suits.  
Wedding Clothing for Sale or Hire.  
Hunting, Riding and Field Boots.  
Naval, Military and R.A.F. Kit.  
London Agents for Zeiss & Goerz Glasses.  
Sporting Guns by eminent Makers.  
Travelling Requisites for every make of Car.



## MOSS BROS.

8, Cambridge Circus, Shaftesbury Avenue, W.C.2

Telephone: REGENT 2703. Telegrams: "ALCLOTHES, WESTCENT, LONDON."

And 83/5, High Street, Notting Hill Gate, W.11.  
224, High Road, Kilburn, N.W.6.

POST ORDERS TO CAMBRIDGE CIRCUS.

ILLUSTRATED CATALOGUE ON APPLICATION.

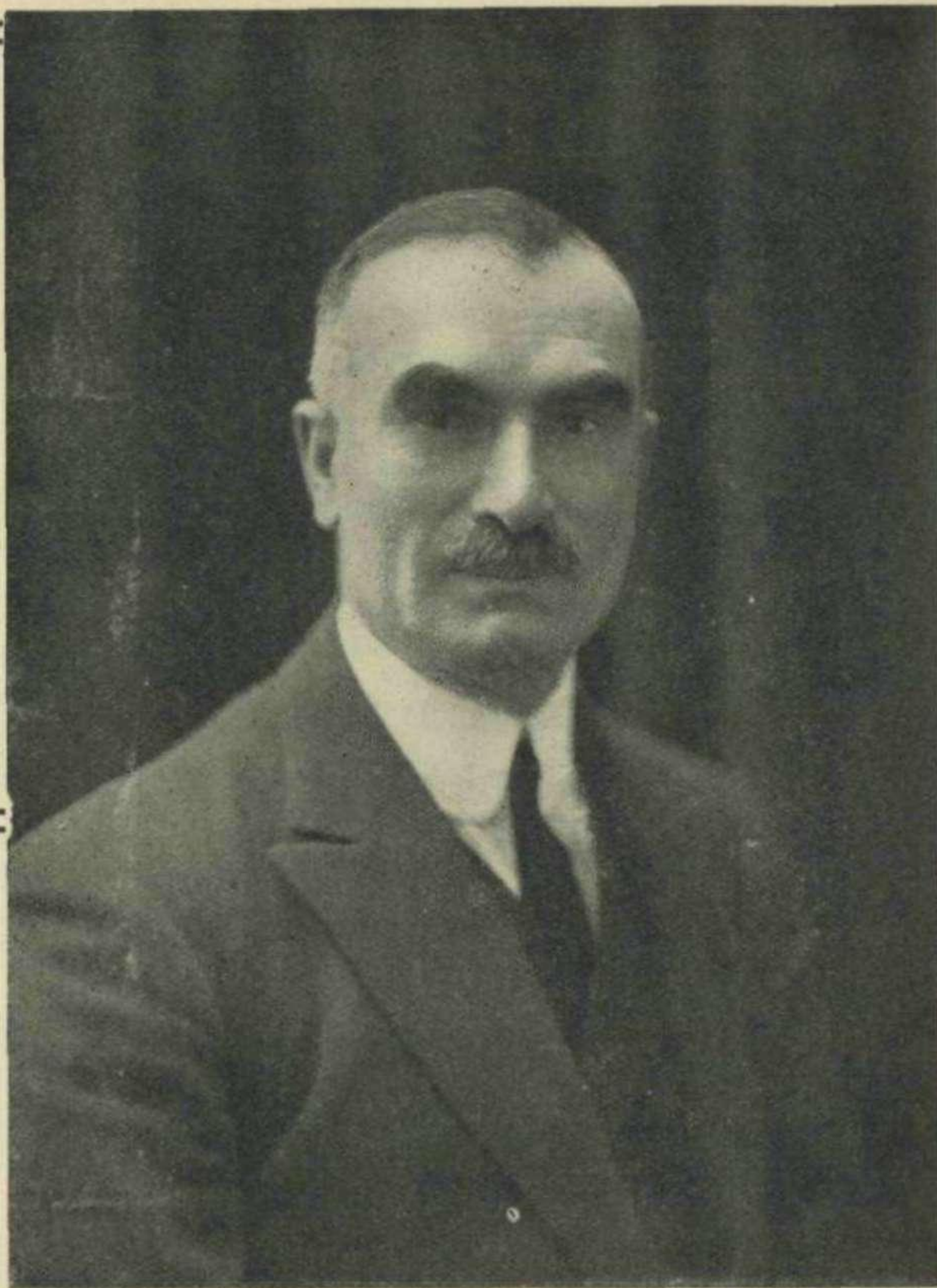
**REGULATION TRENCH COATS.**  
62/6 (War Office Pattern) 62/6  
With detach. fleece lining 75/-  
Superior quality - - 85/-  
With detach. fleece lining 105/-

**TRAVELLING ULSTERS.**  
In superior quality Naps, Friezes, Cheviots, etc. Coats that ensure warmth without being uncomfortably heavy. Fleece lined 80/-, 90/-, 100/-, 120/- and 140/-.  
Leather lined 105/-, 147/-, 168/-, 189/- and 210/-.



## A Pioneer Motoring Sportsman

### Mr. S. F. Edge's Views on Racing, Trials, and Motor Exhibitions.



AN interview with Mr. S. F. Edge is always full of interest, and invariably a delight. It is interesting because he has a great store of knowledge and experience of motoring in all its aspects, particularly those appertaining to the sporting side, which knowledge he is not chary of imparting. It is diverting because there is always in his way of stating his views an element of surprise, which, often enough, leaves his hearer gasping, until the explanation follows. This, and another of his characteristics, that of coming at once to the point, were exemplified right at the commencement of our recent interview with him.

"Well, Mr. Scott Hall," he began, "What can I do for you, or what are you going to do for me?"

"I want you to tell the readers of *The BROOKLANDS GAZETTE*," I replied, "your reasons for so persistently entering A.C. cars for racing and sporting events of all kinds, obviously at considerable expense, which would not otherwise be incurred?" "Am I right," I continued, thus giving a lead, "in presuming that your object is publicity pure and simple; the bringing of the name A.C. to the attention of a number of people who would not otherwise be cognisant of it, or who, on seeing it in print, would attach no more significance to it than they would to that of any other make of car? Put in a few words, may I take it that your object is to attract new customers?"

"No," was the surprising answer, "I do it to please the customers that I already have, those who already own A.C. cars."

Our bewilderment was clearly obvious, for the explanation followed unasked:

"You see, it is my belief that by far the greater number of motor cars are sold on the recommendation of people who own cars, and in the belief, I make the happiness of owners of A.C. cars my chief concern. Now it is a fact that every owner of a car likes to imagine that he has bought the best he could get. He is quite sure that he knows more about cars than his neighbour, who has invested in a car of another make, and he naturally hails with delight any evidence by which he can substantiate his claim to have made the better

purchase. A.C. successes, on road and track, are a perpetual help in that direction.

"That reason, however important though it be, is not the first and most imperative one. Chassis must be tested, to try out modifications, and to detect weaknesses. Making the tests public provides the desired satisfaction to the owners of A.C. cars, without actually involving any considerable additional expenditure. We merely kill two birds with one stone."

"In what direction, then, do you think cars have benefited most, as the result of consistent use of the track for these tests?"

"In reduction of weight. Cars of to-day, with engines of 2,000 c.c. capacity, can now do more comfortably and safely that which was done previously by chassis having engines of 6,000 c.c. The net result is that cars for a given purpose can not only be produced much more cheaply, but they are also much cheaper to maintain and run.

"It used to be regarded," he continued, "in the old days, as essential that a car should be heavy, if it was to be comfortable. There are people to-day who have that belief. As a matter of fact, it is a pure fallacy. One of the things which Brooklands has taught us most thoroughly is how to spring our cars most effectively. Not that the springing on a touring car is made the same as that on a racer, but that we are able to learn, from the behaviour of our cars on the track, what considerations have to be borne in mind when we have to equip a car with satisfactory springs for the road.

"It is not wholly untrue, either, to state that there is some connection between the springing required for





Assets  
Exceed  
£3,000,000

# Supremacy!

Full comprehensive cover similar to that secured by a Tariff Policy, but at an approximate cost of 20 % below the Tariff rates.

Comparative Premiums charged by the C.I.S. and the Tariff Companies for the usual comprehensive Cover in respect of Private Cars.

TREASURY RATING NOT EXCEEDING	VALUE INCLUDING ACCESSORIES NOT EXCEEDING	C.I.S. PREMIUMS.	TARIFF COMPANIES.
11.9 h.p.	£250	£8 0 0 (seating not more than 4 persons including driver)	£12 15 0
11.9 h.p.	£250	9 17 3 (seating more than 4 persons)	£12 15 0
13.9 h.p.	£400	£11 5 0	£15 17 6
20 h.p.	£400	£13 7 6	£17 7 6
FORD CAR	£300	£10 0 0	£12 10 0

N.B.—Irish risks are rated specially and are subject to certain restrictions.

Write to-day to the—

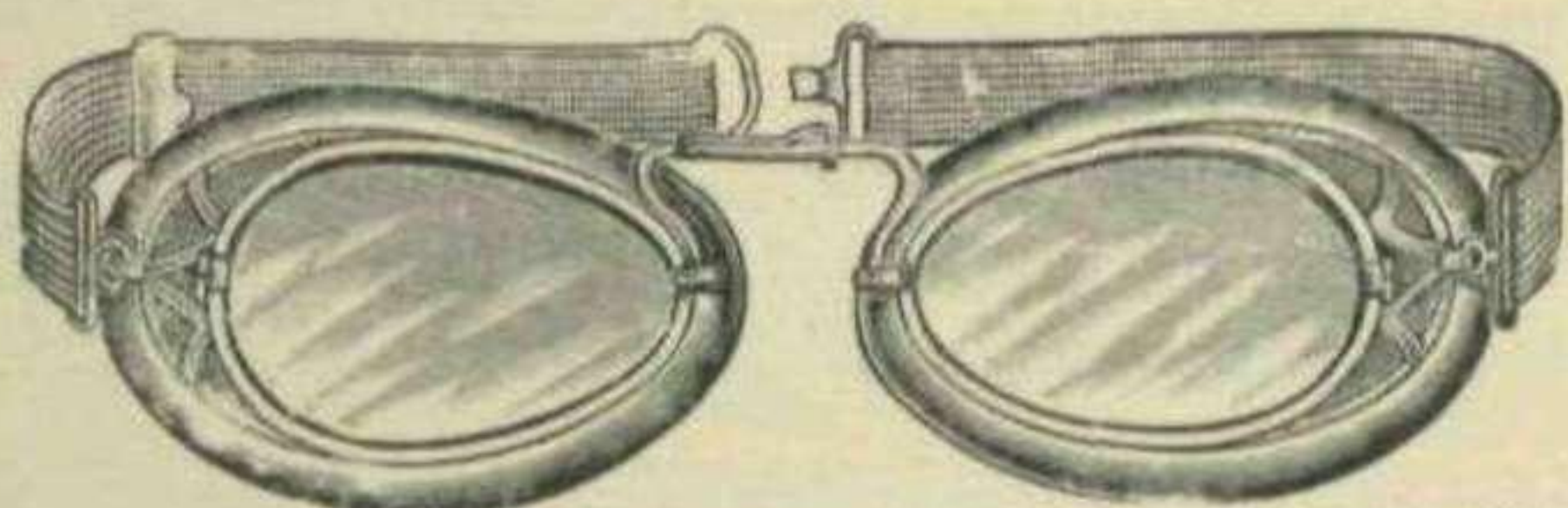
## CO-OPERATIVE INSURANCE SOCIETY, LTD.

(The Joint Insurance Department of the Co-operative Wholesale Society and Scottish Co-operative Wholesale Society.)

Chief Office

114, Corporation Street, MANCHESTER.

Branch and District Offices in all the principal towns.



### The No. 4 Meyrowitz Goggette.

An ideal Motor Goggle for the Racing Man where strength and reliability are essential.

The No. 4 Goggette can be fitted with the well-known Triplex Safety Glass in white, smoke or green tints. Your prescription can also be adapted to this Goggette either in plain glass or in Triplex.

No. 4.

Plain Glass £1 10s. Triplex £2.

Fitted with Prescription Lenses to estimate, depending on the correction required.

E. B. MEYROWITZ, LTD.,  
1a, OLD BOND STREET, LONDON.  
NEW YORK. PARIS.

### H.R.H. THE DUKE OF YORK'S INTERNATIONAL MOTOR BOAT TROPHY.

- ↑ 1<sup>st</sup> LADY PAT, BROOKE ENGINE. ↑
- 2<sup>nd</sup> PIERRE DE LUNE, BUGATTI ENGINE. ↑

BOTH FITTED WITH

## ↓ SPECIALLOID ↓ PISTONS ↓

FULL PARTICULARS FROM  
SPECIALLOID, LTD., FRIERN PARK, N.12

### AT YOUR SERVICE.

## H. L. PAYNE & CO.

78a, Harlesden Rd., Willesden, N.W.10

REPAIRS, OVERHAULING, TRIMMING  
REPAINTING A SPECIALITY

Any make of Cars supplied—Old Cars taken in Exchange.

Let us quote you for making your old car into a new one

Phone : Willesden 2692.

ESTIMATES FREE

Prompt and courteous attention guaranteed.



## A PIONEER MOTORING SPORTSMAN—continued.

speed and weight. What I mean is, that springing which has done well on an extremely light racing car, at high speeds, is very much akin to that which is suitable for a heavier car which is not called upon to do such high speeds. On Brooklands we learn the alphabet of suspension.

"Small modifications in tyres, too, which we have found to be desirable for track purposes, modifications introduced by the makers at our request, to improve the reliability and safety of the tyres, are, after a time, incorporated in the general run of tyres as turned out by the manufacturers for ordinary use, so that we, the manufacturers of cars, who use the track on which to perfect our products, are helping the general run of motorists in that way.

"A typical example of the direct influence which racing has on the design and construction of cars which are sold to the general public occurred at about the time we determined to secure the 100 miles record for A.C. cars. We fitted an overhead six-cylinder engine with four valves per cylinder, but could not keep the valves tight. Time after time a car would lose its power after a short spell of running, and the loss would be traced to leaky valves. No matter how carefully those valves were ground in, trouble would as surely develop. The self-centring valve was invented, and applied, with almost miraculous results. A car would come off the track, after a hundred miles of running, at record-breaking speeds, and its valves would still be as tight as before. These valves, which hardly ever need grinding in, are now standard on overhead-valve six-cylinder engines, to the considerable benefit of the user."

On the relative merits of road and track racing, Mr. Edge holds decided views. He thinks, however, that we should be allowed to hold road races in this country.

"Many members of the public," he said, "hold the opinion, quite wrongly, that a road race is a more strenuous trial of a chassis of a car than one run on Brooklands. There is nothing in road racing to justify that view. The only stress brought about by road racing which is not actually encountered with greater intensity on the track, is that due to cornering. People have the same idea about the track that we had, before it was constructed. They imagine that it is perfectly smooth, and that all the cars have to do is to roll round and round. Nothing is further from the truth. Some of the rough parts of the track are as bad as anything which is likely to be met with on the road, if not worse, while in their treatment there is this important difference. A driver on the road eases up for any little unevenness of surface which he sees, and saves his chassis accordingly. That easing up does not occur on the track, where the man has his foot hard down all the time, and takes the bumps as they come. In that difference in the attitude of the driver lies the reason why I do not consider that the braking strains to which a car is put when raced on the road are so intense as the corresponding stresses which come upon the chassis as it bounds from bump to bump, without any relief in the way of a slackening of speed, on the track.

"A car when running at 100 m.p.h. jumps from the track, and may be in the air for, say a third of a second. A little arithmetical calculation will suffice to show that in that time it moves fifty feet, and therefore comes down to earth with the same violence as though it had been thrown, at a speed of 100 miles per hour, for a distance of fifty feet. Moreover, while it is in the air the engine is speeding up, and the back wheels, when they hit the ground again, are turning much more quickly than they need, for the speed at which the car is moving. The result is just the same as if the brakes had been applied most violently, and extremely suddenly, much more suddenly than they could ever be applied by hand, for even moving at his speediest, a man takes quite an appreciable time to move the hand lever or pedal and apply his brakes.

"As an example of the improved brake efficiency which results from these gruelling tests," he continued, "it is an actual fact that Mr. Victor Bruce, when competing in the 'Circuit des Routes Pavees,' found his brakes, which acted on the rear wheels only, so powerful that he was run into from behind by other cars equipped with four-wheel brakes.

"On the question of the advisability of holding periodical road races in England, I most certainly think we ought to have them, not only so that British manufacturers should be better able to compete than they are now, in Continental events, but so that we could attract to this country that vast body of overseas, Continental and Colonial buyers, to whom road races are the most attractive form of publicity. That aspect is quite apart from the question as to the comparative value, from the point of view of chassis improvement, of road and track racing. As indicating the value which I personally attach to the track I would point out that we test *and perfect* our road racing cars on Brooklands."

"Another important part of your activities in the direction of car trials, Mr. Edge," we went on, "is in connection with the Official Tests which are conducted by the Royal Automobile Club. In what way do these enter into your general scheme of improving the construction of our cars, and at the same time, 'pleasing the people you have got.'"

"We carry out tests of that description on our standard products, such as anyone can buy, as distinct from our racing cars. We guarantee that whatever performance is put up by one of our cars under an R.A.C. test can be equalled by any other of the same model which we sell, and if any customer of ours is dissatisfied with his car, in that he claims that it will not perform as, according to these R.A.C. tests, we say it should perform, then we will have it put through the same tests to prove our case, provided of course that he will pay for the test. Obviously we cannot pretend to carry out tests free of charge, for all those of our customers who imagine that their cars fall a little short in performance. The cost would be prohibitive."

"Finally," Mr. Edge, "if we do not weary you, what bearing has an Exhibition such as that at Olympia have on this all-important matter?"

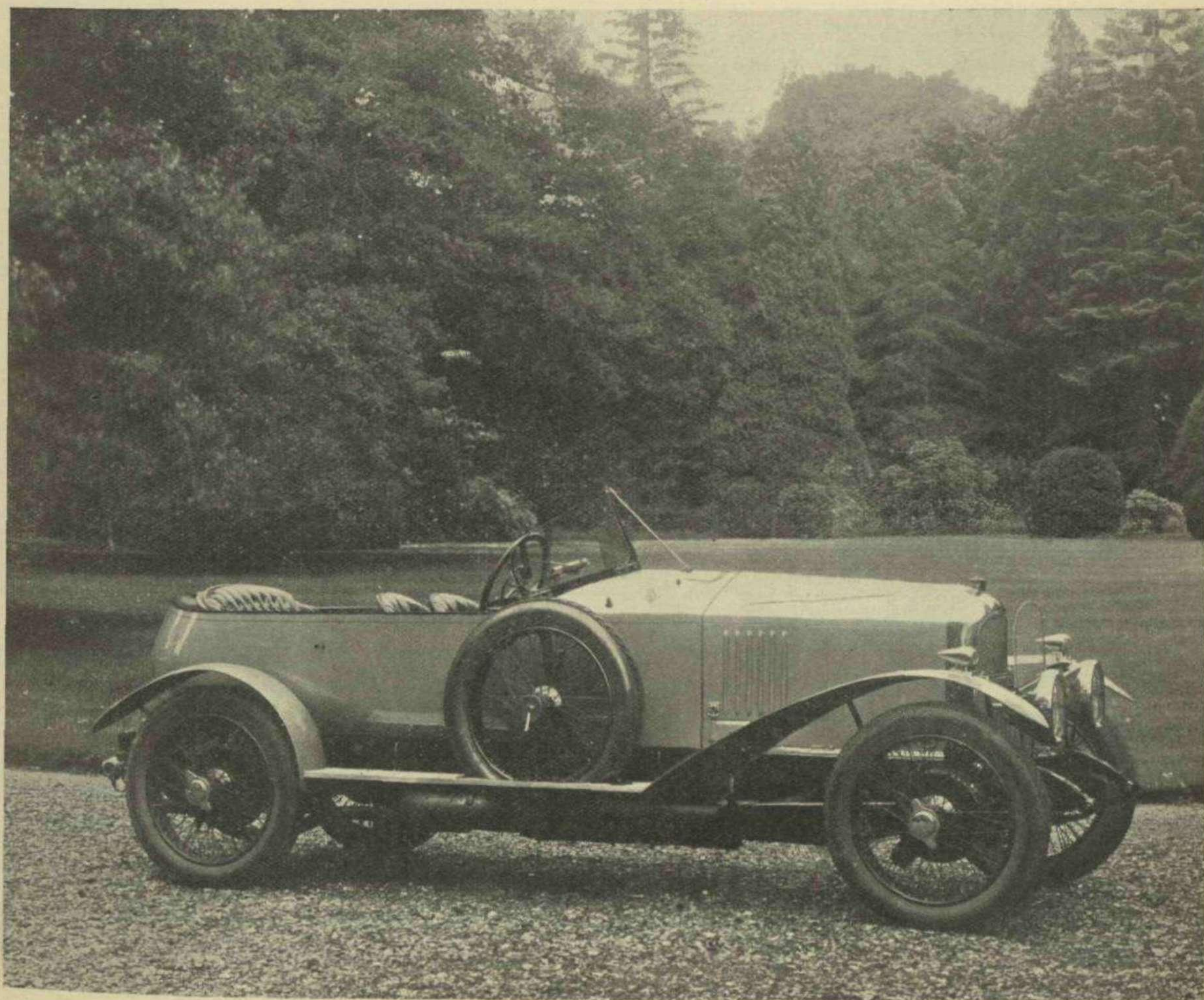


## A PIONEER MOTORING SPORTSMAN—continued.

"The value of the Car Show is that it makes people dissatisfied with the cars that they have! You can very well imagine that, if there were no show—and even if a motorist does not go to the show, he reads all about it in his motoring paper, which has the same effect—if there were no show, and if a man did not greatly concern himself with the types of cars which were being used by people round about him, he might very well go on using the one car for ever, which would obviously be poor business. The Show gives a fresh annual impetus to the incentive to buy new cars. It makes the owner of a car want a new one, and he therefore disposes of the one he has got, thereby most likely bringing in another user who, but for the opportunity to buy second hand, would never become a motorist, or at any rate not so

soon. Next year he comes to Olympia, and becomes another discontented owner, and carries on the good work started, in his case, by the man who sold him his car."

It did occur to me that this procedure, spending money on races and trials all the year round to please the owner of an A.C. car, and then spending as much again on a magnificent display at Olympia, so as to get him dissatisfied again, might seem rather absurd to readers, but I felt some diffidence in putting that point forward, and let it slide. Those who are really of opinion that the matter is one which might very well be discussed will have a fine opportunity to bring it forward to Mr. Edge himself this week at Olympia.



A FINE CAR AND A FINE BACKGROUND: THE CAR IS THE 30-98 h.p. VAUXHALL-WENSUM BELONGING TO MAJOR COE. A SIMILAR MACHINE IS ON VIEW ON THE VAUXHALL COMPANY'S STAND AT OLYMPIA THIS WEEK.



## SPORTING EVENTS OF THE MONTH.

### Brighton, Ulster, Isle of Man, Brooklands, The Chilterns, Doncaster, Southport, Pendine and South Sebastian

**T**HE Race Meeting at Brighton held under the auspices of the South Eastern Centre, A.C.U., and organised by the Brighton and Hove Motor Cycle and Light Car Club, was the most successful of any which have yet been held there, if it was not actually the biggest event of its kind which has taken place this year. There were 200 entrants and the races, which were run off between 1 o'clock in the afternoon and 7.30 in the evening, were attended by an enormous crowd of spectators, variously estimated as between 8,000 and 12,000.

There were events for all classes of both cars and motor cycles. Amongst the former, perhaps the outstanding success was J. A. Joyce, who on a racing A.C. was first in three classes: the 1,500 c.c. class, the unlimited racing class, and the unlimited, any car. In addition, he made the fastest time of the day, thus winning two silver cups and a gold medal.

Other successful entrants amongst the car owners were Miss Ivy Cummings on a Frazer Nash, A. R. Simmins on a Talbot-Simmins, Lewis on a Frazer Nash and Wallsgrove on a Riley Sports. Amongst motor cycles, T. G. Meeten on a Powell, P. S. Seymour on a Rebro, were prominent in the 175 c.c. class. F. C. Millar was first in the 350 c.c. class on a Chater-Lea and H. A. Johnston, on a 344 c.c. Zenith, obtained honours in the 500 c.c. class. Johnston, won again on the same machine in the 750 c.c. class, and he also won the unlimited on a 976 c.c. overhead valve Zenith.

J. H. Mather on a Rudge came in first in the race for 350 c.c. combinations, A. Moss on a 494 c.c. Douglas was first in the 600 c.c. class, and E. C. E. Baragwanath riding on a 976 c.c. P. & P., won the race for 1,100 c.c. combinations.

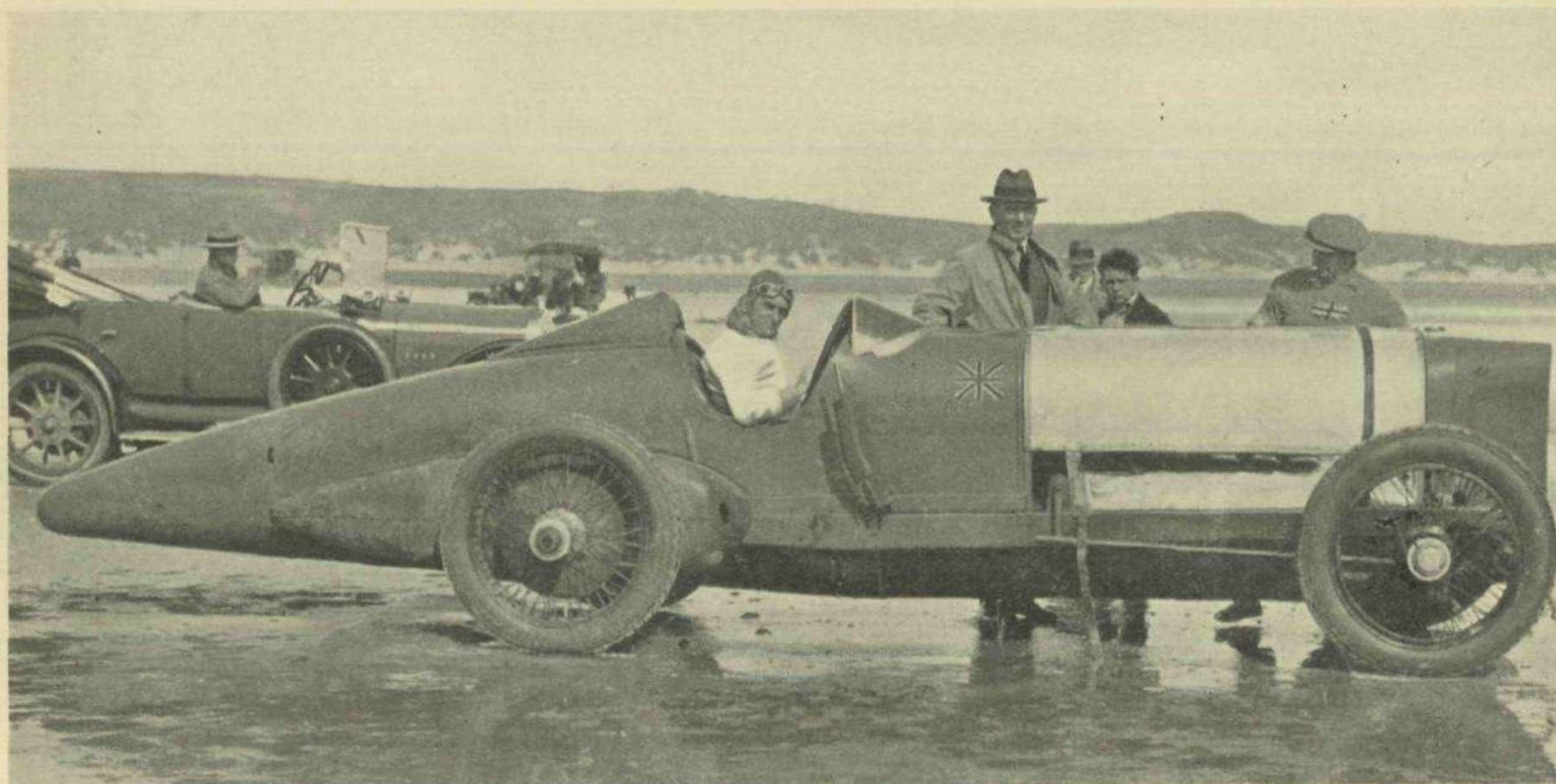
The awards in the Amateur classes went to F. G. Leaney on a 344 c.c. Zenith, A. P. Hamilton on a 490 c.c. Norton, and A. G. Williams on a 493 c.c. Sunbeam in the 350 c.c., 500 c.c. and 750 c.c. classes respectively.

In the unlimited class, D. C. Fitzgerald was first on a 976 c.c. Zenith.

In the Expert classes, A. Frazer on a Chater-Lea won the 350 c.c. race, L. Parker on a Douglas the 500 c.c. and E. W. Spencer, also on a Douglas, the 750 c.c. The unlimited class went to E. W. Spencer on a Douglas, the 350 c.c. combination to D. B. Calder on a Zenith, the 600 c.c. combination to E. W. Spencer on a Douglas, and the 1,100 c.c. to E. C. E. Baragwanath. The fastest time of the day was made by E. W. Spencer on a 494 c.c. Douglas.

#### The Ulster Grand Prix for Motor Cycles.

This year's Ulster Grand Prix for Motor Cycles proved once again to be a triumph for Nortons. The event was run off before a huge crowd of spectators, testifying that the keenness of Irish people for sporting events of any kind extends to those in which motors participate. It was a most eventful one and terminated with results as follows:—250 c.c. RACE (10 laps, or 205 Miles).—



AN EXCELLENT "FULL LENGTH PORTRAIT" OF THE RECORD-BREAKING SUNBEAM, WITH CAPTAIN MALCOLM CAMPBELL UP.



## SPORTING EVENTS OF THE MONTH—continued.

1. J. A. Porter (249 New Gerrard), Edinburgh, 3 h. 27 m. 47 s.=59.2 m.p.h.; 2. J. A. Forsythe (249 Diamond), Belfast, 3 h. 37 m. 31 s.; L. T. Gridland (249 J.E.S.), Gloucester, 3 h. 58 m. 17.2/5 s. (16 started, 3 finished).

350 C.C. RACE (205 miles).—1. F. Andrews (344 New Imperial), Belfast, 3 h. 26 m. 35 s.=59.54 m.p.h.; 2. W. Andrews (344 New Imperial), Belfast, 3 h. 35 m. 47 s.; 3. T. Stewart (348 Cotton), Coleraine, 3 h. 47 m. 12.2/5 s. (14 started, 8 finished).

600 C.C. RACE (205 miles).—1. J. Craig (490 Norton), Ballymena, 3 h. 1 m. 16 2/5 s.=67.7 m.p.h.; 2. C. A. R. Shillington (490 Norton), Belfast, 3 h. 23 m. 32 s.; 3. J. Maxwell (490 Norton), Newtownards, 3 h. 23 m. 29 s. (18 started, 7 finished, 1 disqualified).

OVER 600 C.C. RACE (205 miles).—1. S. Woods (976 New Imperial), Dublin, 3 h. 33 m. 45 2/5 s.=57.3 m.p.h.; 2. R. Price (976 Coventry Eagle), Belfast, 4 h. 35 m. 10 s. (6 started, 2 finished).

GRAND PRIX SEALED HANDICAP.—1. J. Craig (490 Norton), 2 h. 56 m. 46 s. (allowance) 4 m. 30 s.; 2. J. A. Forsythe (249 Diamond), 3 h. 2 m. 31 s. (allowance) 50 m. 0 s.; 3. J. A. Porter (249 New Gerrard), 3 h. 7 m. 47 s. (allowance) 20 m. 0 s.; 4. F. Andrews (344 New Imperial), 3 h. 9 m. 25 s. (allowance) 17 m. 0 s.; 5. C. A. R. Shillington (490 Norton), 3 h. 9 m. 32 s. (allowance) 10 m. 0 s.

The outstanding rider of the day was J. Craig, who on his Norton covered the 205 miles course at 67.7 m.p.h., which is a record for a long distance road race in the United Kingdom.

**I.O.M. Amateur Races.**

This annual event started under weather conditions which boded ill for a successful day. An early improvement set in, however, some very fine racing was seen, and in the end, L. Randals on a 493 c.c. Sunbeam repeated the success of the previous year. The second, R. C. Brown, also rode a Sunbeam, but of 347 c.c. capacity and R. Edmundes on a 348 c.c. Chater-Lea ran into third place.

As an interesting item, it may be noted that R. O. Lowe, who just missed coming in third, and was actually fourth, was over in the Island on his honeymoon, being married on the Tuesday, crossing on the Wednesday and racing on the Thursday.

**The 200 Mile Solo Races.**

One of the outstanding sporting events of the year is invariably the 200 Miles Races for Solo Machines, which took place this year at Brooklands in September. On this occasion the event was an unqualified success.

The five races for machines of 250 c.c., 350 c.c., 500 c.c., 750 c.c. and 1,000 c.c. were run concurrently with substantial intervals between the starts of each class. The 250 c.c. class got off at noon, the others following in order and after some thrilling, exciting and interesting racing, the results were as follows:

250 C.C. RACE.—1. H. M. Walters (246 Zenith-Jap), 3 h. 0 m. 30 s.=67.12 m.p.h.; 2. S. M. Greening (246 Zenith-Jap), 3 h. 10 m. 55 s.=63.76 m.p.h.; 3. E. S. Prestwich (246 Zenith-Jap), 3 h. 13 m. 7 s.=62.72 m.p.h.

350 C.C. RACE.—1. H. Le Vack (344 New Imperial-Jap), 2 h. 43 m. 7 s.=74.33 m.p.h.; 2. J. S. Worters (348 Toronda-Blackburne), 2 h. 45 m. 39 s.=73.13 m.p.h.; 3. G. L. Werts (348 O.K.-Blackburne), 2 h. 53 m. 25 s.=69.85 m.p.h.

500 C.C. RACE.—1. Lieut R. T. Grogan, R.N. (490 Norton), 2 h. 31 m. 49 1/5 s.=79.81 m.p.h.; 2. V. E. Horsman (495 Triumph), 2 h. 45 m. 28 3/5 s.=73.24 m.p.h.; 3. C. T. Ashby (488 Montgomery-Jap), 3 h. 27 m. 7 s.=58.52 m.p.h.

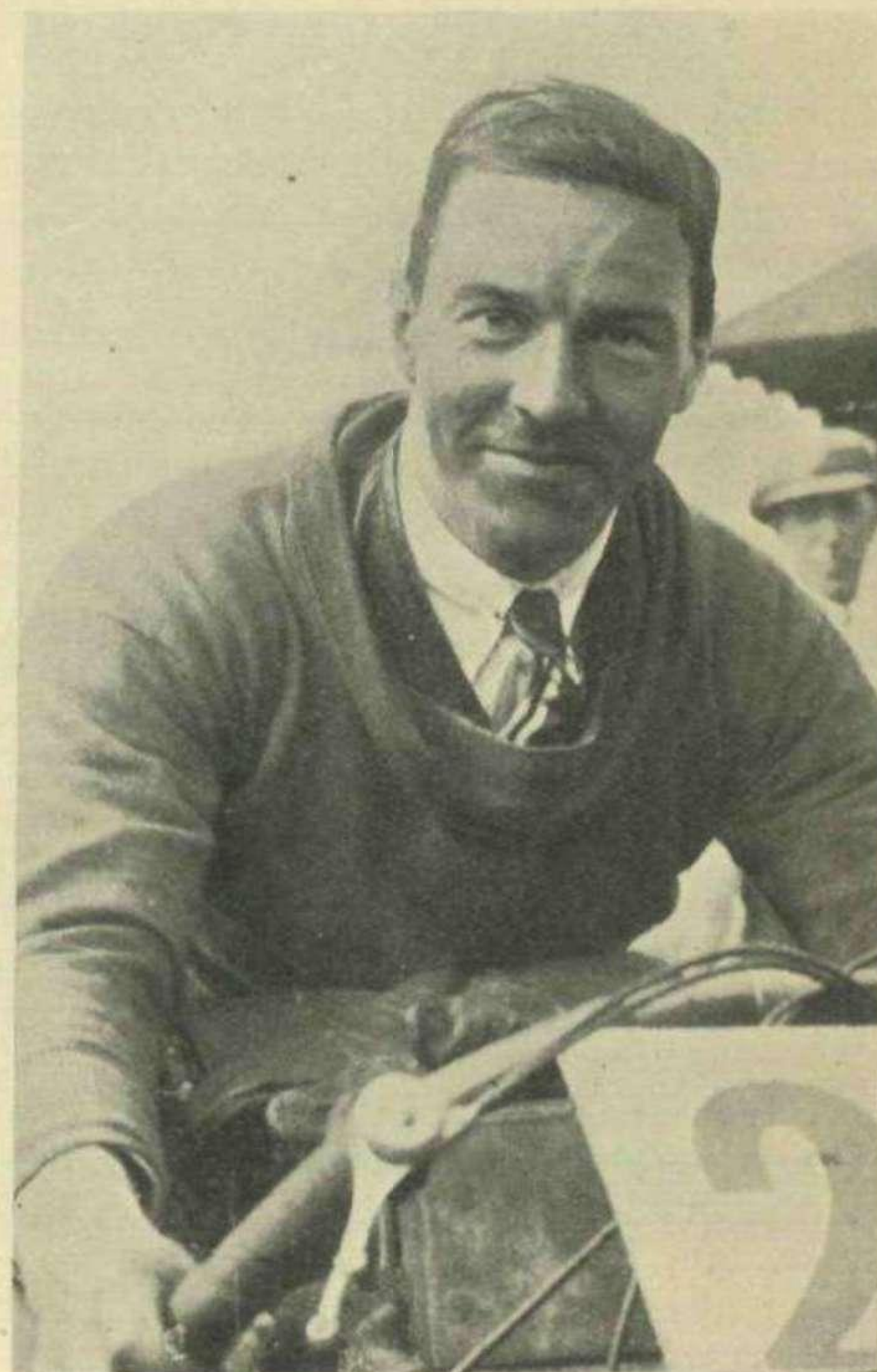
750 C.C. RACE.—1. H. Glover (736 Douglas), 2 h. 48 m. 12 1/5 s.=72.07 m.p.h.; 2. J. J. Hall (730 P. & P. Jap), 3 h. 19 m. 8 4/5 s.=60.88 m.p.h. (none other finished).

1,000 C.C. RACE.—1. T. R. Allchin (996 Zenith-Jap), 2 h. 18 m. 48 s.=87.38 m.p.h.; 2. F. A. Longman (989 Harley-Davidson), 2 h. 19 m. 48 3/5 s.=86.62 m.p.h.; 3. R. E. Humphries (989 Harley-Davidson), 2 h. 27 m. 27 4/5 s.=82.18 m.p.h.

Many records were broken on this occasion, including that of class A for machines of 250 c.c. H. M. Walters on a 246 c.c. Zenith-Jap, created a new record for 200 miles in 2 h. 58 m. 44.68 secs. (67.14 m.p.h.) and for three hours in which he covered 201 miles 735 yards.

H. Le Vack set up a new record in class B (350 c.c.) by covering 223 miles 61 yards in 3 hours, an average speed of 74.34 m.p.h., while in class C (500 c.c.) and class D (750 c.c.) Lieut. R. T. Grogan, R.N., on 490 c.c. Norton, set up a new record for 200 miles in 2 h. 30 m. 21.37 s. (79.81 m.p.h.). In class E (1,000 c.c.), T. R. Allchin

L.T. R. T.  
GROGAN  
(NORTON),  
WINNER OF  
THE 500 C.C.  
CLASS IN THE  
200 MILES  
RACES.





## SPORTING EVENTS OF THE MONTH—continued.

on a 996 c.c. Zenith-Jap set up records for 200 miles and two hours, covering the former in 2 h. 17 m. 29.91 s. (87.27 m.p.h.) and in the latter running 178 miles 22 yards (89.06 m.p.h.)

### M.C.C. Sporting Trial.

This interesting event was to some extent marred at the outset by several incidents, which, however, fortunately proved to be of a temporary nature and were shortly overcome. There were objections on the part of some of the landlords over whose ground the trial was to be run: a policeman thought the opportunity to inspect licences one which was too good to be missed, while some "wag" had torn down several of the arrows indicating the course, and thus lost many competitors much valuable time.

The course started near Princes Risborough and led over the ridge of the Chilterns and back again, to finish at Stonor, which was reached *via* Alms Hill. In the afternoon, the same course was traversed in the reverse direction. The run was difficult right from the beginning, the start being made up a narrow grass-covered lane and continuing for a time practically through a sea of mud. There were few clean ascents of the first hill at Crowell.

Beacon Hill, too, after two or three competitors had passed, presented a surface which afforded no grip whatever, unless non-skid chains were fitted. The lunch stop was made at the Stonor Arms, and the time for the morning circuit was taken as the standard for the afternoon run, competitors being sent out at minute intervals in the order of their arrival. Ultimately, gold medals were awarded to J. R. Heath (1301 c.c. Henderson) and L. A. Welch (292 c.c. O.K.). Silver medals were awarded to L. E. Cherney (346 c.c. Rudge), C. J. Wheeler (495 c.c. Burneen), T. S. Sharratt (344 c.c. Coventry Eagle), H. W. Clark (348 c.c. Raleigh) and R. L. Richardson (976 c.c. Matchless).

### The Doncaster Speed Trials.

These trials, which are organised by the Doncaster Motor Cycle Club, were run off on Sundall Road, on the edge of the famous Doncaster Race Course, before 3,500 spectators.

The Dunlop Trophy went to F. W. Dixon on a 998 c.c. Harley-Davidson (85.7 m.p.h.). The Doncaster Cup for the fastest time on any machine up to 350 c.c. went to J. A. Smith, on a 349 c.c. Cotton (77.5 m.p.h.). The Motor Manufacturers' and Traders' Prize, awarded to the fastest trade rider, went to L. Hawthorne on a 349 c.c. Sheffield Henderson (76.26 m.p.h.). This rider actually tied four times with R. Gray on a 493 c.c. Sunbeam.

### Racing on Southport Sands.

The last of this season's races to be held by the Southport Motor Club, took place on Birkdale Sands on Saturday, September 27th, before 20,000 people. A splendid entry of 91 competitors had been received and the only other condition essential to success, fine weather, was also fortunately present.

Of the ten one-mile races for solo motor cycles, E. Spencer obtained three firsts, besides making the fastest time of the day in the unlimited class.

The 50 mile race for 350 c.c., 500 c.c., and unlimited, attracted no fewer than 70 entrants. It was won by C. M. Needham in the unlimited class on a Brough Superior, G. L. Reynard coming in first amongst the 350 c.c. entrants, and T. Simister, on a Norton, in the 500 c.c. class.

E. Spencer won the 500 c.c. general straight race for combination machines, and H. F. Brockbank, on a Norton, won the 750 c.c. as well as the 10 mile sidecar race. Amongst the cars, Porter, on a Bentley, was successful in winning two events, the 3,000 c.c. mile sprint and the 10 mile race for cars of the same capacity, and in the 1,100 c.c. one mile sprint, Moss (Morgan) was first. In the 1,500 c.c. Bullough was first, also on a Morgan, and the 2,000 c.c. general was won by Upton on a Crouch. The unlimited mile race was won by G. Jackson, on a Sunbeam, and the unlimited, for amateurs, by Walsh, on a Riley.

### The Boulogne Speed Trials and Hill Climb.

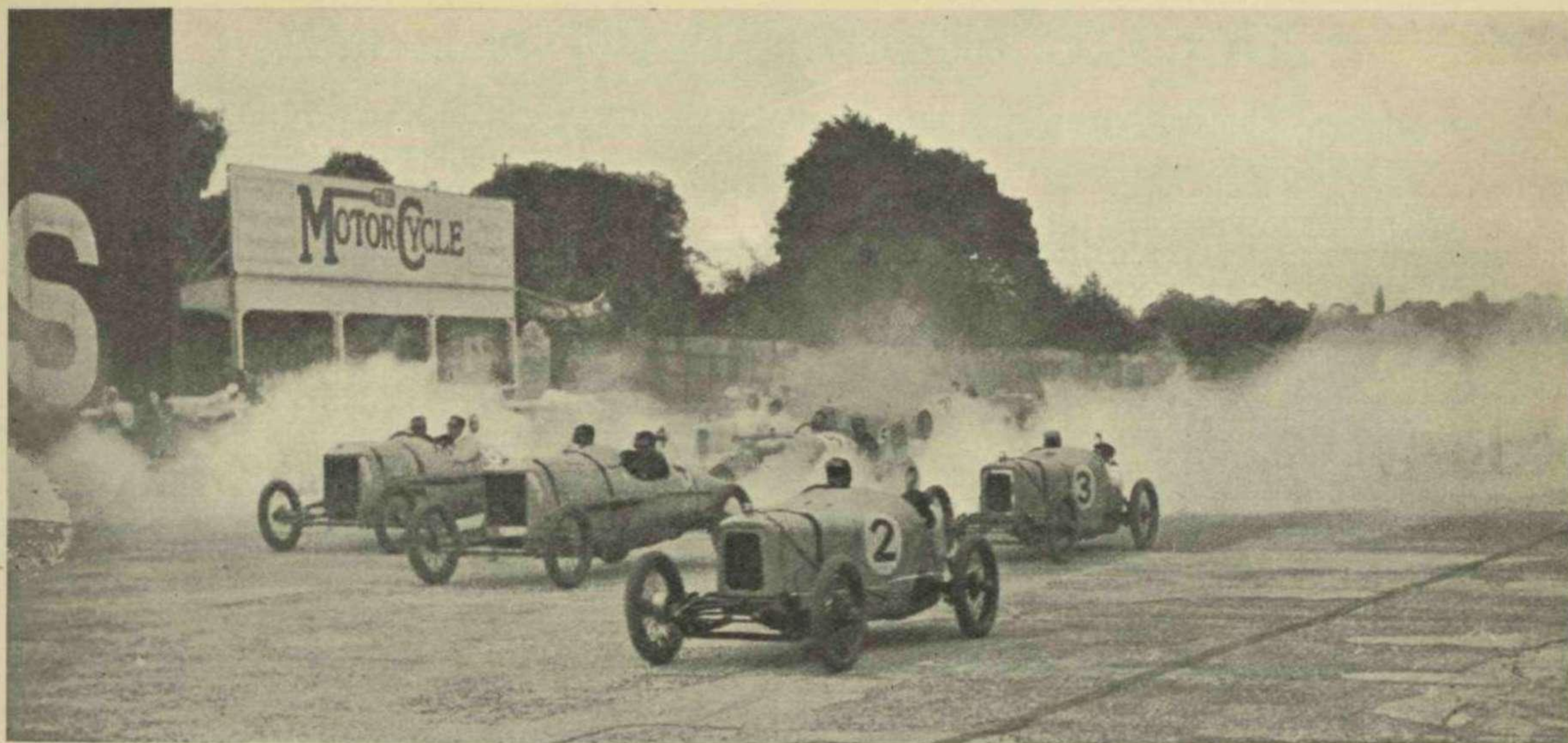
J. G. P. Thomas was the principal attraction to French and English spectators alike, although he was accompanied by many other British racing men with their cars. Eaton, on an Aston-Martin, was second in the speed trials for 1,500 c.c. touring cars. C. G. Coe won the event of the same order, but 4-litre 900 c.c. touring car class on his Vauxhall. J. A. Joyce brought off the 1,500 c.c. event (racing cars) in an A.C. and H. W. Cook took first place in that for racing cars of up to 3 litres (Vauxhall). Thomas won the speed event for racing cars of over 4 litres 900 c.c., and the Crouy Cup, for fastest time, also went to Thomas who, driving the Leyland-Thomas, attained the speed of 128 m.p.h. over three kilometres.

In the hill-climb, J. A. Joyce (A. C.) covered the half-kilometre course in 22 secs. H. W. Cook on a Vauxhall, in 22 secs. J. G. P. Thomas (Leyland-Thonas) 21½ secs., and C. G. Coe (Vauxhall) 24½ secs.

In the race for the Boillot Cup, which was run over atrocious surfaces for 300 miles, Leonard, driving a two-litre Chenard-Walcker, averaged 62.13 m.p.h. Of the two British entrants, Eaton, on an Aston-Martin, and Coe, on a Vauxhall-Wensum, the latter had a handicap of no less than one hour 22 mins. Eaton had bad luck in running short of fuel when a long way from any source of replenishment, while Coe ran a big-end out.

The Boulogne Grand Prix, as well as the Cup awarded by the *Bulletin de l'Automobile*, were won by B. S. Marshall, driving a Bugatti. There were in the field two Morgans, three Sénéchals, two Aston-Martins, one Bugatti (Marshall's), one La Licorne, one Delfour, and two Antonys. The winner's time for the 232.21 miles was 4 hrs. 16 min. 12.2 secs., an average speed of 54.05 m.p.h. Sénéchal won the 1,100 c.c. class, and Dar on a Morgan, the 500 c.c., the Morgan had a 500 c.c. single cylinder engine.





## THE J.C.C. 200 MILES RACE.

### A Marvellous Race: The Triumphant Darracqs: Morgan's Ill-Luck: Magnificent Driving by Thomas.

THE Junior Car Club gave us another treat last month in the fourth 200 Miles Race for Light Cars; and it is safe to say that this most recent event surpasses all those that have gone before, excellent as they have been, both in its interest and in the performance of those machines which took part. Some of the credit for this is, of course, due to the entrants for their enterprise for putting their cars in for this eminently sporting event, and some of it to the drivers of the cars for the fine performance which they put up. The conception and the organisation was, however, the J.C.C.'s, and to that club the principal credit is due.

Some extracts from the rules under which the race was run were given in our issue for August. There is no need, therefore, for us to refer to them here. Provision was made for three classes. (1) For Cars with engine capacity not exceeding 750 c.c.; (2) Cars with engine capacity exceeding 750 c.c., but under 1,100 c.c.; (3) Cars with engine capacity exceeding 1,100 c.c., but under 1,500 c.c. The actual distance run was 73 laps of Brooklands Track, totalling 201 miles 1,728 yards.

#### The Prizes Offered.

There were two principal prizes. The T. B. Andre Annual Gold Challenge Cup, value 1,000 guineas, to be held for twelve months by the entrant of the car completing the race in the fastest time, irrespective of class. The other is a Cup, value 50 guineas, to be awarded in each class, to the entrant of the car which completes the 73 laps in the shortest time. These Cups are won outright. In addition to these two principal prizes, Gold Medals were awarded in each class to cars in

all classes finishing the 73 laps within thirty minutes of the winner of that class passing the finishing post. This, subject to the condition that the track will in any case be cleared three hours after the start. A special prize was awarded in each class to that car, of those finishing the course, which made the fastest lap.

#### Fifty Entrants—Thirty-nine Starters.

There were fifty actual entrants; eleven in the first class, eight in the second, and thirty-one in the third. Of these, eleven were non-starters, and actually thirty-nine cars lined up in three rows shortly before three o'clock on the afternoon of Saturday, September 20th, to compete in this event, perhaps the most important of its kind which it is as yet possible to hold in England. Class 1 was composed of eight Austins, all of them, of course, 7 h.p. models. Of the starters in Class 2, three were Salmsons, three Morgans and one Frazer Nash. The 25 cars in the third class were made up as follows: four Horstmans, of which one was fitted with a super-charged Anzani engine, four Bugattis, three Darracqs, which had super-chargers, three Alvis, three Aston-Martins, one A.C., one A.C.-Anzani, one Warwick, one Thomas Special, one Eric Campbell, one Frazer Nash, one Marseal.

#### Darracqs Easy Favourites.

To those in the know, and indeed, to anyone appreciating the advantage accruing from the use of super-chargers, the Darracqs are easy favourites. The only problem for backers to decide was as to which of the three would come in first. To fortify this faith in the Darracq fleet there was, in addition to the fact that they were super-charger equipped, and excellent machines



## THE J.C.C. 200 MILES RACE—continued.

in every way, the knowledge that they were in the hands of experienced and particularly skilful drivers, and that the firm producing them had already shown what they could do in the way of organising a team for victory.

Then again, those who were able to find time to go down the track in the week preceding the race, when practice was in progress, had the evidence of their own eyes as to the capabilities of these wonderful cars. During that week all three had been lapping at 103 m.p.h.—not, if you please, when going “all out,” but in the course of some experimental running, to determine the most suitable axle ratios for the oversize Rapson tyres that they were so wise as to fit. To appreciate the full significance of this easy 103 m.p.h. running, it should be borne in mind that the previous year's race had been won at 93.29 m.p.h., nearly 10 m.p.h. slower, and even with this evidence of the capacity for the Darracqs to lap at upwards of 103 miles per hour, it was still not believed that the actual winner's speed would reach the even time of 100 m.p.h.

After the Darracqs, it seemed to be almost anybody's race, with Joyce on the A.C., Coe on the super-charged Horstman, Harvey's Alvis, Cushman's Bugatti, or Kaye Don's A.C.-Anzani, all in for a place and the Thomas Special as a “dark horse.”

In the 1,100 c.c. class the Salmsons were favourites with, perhaps Zborowski picked as winner and the second awarded to either Wilson Jones or Hawkes. Many thought the Morgans would put up a stiff fight, but on the whole, it was not expected that anyone of them would carry off the honours in view of the competition facing them from the three Salmsons and the Frazer Nash, which in Ringwood's hands was obviously going to take some beating.

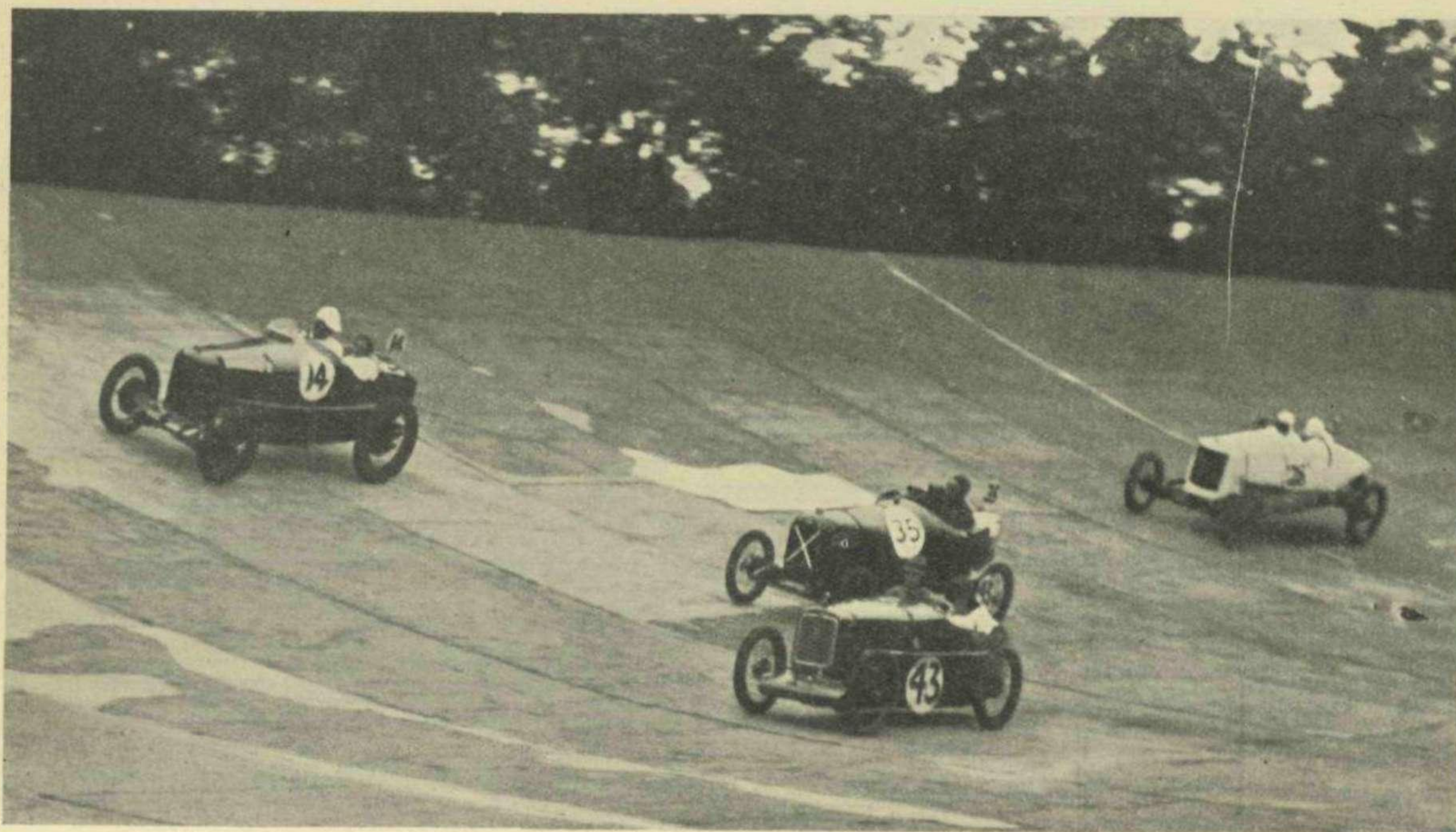
The smallest class was just a family affair of Austin v. Austin. The only other car entered, a French production, named the Vagova, had not put in an appearance during the week, so that it was quite expected that it would be scratched, as eventually proved to be the case.

### Typical J.C.C. Weather.

The morning loomed dark and threatening—the J.C.C. are proverbially unlucky with the weather—and when we set out for Brooklands from town at about one o'clock, a slight drizzle had set in and kept us company throughout the journey. It appeared, if the state of the Portsmouth road was anything to go by, that at the very least we should see some fun during the afternoon, even if it did not prove advisable to abandon the event. However, everything turned out most fortunately. The rain ceased at about 2 o'clock, and the track, by three, looked as dry as a bone. By that time the sky had cleared, and the sun actually came out, and stayed out, with occasional cloudy intervals, until 6 o'clock, when the course was flagged to be cleared, and then the rain came down in torrents.

### A Cup-Tie Crowd at Brooklands.

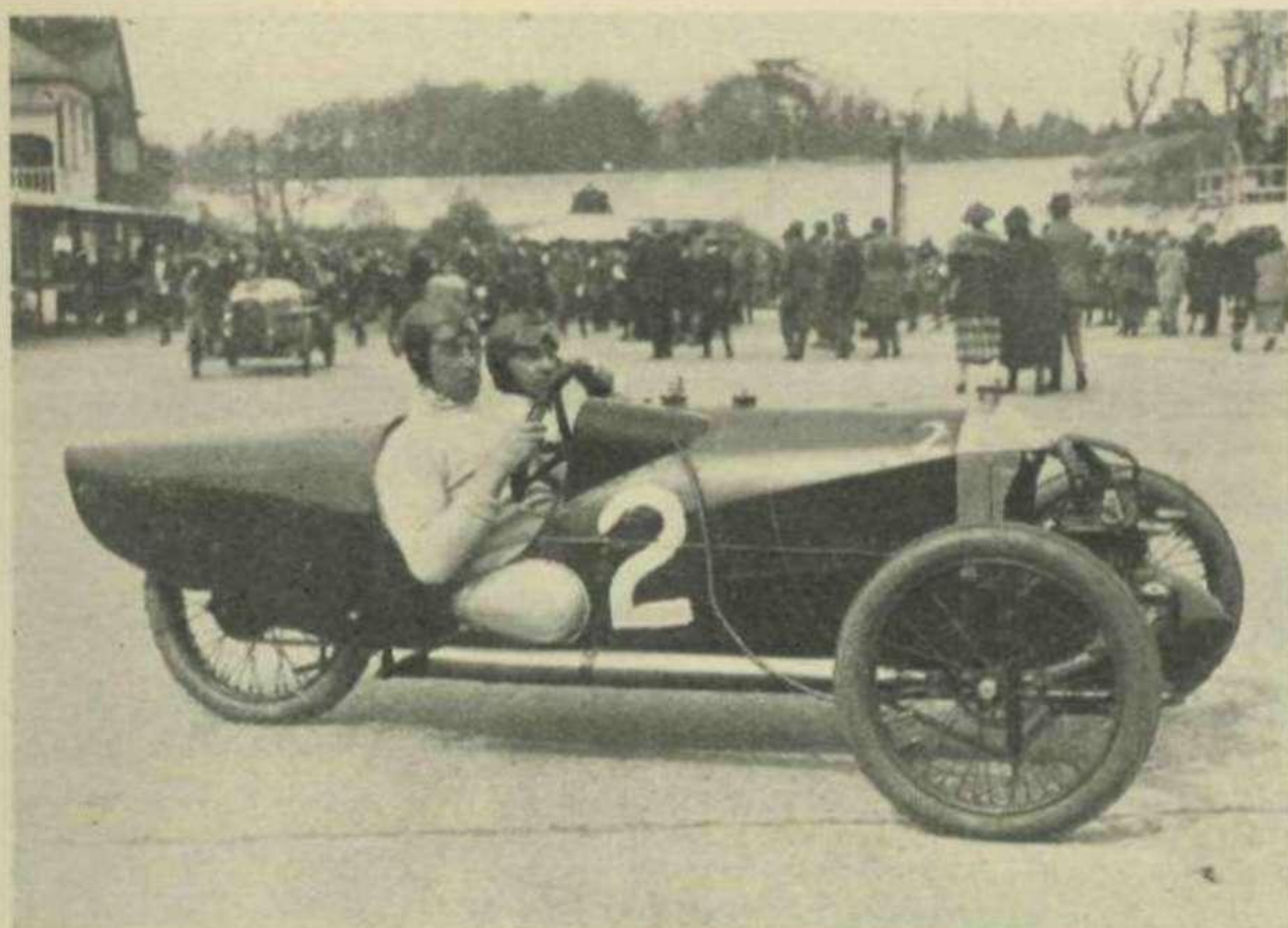
The most astonishing thing about this event was the crowd that turned up to witness it. One would have thought that a Cup Tie was in progress to note the procession of cars and spectators on foot, all making their way towards the track. Many of the former, to judge by their index plates, had brought passengers from far afield. There was real testimony in the crowded state of the paddock to the interest which the



SEGRAVE (DARRACQ) PASSING HENDY (AUSTIN) AND HAWKES (SALMSON III) WITH NEWMAN (HORSTMAN) BEHIND.



## THE J.C.C. 200 MILES RACE—continued.



WARE ON HIS MORGAN BEFORE THE RACE.

public really take in motor car racing, provided it is organised with some consideration for their point of view, and, in this respect, the decision of the J.C.C. to run all three Classes off at once, so that the race could be started at 3 o'clock, giving the public reasonable opportunity to lunch before coming down to the course, has justified itself, notwithstanding the fact that it undoubtedly involved a certain amount of confusion during the race, difficulty in discriminating between one class and another, and in following the course of events throughout the afternoon.

### The Start.

Not until the 39 cars were seen lined up on the track, did one begin really to appreciate the magnitude of the event, and when they all—all that is with the exception of a couple who were strangely dilatory in their get-away—started off with one simultaneous, full throated roar and dashed past the grand stand, it seemed impossible, so closely were they packed, for even a lap to be covered without at least one disastrous collision. Nothing of the sort, however, occurred, thanks to some most skilful driving, especially during the first half of the first lap, before the cars had strung out, and whilst entering and leaving the short banking.

Before the start it was freely rumoured that Lee Guinness, Duller and Segrave, the Darracq drivers, had drawn lots as to who should have the first, second and third places. That this should be true would imply the possession of confidence a little more than merely supreme, and the truth probably is that these three experts drew lots so that they could agree upon the order of their going as a team, while at the same time hoping, and most certainly trying, for the best. At any rate, the rumour caused tremendous fluctuations in the odds, and the rapidity of some of the calculations which the bookmakers were immediately seen to be making prior to altering their prices, was surely as good as anything we were likely to see during the race itself.

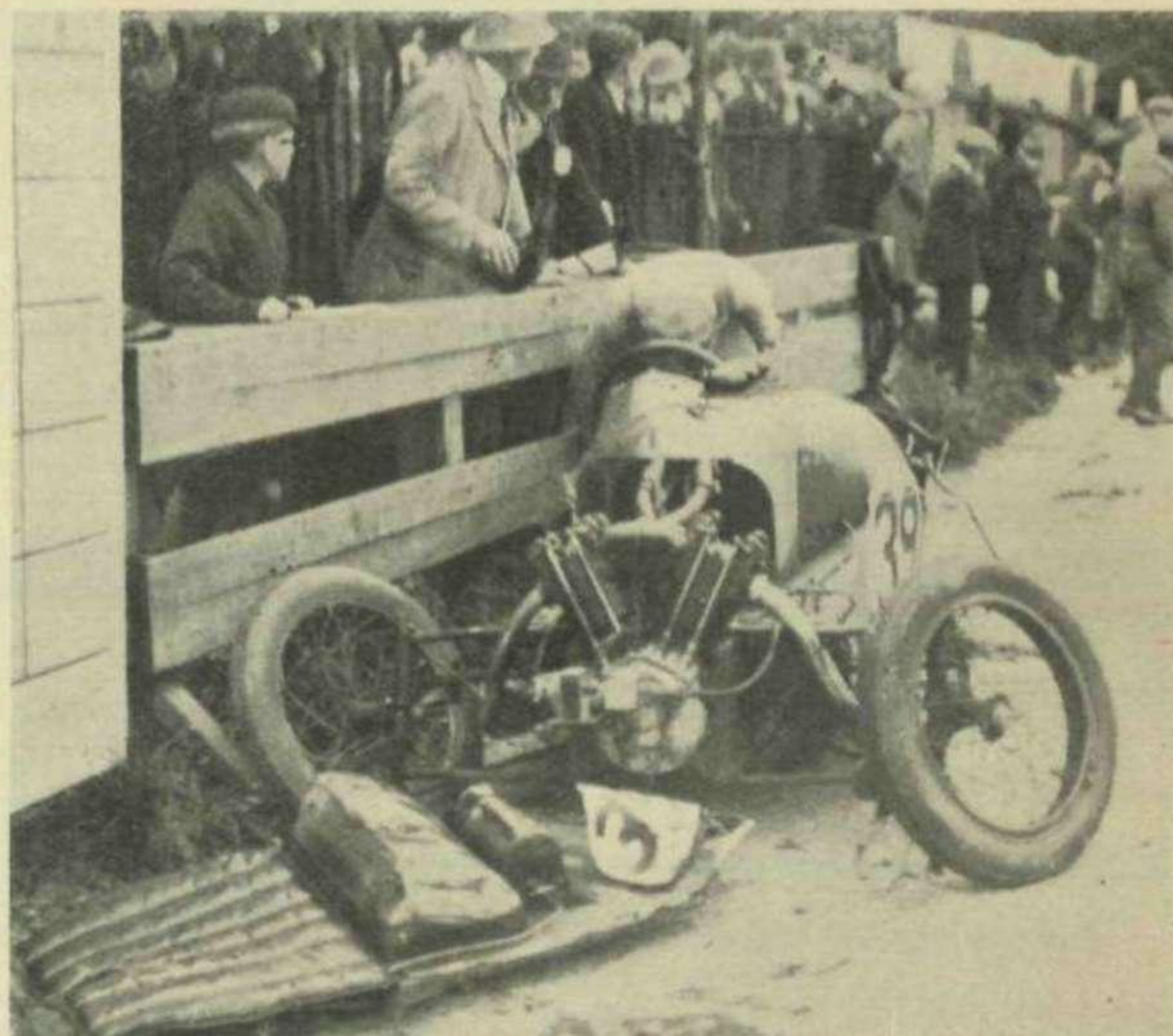
The start was made prompt to time, and, with the bigger and speedier cars in the front rank, and the

smaller machines in the rear, the stringing out of the competitors was soon effected. Harvey's Alvis took the lead, with Lee Guinness, Blackstock on a Bugatti, and Joyce on his A.C. in close pursuit. After the bulk of the cars had gone by in a cloud and smother of smoke and dust, the odd stragglers became evident, and it was then seen that Coe, on the super-charged Horstman, was already at the pits with plug trouble. One of the Bugattis was stuttering and Peacock's Warwick was in difficulties, caused, as it afterwards transpired, by the clutch, which had seized up.

### Darracqs Win from the First Lap.

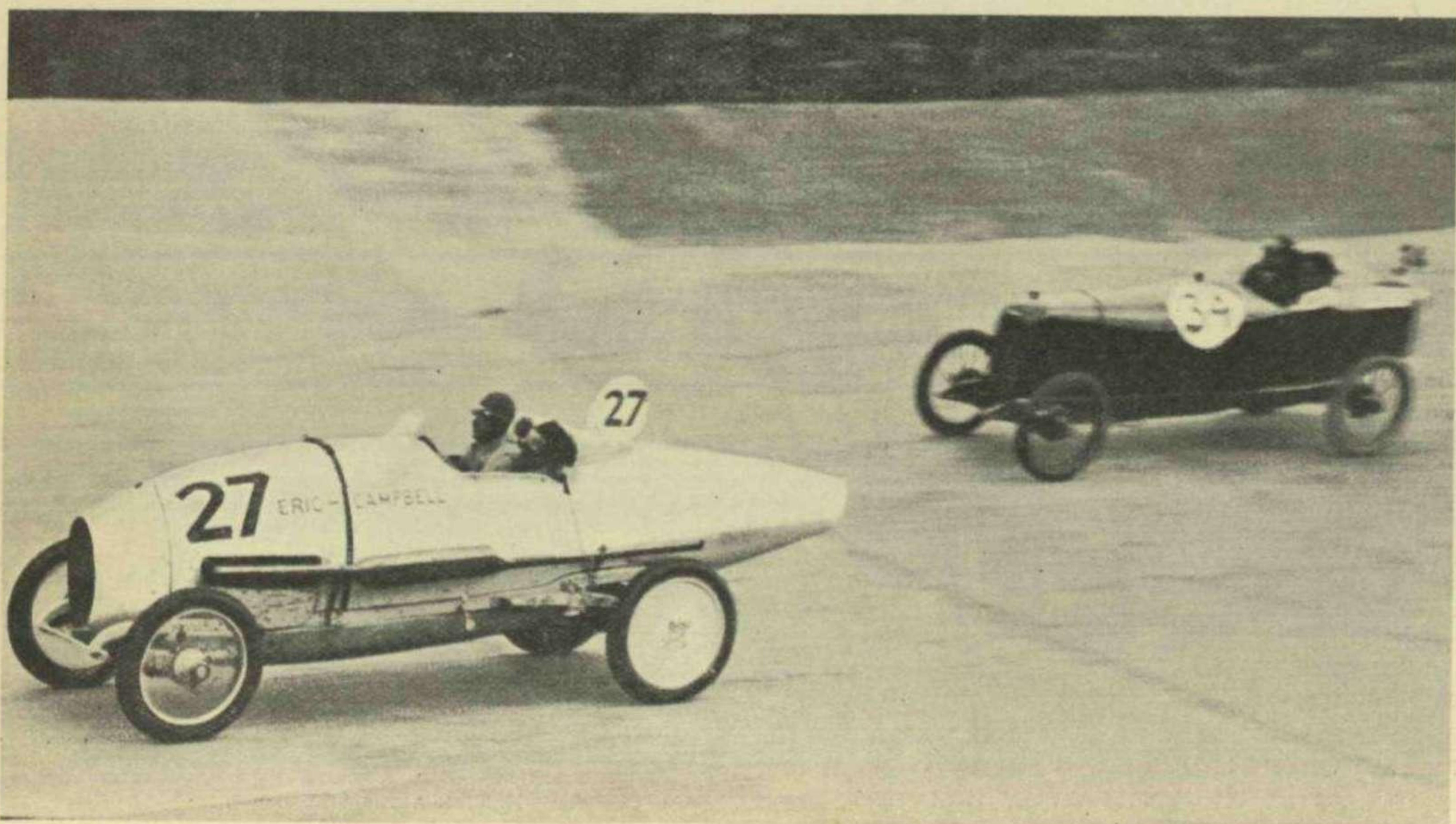
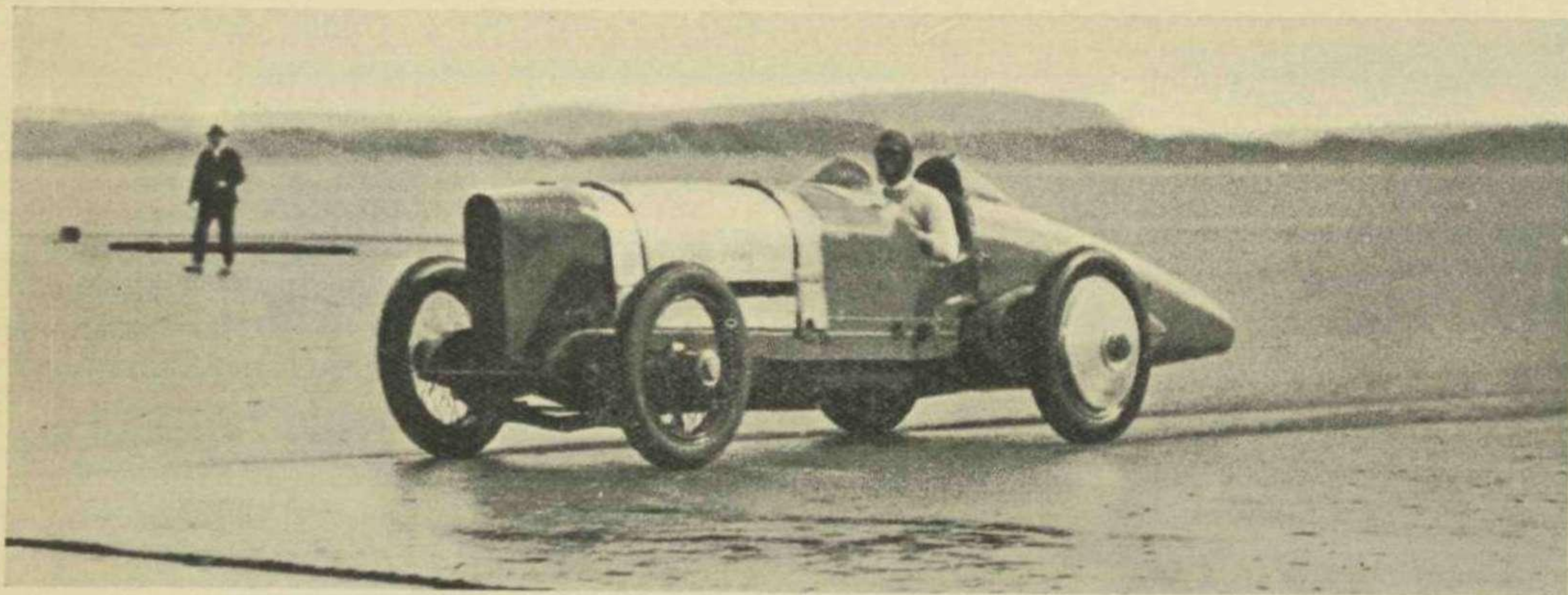
There was, however, very little time to devote to making notes about stragglers, and Coe, as a matter of fact, had not got going before a curious high-sounding whine heralded the approach of the first Darracq, the second Darracq, and the third Darracq, arranged as agreed, and running in "stations" formation. Those who were a little further round the track could tell us that for the first half lap the order was Lee Guinness, Segrave and Duller. By the time we saw them that had altered to Lee Guinness, Duller, Segrave, and so it remained until the race was run. The Darracqs left the rest of the field behind in the first lap and were never caught throughout the 73. A most amazing performance.

After the Darracqs had flashed by, Joyce hove in sight in company with Harvey's Alvis and a couple of Bugattis, one of the Horstmans, and Parry Thomas on the Thomas Special. By this time the inadequacy of the new scoring board, an ambitious and praiseworthy effort enough in itself, was evident. The figuring was so small that only those just opposite, or those a short distance away who were provided with field glasses, could make it out, while, in addition, the work of keeping it up to time so that it could be regarded as a sure guide to the progress of the race at any minute, proved to be utterly beyond the capacity of the three



THE MORGAN AFTER THE CRASH.

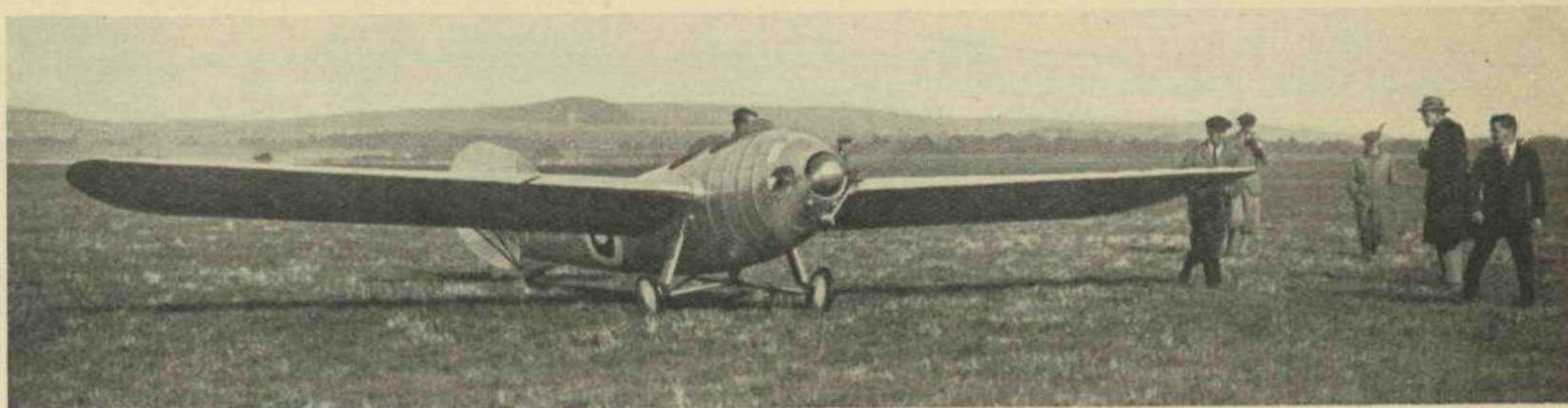
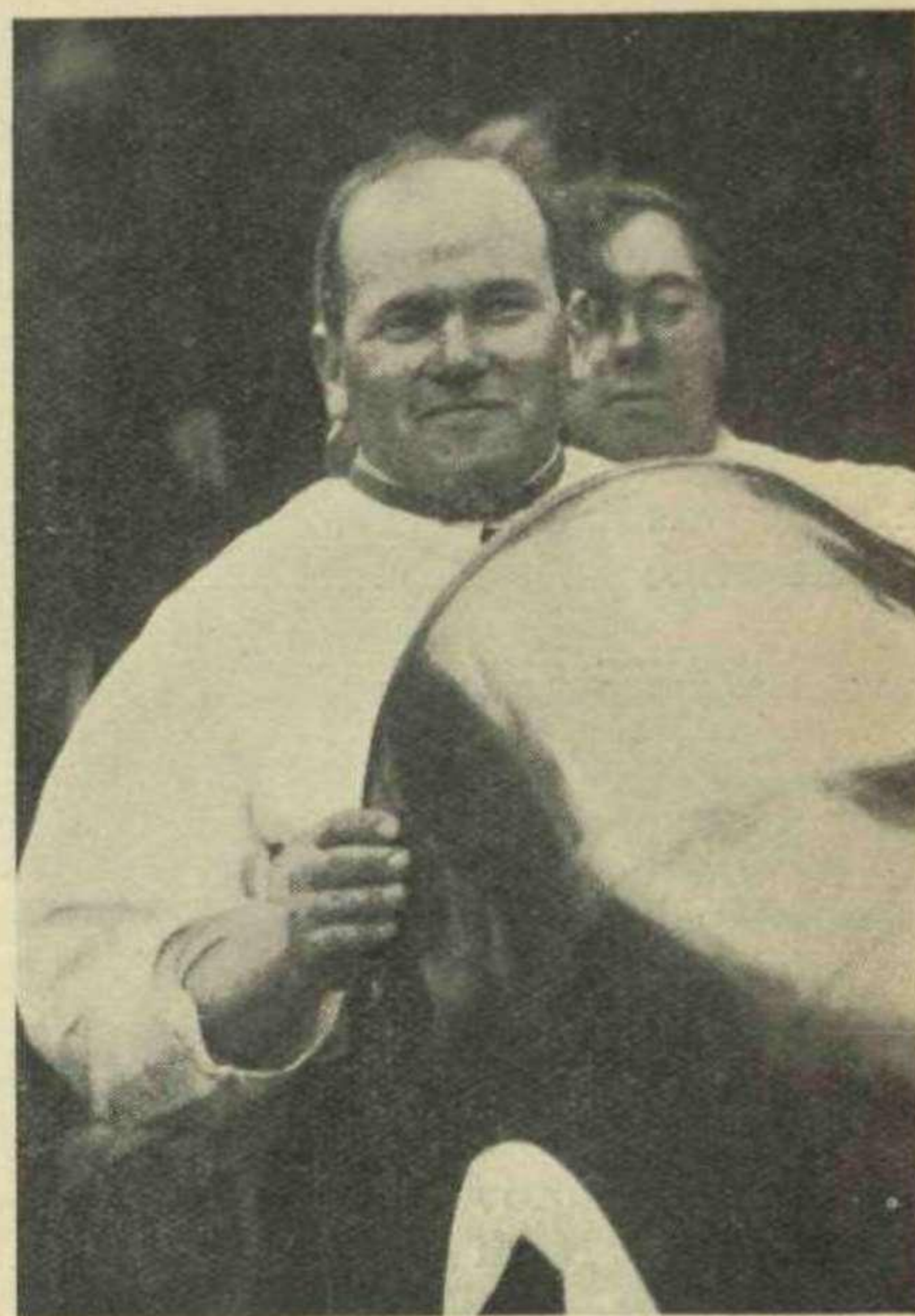
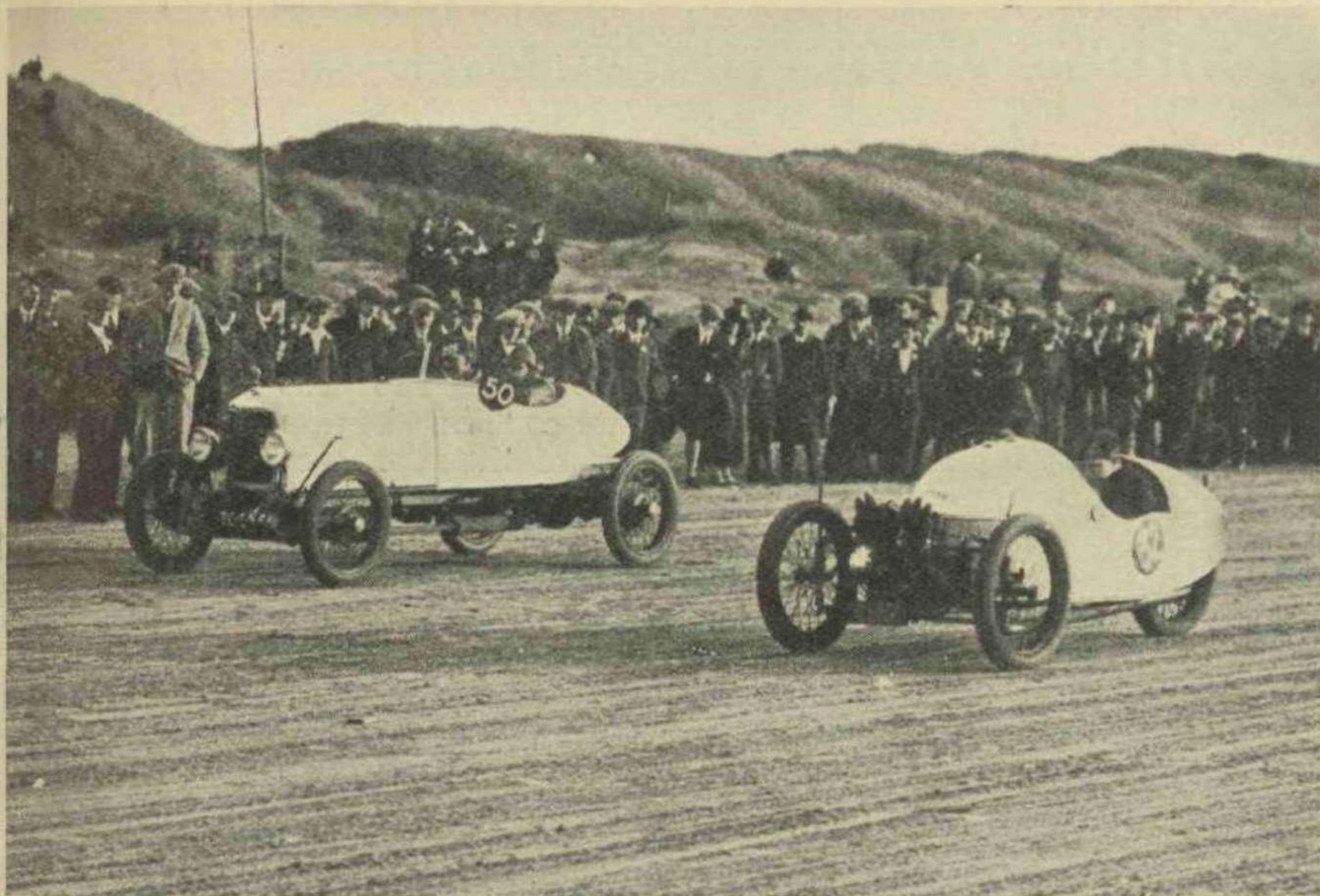




EVENTS OF  
IN PIC

The winners of the three events were J. L. Parker in his "Sunbeam", O. Wilson in his "Guinness", and Eric Campbell in the 200 miles, and Malcolm Morgan at Southport.





THE MONTH  
TURES.

nts in the J.C.C. Race: Lee  
ones to the left, and Gordon  
at Lympne; a Riley leading a  
n Campbell at 150 m.p.h. on the  
"Satellite" monoplane; the Eric  
l the crowd at the J.C.C. event.



## THE J.C.C. 200 MILES RACE.—continued.

or four men who were responsible. To a good many of the spectators the task of following the race soon became too intricate and for the most part they simply made use of the Darracqs as lap counters, judging the progress of one or two selected favourites, on which their interest was mainly centred by their position relative to the three slate-coloured leaders.

### The Smaller Fry.

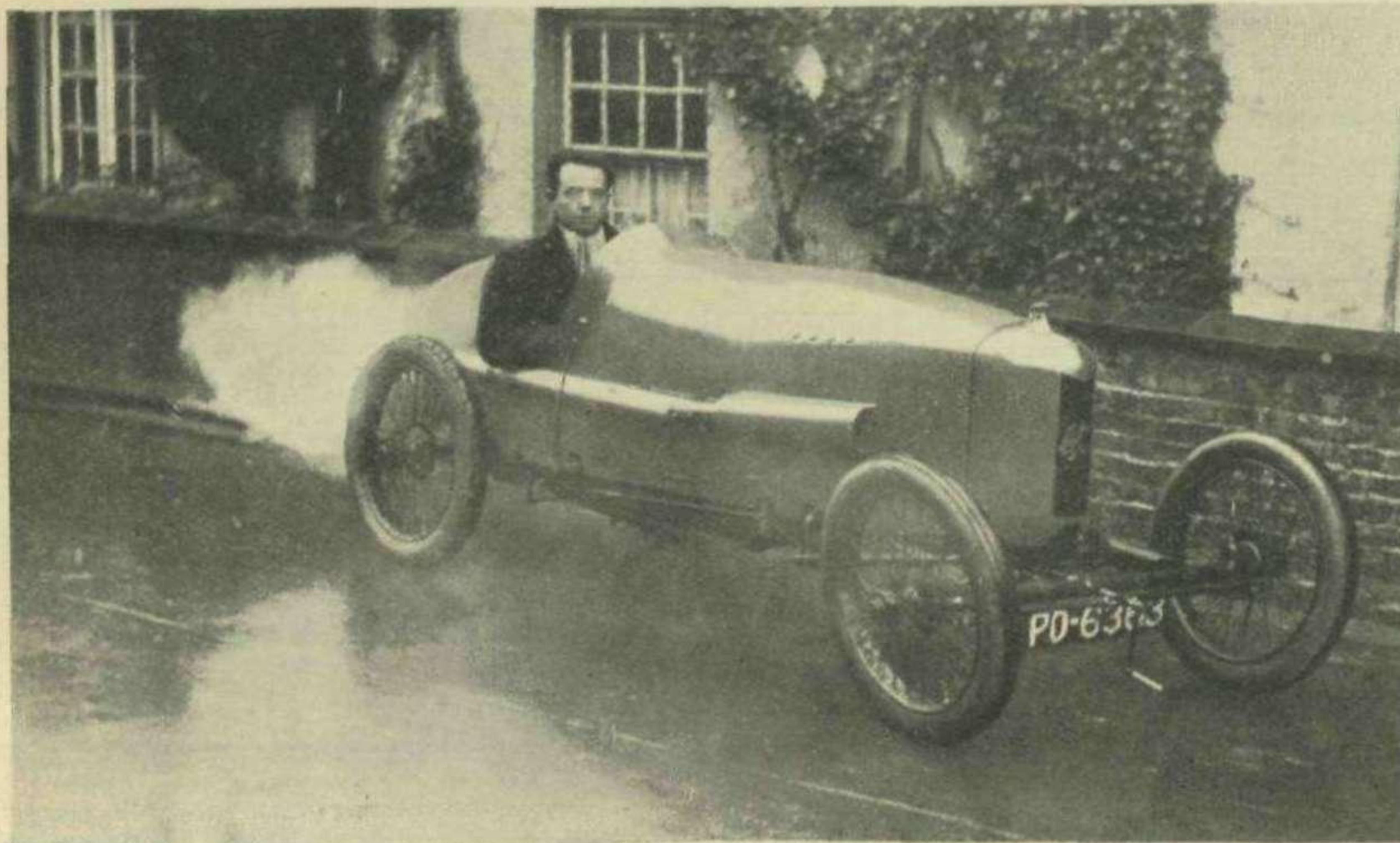
In the 1,100 c.c. class matters were on a different plane. The most spectacular display was that of G. N. Norris on his Morgan. He was going at what seemed to be a terrific pace, being made to appear so largely by reason of the exuberant crackle of his exhaust, and by the low build of his machine. Actually, Wilson Jones and Hawkes, both on Salmsons, were leading, with Norris in hot pursuit. Zborowski, so far, had not been able to improve on fourth position, while Ringwood on the Frazer Nash was fighting him hard for that.

Amongst the little cars, the 750 c.c. class, or, as we may just as well call them, the Austin Sevens, Waite, Hall, Kings and England played a game of general post for some time, first one and then the other taking the lead. Waite, however, who retired after the 22nd lap, appeared to have the fastest car, and was actually going round, at one period of the race, at the astonishing speed, for a car of that size, of 79 m.p.h. Kings had already given up a couple of laps before, and the field was ultimately left to England, Hall and Hendy, who ran in the order named, with very little variation in their relative positions until the 64th lap, when Hall, who had been running consistently and seemingly easily throughout, had to retire, leaving the other two, all that were left of the original eight, to finish, in the order given.

Over this inextricable mix up of class with class, car with car, and driver with driver, with machines of 1,500 c.c. coming round on the 21st and 22nd lap with others of 1,100 c.c. tearing round on their 15th, 16th and 17th lap, with some of the 750 c.c. class on their

10th, 11th and 12th, and with stragglers in all classes coming round on any lap from 4 to 20, over all this babel, as one might call it, of sight as well as sound, the persistent whine of the Darracqs sung, and the three of them still came round, keeping their stations, man-o'-war fashion, each of them seeming to have a shot in his locker, clearly not required for this battle, but available for some future conflict. It needed but little imagination on the part of the spectator for him to discover, in that whine of the Darracq super-charger, both a challenge and a skirl of triumph. One thing it certainly did, even to the most blasé racegoer present, it continually brought his eyes and his mind back to the class in which these humming speed irons were competing, and by this time mechanical calamities of all kinds had occurred to competitors in that class. Both Kaye Don and Coe had had to come in again, seemingly with plug trouble. F. C. Clayton on his Marseal, had to turn into the pits after eight laps, and was some time before he got away again. H. W. Purdy on a Horstman came in again on the ninth. Thomas had already had trouble with one tyre, and J. A. Hall (Bugatti) had to retire in the 13th lap. Calder had been in for repairs, and Purdy, who, after coming in on the 9th, had managed to get going again, retired for good on the 21st.

These little defections cleared the track and the air for a little, making it possible to discriminate, with greater accuracy, between those who were still running, and it then became apparent that the Aston-Martin, driven by H. S. Eaton, was running well, as also was A. G. Miller's Alvis; also that Coe had got over the plug trouble and was getting round at something very near 90 m.p.h. The order of competitors in the 1,500 c.c. class was, as regards the first four, unaltered. Lee Guinness was still leading and being followed in the order named, by Duller, Segrave and Joyce. Halford was fifth, which position he was continually losing and gaining from Cushman, and both of them were hard pressed by Miller.



RAYMOND MAYS ON THE "200 MILE" A.C., ON WHICH HE MADE FASTEST TIME OF THE DAY AT THE J.C.C. SALTERSFORD HILL CLIMB. HE BROKE THE RECORD FOR THE HILL BY 9 SECONDS.



## THE J.C.C. 200 MILES RACE—continued.

### A Thrilling Moment.

About this time the first real thrill occurred, Thomas, who had already shed his tyres, on two occasions, besides being unlucky in other ways, came in with what appeared to be part of the car coming adrift. A closer investigation, as he drew in to the pits for a moment, showed that the scuttle was coming away from the body. That put right, he tore away again, on another lap or two, and then, as he approached the fork his near side front tyre deflated with a loud report. The resulting swerve brought him into such a position that he was apparently heading straight for the pits, cutting off, in his progress, Coe, who was close beside and inside, him. Nothing but magnificent driving on the part of both of them averted what would have been a terrible disaster. Thomas managed to straighten up, and hold a straight course, leaving just room for Coe to pass between him and the pits, and get away. Almost immediately afterwards the tyre left the rim and raced ahead of the car for some distance. Thomas, in the execution of this manoeuvre had got so far past the pits that he could not return, and he, therefore, had to drive another lap on the rim.

### The Ill-Luck of the Morgans. Ware's Smash.

In the second class the Morgans were simply overwhelmed with bad luck, Norris who, as we have already remarked was putting up a wonderful performance and had been going well throughout the race, broke a gear chain on the 43rd lap and had to come into the pits, where his fellow driver on another Morgan, Beart, was already in trouble with an engine which refused to fire. Both got away together, Norris perhaps ahead of his mate, but Beart finally retired on the next lap. Ware was very soon in trouble, and had not run far before he was compelled to come in with a broken gear dog, and ultimately this driver was destined to be involved in a serious accident. When coming off the Byfleet banking and approaching the fork, portions of his tyre were seen to leave the wheel and become entangled in the driving chain, thus stopping the rear wheel from revolving. The car then seemed to swing round on the rear wheel as on a pivot, just as a weight might swing on the end of a string, ultimately to shoot forward again and crash into the fencing close to Vickers' sheds. Both driver and mechanic were seriously injured, and the machine at first sight appeared to smash to atoms. Fortunately, as later events proved, the injuries to these two, although serious enough in all conscience, were not so bad as we first thought, and as we go to press, we understand that both Ware and his mechanic, Allchin, are progressing satisfactorily.

### Results and Order of Cars which finished.

The results of this wonderful race, in which many records were broken, not only by the victorious Darracq, but also by O. Wilson Jones, who eventually ran into first place in the 1,100 c.c. class, and by E. C. Gordon England are given below.

### RESULTS.

CLASS III.—1,500 c.c.	H.	M.	S.	M.P.H.
1. Darracq (K. Lee Guinness)	1	58	30 $\frac{1}{8}$	102.27
2. Darracq (G. Duller)	1	58	31 $\frac{3}{8}$	102.25
3. Darracq (H. O. D. Segrave)	1	58	32 $\frac{1}{8}$	102.24
4. A. C. (J. A. Joyce).				
5. Bugatti (L. Cushman).				
6. Alvis (F. B. Halford).				
7. Alvis (A. G. Miller).				
8. Alvis (C. M. Harvey).				
9. Eric Campbell (R. C. Morgan).				
10. Bugatti (L. Montant).				
11. Horstman (C. G. Coe).				
12. Aston-Martin (H. S. Eaton).				

CLASS II.—1,100 c.c.	H.	M.	S.	M.P.H.
1. Salmson (O. Wilson Jones)	2	21	24 $\frac{3}{8}$	85.70
2. Frazer Nash (E. Ringwood)	2	43	40	74.06

(No other car finished before track was closed).

CLASS I.—750 c.c.	H.	M.	S.	M.P.H.
1. Austin (Gordon England)	2	40	15 $\frac{1}{8}$	75.61
2. Austin (Hendy)	3	0	26 $\frac{3}{8}$	68.55

(No other car finished before track was closed).

### A WONDERFUL RECORD.

#### Nearly 150 Miles an Hour

The most wonderful racing feat which has ever been accomplished by the driver of any car was the record-breaking run made by Captain Malcolm Campbell, on Thursday the 25th of last month. Driving his 350 h.p. twelve-cylinder Sunbeam, on Pendine Sands, under unfavourable conditions of both wind and course, with the sands so soft that, on several occasions, they acted on the car like most effective brakes, with wet sand being thrown into his face all the time, he averaged, over runs in both directions, the remarkable speed of 146.16 m.p.h., constituting a world's record.



NOT THE DERBY, BUT THE J.C.C. 200 MILES RACE: A TYPICAL SNAPSHOT OF A PORTION OF THE GREAT CROWD WHICH ATTENDED THIS IMPORTANT, HIGHLY INTERESTING AND SPECTACULAR EVENT IN WHICH 39 CARS RACED AT RECORD SPEED.



# THOMAS'S BEST RACE.

## The Greatest Duel at Brooklands.

By L. H. CADE.

THE Autumn Meeting of the Brooklands Automobile Racing Club is invariably an exciting one, probably because competition is keen at the last meeting of the year. For the meeting which took place on the 13th September, we were promised a duel between J. G. P. Thomas on his magnificent Leyland-Thomas, and E. A. D. Eldridge on the big black Fiat, but to our disappointment, Eldridge did not turn out. However, H. W. Cook with the Vauxhall Rouge et Noir was there to fill the breach and he filled it very well.

In the Lightning Long Handicap he and Thomas put up one of the most spectacular events ever decided at Brooklands, and the fact that only these two competed, enhanced the excitement, because attention was concentrated on them. Starting on the railway straight, Cook got away with a lead of 49 secs. Before Thomas had started, he was well away round the Byfleet banking, and it did not look as though the flying Leyland could get on terms. With a lap to go, Thomas seemed to be well beaten, but the distance between the two cars perceptibly lessened. You could follow them round until Cook disappeared behind the hill at the back of the public enclosure, what time Thomas was at the fork. It now looked as though Thomas would be beaten by the shortest distance, but soon after Cook roared into the straight, Thomas flashed down the hill and overhauled him. Not more than a hundred yards from the finish, the Leyland pushed its bonnet in front and eventually won by exactly a second. It was wonderful, and Thomas had had to average over 120 miles an hour—the fastest race in history—to win. Actually there had been a third starter, Gedge on the Isotta Maybach, but he went out like a damp squib soon after starting. Earlier in the meeting, Cook had beaten Thomas once and Thomas had beaten Cook once, so that it was a rubber match between them.

The rest of the racing was quite exciting, particularly the last race, which went to Barclay on a Vauxhall. Barclay caught Barnato on entering the straight, and won by twenty yards, but he was very nearly disqualified owing to reckless driving, and the stewards would have been well within their rights if they had awarded the race to Barnato, for any sort of recklessness is to be discouraged at Brooklands.

The races resulted as follows:—

### 100 M.P.H. SHORT HANDICAP (5 $\frac{3}{4}$ MILES).

1. R. T. Spencer (Sunbeam) ... 52 secs.
2. J. G. P. Thomas (Leyland-Thomas) Scratch.
3. Philip Rampon (Fiat) ... 40 secs.

There were seven starters and of these, Spencer was in great demand by the punters, though Thomas was favourite. Spencer quickly established a long lead, and there was never any danger of his being caught. Eventually he won by about 200 yards at 92 $\frac{1}{4}$  miles an hour.

### 75 M.P.H. SHORT HANDICAP (5 $\frac{3}{4}$ MILES).

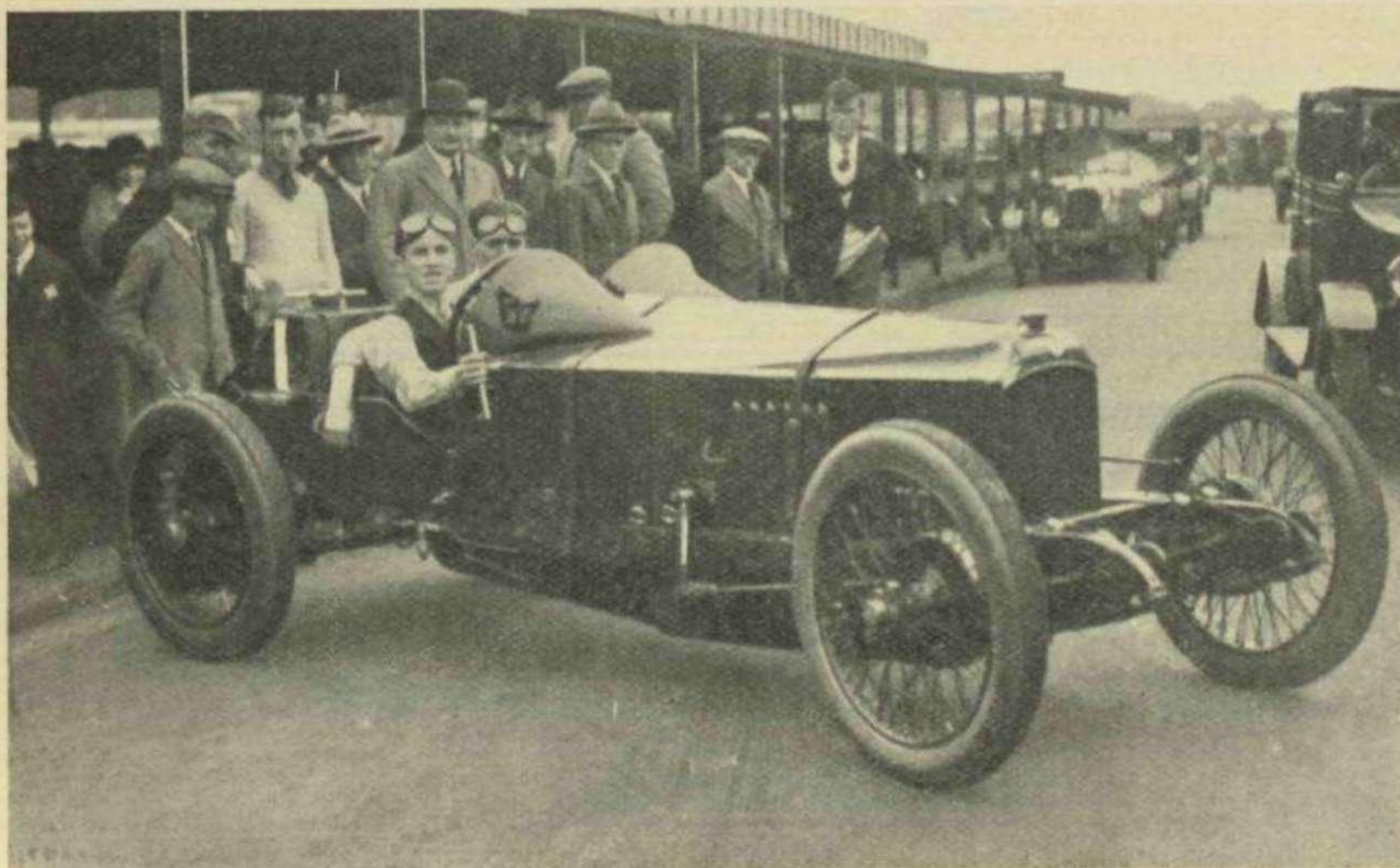
1. Capt. Malcolm Campbell (Star) 33 secs.
2. J. P. Dingle (Austin) ... ... 1 min.
3. A. Boorer (Bora) ... ... 45 secs.

Campbell secured the lead from Dingle late in the second lap, and won by thirty yards at 79 $\frac{1}{2}$  miles an hour. There were fourteen runners.

### LIGHTNING SHORT HANDICAP (5 $\frac{3}{4}$ MILES).

1. J. G. P. Thomas (Leyland-Thomas) owes 3 secs.
2. H. W. Cook (Vauxhall) ... 33 secs.

With Gedge (Isotta Maybach) dropping out soon after starting, Thomas and Cook fought a keenly contested match in which the former, driving magnificently,




---

P. H. GURNEY IN THE VAUXHALL  
IN WHICH HE WON THE 90 M.P.H.  
LONG HANDICAP. (See accom-  
panying article).

---



## THOMAS'S BEST RACE—continued.

caught his man half a mile from home, to win with something to spare at 116 miles an hour.

### 90 M.P.H. SHORT HANDICAP (5 $\frac{3}{4}$ MILES).

1. Capt. W. Barnato (Wolseley) ... 52 secs.
2. Felix Scriven (Austin) ... 25 secs.
3. P. H. Gurney (Vauxhall), (Barclay driving) ... 3 secs.

An excellent race in which Barnato after passing Malcolm was himself hotly pursued by Felix Scriven and Barclay. At the end, only about sixty yards divided first and second and second and third, Barnato winning at 76 $\frac{1}{2}$  m.p.h. There were ten runners.

### 100 M.P.H. LONG HANDICAP (8 $\frac{1}{2}$ MILES).

1. H. W. Cook (Vauxhall) ... 49 secs.
2. P. H. Gurney (Vauxhall) (Barclay driving) ... 54 secs.
3. J. G. P. Thomas (Leyland-Thomas) ... owes 9 secs.

Thomas established a record in being asked to owe 9 secs., and he could not do it. Cook and Gurney were soon fighting out the race with Cook content to hang behind until a mile from home, when he went in front to win by a short distance, with Thomas quickly coming up at terrific speed. Won at 98 $\frac{1}{2}$  miles an hour. There were six runners.

### 75 M.P.H. LONG HANDICAP (8 $\frac{1}{2}$ MILES).

1. Capt. A. Waite (Austin) ... 58 secs.
2. E. G. England (Austin) ... 47 secs.
3. J. P. Dingle (Austin) ... 58 secs.

Dingle was penalised as a result of his earlier running and for some time he and Waite raced in close company,

while England gradually caught them. Entering the last lap Waite got in front, and a half mile from home England passed Dingle, but could not quite reach Waite, though only about six lengths covered them all. It was a great three-cornered tussle between the little minnows while the bigger cars struggled abortively in the rear. Won at 74 $\frac{1}{2}$  miles an hour. There were ten runners.

### LIGHTNING LONG HANDICAP (8 $\frac{1}{2}$ MILES).

1. J. G. P. Thomas (Leyland-Thomas) ... owes 6 secs.
2. H. W. Cook (Vauxhall) ... 49 secs.

Here again there was a match between Cook and Thomas, Gedge taking no part in the race, though he started. With a second lap at over 127 miles an hour and an average speed of 120 $\frac{1}{2}$  miles an hour, Thomas won the fastest race ever won by exactly a second, after a magnificently thrilling contest which has already been described.

### 90 M.P.H. LONG HANDICAP (8 $\frac{1}{2}$ MILES).

1. P. H. Gurney (Vauxhall) (Barclay driving) ... owes 5 secs.
2. Capt. W. Barnato (Wolseley) 1 min.
3. E. Gordon England (Austin) 1 min. 12 secs.

It looked as though England on the little Austin would get away with it, but Barnato passed him on the last lap and a little later was overtaken by Barclay, who won by thirty yards at 96 $\frac{1}{4}$  miles an hour. After finishing Barclay drove dangerously and the stewards very properly called him in to explain his behaviour. He was let off with a caution and must consider himself lucky in being awarded the race. There were seven runners.

## ANOTHER BRITISH VICTORY.

### Segrave Pilots a Sunbeam to First Place in the San Sebastian Grand Prix.

The San Sebastian Grand Prix was run on Saturday, September 27th, before a large crowd of spectators, over a course of 35 laps, totalling 387 $\frac{1}{2}$  miles. Rain was falling when the start was made, at 10 a.m., and continued to do so throughout.

There were 14 starters out of an entry of 21, including K. Lee Guinness and H. O. D. Segrave, both on Sunbeams; A. Divo, R. Benoist, Morel, and René Thomas, on Delage cars; de Viscaya, Constantini and Chassagne (Bugatti), Foresti and Goux, Schmid, Salzer and Masetti (Mercedés) and Maserati (Diatto). An important feature of this race from the international aspect is that it is perhaps the first big race since the war in which German cars have competed.

Segrave got to second place, behind Masetti, in the 6th lap, running at nearly 63 m.p.h., and in the 10th, his team mate, Lee Guinness, was running third, with

Maserati; Divo, and Constantini following. Masetti retired with engine trouble during the 11th, and in that round, too, a fatal accident occurred which put Lee Guinness out of the race, and in which his mechanic Barrett, was unfortunately killed.

Segrave subsequently kept his lead till the end, and rode home winner by 42 seconds, only a further 1 min. 37 secs. separating second from third. The actual times were:—Segrave: 6 hrs. 1 min. 18 secs.; Constantini (Bugatti): 6 hrs. 2 min.; Morel (Delage): 6 hrs. 3 min. 37 secs.; Divo (Delage): was fourth.

The Sunbeam used Shell spirit, and was lubricated with Wakefield's Castrol; it ran on Rapson tyres, which were fitted to Rudge-Whitworth wheels. Its carburetter was a Solex and the sparking plugs K.L.G. The Bugatti was also on Rapson tyres.



## SPORTS CARS AT OLYMPIA.

### Brief Reference to Some of the Outstanding Examples of "Speed Models" amongst the Exhibits at this Year's Show.

OLYMPIA cannot exactly be described as the Mecca of the speed merchant. The exhibitors seem to be inclined to strive more after the luxurious, or, where, by reason of the price of the car, that is obviously unattainable, cheapness of the complete car, rather than make any attempt to interest the buyer who has in mind the sporting as well as the utilitarian use of a car. It will therefore be found that many of the manufacturers of sports models have not been able to find room for them on their already crowded stands, so that the reader of this journal who has any particular make of car in his mind, will, likely enough, find that he will have to content himself with mere paper specifications and illustrations. There are, however, quite a number of sports models on view, quite enough to make it well worth the while of the visitor whose interest is actually confined to that type of car. Those who are in the fortunate position of being able to run a touring or enclosed model car as well as a sports, will find enough of interest at the Show to last through several days of inspection. For our part, in this brief review, we are going to confine ourselves to the sports models actually shown, except perhaps in one or two instances where the eminence of the maker as a manufacturer of sports car, or his novel appearance as such, entitles him to more than mere casual mention.

On the whole, we think it better to deal in alphabetical order with those cars in which we have an interest, leaving the reader to make his way from stand to stand by means of the very efficient map which is a part of the catalogue of the show, or by means of the direction boards, which are now so well arranged.

#### A.C.

#### Stand 18.

Confining ourselves therefore to that order, we come first to the A.C. car, and already we have to register disappointment, as there is no example of the famous A.C. sports car on view. The next best thing to that is there, however, in the shape of a six-cylinder chassis of this make, and the sporting enthusiast, who is nothing if not mechanical, will examine this with considerable

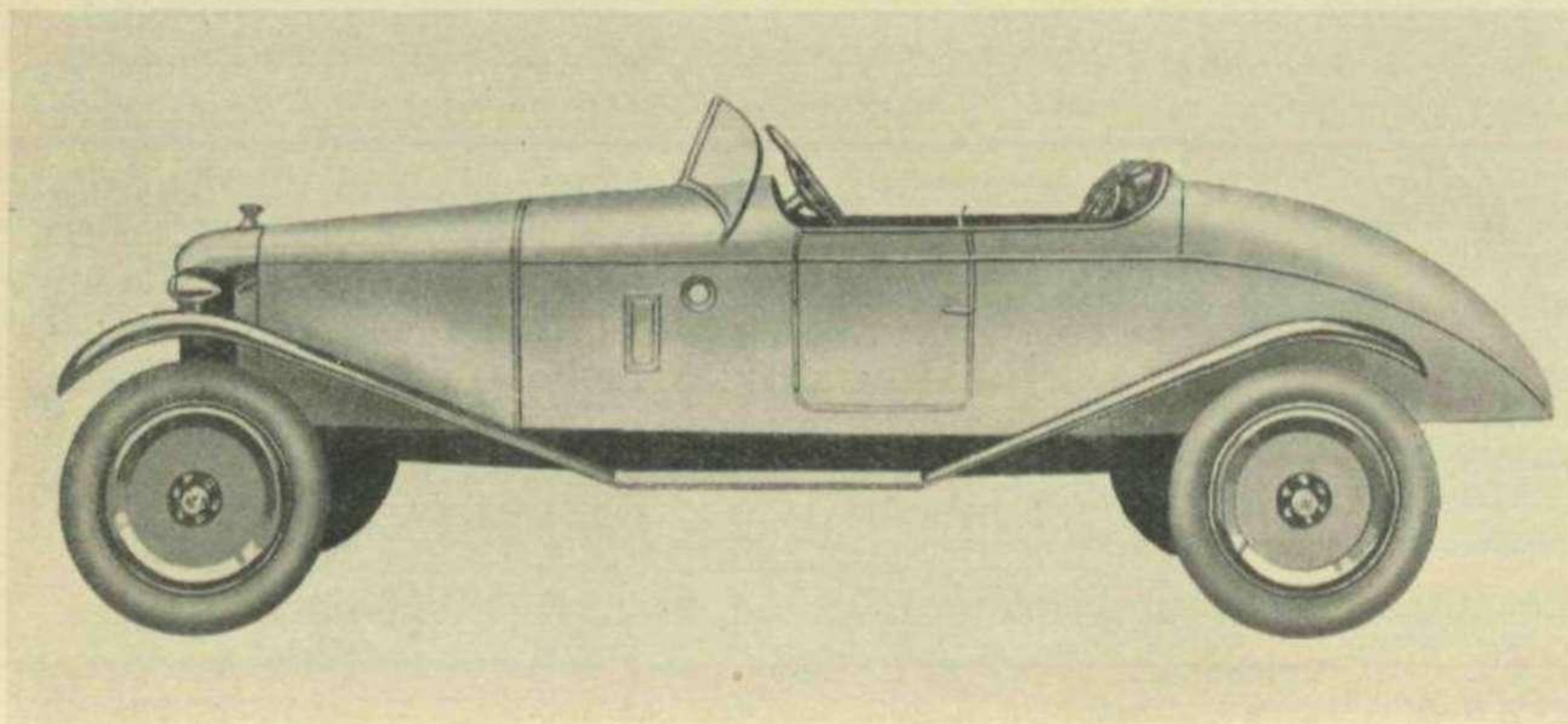
interest and care, particularly if he bears in mind that the difference between the standard chassis and the sports is hardly to be discerned by the naked eye, unless the details are taken apart, micrometred, and weighed, since it is in the balance, the weight, and the material, allied with certain modifications of valve distribution and compression, that the sports car finds its extra power and speed.

Note should be made of the neat design of the six-cylinder monobloc engine, and particularly of the very accessible way in which the magneto and dynamo are mounted. See also the unusual arrangement of the exhaust pipes, affording a quick "get-away," for the burnt gas. The clutch on this model is of the plate type, and transmits to three speed and reverse gear box, which is mounted in one with the rear axle. Another point about the four-cylinder A.C. is the arrangement of the hand-operated brake, which is of the disc type, and is mounted at the back of the rear axle case, on the end of the worm shaft. Quarter-elliptic springs, of the true cantilever type, it will be noted, are fitted; the front ones are supplemented by shock absorbers and those at the rear by rebound snubbers.

The standard six-cylinder chassis is guaranteed to do not less than 60 m.p.h. over the measured half mile at Brooklands. The sports model is guaranteed to do 80 m.p.h. Its engine has a bore and stroke of 65 mm. by 100 mm. and is rated at 15.7 h.p.

The four-cylinder A.C. chassis is very similar, in its essentials, to the "six." The bore and stroke of its engine is 69 and 100 mm., the R.A.C. rating being 11.8 h.p. The standard models are guaranteed to do 50 m.p.h., and the sports, 70 m.p.h.

Those whose car interest is wide enough to cover models other than sports, should take a look, while on this stand (No. 18), at the Aceca Open-Closed body, which is exhibited on a six-cylinder model. It is designed to give, at a moment's notice, and with a minimum of trouble in effecting the change, an open two-three seater car, with all the concomitant advantages, and a coupé.



THE FOUR-CYLINDER A.C. SPORTS  
CAR, A NEW MODEL, GUARANTEED  
TO RUN AT 70 M.P.H.

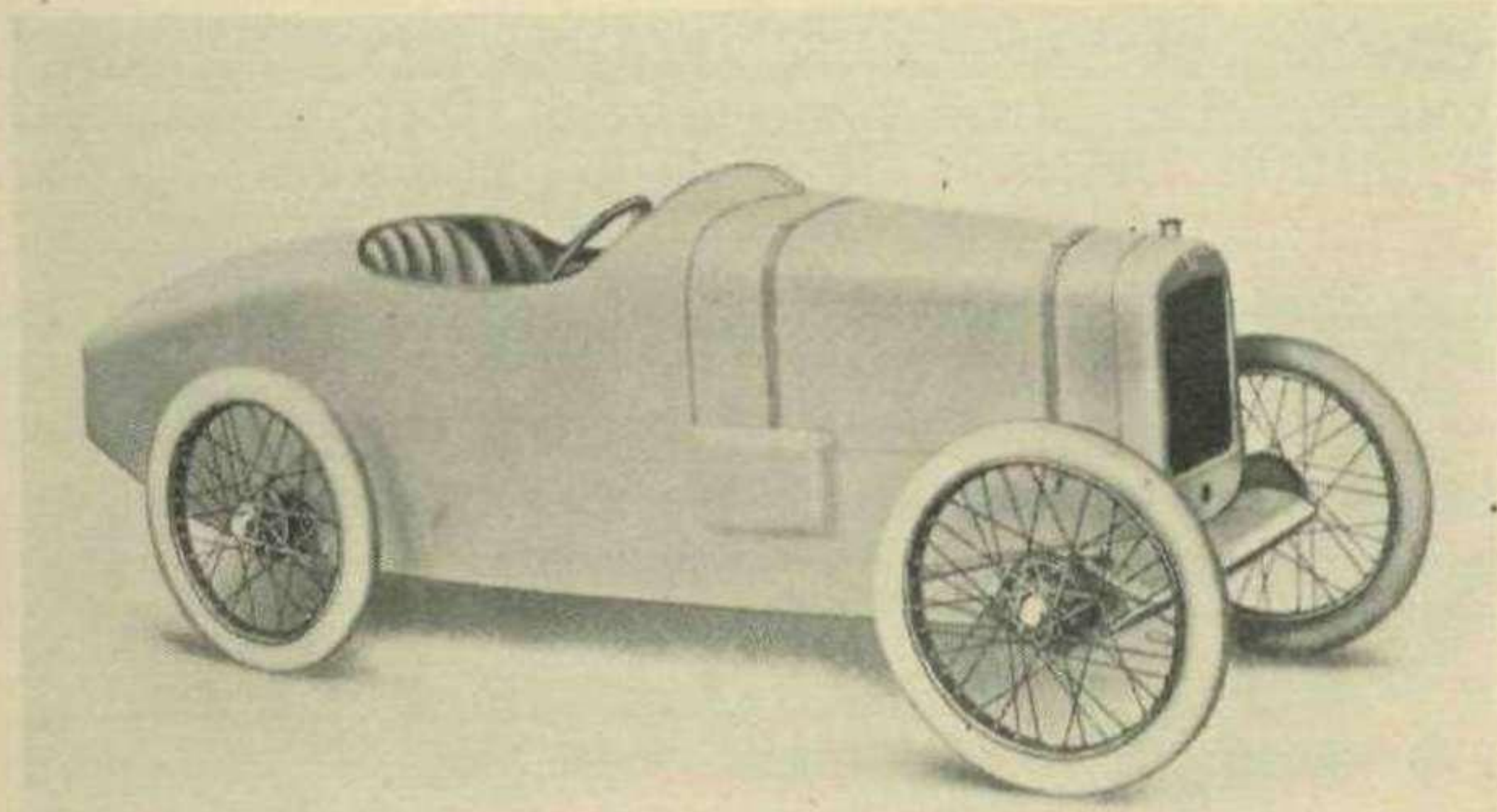


## SPORTS CARS AT OLYMPIA—continued.

## ALFA ROMEO.

Stand 5.

The Alfa Romeo car has done some wonderful things during the past season, including the acquisition of the Blue Riband of the motoring sports world, the Grand Prix. There are two sports chassis on the stand, the 15-55 four-cylinder, and the 22-90 super-sports six-cylinder model. Both have overhead valve engines, and four-speed gear boxes: both have brakes on all four wheels, the mechanism being of special design. The dark red body on the larger sports model, which is stated to be capable of a speed of 85 m.p.h., is a splendid



THE PLUCKY LITTLE AUSTIN SEVEN, A TYPICAL BRITISH PRODUCTION.

example of the coach builders art as applied to sports body work. The chassis prices of these models are £550 and £725 respectively, and that of the special sports car, with the red body to which reference has been made, is £950.

## ASTER.

Stand 131.

The Aster Engineering Co., Ltd., of Wembley, Middlesex, are making, this year, a sports model of their well-known six-cylinder 20-25 h.p. chassis, which excited so much interest on the first occasion on which it was shown at Olympia. It has an engine of 73 mm. and 115 mm. bore and stroke, the cylinders being cast *en bloc*. Special care has been taken in the design of the cylinder head, so that the "turbulence" of the gases shall be at a maximum, and to that end a small pocket is formed at the side of the combustion chamber. The inlet valve is above this pocket, and the exhaust above the centre of the cylinder, so that the gases on entering are given a whirling motion. The engine embodies a Lanchester vibration damper: the gear box affords four speeds, and the rear axle is spiral-bevel driven. Four-wheel brakes are fitted, with servo mechanism to those in the front wheels, and a feature is the provision for adjusting them while the car is actually running. The prices of all Aster models have been considerably reduced, and the sports, which is stated to be capable of a speed of 70-75 m.p.h., costs £785 complete.

## AUSTIN.

Stand 141.

The Austin Motor Co., Ltd., of Longbridge Works, near Birmingham, now make only one official sports model, the Austin Seven. Of that more anon, when,

in a later issue, we deal with it in detail. Suffice it to say, for the moment, that it has gained no fewer than 158 awards during this season, and of those 88 are first class. The Brooklands model Seven, of which a photograph accompanies this article, is sold with a certificate that it will run at 75 m.p.h. The other model Austins, the Twelve and the Twenty, are quite capable, when "hotted up," of doing their maker justice, as many readers of this journal will be well aware. The Austin Seven, on the stand, will be shown as a chassis, and as a touring car. Those who have time to spare, should examine the four-wheel brake system which is now standardised on all Austin models.

## BERLIET.

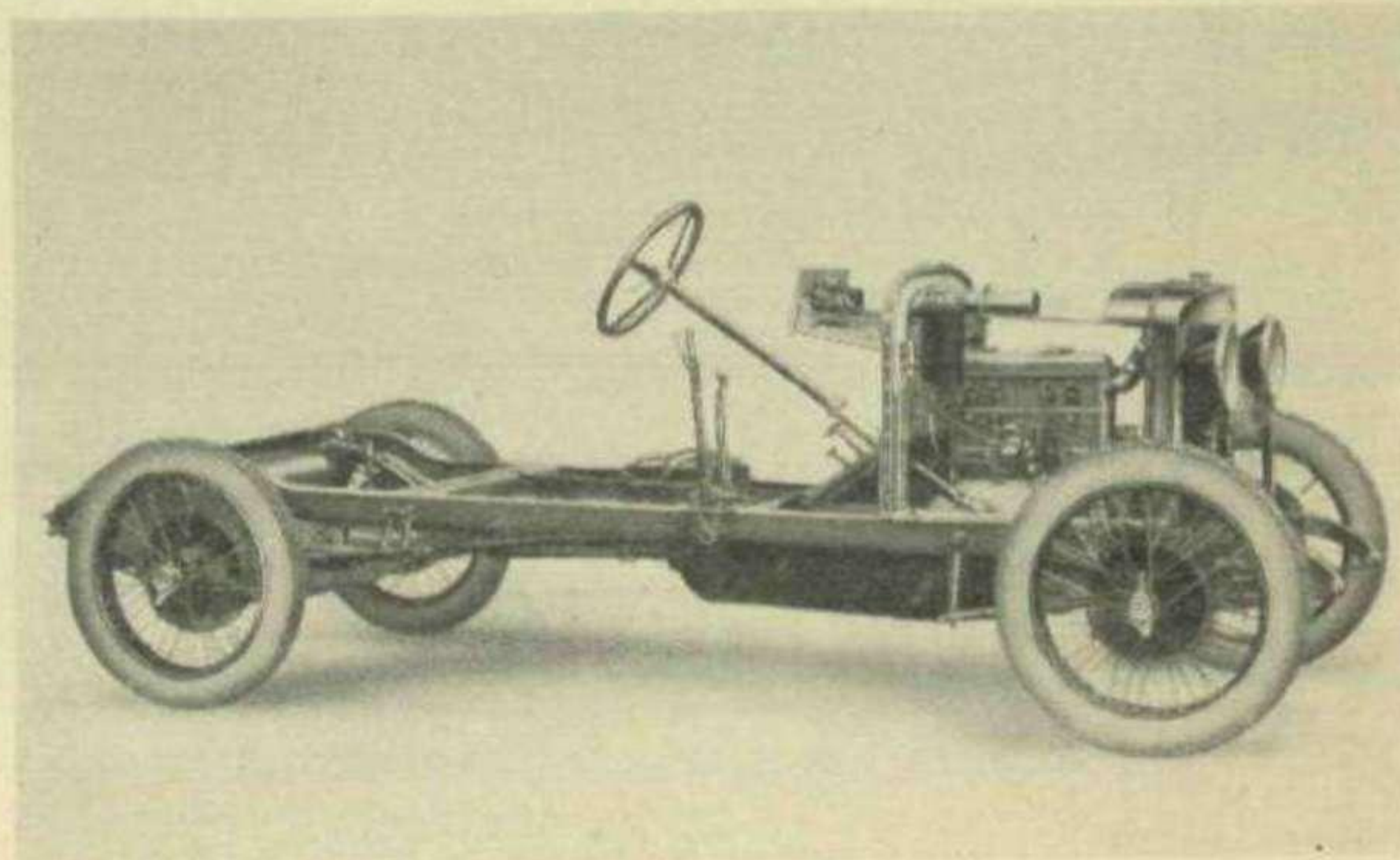
Stand 11.

Automobiles M. Berliet, of 40, Sackville Street, Piccadilly, London, W.1, make a special chassis for sports use, known as the 15-50 h.p. de Luxe. The engine is a four, of bore and stroke 78 mm. and 130 mm., the R.A.C. rating being 15.1 h.p. The valves are overhead, operated by push rods and rocker arms, from a cam shaft within the body of the crank case. Pressure lubrication is applied to the crank shaft and also to the overhead valve gear. The clutch is a multi-disc, and the gear box, which is mounted in one unit with the engine, embodies four speeds and a reverse. The power unit is three point, suspended in the frame. The rear axle is a semi-floating one, and the final drive gears are spiral bevels. Four-wheel brakes are standard on this model, and semi-elliptic springs. Altogether the chassis seems to be admirably adapted for sports use, and looks as though it could give a very good account of itself. Its price is £450.

## BIANCHI.

Stand 90.

The Bianchi sports chassis is a two-litre, having an engine of 72 mm. and 120 mm. bore and stroke respectively. It has overhead valves, forced lubrication, a four-speed gear box, with right-hand change, a single plate dry disc clutch, spiral bevel gear in the back axle, and internal expanding brakes to all four wheels. The special sports chassis is equipped with Rudge Whitworth wire wheels, a specially tuned engine, and V-shaped radiator; it costs £500.



THE BIANCHI SPORTS CHASSIS.



## SPORTS CARS AT OLYMPIA—continued.

**BUGATTI.**

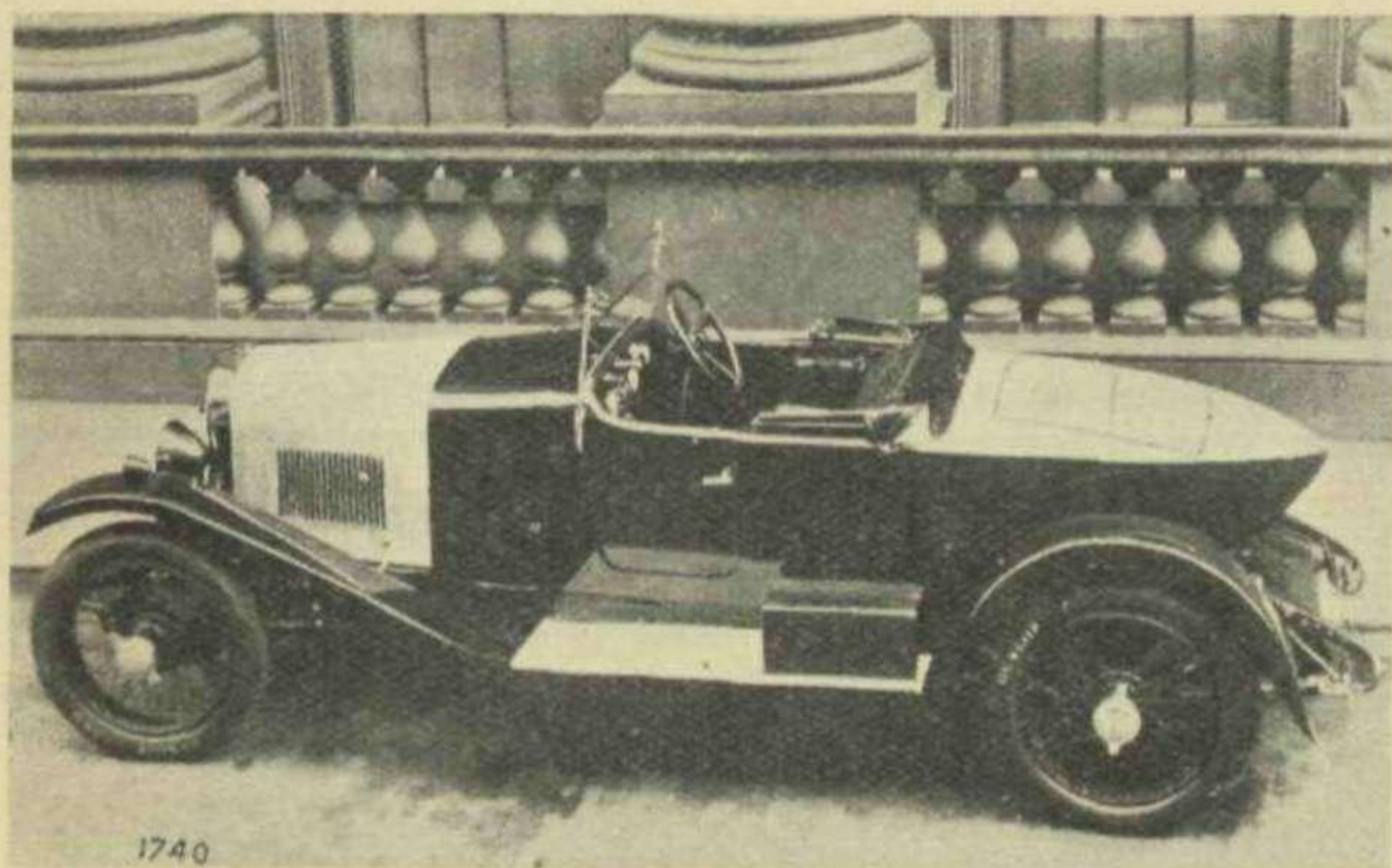
Stand 142.

Charles Jarrott and Letts, Ltd., of 40, Conduit Street, Regent Street, London, W. 1, are the concessionaires for Bugatti cars, which are all, more or less, of the sports type. On the stand may be seen two chassis, one a four-cylinder, with 69 mm. by 100 mm. bore and stroke, overhead cam shaft and valves, of which there are four per cylinder, four-speed gear box, with right hand change, multi disc clutch, straight bevel for final drive, and brakes on transmission and rear wheels. The general specification of the eight-cylinder model, which has all the cylinders in line, is very similar to the above, the bore and stroke being 60 mm. and 88 mm. and the R.A.C. rating of the engine, 17.6. This model, however, has four-wheel brakes, of which those on the front wheels are hydraulically operated. Examples of sports bodywork are shown on both types of chassis, and it is of interest to note that the sports bodies are known as "Type Constantini."

**CHENARD & WALCKER.**

Stand 46.

It was a Chenard and Walcker which ran so well in the circuit de Boulogne. The two-litre model, which was driven by M. Leonard, on that occasion, and which won the Boillot Cup, is a fine sports chassis. Its four-cylinders, of 69.5 mm. and 130 mm. bore and stroke, are cast *en bloc*, with detachable head, and overhead cam shaft and valve gear. The gear box, which is unit mounted with the engine, and which has centre change, provides four speeds and a reverse. The clutch is a single disc, and the rear axle a double banjo type, full floating.



AN ATTRACTIVE SPORTS BODY ON AN ITALA.

**CROSSLEY.**

Stand 99.

Crossley Motors, Ltd., of Gorton, Manchester, have always been famous for the sports models, and this year they are marketing one which is designated model 20-70 h.p. This is the model which won the 90 m.p.h. short handicap at Brooklands on July 5th, at an average speed of 79½ m.p.h., the speed for the second lap being 88 m.p.h. It is sold with a guaranteed speed of 75 m.p.h. It is claimed that it has that excellent but rare quality in a sports chassis, docility of handling and control,

allied to the rapidity of acceleration which is so essential in a sports model. The engine is a four-cylinder, with detachable head. The bore and stroke are 90 mm. and 150 mm. respectively, the gear box has four speeds, with right hand change, the quadrant for which, however, is mounted in one with the box. The standard brake equipment includes: foot brake on the transmission drum, and hand brake on shoes in the rear wheel drums. The latter are extra large, and the shoes are of cast iron. Front wheel brake equipment is available as an extra.

**CROUCH.**

Stand 223.

Crouch Cars, Ltd., of Tower Gate Works, Coventry, show a couple of their sports models which were described fully in our issue of August last. One model is sold with a guarantee of 60 m.p.h., the other is guaranteed to exceed that speed by fifty per cent. The engine fitted to this chassis is the well-known British Anzani, and, as was remarked in the Editorial review to which we have referred, has the quality of running evenly and comfortably at all speeds from six to sixty m.p.h. The 40 m.p.h. model sells at £295, and the super-sports which, stripped and stream-lined, is guaranteed to do 90 m.p.h. on the track, costs £450.

**DARRACQ.**

Stand 126.

One model of the 12-32 Darracq is being shown equipped with a four-seater sports body. The chassis embodies an engine, the rating of which is 11.4 h.p., and which has an engine of 68 mm. and 110 mm. bore and stroke. Three speeds are included, with right hand change: the clutch is a single plate, and the rear axle has spiral bevel gears. The sports car, as exhibited, costs £550.

**THE DIATTO.**

Stand 166.

C. Durlacher, of 6, Upper St. Martin's Lane, London, W.C. 2, is exhibiting a Diatto sports two-seater. It has a four-cylinder engine of 78.7 mm. and 100 mm. bore and stroke, being, to all intents and purposes, a two-litre model. The overhead valves are operated by an overhead cam shaft, the single plate clutch transmits to a four-speed and reverse gear box, and the drive thence is by enclosed cardan shaft to a spiral bevel rear axle. Rudge Whitworth wire wheels are standard, and four-wheel brakes. The chassis price is £550.

**ITALA.**

Stand 59.

Malcolm Campbell (London), Ltd., of 27, Albemarle Street, London, W. 1, has a very fine sports chassis in the 17-30 Itala, this being the type on which he has twice been successful at Brooklands this season. It is capable of over 80 m.p.h., and has a four-cylinder engine of 83 mm. by 130 mm. bore and stroke. The engine is claimed to develop 55 h.p. at 3,200 r.p.m. The specification includes four-speed gear box, with right hand change, helical driven rear axle, enclosed propeller shaft, half-elliptic springs at front and rear, the latter being underslung, and front wheel brakes. The chassis price is £550, which shows a reduction of £85 on the previous figure.

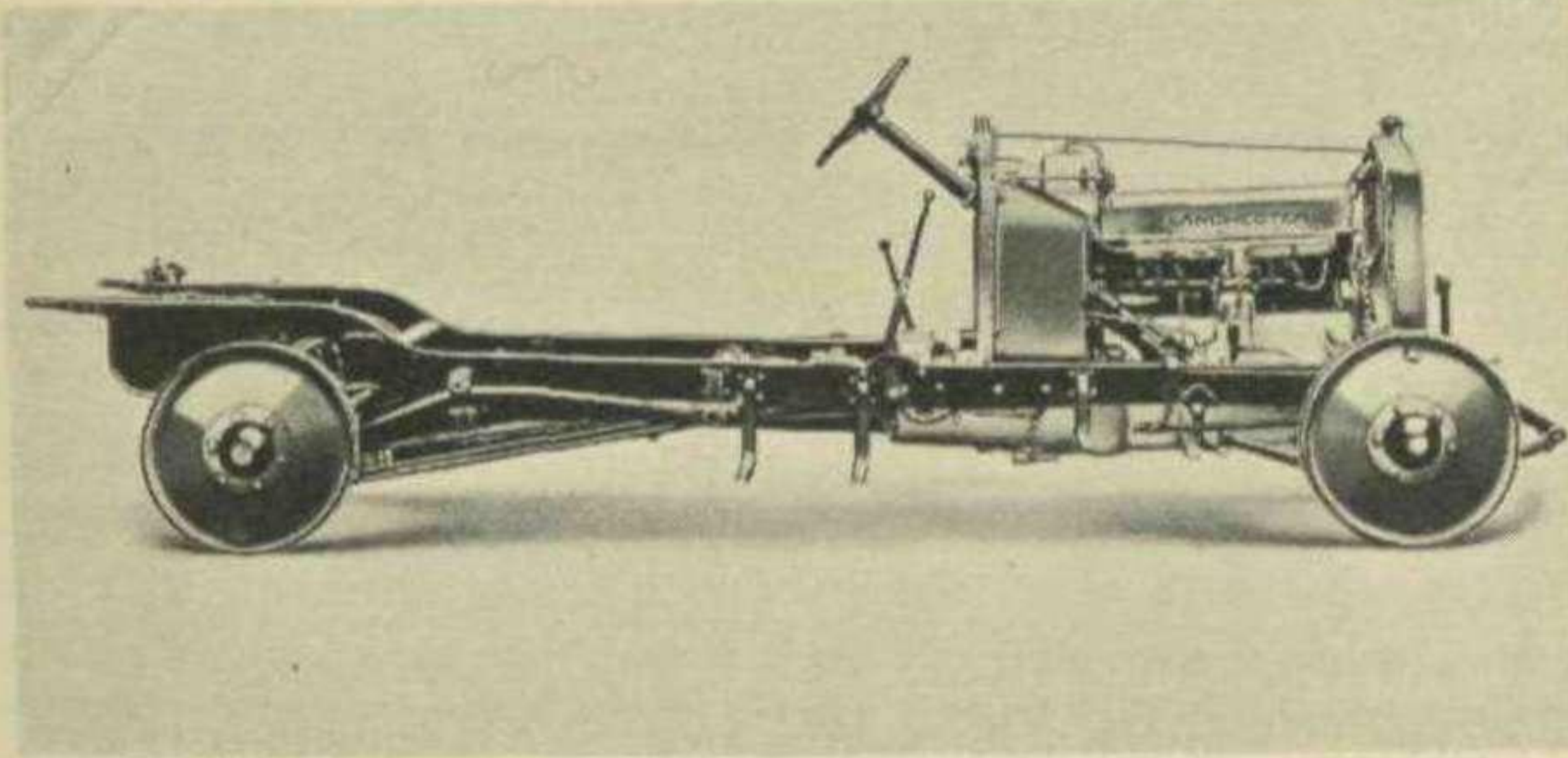


## SPORTS CARS AT OLYMPIA—continued.

## LANCHESTER.

Stand 96.

The Lanchester Motor Co., Ltd., of Armourer Mills, Montgomery Street, Birmingham, presents a 21 h.p. chassis which, even if the Lanchester chassis had not been showing quite recently, what it could do on the track, would still have its appeal for the sports car owner, on account of its technical interest. This chassis has a six-cylinder engine, and is replete with interest from stem to stern.



THE NEW 20 H.P. LANCHESTER CHASSIS.

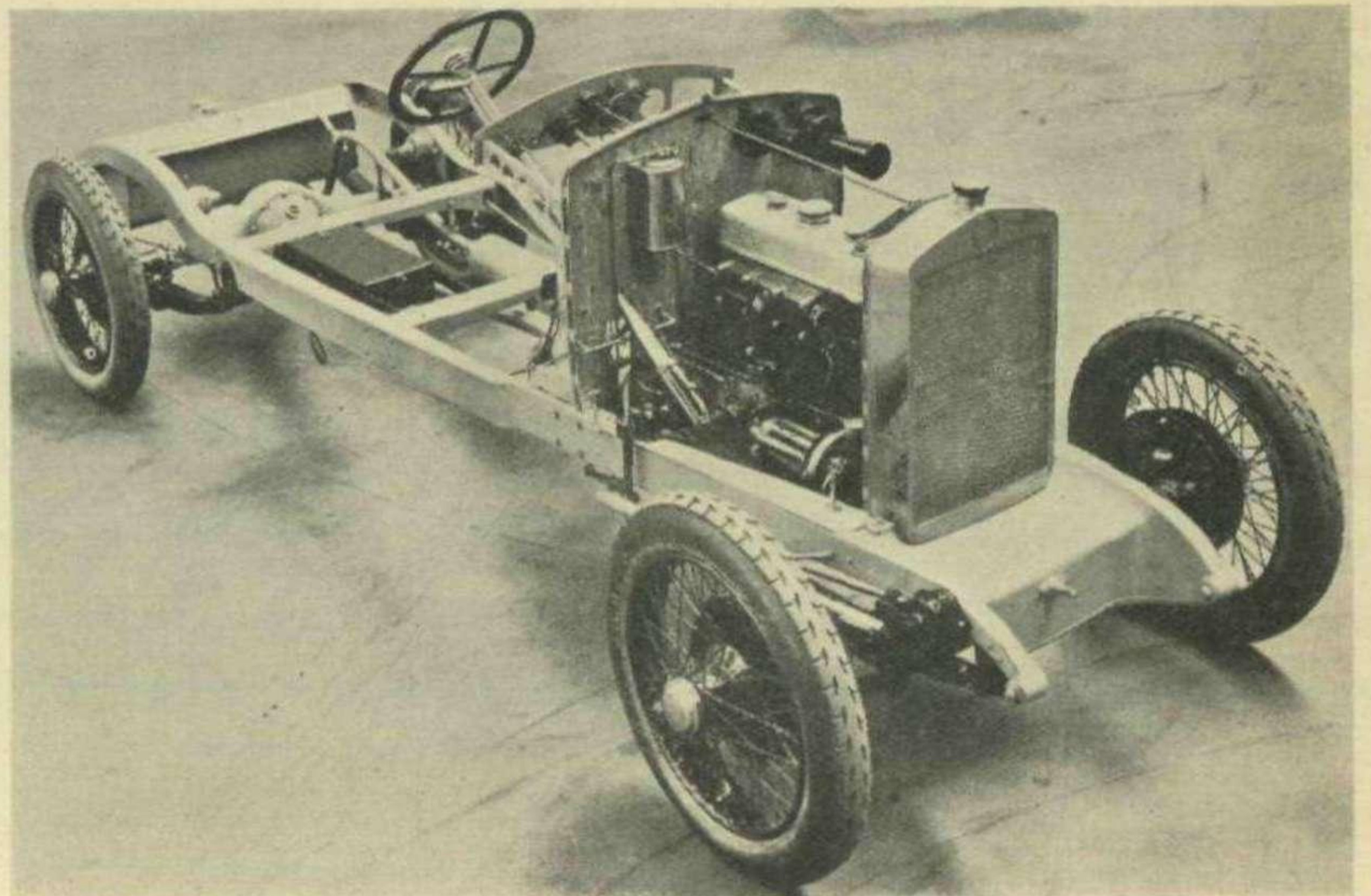
## SUNBEAM.

Stand 98.

The Sunbeam models for sports use are made in two sizes, the 14-40 h.p. four-cylinder, which has an engine of 75 mm. and 120 mm. bore and stroke, and the 20-60 h.p. six-cylinder machine, with bore and stroke of the same as the above. The same general specification applies to both, except that the larger chassis has a four-speed gear box, and the smaller a three-speed box only. Both have overhead valve engines single plate clutch, gear box with right hand control, bevel drive, and internal expanding brakes in all four wheels. Wire wheels are standard, and the tyres on the smaller model are 815 mm. by 105 mm., those on the larger being 820 by 120.

CHASSIS OF THE 15-50 H.P. BERLIET  
SPORTS CAR.

Note the clean lines and robust  
frame.



## TALBOT.

Stand 100.

Clement Talbot, Ltd., of Barlby Road, Ladbroke Grove, are showing a full range of their ordinary models, but not the special sports with which they are hopeful of doing so much during next season. The general specifications of Talbot models include overhead valve engines of extremely neat design, three-speed gear boxes, unit mounted with the engines, the transmission from engine to gear box being, in all models, by single-disc Ferodo-lined clutch. The rear axles are of the banjo type, of pressed steel, with spiral bevel gears. We hope, at an early date, to be afforded an opportunity to describe and try out the new sports model.

## WOLSELEY.

Stand 168.

Wolseley Motors, Ltd., Adderley Park, Birmingham, make a sporting type chassis, the 24-55 h.p., which is a six-cylinder model, with a bore and stroke of  $3\frac{1}{8}$  in. and  $5\frac{1}{8}$  in. The cylinders are monobloc cast, with detachable head. Front wheel brakes, operated on the Perrot principle, are standard, and the front of the chassis as well as the front springs, are strengthened in order to enable them properly to bear the extra stress which comes on those parts as the result of the operation of brakes on the front wheels. The sporting model, with an aluminium body, shaped to true streamline pattern, costs £1,000. It is not shown at Olympia.

## VAUXHALL.

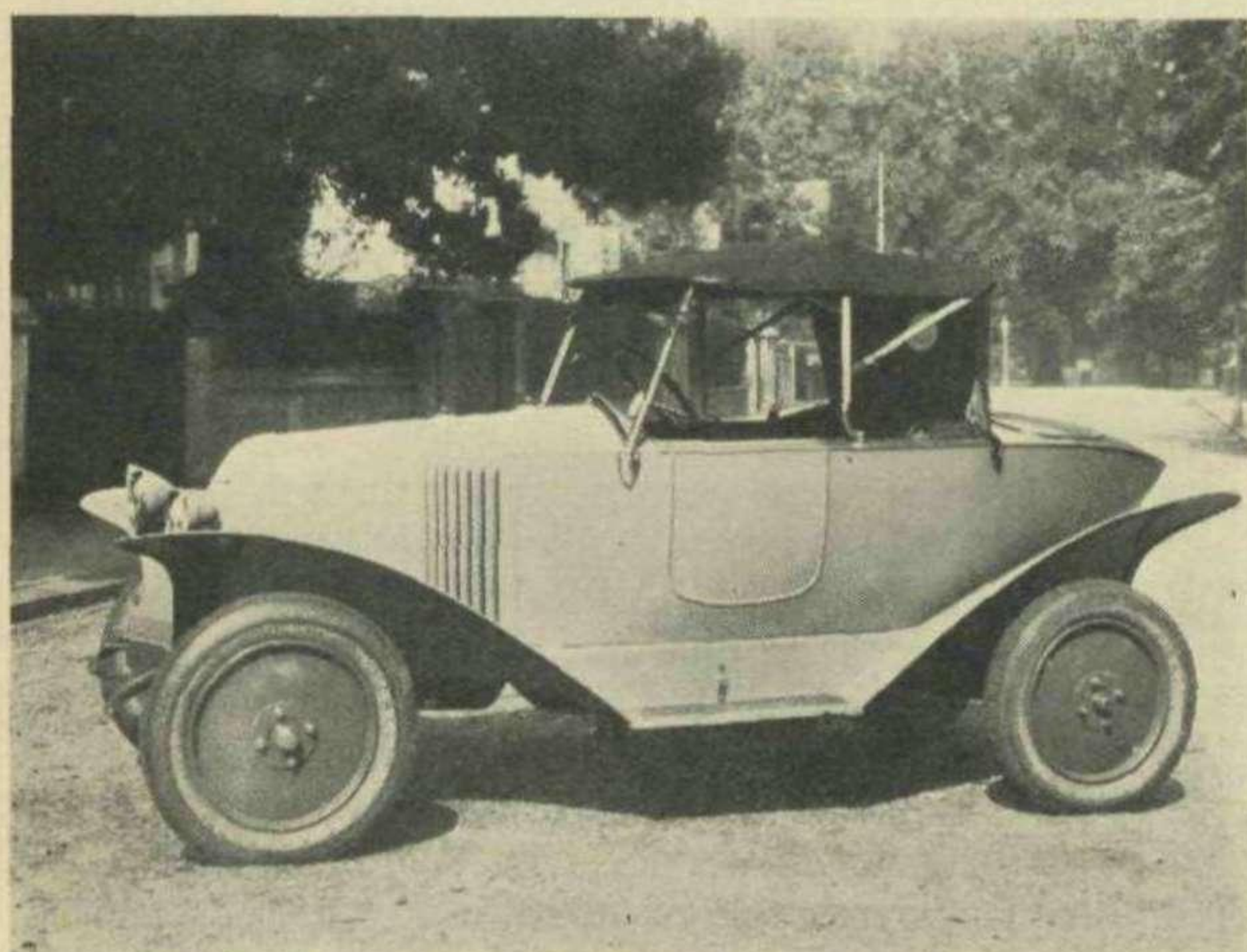
Stand 140.

Vauxhall Motors, Ltd., of 174-182, Great Portland Street, London, W.1, are showing a fine example of the famous Vauxhall Wensum, and it is very improbable indeed that any visitor to the Show with any inclination whatever towards sporting cars will go out again without having looked over this car. The name Wensum is an indication of the type of body, thus following out



## SPORTS CARS AT OLYMPIA—continued.

the usual Vauxhall practice, and this type is supplementary to the Velox, which formerly was the principal sports body. The Wensum is purely a sporting body, which is intended to convey, by its design, a vivid impression of power and speed. A Vauxhall Wensum



A NEAT BOAT-SHAPED SPORTS BODY ON A RENAULT CAR.

won the first prize in its class in the recent Boulogne Concours d'Elegance.

Those who are not acquainted with the details of the chassis of this well known sporting car may be interested to learn that it has a four-cylindered engine, of 98 mm. and 140 mm. bore and stroke, with overhead valves, and capable of developing 112 h.p. The braking equipment includes the Vauxhall four-wheel system and independent rear brakes. The Velox sells for £1,150, and the Wensum, for £1,300. Both models are designed to accommodate four passengers.

### MARLBOROUGH.

Stand 217.

This is an entirely new model, which is being built by T. B. Andre and Co., Ltd., at Brooklands. It has a six-cylinder engine of 65 mm. and 100 mm. bore and stroke—a two litre chassis—single plate clutch, four-speed gear box, with right hand change. Engine clutch and gear box are all mounted together in the frame as one unit. The rear axle gears are spiral bevel, of special steel, case-hardened and ground. Six brakes are fitted, two sets in the rear wheels, and two in the front. Semi-elliptic springs are fitted at both front and rear, and the wire wheels are designed to accommodate 765 mm. by 105 mm. tyres. The price of the chassis is £400.

## ACCESSORIES AT OLYMPIA.

### The Gallery for Gadgets.

### Some Aids for the Speed Man.

THE Gallery during any Motor Show at Olympia, is the Mecca of the gadget hunter. There he can find anything from a split pin, mascot or sparking plug, to components sufficient to enable him to assemble a complete car. Indeed, it is held by many that there is much more of interest and more to be learned about the inside mechanism of a car on the gallery than can possibly be found on the ground floor, and it has to be admitted that there is some excuse for those who have this opinion.

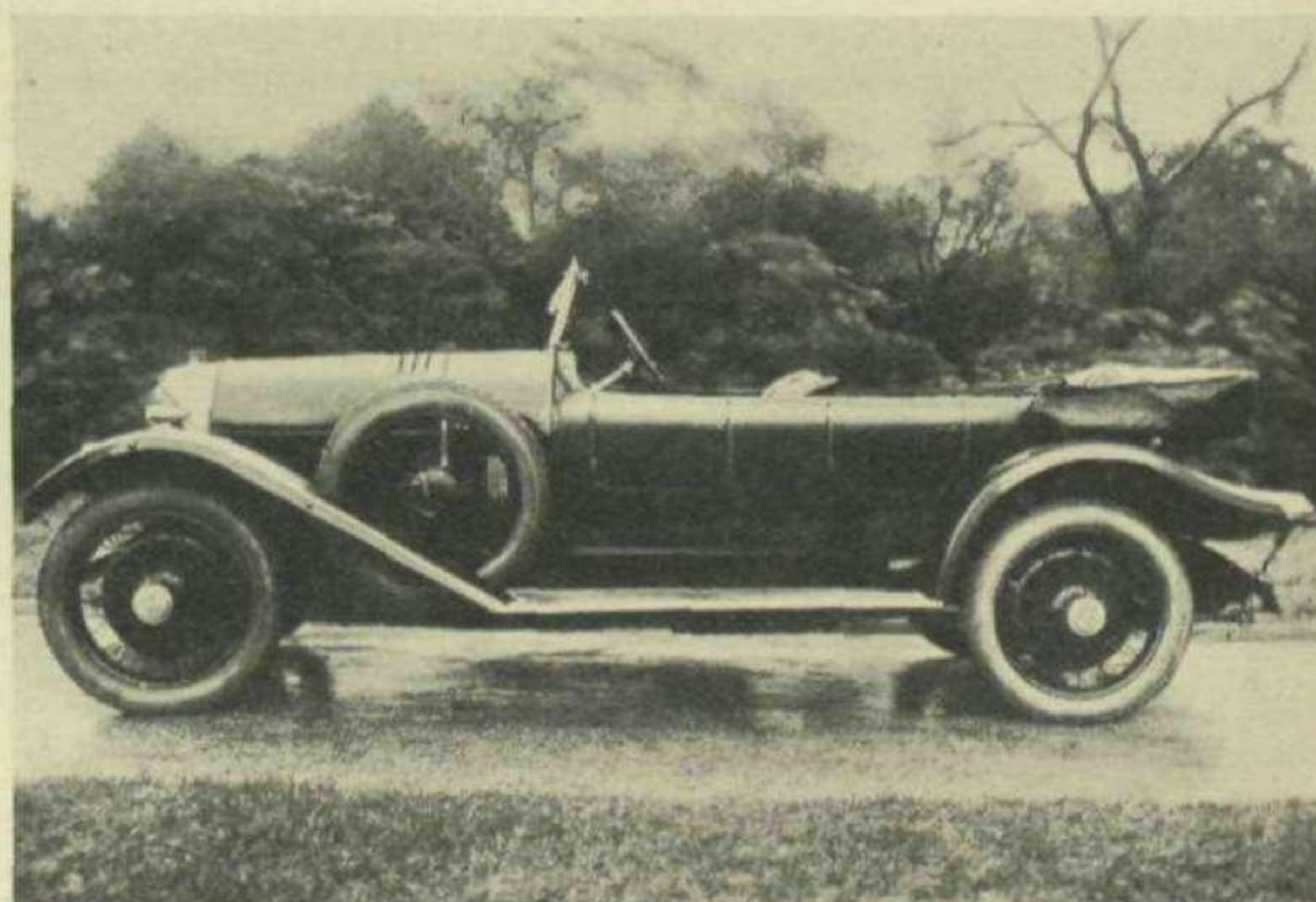
One thing, at any rate, about the gallery, it is undeniable: the variety of the exhibits and their scope is such as to preclude a complete review, and for our part we are going to confine ourselves, on this occasion, to a few references of the outstanding ones.

### ANDRE.

Stand 486.

There will be few who will disagree with us in stating that it is fitting that we should commence our review of the gallery by reference to T. B. Andre & Co., Ltd., and Hartford Shock Absorbers, which are, of course, that concern's principal line. The first thing the speed man has to think about is his suspension. If he can persuade the rear wheels of his car to stay on the ground at speed, half his troubles are over. There are few better aids to that than these shock absorbers, which, so far as cars are concerned, are made in six principal types,

varying from Type 97, class C, which is a special single-arm model for light cars and cyclecars, and which costs only £4 a pair, or £8 a set, to Type 103 Duplex, which is specially designed for racing purposes and which is also suitable for large fast touring cars, and costs £8 a pair. It is important to note that these prices include all necessary brackets and fittings ready for attachment to the cars, together with blue print, showing method of fitting and full instructions.



A FINE MODEL SPORTS CAR, THE CROSSLEY.



## ACCESSORIES AT OLYMPIA—continued.

### BRITISH ANZANI.

Stand 330.

The British Anzani Engine Co., Ltd., need no introduction to motoring sportsmen. Engines of their make are well-known both on the track and road. On the stand will be shown the full range of this company's engines, including one new model each of the 11.9 four-cylinder engine, and of the 9 h.p. V twin cyclecar engine. The former is most interesting and embodies such improvements as, longer connecting rods, improved design of the cams, and slightly higher compression, giving an engine the power of which is considerably greater than that afforded by the older model.

### B. T. H.

Stand 256.

B. T. H. Magnetos and electrical equipment made by the British Thomson-Houston Co., Ltd., of Rugby, are deservedly favoured amongst users of cars of all types, and it is a fact that many recent successes have been achieved on cars embodying electrical equipment from this factory. On the stand are shown magnetos of the two main types, those with rotating armature and those of the polar inductor type, which have rotary magnetic fields and stationary armatures. A feature of this type is that it can be run at a reduced speed and will give four sparks per revolution.

### CRESSWELLS.

Stand 304.

Cresswells, Ltd., Wellington Mills, Bradford, are exhibiting representative specimens of their Chekko brake and clutch linings, for which they claim unique qualities in so much as they are guaranteed to be made from 100 per cent. pure asbestos fibre, spun on to the brass wire which forms the binding medium. No cotton whatever is used in the production of Chekko. They are also exhibiting samples of the crude fibre and carded sliver from which their Chekko yarns are spun, and afterwards solidly woven into their Chekko brake and clutch lining fabrics.

### CLAYRITE.

Stand 186.

Clayton-Wright, Ltd., of Gt. Hampton Street, Birmingham, are exhibiting a complete range of their well-known accessories, the scope of which has recently been extended by the addition of some cheap but effective windscreen wipers, which are made in two types for saloon and touring cars, the price of each model being 3s. 9d.

### CLUPET.

Stand 373.

The Clews-Petersen Piston Ring and Engineering Co., Ltd., of West Heath Works, Mill Lane, West Hampstead, London, N.W. 6, show various examples of the Clupet double coil no-gap piston rings which are so valuable when, as is the case with a sporting car, it is so vital that the last ounce of compression be retained. The peculiar feature of these rings, as can almost be gathered from the above description, is that instead of one coil of metal, there are two, and the ends of the ring sent into the central coil.

### COUNTY.

Stand 458.

With the County Screen Equipment it is possible to convert a sporting car so that it can be adopted for general purpose use by the addition of the screen and the side curtain equipment for which this firm, the County Screen Co., Ltd., Claremont Road, Pendleton, Manchester, are noted. On the stand are being shown examples of rear screens, side curtains, and all-weather equipment generally.

### DEGORY.

Stand 239.

The most interesting exhibit amongst the carburettors shown on the stand of Degory Carburetors, Ltd., of 235, Acton Lane, London, W. 3, is the model S.T. now being shown for the first time, and specially designed for use on light cars. Its chief feature is its simplicity. When in operation, there are only three parts which move, so that when once tuned, it cannot get out of order.

### DESMO.

Stand 328.

The most interesting exhibit on the stand of Desmo, Ltd., 31, Stafford Street, Birmingham, is the Automatic Windscreen Cleaner, which is operated by the left foot after the manner of an accelerator pedal, or by a control mounted on the door. The method of operation is quite ingenious and worthy of study.

### DORMAN.

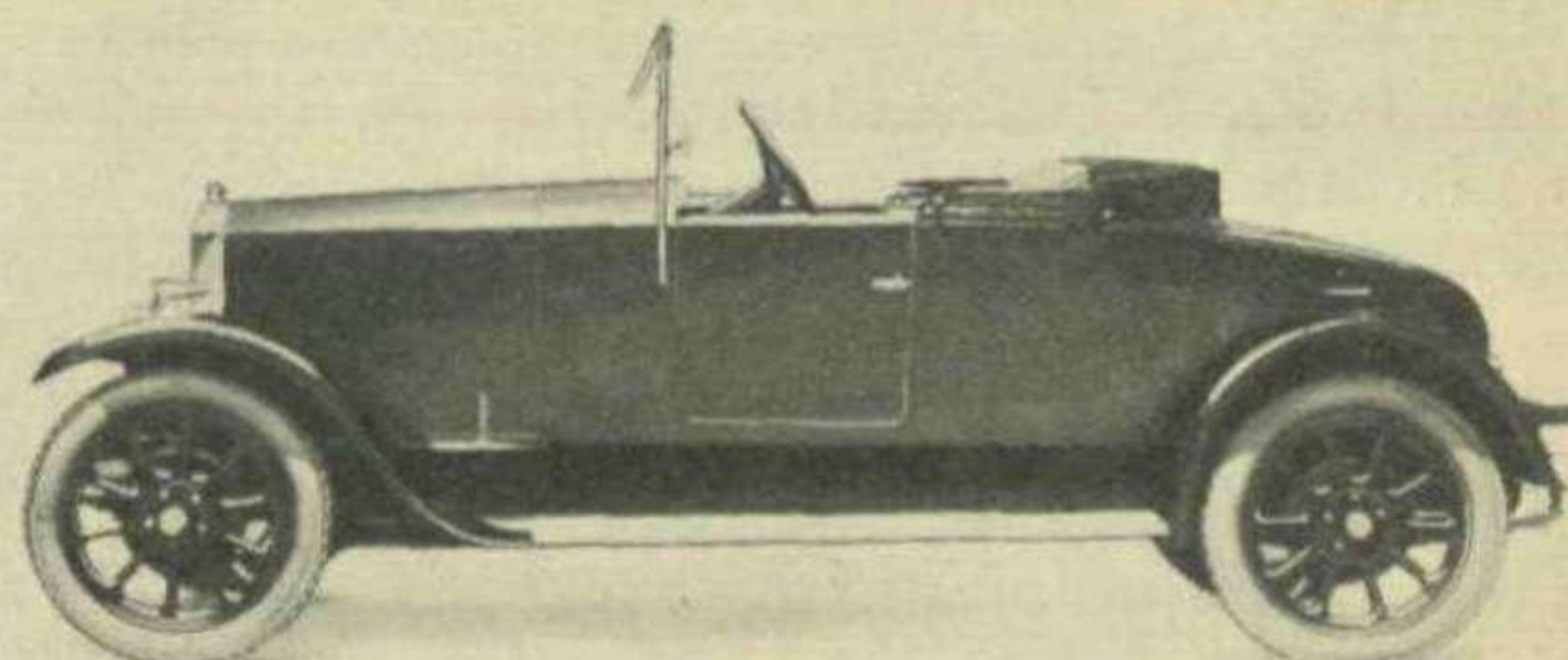
Stand 400.

W. H. Dorman and Co., Ltd., well-known as makers of engines of all sizes, have been developing their 4 R.O. Type power unit, which is made in two sizes, 69 mm. and 120 mm. and 75 mm. and 120mm.—four-cylinders in each case. An absolutely standard model of the smaller type recently drove a chassis weighing 18 cwts. at a speed of 72 m.p.h., so that it is obvious that, "hotted up," it should be capable of a very fine performance indeed.

### DUNHILLS.

Stand 438.

Dunhills, Ltd., of 359, 361, Euston Road, London, N.W. 1, are making a rather neat cushion which is made to fit over the swab, and should considerably improve the comfort of the owner-driver who spends a large number of hours in his car. It can be had in plain



THE WINDSOR SEMI-SPORTS CAR.



## ACCESSORIES AT OLYMPIA—continued.

leatherette in a variety of colours for 27/6 and in antique leather for 30/-. Another interesting exhibit on the same stand is the Golf Club Carrier, designed to fix on the running board.

### FERODO.

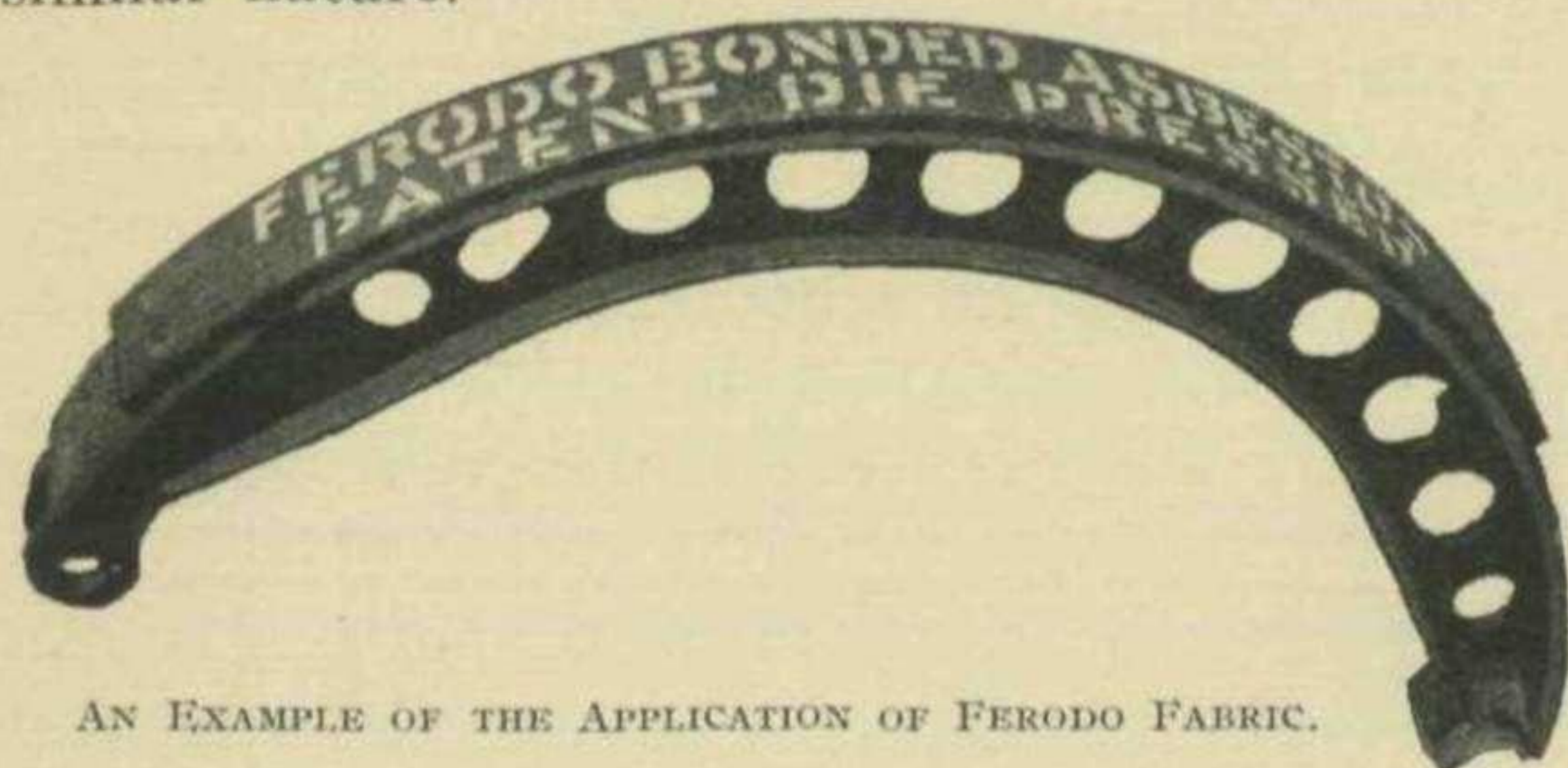
Stand 401.

Ferodo, Ltd., of Chapel-en-le-Frith, show an interesting collection of linings for brakes and clutches in Ferodo Bonded Asbestos. For cone clutches this concern supplies a fabric lining, radially woven to the angle of the face of the clutch. This secures ease in fitting and ensures perfect contact between lining and the metal centre. Other interesting exhibits are the Ferodo Spring Interleaves which serve as shock absorbers, while preserving the resiliency of the springs.

### HOBSON.

Stand 430.

H. M. Hobson, Ltd., of 29, Vauxhall Bridge Road, London, S.W. 1, are showing several models of the latest type Claudel-Hobson Carburetter, including the latest type which embodies the same principles as the "Z" diffuser model, with the addition of a power jet. Another interesting exhibit is the range of Hobson Sparking Plugs, while a new principle appears to be involved in the design of the Belflex Hobson Fabric Shackles, Engine Mountings, and other accessories of a similar nature.



AN EXAMPLE OF THE APPLICATION OF FERODO FABRIC.

### MOSELEY.

Stand 505.

David Moseley and Sons, Ltd., have developed a most interesting pneumatic cushion which bears the same relation to previous pneumatic cushions as the new low pressure type bears to the normal one. It is interesting to note that the three Darracq cars which put up such a fine performance at Brooklands in the 200 miles race were equipped with these "float-on-air" cushions.

### JEAVONS.

Stand 312.

The Jeavons Lubricating Spring Gaiter, which is manufactured by Ramsdens, Ltd., of Station Works, Halifax, is again considerably improved. It is claimed that the new model provides a positive uniform oil feed to every part of the spring leaf surfaces. The lubricant passes along a wick tube, the full length of the spring, and the pressure of the gaiter forces the oil through the fabric of the tube evenly along the entire length. The charger, which is supplied as a component part of this equipment, is larger and designed to facilitate access to the nipples.

### S. SMITH & SONS.

Stand 429.

An interesting accessory which is being displayed at Olympia by S. Smith and Sons (M.A.), Ltd., is their revolution indicator. This is particularly suitable for use on sports cars, inasmuch as it shows, at any moment, the exact speed in R.P.M. of the engine. Its price complete with drive gear suitable for any type car is £7.

### SOLEX.

Stand 440.

It is of interest to learn that Solex Carburetters, which are made by S. Wolf and Sons, Ltd., 115, Southwark Street, London, S.E. 1, can be supplied specially lightened for racing and sports cars. A special feature of the Solex Carburetter is the location of the entrance of the slow running duct into the throttle valve. It is designed to permit of easy starting when the engine is cold, and to allow of gradually opening out without the presence of a flat spot.

### SPECIALLOID.

Stand 357.

The Pistons, which are made by Specialloid, Ltd., at Friern Park, North Finchley, London, N. 12, are made of a special aluminium alloy and were fully described in our columns in the August issue. Their use has been found considerably to improve the running of sports cars of all types, and they are favoured by a good many racing motorists as well as members of the trade, for all well-known makes of sports cars.

### TERRY.

Stand 445.

Herbert Terry and Sons, Ltd., Novelty Works, Redditch, have usual display of springs of all kinds. The sports car owner, who is keen on tuning up his engine to the last pitch of efficiency and who is desirous of experimenting to that end with the valve springs which he is using, will do well to make a call at this stand, and consult Terry's.

### BARIMAR.

Stand 407.

Barimar, Ltd., 14-18, Lambs Conduit Street, London, W.C. 1, have a fine display of reconstructed motor car parts including cylinder blocks, crank cases and crank shafts, all of which have been welded and strengthened in the Barimar way. It is claimed that the cost of welding is less than that of a new part, and that defects in the design can be eliminated by intelligent welding. The Barimar special mud-guards and aluminium number plates are also of interest.

### TECALEMIT.

Stand 197.

Tecalemit, Ltd., of 10, Little Portland Street, Oxford Circus, London, W. 1, are showing a very full range of their lubricating devices and steel spring armour. Perhaps the most interesting of these exhibits is the new lubricating pistol which has several advantages, of which perhaps the most important is that it requires only one hand to operate it. It delivers at a pressure which is five times greater than is possible with the standard grease gun, whilst by means of a spare container and an extra nozzle, it is convertible in an instant either into an oil gun or a petrol squirt.



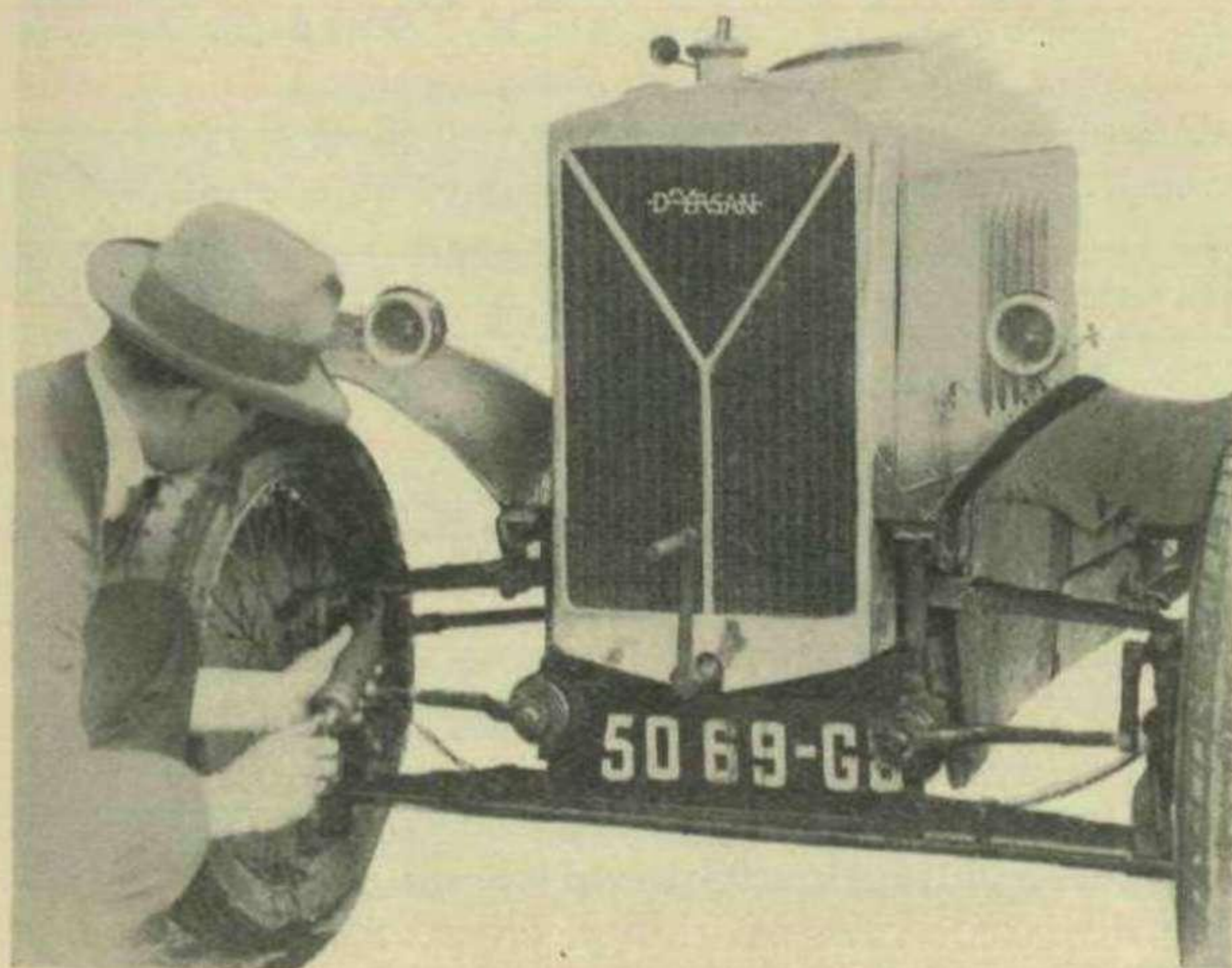
## A NEW THREE-WHEELED SPORTS CAR.

The D'Yrsan Cyclecar from France, already Victorious in some Important Continental Events, coming to Brooklands.

The D'Yrsan three-wheeled cyclecar which will be at the Motor Cycle Show next month, cannot fail to interest all readers of this magazine. It is pre-eminently a sporting car, and has already, in the hands of René Krebs, won the Paris-Les Pyrenees-Paris Trial, being awarded a gold medal. It is quite aptly described by its makers as a car on three wheels, for, in all but that particular feature, it resembles a car, rather than a cyclecar. It has a four-cylinder engine, water cooled, of bore and stroke 57 mm. and 95 mm., giving a cubic capacity of 750 c.c., so that it competes with the same capacity class as the Austin Seven, and will no doubt also come up against the Morgan. Its total weight, as a two-seater, is only 7 cwt., notwithstanding the fact that its specification covers three-speed and reverse gear box with central control; drive by enclosed propeller shaft to bevel reduction gear, and thence to the rear wheel by Renolds roller chain.

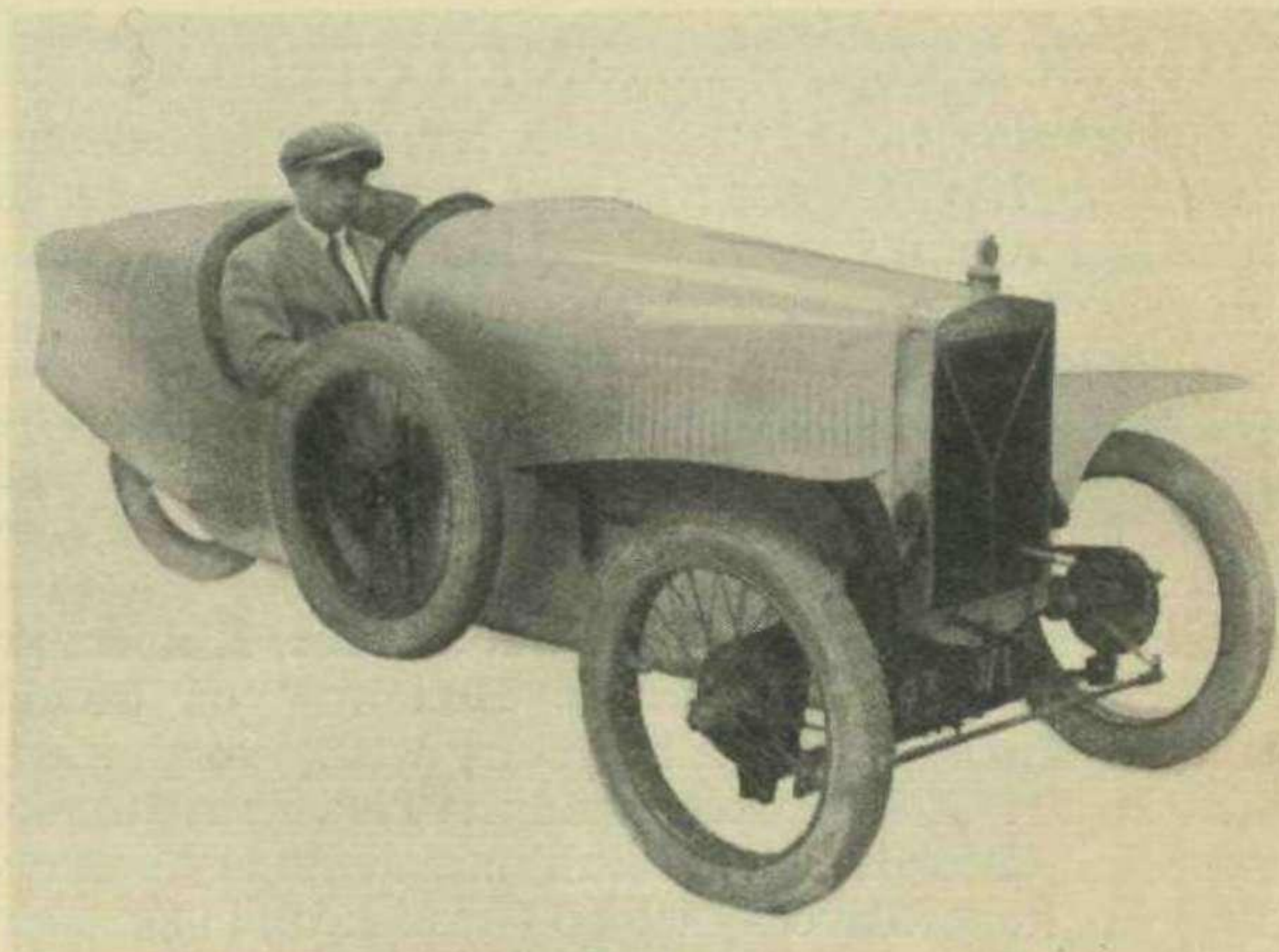
The engine, clutch, and gear box together form a neat unit. The four cylinders of the power unit are cast *en bloc*. The valves in the sporting model are overhead, operated by push rods. The clutch is of the single-disc type, running in oil.

The suspension and the arrangement of the brakes are the outstanding features of this chassis. There is no front axle, as the term is ordinarily understood, its place being taken by two transverse inverted semi-elliptic springs which support the steering pivots between their ends. The springs are supplemented by Houdaille shock absorbers. At the rear, quarter-elliptic springs are disposed, one on each side of the rear wheel, the spindle of which is coupled to the chassis, bicycle fashion, by a pair of fork-ended radius rods to which the outer ends of the springs are attached by shackles.



THE ARRANGEMENT OF FRONT SPRINGS AND BRAKES AS WELL AS THE METHOD OF LUBRICATING THE CHASSIS.

The brakes take effect, one on the front wheels, the other on a drum on the cross shaft of the bevel reduction gear. There is no brake gear directly connected



THE D'YRSAN SPORTS MODEL: A SMART-LOOKING CAR.

to or mounted on the rear wheel, so that it is accessible merely by freeing the driving chain, when it can be withdrawn from the forked ends of the radius rod.

The frame is another interesting feature of the construction of this car, being tubular and neatly designed so as to afford strength where strength is required, and at the same time to avoid unnecessary weight.

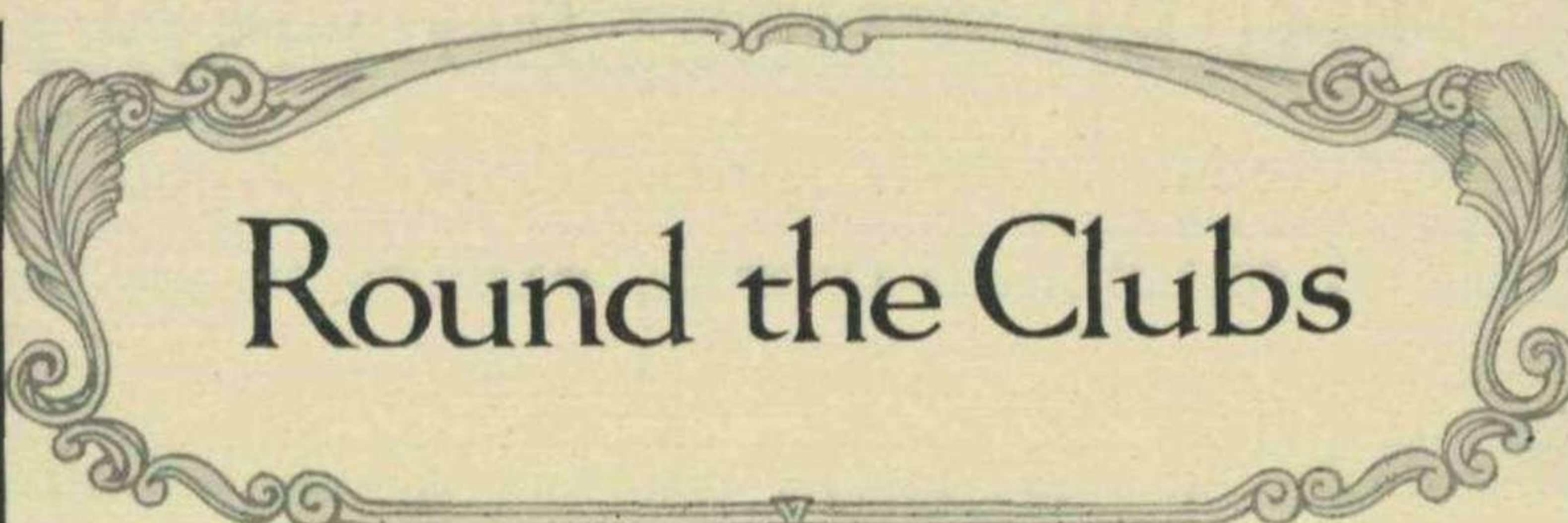
The complete car, equipped with sports body, has, as one of our illustrations shows, a pleasing appearance, and we have no doubt that, at some early date, it will give a good account of itself both at Brooklands and at various trials up and down the country.

The standard equipment includes a Saga magneto, acetylene lighting, wire wheels with Dunlop cord tyres. The price of the ordinary model is £150 and of the sports model £160. The sole concessionaires are Trailers, Ltd., 73-74, Windsor House, Victoria Street, London, S.W. 1.

### WORLD'S FASTEST OIL.

The new world's motoring record set up by Mr. Malcolm Campbell on September 25th for the Flying Kilometre is a striking tribute to the efficiency of the Shell motor lubricating oil which he used. When one considers the terrific stresses set up by a machine reaching the phenomenal speed of 150 miles per hour, it is evident that an oil capable of standing up to such work must be good for everyday motoring.





## Round the Clubs

### KILBURN & DISTRICT MOTOR CYCLE CLUB.

Considering the short time it has been in existence, this Club has already achieved much and looks like attaining to much greater heights in the near future. Already there are 50 members affiliated to the A.C.U., and 20 associate members.

The winter season is being enlivened by occasional dances, and those which have been held up to now have been very successful indeed. Members are looking forward to the others.

Like a good many other London Clubs, Kilburn participated in the "Children's Holiday" on Sunday, 21st September, and the Secretary wishes to thank the Captain, Mr. M. S. V. Keen, and the Treasurer, Mr. W. R. Roddwell, also the Gipsy Club and the many unknown helpers who "arrived—helped—vanished!!!"

Amongst several interesting items on this Club's programme the following may be mentioned:—Thursday, 23rd inst., a night trial; Thursday, 6th November, a whist drive; Thursday, 13th November, a winter trial; Sunday, 16th November, Secretary's run; Thursday, 20th November, invitation dance.

The Hon. Secretary is Mr. G. W. Langford, 13, Regent's Park Road, London, N.W. 1.

### NEWCASTLE & NORTHERN MOTOR CLUB.

This Club held a successful reliability trial last month. Entrants had to run from Newcastle to Berwick, approximately 63 miles, and return thence to the Fourth Mile Post, Gosforth, a further 59 miles, being 122 miles in all. Checks were made on the outward journey at Morpeth, Alnwick and Berwick, at which town luncheon was provided at the King's Head Hotel. On the return journey the checks were at Alnwick, and the final check at the terminus; two secret checks were arranged between the Fourth Mile Post and the final check.

The prizes offered were given by the President of the Club, Mr. J. T. Morrison. The first was two guineas, the second, one guinea, and the third, half-a-guinea. In addition to these, silver medals were awarded to all those who finished within 30 secs., and bronze medals to those finishing within 60 secs. of the schedule time.

The trial was carefully organised, in the absence of the General and Sports Secretary, by Mr. G. C. Urwin, the Hon. Treasurer, and the outstanding feature was simplicity. Every competitor was afforded the opportunity to have his watch synchronized at the controls, so that any necessary adjustment or allowance could be made when arriving at the results. The popularity of these features may be judged by the fact that although there has been good reason for complaint as regards attendance at former events, on this particular occasion

there was a large turn out of members and the day was a most successful one.

In addition to the prizes already enumerated, Mrs. Morrison gave one to the member who made the best performance in the secret checks.

The results were: N. Moore and G. C. Urwin tied and took first and second prizes between them; the third prize went to R. Cook. Bronze medals were awarded to J. W. Jennings and E. Willan. The special prize went to N. Moore.

In order to keep members together and maintain their interest in the Club throughout the winter season, a series of whist drives, dances and concerts are being arranged. The first of these—a whist drive—took place on the 9th of this month. It was held at the "Cottage" and a very pleasant and enjoyable evening was spent.

On November 21st the Annual Concert and Presentation of Prizes will take place. The Secretary would be glad if those members holding Club trophies will kindly arrange to let him have them before the 7th November, so that he can get them cleaned and prepared for presentation to the new holders.

It is hoped that members will combine to endeavour to make the winter season programme as pleasant and successful as it was last year.

The Hon. Secretary is Mr. E. Willan, 44, Grey Street, Newcastle.

### THE LIVERPOOL MOTOR CLUB.

One of the most interesting events of the year was undoubtedly the Liverpool Motor Club's Annual twenty-four hours run from Liverpool to Edinburgh and back. This year a long course of 426 miles had to be covered in the day. The outward open checks were taken at Garstang, Ambleside, Carlisle, Moffat and Edinburgh, and were mostly encountered in darkness. Ambleside was made the rendezvous for supper, and a stop was made for that purpose.

The first man to encounter trouble was H. E. Ledsome, riding a 4 h.p. Triumph and sidecar. He had the misfortune to puncture his back tyre. Captain Brown Bowley was late at the first check, with an air lock in his petrol pipes. Apparently this trouble persisted, for he had eventually to retire just beyond Carlisle. Two A. J. S. riders, T. Ashworth and P. Knight, both on 2½ h.p. machines, had the misfortune to collide, and Ashworth took rather a nasty toss. He resumed, however, but ultimately had to retire as the result of injuries received in this accident: he had covered another 100 miles. Knight carried on to the end, as in his case, apparently, neither man nor machine had taken any serious damage.



## ROUND THE CLUBS—continued.

D. T. Bruce, H. Matthieu and E. W. Macready failed to reach Ambleside. Watson-Bourne rode over 18 miles on a flat rear tyre, and had no sooner rectified this than the front one burst. That concluded his effort.

Amongst the best performers of the day must be reckoned those of the Clynos, but Capt. Gray's 10.8 h.p. Rhode, C. Guthrie's 11.0 h.p. Riley and Capt. Brittain's 10.6 h.p. B.S.A., the famous Snowdon Ranger, were also doing very well. Amongst the motor cycles, Miss Cottle, Hugh Gibson, H. Hesketh on Raleighs had non-stop runs, while F. R. Marston on a 2½ h.p. A.J.S. also did well.

### ILKLEY & DISTRICT MOTOR CLUB.

This Club ran its annual Team Trial on the 31st August and on this occasion made Grasmere the objective. A very successful day out resulted, there being no fewer than 30 entries. The Hemingway Trophy and gold medals went to the J. H. Holmes Team, consisting of Mr. Holmes on a 15.6 h.p. Durant, and Mr. W. Livingston on a 3¾ h.p. Scott Solo, the total error of this team was 25.

In the Solo class the Palmer Trophy with Gold Medals was awarded to C. Thackray on a Triumph, his error being 10. The second prize went to W. Livingston on a 3¾ h.p. Scott, with an error of 12, and the third to J. D. Lupton on a 2¾ h.p. B.S.A., his error being 15.

In the Sidecar class, L. Marshall on a 7-9 h.p. Indian and sidecar won the Olai Trophy and Gold Medal, with an error of 15, W. Bradley being second on his 2¾ h.p. Raleigh and sidecar. J. S. Duxbury was third on a Scott and sidecar. Both second and third made errors equivalent to 15 points.

The A. K. Dawson Trophy and Gold Medal was awarded: first, J. H. Holmes on a 15.6 Durant, with an error of 13; second, B. Walker on a 11.9 Galloway, with an error of 29; third, A. Outtersides on a 7 h.p. Austin, also with an error of 29.

On the 21st September a handicap and reliability trial was organised in competition for the President's (F. Waite, Esq.) cup. The route embraced Skipton, Grassington, Poleley Bridge, Harrogate, Boroughbridge, Weatherby and Otley. The winner was B. Walker on an 11.9 Galloway, the second, A. L. Dawson on an 11.9 Cowley, and the third, J. D. Lupton on a 2¾ h.p. B.S.A.

Perhaps the most interesting event of the past month, so far as this Club is concerned, was the Colonial or rough-riding trial, which took place on Sunday, 28th September, over a section of the Scott trial course, among the Yorkshire Dales. The start and finish were at Stonehouse, and the winner was C. H. Wood, of Bradford, riding a 3½ h.p. Scott. He gained 30 points at the Hills and water splashes, but lost two on time, his net total being 28. The second place was gained by W. H. Clough, of Baildon, on a 3½ h.p. Scott, and the third by C. Thackray, of Ilkley, on a 3½ h.p. Triumph.

Saturday, 4th October, had been set apart as Children's Day, and on that occasion no fewer than 150 poor children of the district were given a treat, which took the form of a 50 mile run into the country, followed by a substantial tea and a visit to a local cinema. About

fifty vehicles turned out and a most enjoyable time was spent. Presents of balloons, chocolates, fancy hats, squeakers, and so on, were given to each child. The outing was a complete success and was organised in conjunction with the A.C.U. Children's Day.

Teams organised by this Club have been very successful during the past month in events run by other clubs. The Ilkley No. 1 and No. 2 teams tied for the Haggas Shield and the Yorkshire Centre Team Championship, while the winning trade team in the Scott Trial were all members of the Ilkley Club, namely, W. Clough, J. S. Duxbury and E. Mainwaring. The best performance was made by W. Clough.

A special trial for the Brooks' Trophy, kindly presented by the late J. E. Brooks, Esq., is organised to take place on the 26th inst. It is to take the form of a reliability trial and will be run on roads on which there are no freak hills or water splashes—hills such as those which were encountered in last year's event will not be included. This promises to be a most interesting event, and has been organised on novel lines. There are two circuits included, one to be covered before lunch and the other after lunch. The start of both is from the Old Timber Yard, Cross Green, Otley, which is also the finishing point of the first circuit. The terminal of the second circuit is Low Entrance to Farnley Park, Farnley Lane, Otley. The first competitor is timed to leave at 10 o'clock in the morning and 2.30 in the afternoon, others being despatched at intervals of a minute. The course is to be marked and the onus of finding it is to rest with the competitor. No mileage will be given on the route card and speedometers will not be allowed and if fitted must be disconnected. The event, so far as car members are concerned, is being run under the closed competition rules of the R.A.C. Times are being taken at the start and finish of each circuit and the Brooks' Trophy to be held for one year, will be awarded to the competitor riding nearest to the average of 20 m.p.h. on both circuits.

The entrance fee is half-a-crown, and entries must reach the Hon. Secretary not later than the first post Thursday morning, 23rd October, for motor cycles, and the first post on Tuesday morning, 21st October, for motor cars.

Members are particularly reminded that the car trial originally intended to take place on the 12th of this month for the King Bros' Cup, has had to be postponed, and will be run along with the winter trial for the "English" Trophy on the 9th November. The evening reliability run for Crother's Cup is also postponed to November 19th.

The Hon. Secretary is Mr. J. H. Holmes, The Garage, Station Road, Otley.

### SURREY MOTOR CYCLE CLUB.

The result of this Club's Heath, Wiltshire and Bateman Cup Trials held on the 13th September were as follows:—Heath and Wiltshire Cup: T. G. Meeten, 173 c.c. Powell. The Bateman Cup: F. B. Verney, 500 c.c. N.U.T. Gold Centre Medal: G. E. Taylor, 490 c.c. Norton. Silver Medals: E. P. Verney, 500 c.c.



## ROUND THE CLUBS—continued.

N.U.T., and E. R. Troward, 349 c.c. Matador-Bradshaw. Bronze Medal: C. A. Woodhams, 349 c.c. Montgomery-Bradshaw.

The last event of the season, an eighty-mile reliability trial, took place on the 18th October. We hope to be able to give full details of this in our next issue. The Hon. Secretary is Mr. A. C. Brooks, Lyncarth, Upper St. Michael's Road, Aldershot.

### THE ESSEX COUNTY & SOUTHEND-ON-SEA AUTOMOBILE CLUB.

The Essex County and Southend Automobile Club held a Gymkhana on September 27th at Rayleigh. The Honorary Organiser was Mr. Maitland Keddie. The chief marshals were Messrs. Wm. C. Mellor and A. C. Nash; the judges, Captain G. D. F. Keddie and Captain J. D. Unett (Chief Constable of Essex). Tea was provided free to all members and their friends by the ladies of the Entertainment Committee under the direction of Mrs. Bygott.

The Tent Pegging Race in which competitors were provided with a lance and had to hook off as many curtain rings suspended on poles as possible, resulted as follows:—First, H. W. Ellis, on a Buick; second, F. W. Keddie, on a 15.9 Humber, and third, K. G. Cockerell, on a Morris-Oxford.

In the Egg and Spoon Race, cars had to traverse to a given spot marked by a small flag, where the lady passenger had to pick up a dummy egg from the ground with a spoon provided, and then get back into the car, and the driver and passenger had to proceed to the finishing line. Mr. S. E. Adams was first, on a 20 h.p. Lorraine, Mr. Douglas Spratt second, and Miss Cockerell third.

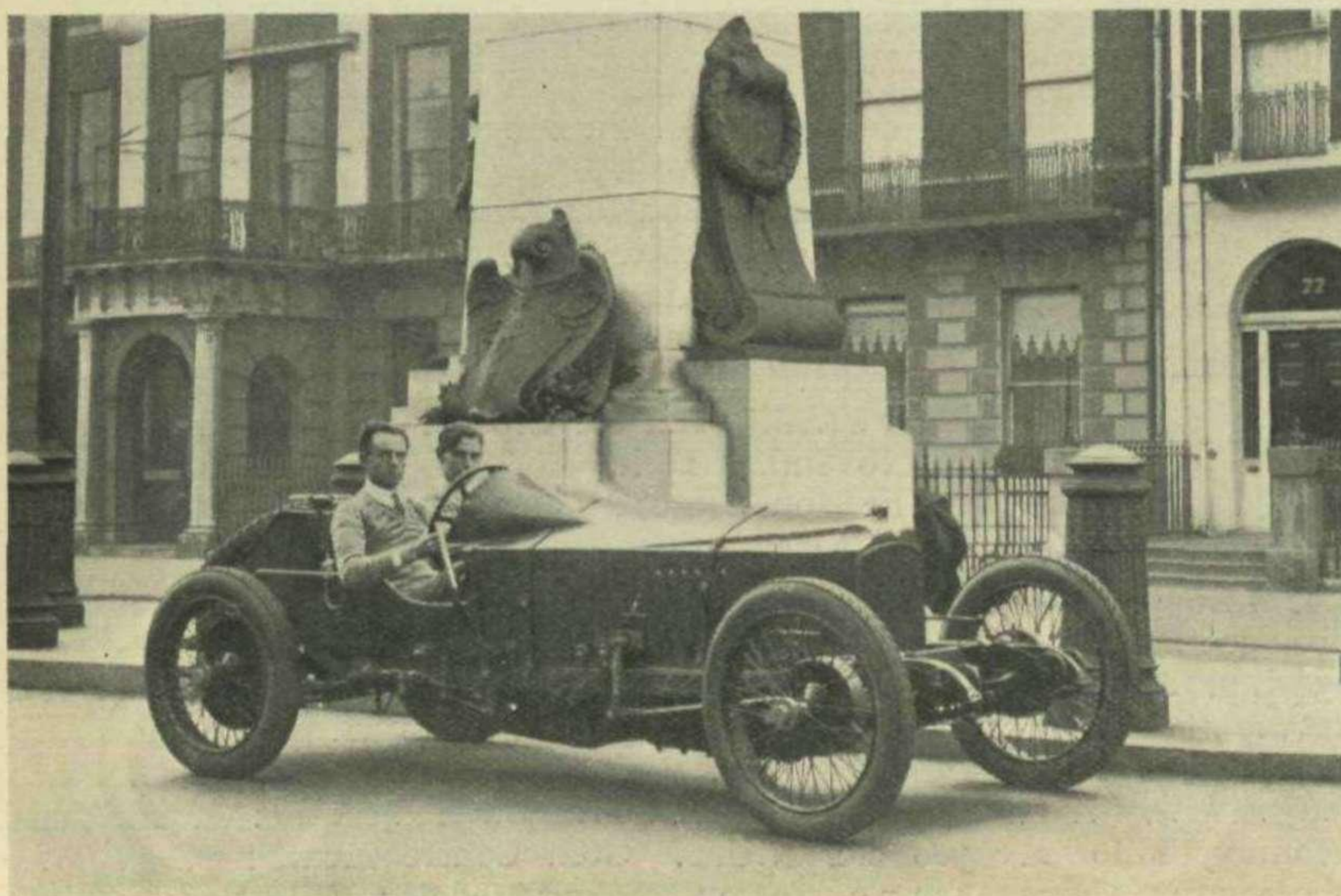
Competing cars were then lined up for a skilful driving competition. Each pair was joined together by a length of tape. They had to proceed at the word "go" across a course of 100 yards to the finishing line. The pairs of cars were started together and the pair

which arrived first without breaking the tape was declared the winners. This was run in heats, and in the final, Mr. F. W. Keddie on his Humber and Mr. S. E. Adams on his Humber, got over the finishing line only two or three inches ahead of a pair of 1924 Sunbeams, driven by Mr. Douglas Spratt and Mr. Coleman Smith, the third prize winners being Mr. Borthwick, on a Standard, and Mr. Sanders, on an Angus-Sanderson.

The Blindfold Driving Competition came next. Competitors were shown a flag stuck in the ground. They were then blindfolded and told to drive the cars backwards and to stop when they thought they were near the flag. This was won by Mr. Bilham on his Ford, who made no doubt about being sure of winning the event, by driving his car right on top of the flag. The second prize-winner was Mr. S. E. Adams, on his Morris-Oxford, who got within three inches of the flag. About half-a-dozen members tied for third place, so they had to compete again, and this resulted in Mr. Douglas Spratt, on his Sunbeam car, getting within five yards of the mark.

In the Tortoise Race the entrants were required to get into top gear as quickly as possible and drive over a course of about 100 yards. Over half the competitors in their anxiety to go slowly, stopped their engines and were disqualified. In the final, Councillor H. J. Young demonstrated that he could drive slowly as well as quickly, and, being the last man home, won first prize on his Morris-Oxford. Mr. H. F. Taylor on a car of similar make, was second, arriving home about two inches in front of the winner. Mr. Spratt, on his Sunbeam, was third.

Competitors next took part in a game of musical chairs. They drove round in a circle, and at a signal all the cars stopped and the lady passenger had to run to the centre to secure a flag. There was one flag less each time. Mr. and Miss Baxter were first, Councillor Young and Miss Manbey second, and Mr. Wenley and Miss Blacker third.



RAYMOND MAYS AT THE WHEEL  
OF THE VAUXHALL CAR, ON WHICH  
HE MADE FASTEST TIME AT  
HOLME MOSS, CLIMBING THE HILL,  
IN 75 SECS.—A RECORD.



## ROUND THE CLUBS—continued.

The last event was contested in a similar manner, only with men as the runners, first, Mr. Donald Adams and Mrs. Bygott, second, Mr. and Mrs. Spratt, third, Mr. Barry Adams and Mrs. Stanley Payne. The prizes, displayed in the marquee, made a magnificent show, and many were given by accessory firms in addition to those awarded by the Committee.

The Hon. Secretary is Mr. Maitland Keddie, "Hintlesham," Westcliff-on-Sea, Essex.

### THE NORTH LONDON MOTOR CYCLE CLUB.

This Club was responsible for the London arrangements for the A.C.U. Children's Day, on September 20th, on which a party of little Londoners were transported from Bow to Harpenden Common, where they were entertained for the day by Mr. Otto Thomas.

A very successful surprise event was organised on the 4th of this month by the Vice-Captain, Mr. L. V. Freeman, and it was won by L. P. Walter, on a 8 h.p. Matchless and sidecar, with a time error of only  $3\frac{1}{2}$  minutes.

The only inter-club hill climb with which the North London is associated with the North West London, took place on the 18th. At the time of going to press, we have no particulars of this interesting event, of which we hope to publish full details in our next issue. It is interesting to note, however, that the North London Club has won the Trophy in connection with it for over three years in succession.

The Beaurain Trophy Trial, which should have taken place on the 27th September, has had to be postponed, and will now take place on November 1st. There are three Trophies to be won in connection with this trial, in addition to the usual medals; so that there is every encouragement for a big and numerous entry, which it is anticipated will be received. The final date for entry is 28th of this month, and all communications concerning this event should be forwarded to Mr. E. G. Davies, Morris House, Rochester Row, London, S.W. 1. Sporting motor cyclists desirous of joining this live Club are reminded that those elected after October 1st of this

year are entitled to full membership until December 31st next year for the one annual subscription.

The Hon. Secretary is Mr. Alan W. Day, Claremont, Ballards Lane, Finchley, London, N. 3.

### ESSEX MOTOR CLUB.

The Brooklands Meeting held by this Club on the 4th inst. was a marked success, especially when it is borne in mind that a large number of big car drivers were away on the Continent at the time engaged in other sporting events, which were being held over there. The first race, the Essex Senior Long Handicap, was won by J. A. Benjafield, on a Bentley, at 95.59 m.p.h. He had 12 secs. start. R. C. Morgan on a four-cylinder Aston-Martin, 1 m. 2 s., was second, and George Duller, on a Thomas-Special, 22 s., third.

The Essex Junior Long Handicap was won by H. S. Eaton on a Gwynne, 2 m. 8 s., at 78.18 m.p.h. Pretyman on a G. N., 1 m. 58 s., was second, and H. G. Day, driving a four-cylinder Talbot, 1 m. 13 s., third.

In the Essex Senior Motor Cycle Handicap, H. M. Walters ran first on a Zenith-Jap, 344 c.c. with 1 m. 24s. start at 82.18 m.p.h. The second was O. M. Baldwin, on a Matchless M.A.G., 994 c.c., 24 s. start. The third being C. T. Ashby on a Montgomery, 488 c.c., 1 m. start.

The Essex Junior Fifty Miles Handicap was won by R. C. Morgan on an Aston-Martin, four-cylinder, with 4 m. 30 s. start at 86.17 m.p.h. The second was R. Malcolm, on an A.B.C., 9 m. 20 s., and third, J. A. Hall, on an Aston-Martin, 5 m. 30 s.

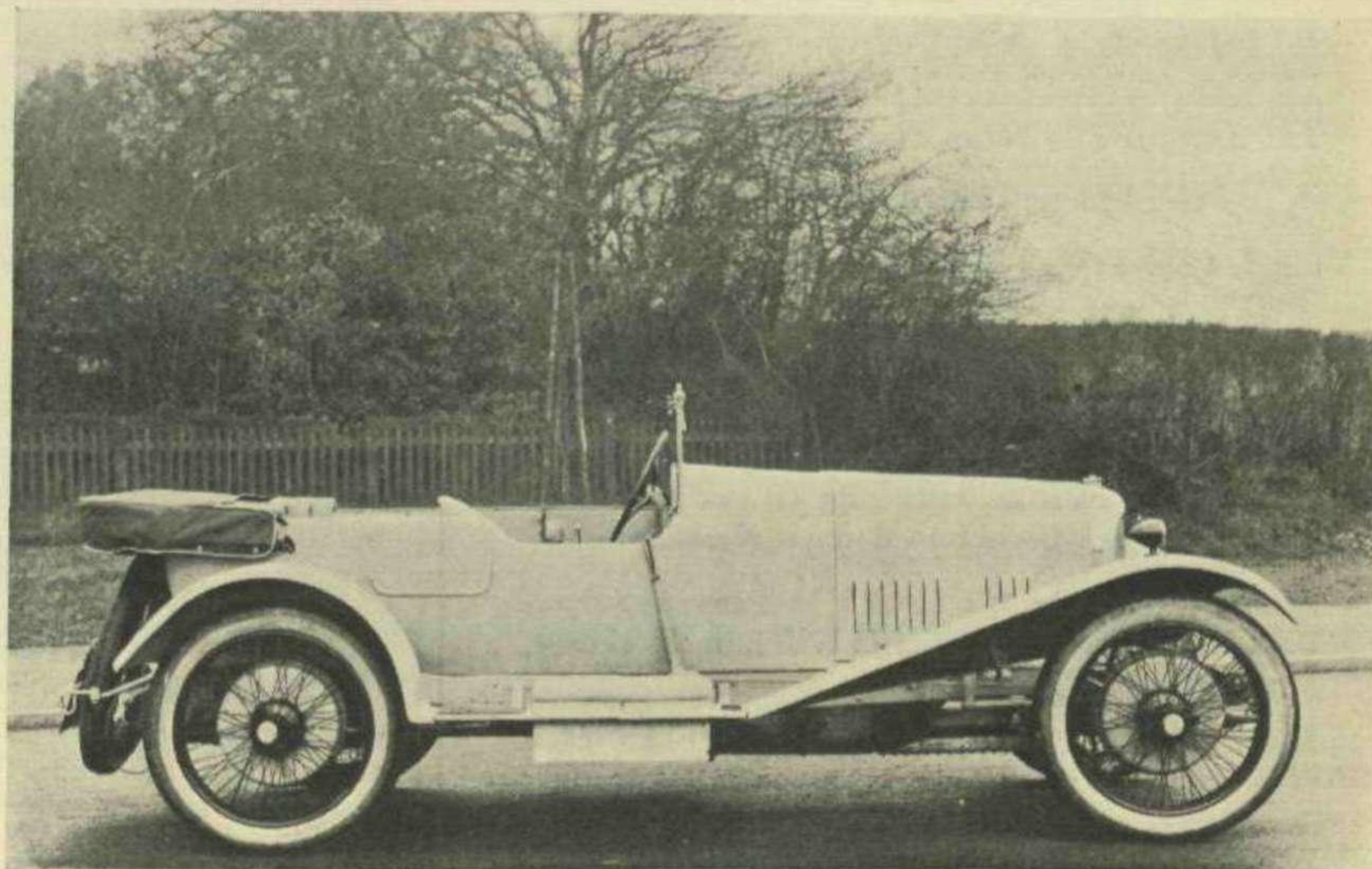
The Three Lap Passenger Handicap for motor cycles and sidecars, and three or four wheeled cyclecars, was won by J. Wright on a Zenith-Jap combination, 344 c.c., with a start of 2 m. and at a speed of 65.70 m.p.h. The second was C. S. Staniland on a 490 c.c. Norton, 1 m. 36 s., and the third, E. S. Prestwich, on a 344 c.c. Zenith-Jap, 2 m.

The Senior Thirty Miles Handicap was won by G. A. Vandervell, driving Mr. Woolf Barnato's Talbot, with 30 s. start at 98.62 m.p.h. J. G. Benjafield was second, on a Bentley with 5 s.

---

A SPEED MODEL BENTLEY, WITH AN INGENUOUSLY DESIGNED BODY, INCORPORATING A FLOATING DASH, AND MADE BY VANDEN PLAS, LTD., ON WHOSE STAND (NO. 106), AT OLYMPIA IT MAY BE SEEN.

---





# HERE AND THERE.

## CONTINENTAL BALLOON TYRES.

We are informed that the Continental Tyres in a variety of sizes can now be obtained to fit existing rims. This is no doubt an advantage, as apart from the fact that it enables a motorist to change over his normal tyres to balloon without having to go to the expense of new wheels; it also enables him to make a preliminary test by fitting balloon tyres on the rear wheels only, besides making it possible to use up his normal tyres on the front wheels, supposing, as is most likely, that after the test he comes to the conclusion that for the future he would use balloon. The following sizes of these balloon tyres are now available to fit existing rims:—710 × 90 mm.; 760 × 90 mm.; 820 × 120 mm.; 880 × 135 mm.; 31 × 4.4 in.

Balloon tyres of this make for special rims are available:—715 × 115 mm.; 730 × 130 mm.; 775 × 145 mm.

Continental Balloon tyres are obtainable from F. Poppe, 100, Bollo Lane, Chiswick, London, E.C.4.

## SPECIAL DISPLAY OF A.C. CARS.

Messrs. Rooke, Loader & Co., the well-known Southsea A.C. Agents, when opening their new showrooms in Osborne Road, during the earlier part of this month, took the unusual course of celebrating the event by having a special display of these cars. The outstanding exhibit was a luxurious example of A.C. Coupé on a six-cylinder model chassis; they were also showing one of the 12 h.p. Royal two-seaters. The Royal is the standard A.C. and sells at £330. The new Sovereign, of which an example was also on view, is the same as the Royal except that by economy of equipment and process of manufacture it has been possible to reduce the price of the two-seater to £275.

## CHANGE OF ADDRESS.

Since publication of our last issue, The A.T. Speedometer Co., Ltd., have moved to A.T. Works, 20, Avonmore Road, West Kensington, W.14.

### SHIP'S COWL TYPE VENTILATORS

Made in three sizes with ball-joint adjustment (Patented)

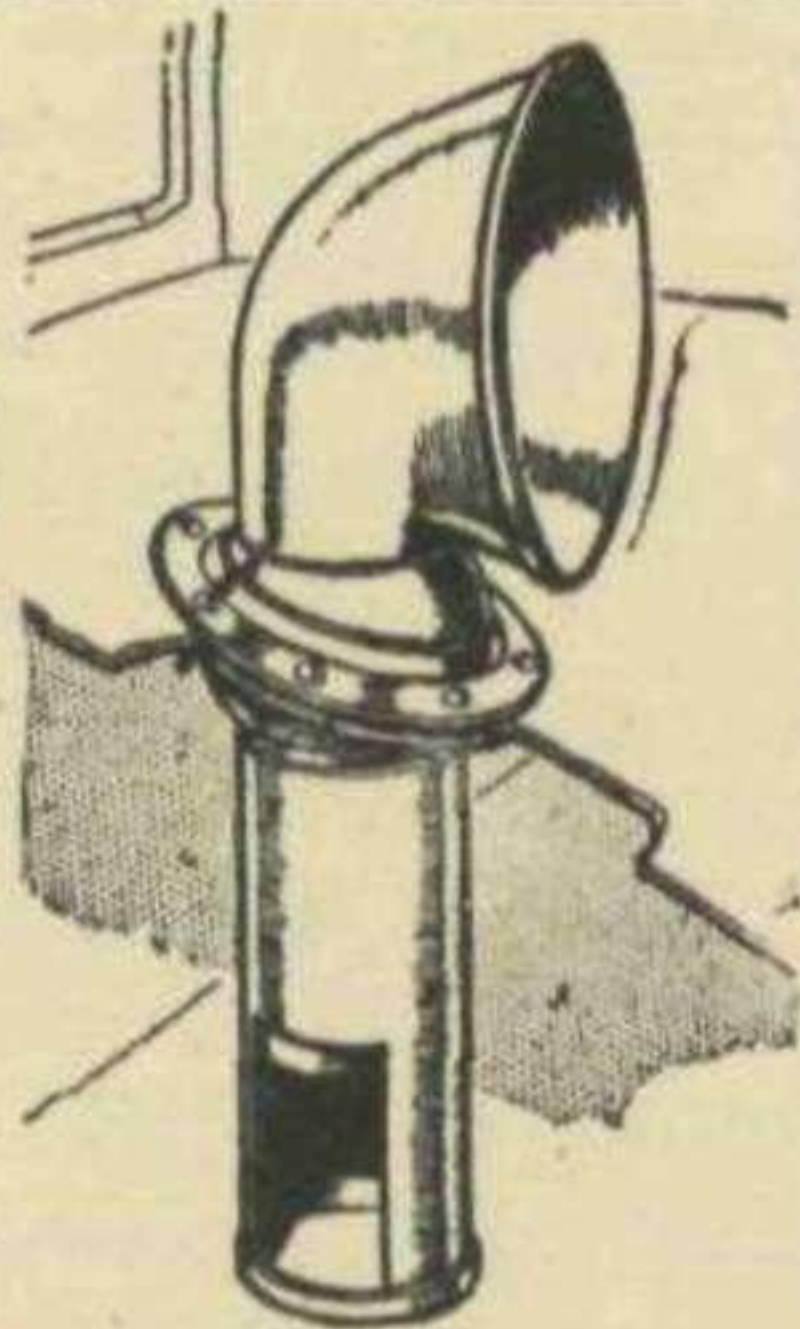
		Brass	Nickelled
Three inch	.. .. PRICE	18/6	22/6
Four inch	.. .. PER	26/6	31/0
Five and half inch	.. .. PAIR	35/6	42/0

Also in three sizes with plate and set screw adjustment

		Brass	Nickelled
Three inch	.. .. PRICE	14/6	16/0
Four inch	.. .. PER	19/0	21/0
Five and half inch	.. .. PAIR	28/0	35/0

Obtainable at all Garages and Dealers or direct from sole makers:—

**MILLS MOTOR VENTILATORS,**  
NINEVEH ROAD, HANDSWORTH, BIRMINGHAM.



## REPAIRERS

**SCORED CYLINDERS.** Scores in cylinder bores can be filled in by Barimar Metallurgical (Patented) Process, to fit existing pistons and returned in two days under money-back guarantee, at low cost.—BARIMAR, Ltd. (Scientific Welding Engineers), 14-18, LAMB'S CONDUIT STREET, LONDON, W.C.1. Branches in Birmingham, Manchester, Leeds, Newcastle-on-Tyne and Glasgow.

**SPORTS MOTOR CYCLE POST HORN,** 15-in. overall, J.S. minor, absolutely new, "Not Old Stock." You will be a satisfied owner for **8s. 6d.** Post Paid, or money refunded. J. SINGLETON, SUFFOLK HOUSE, SUFFOLK STREET, BIRMINGHAM.

## The BROOKLANDS GAZETTE

*The Organ of Motor and Motor Cycle Sport*

Published on the 1st of each month.

Single Copies: One Shilling. Annual Subscription: 10/6 post free.

Editorial and Advertisement Offices:  
65, Victoria Street, Westminster, London, S.W.  
Telephone: Victoria 9545.

Displayed Advertisements Rates and positions open can be obtained on application.

Small Prepaid Classified and Miscellaneous Advertisements: One Shilling per line. Minimum charge, Three Shillings.

LATEST DATE for Receiving Copy—the 20th of each month prior to date of publication.

MOTOR CYCLES  
CASH OR TERMS.

We are also BUYERS  
FOR CASH.

MORGANS  
immediate delivery  
1924 MODELS.  
Your old machine in  
part payment.

**E L C E**

"The Square Firm."  
11, 13, 15, 16, Bishops-  
gate Av., Camomile  
St., London, E.C.3.  
MORGAN CITY  
SERVICE DEPOT.  
'Phone: Avenue 5548

**E L C E**

LTD. LTD.

MORGANS  
Ltd. New and  
Secondhand SPARE  
PARTS for all Types.  
LISTS FREE.

EXCHANGES.  
INSTALMENTS.  
Your old machine as  
first Instalment.

12 × 9 ft.	.. 21/-
15 × 9 ft.	.. 26/3
15 × 12 ft.	.. 35/6
18 × 12 ft.	.. 42/6
21 × 12 ft.	.. 49/-
18 × 15 ft.	.. 53/6
21 × 15 ft.	.. 61/6
24 × 15 ft.	.. 70/-
27 × 18 ft.	.. 89/6

**SATISFACTION  
GUARANTEED**

If you are not perfectly satisfied that the "DUS-OUT" is all we claim we will refund your money in full if you return the cover within 7 days.

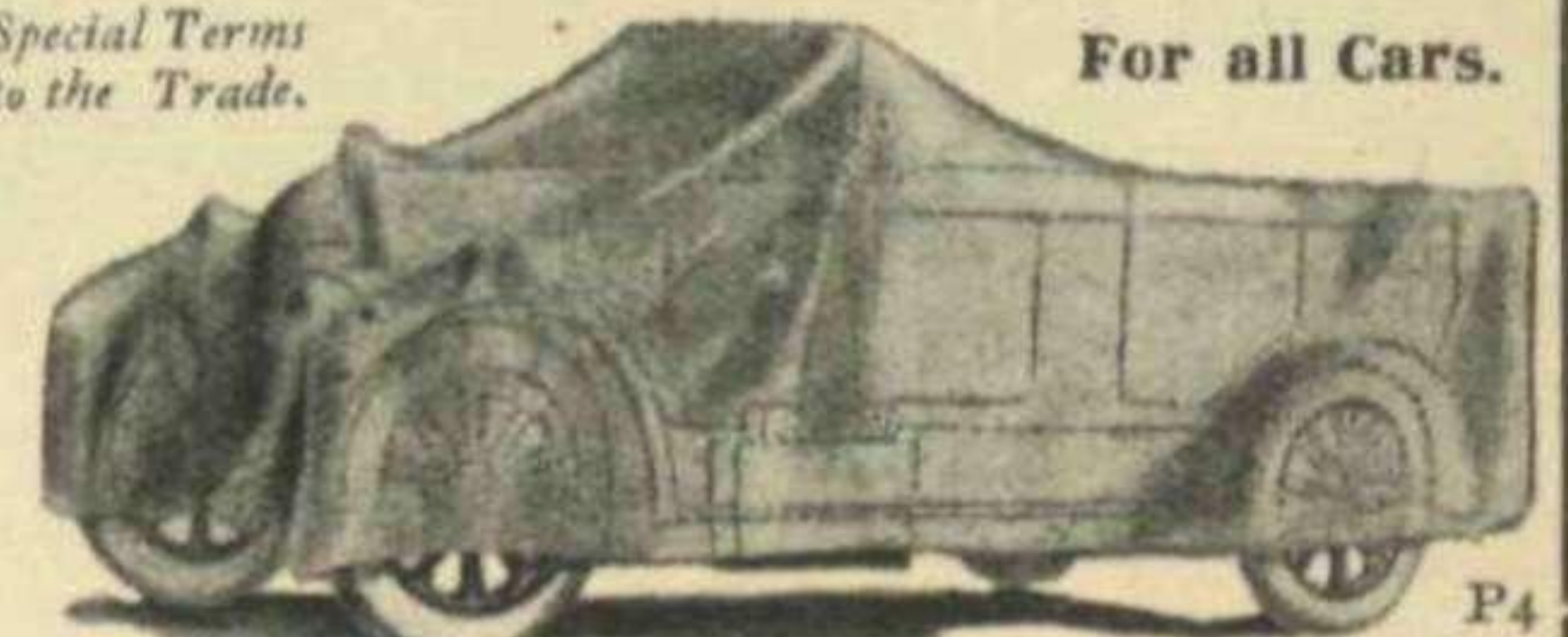
The DUSOUT  
Mfg. Co.,  
43H Blackfriars St.  
MANCHESTER

## "Dusout" DUST COVER

will completely cover your car and will never scratch or mark the polish. It is made of a soft, strong fabric that will give years of service.

Special Terms  
to the Trade.

For all Cars.



'Phone 4024 Central. 'Grams: Dustless Manchester.