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July
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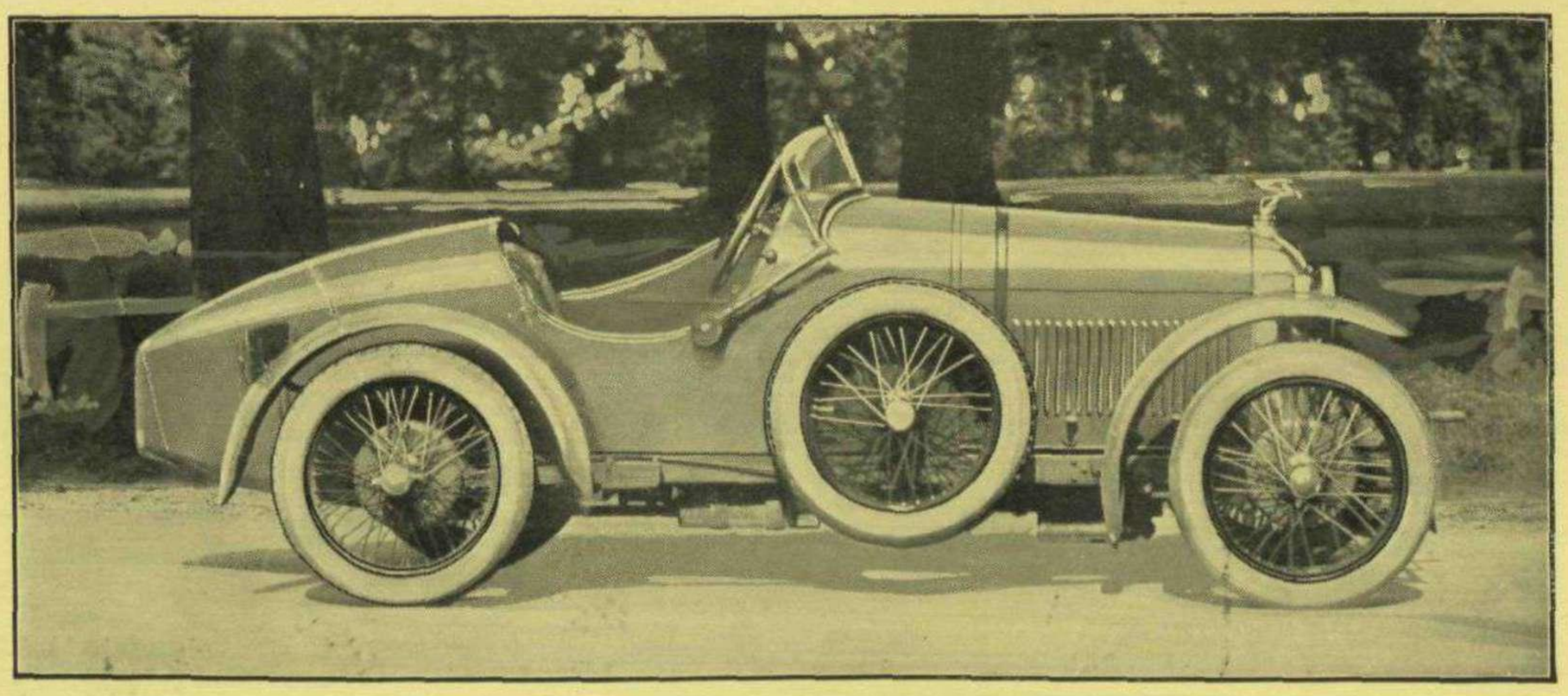
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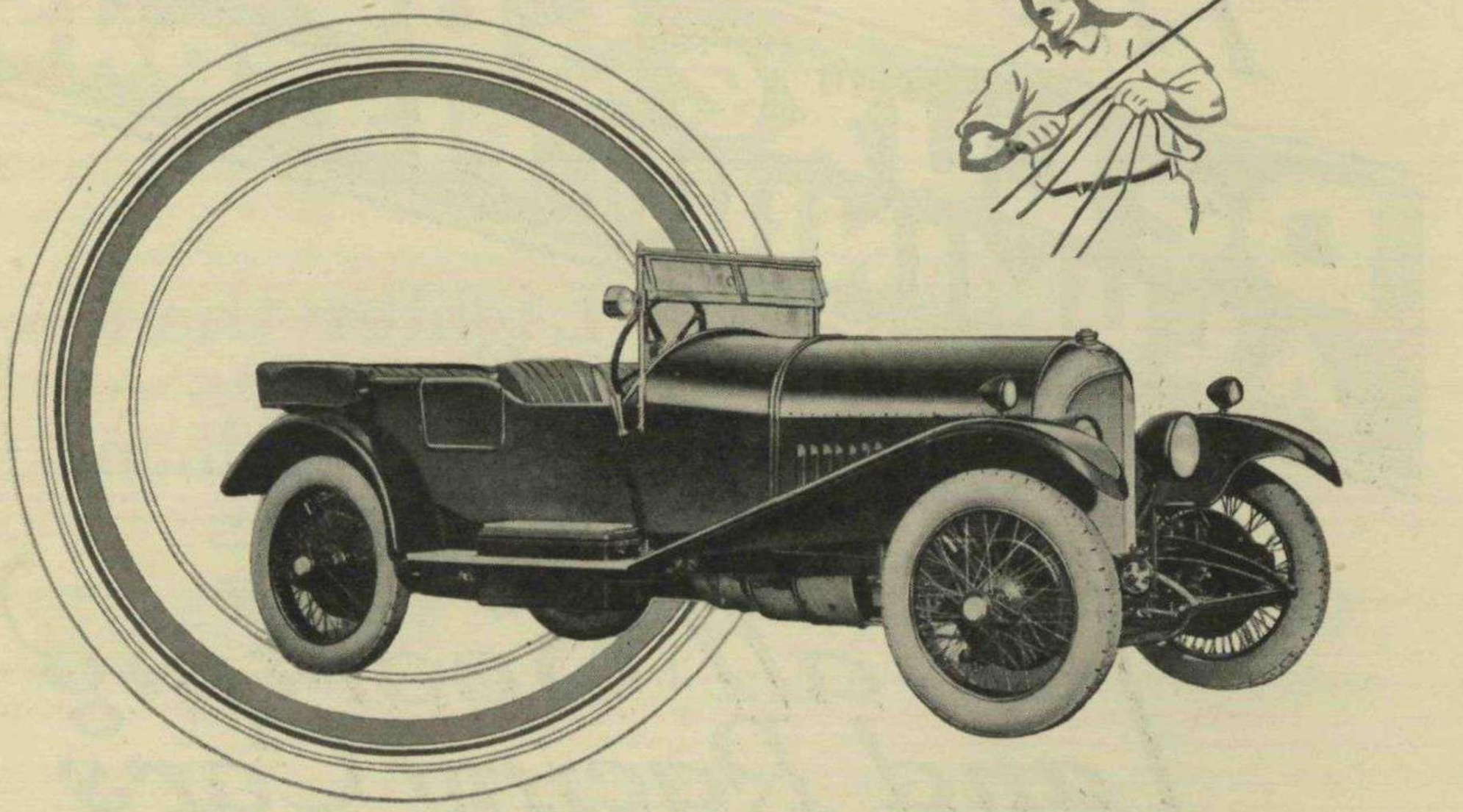
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Edited by L. A. HUTCHINGS.

JULY, 1927.

EDITORIAL NOTES.

After Thoughts on the Tourist Trophy.

ANOTHER week of hurricane racing in the Isle of Man has come and gone, bringing with it knowledge and experience, both bitter and useful to the various participants, spectators and competitors. The observant spectator and keen student of motorcycling matters should not pay too much attention to the actual finishing order, in the races, since at present day speeds the rider counts for far more than the machine.

Without in any way disparaging the winning machines it is becoming increasingly obvious that the Trophies are almost certain to be won every year by members of a select group, who are too well known to need naming. Far more instructive lessons may be learnt by intelligent "loafing" round the various camps, discovering what little troubles have been encountered and listening to rider's first hand experiences and opinions.

For example, one of this year's winning *marques*, in spite of strenuous testing on the mainland, soon discovered a frame weakness, when T.T. braking strains were imposed; many will be surprised to hear that several of these machines started in the races with buckled chain stays and torque tubes. A temporary alteration was carried out at the point where in later models a permanent fitment will be found, and no further trouble was experienced.

Another lesson connected with the Races lies in the use of new and much improved models, not yet in production. Although the earlier production models may be very good machines, the prospective purchaser will naturally prefer that his machine should be of the very latest and best type, so that manufacturers should be prepared to place T.T. models in early production; if they announce "No T.T. replicas until 1928," they will find their sales seriously affected, especially if a rival firm forestalls them in this matter.

* * *

In connection with the races we notice that the old cry of "Abandon the 500 c.c. class," is again being raised. We may be thick-headed but we fail to see what useful object is to be gained by dropping the present senior class, and we may be misguided but we can see many reasons why it should be continued. During the last year the 500 c.c. machine "boomed" tremendously; it is the machine of the moment, and as such, is the one on which the activities of experimentalists and manufacturers can be most profitably employed. Racing statistics show us that the 500 c.c. machine is still the most unreliable of modern motorcycles and until this state of affairs is remedied, it seems folly to talk of abandoning the most searching and instructive test of the whole year.

Gloomy prophets, who talk of senior speed becoming dangerous, were well answered, this year, when not a single serious accident took place during the premier event.

Let us hear no more of this old plaint.

* * * * *

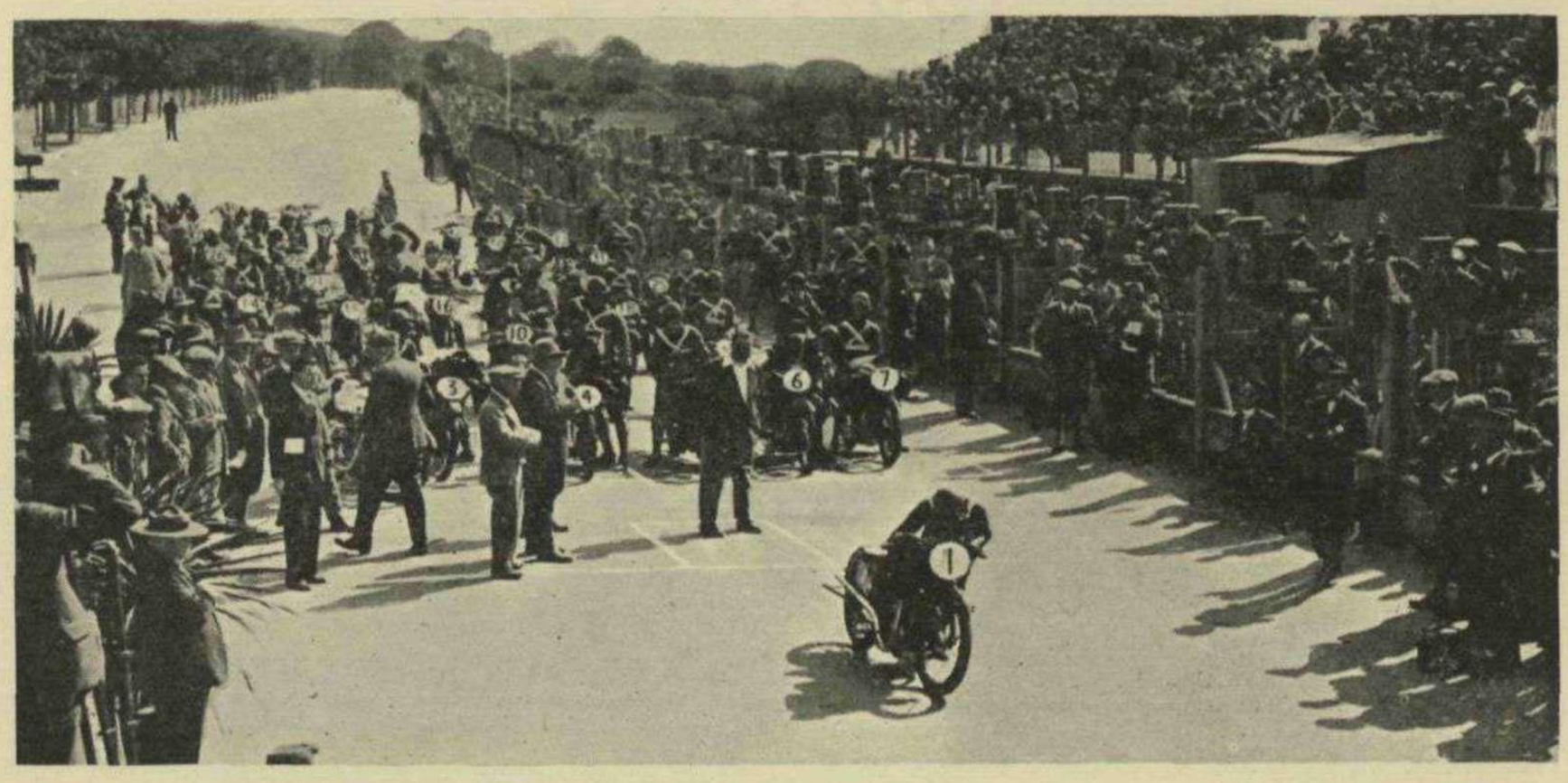
We have great pleasure in announcing the reduction of our price to sixpence. By taking this step we hope to recruit many thousands of new readers, and although this issue contains slightly fewer pages than usual, we do not intend to permanently reduce the size or quality of the paper in any way. Tell all your friends!

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The International Auto-Cycle Tourist Trophy Races 1927

A WEEK OF THRILLS IN THE ISLE OF MAN.



G. L. Reynard (Royal Enfield), No. 1 in the Junior Race, getting away.

THE JUNIOR T.T. RACE.

THE first race of T.T. week has an air of feverish excitement all its own ; practise very often fails to reveal the true form of man and machine so that the Junior Race is regarded as a sort of pointer, indicating what may be expected later in the week. That it really does give us an idea of what we may hope to see in the other races is due to the fact that a large percentage of the entries (riders and mounts) usually perform in at least two, and possibly three of the races. This year, practising left us as doubtful as ever, and from the moment when the gun started G. L. Reynard (Enfield) on his way it seemed anybody's race.

Most riders got away well without difficulty, but Tommy Spann (Sunbeam) wasted several valuable minutes changing oily plugs ; this early trouble seemed to upset him, as he was very wild at Ramsey, Craig-ny-Baa and Signpost during the race. At 10.34.38 Reynard flashed past the grandstand, his engine humming beautifully—evidently a fast newcomer, since neither rider nor machine have hitherto distinguished themselves. The next excitement was the complete breakdown of the electric clocks reporting riders' progress round the course —spectators at the grandstands were now slightly worse off than those at the various corners, who at least could see some interesting riding. When all the lap times had been painted up it was seen that the leaders were :—

1.	Handley (Rex Acme)	68.24 m.p.h.
2.	Dixon (H.R.D.)	66.47 m.p.h.
3.	Dodson (Sunbeam).....	66.21 m.p.h.
4.	Bennett (Velocette)	66.18 m.p.h.
5.	Reynard (Royal Enfield)	65.38 m.p.h.
6.	Guthrie (New Hudson)	65.25 m.p.h.

Jimmy Simpson was lying 10th, evidently not hurrying, while among the first twelve the other Velocettes and New Hudsons were shaping well.

Dodson and Reynard combined to surprise the crowd by their remarkable riding which at once placed them among the select few of potential winners. During the second lap Handley went faster and set up a new record at 69.18 m.p.h., thus increasing his lead slightly over Freddie who had also increased his speed. C. W. Hough, a formidable A.J.S. rider, retired with engine trouble after a slow first lap due to a broken petrol pipe, while Jock Porter fell off his New Gerrard at Governor's Bridge and landed on his face—luckily without serious damage.

Lap 2 leaders :—

1.	Handley (Rex Acme)	68. 7 m.p.h.
2.	Dixon (H.R.D.)	67. 3 m.p.h.
3.	Bennett (Velocette)	66.27 m.p.h.
4.	Dodson (Sunbeam).....	65.76 m.p.h.
5.	Reynard (Royal Enfield)	65.55 m.p.h.
6.	Guthrie (New Hudson)	65.25 m.p.h.

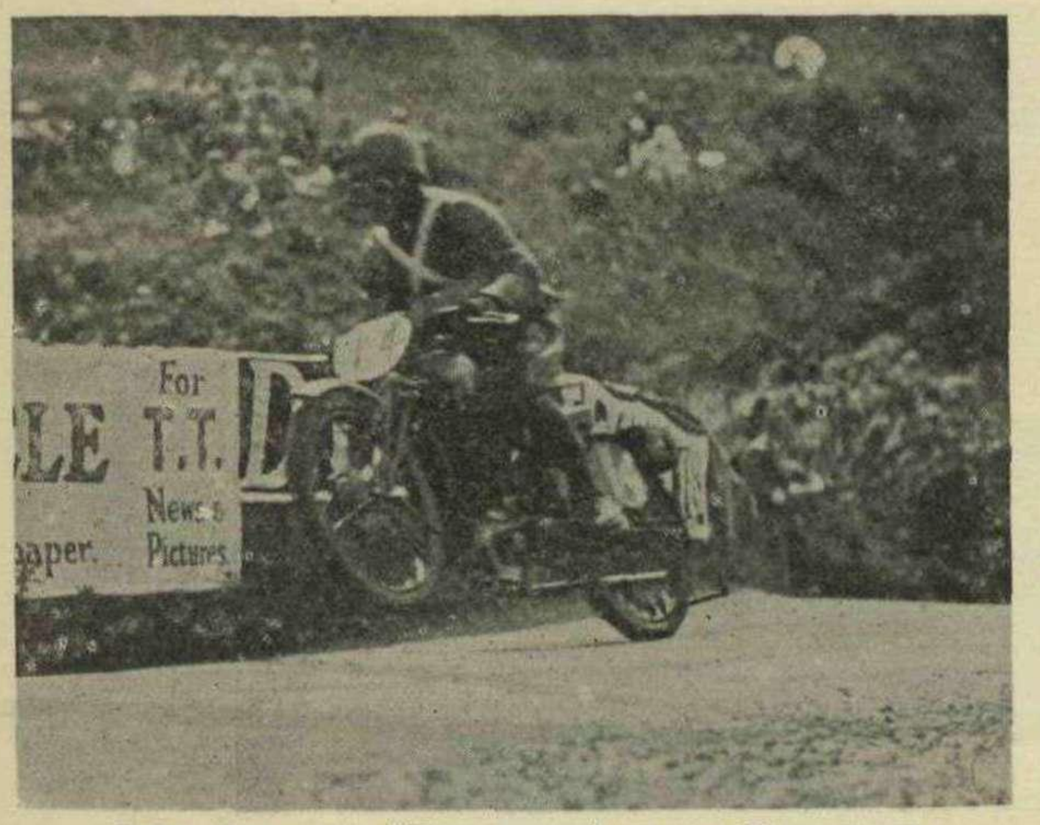
Bennett had evidently decided that a little more speed was indicated and moved up a place but otherwise little alteration took place in the first twelve.

The single Douglas entry, in the hands of Len Parker was doing well, having averaged 63.9 m.p.h. for two laps. Parker's cornering at Craig-ny-Baa was as lurid as usual and very fast, though other riders, particularly A. Bennett and G. Reynard were as fast but less spectacular.

Tommy Spann and S. Hughes (Montgomery) provided the only thrills at this point on the first lap, both skidding wildly but recovering.

Dodson faded right out of the picture on the third lap, though it was not until the fifth that he finally gave up with a ruined back tyre, the valve had leaked slowly throughout the race. We saw him rounding Brandish remarkably fast and steadily on lap 5 in spite of the flat tyre. At the conclusion of three laps the order was—

JUNIOR TOURIST TROPHY RACE—continued.



ALEC BENNETT (VELOCETTE) LEAPS BALLIG IN SPECTACULAR STYLE.

1.	Handley (Rex Acme)	68.63 m.p.h.
2.	Dixon (H.R.D.)	66.99 m.p.h.
3.	Bennett (Velocette)	66.57 m.p.h.
4.	Reynard (Royal Enfield)	65. 7 m.p.h.
5.	Guthrie (New Hudson)	65.32 m.p.h.
6.	Johnston (Cotton)	64.97 m.p.h.

Simpson (A.J.S.) and Parkinson (A.J.S.) were now climbing up the ladder while Johnston was showing that the o.h.c. Blackburne could move. Langton and Bullus were both averaging nearly 64 m.p.h. on their New Hudsons, and Guthrie, another unknown quantity, was keeping well in the limelight.

Simpson must have been given the " flat out " signal during lap 4 and his average went up with such effect that he gained three places. After his brilliant beginning Guthrie disappeared with what was announced as a broken petrol pipe, so that the 4th lap order provided the first real change :—

1.	Handley (Rex Acme)	68.72 m.p.h.
2.	Dixon (H.R.D.)	67.29 m.p.h.
3.	Bennett (Velocette)	66.73 m.p.h.
4.	Simpson (A.J.S.)	65.10 m.p.h.
5.	Reynard (Royal Enfield)	65.04 m.p.h.
6.	Bullus (New Hudson)	64.88 m.p h.

Tommy Bullus had stepped into Guthrie's shoes and was keeping the N.H. flag flying, while Willis and Longman (Velocettes) lying 7th and 8th were closing up on the leaders, so that the Velocette team looked very formidable. Paddy Johnston must have suffered a temporary set back for his average dropped by 2 m.p.h. and he lost five places.

The fifth lap resulted in the retirement of several likely men (to say the least of it) ; Langton (New Hudson) with a broken chain (?), Longman (Velocette) engine trouble, and Alec Bennett whose motor passed out just below Craig-ny-Baa, the valve spring cotters of the exhaust valve having pulled through. Eddie Twemlow (Excelsior) and C. S. Barrow (Enfield) were now appearing in the picture, they had been travelling well and thoroughly deserved a " look in," as the ultra rapid folk dropped out.

Fifth lap order was :—

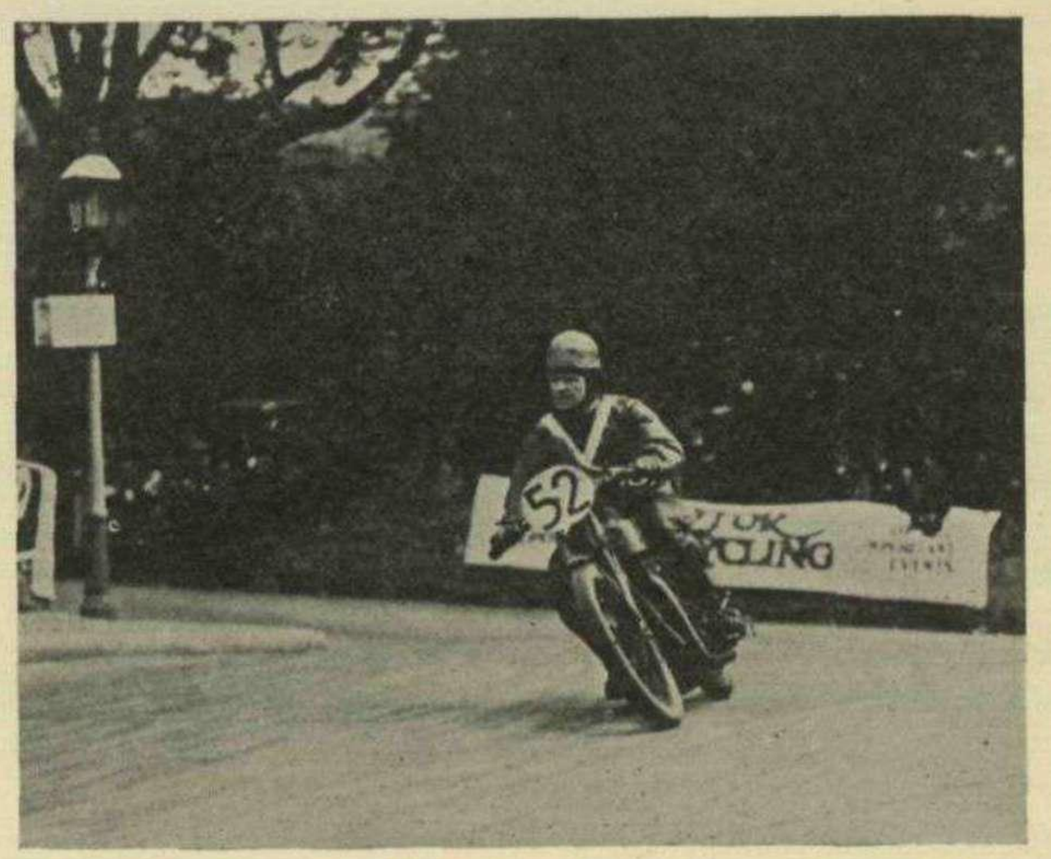
1.	Handley (Rex Acme)	68.10 m.p.h.
2.	Dixon (H.R.D.)	67.43 m.p.h.
3.	Simpson (A.J.S.)	64.91 m.p.h.
4.	Reynard (Enfield)	64.88 m.p.h.
5.	Bullus (New Hudson)	64.85 m.p.h.
6.	Willis (Velocette)	64.66 m.p.h.

Handley had lost a little to Dixon on this lap owing to a fall at Quarter Bridge but his sixth circuit placed him nearly three minutes ahead of the Middlesborough crack. Bullus, the last surviving New Hudson rider failed to complete his 6th lap, thus allowing the comparative tortoises, the crawling 63 m.p.h. brigade, to edge a little nearer the front. No other retirements occurred on this lap, but several more comparatively unknown men were attaining more prominent positions, notably L. R. Cohen, the South African A.J.S. rider, T. Stewart (Royal Enfield) and W. S. Pearce (Dot), all of whom were now in the first ten.

Lap 6 leaders :—

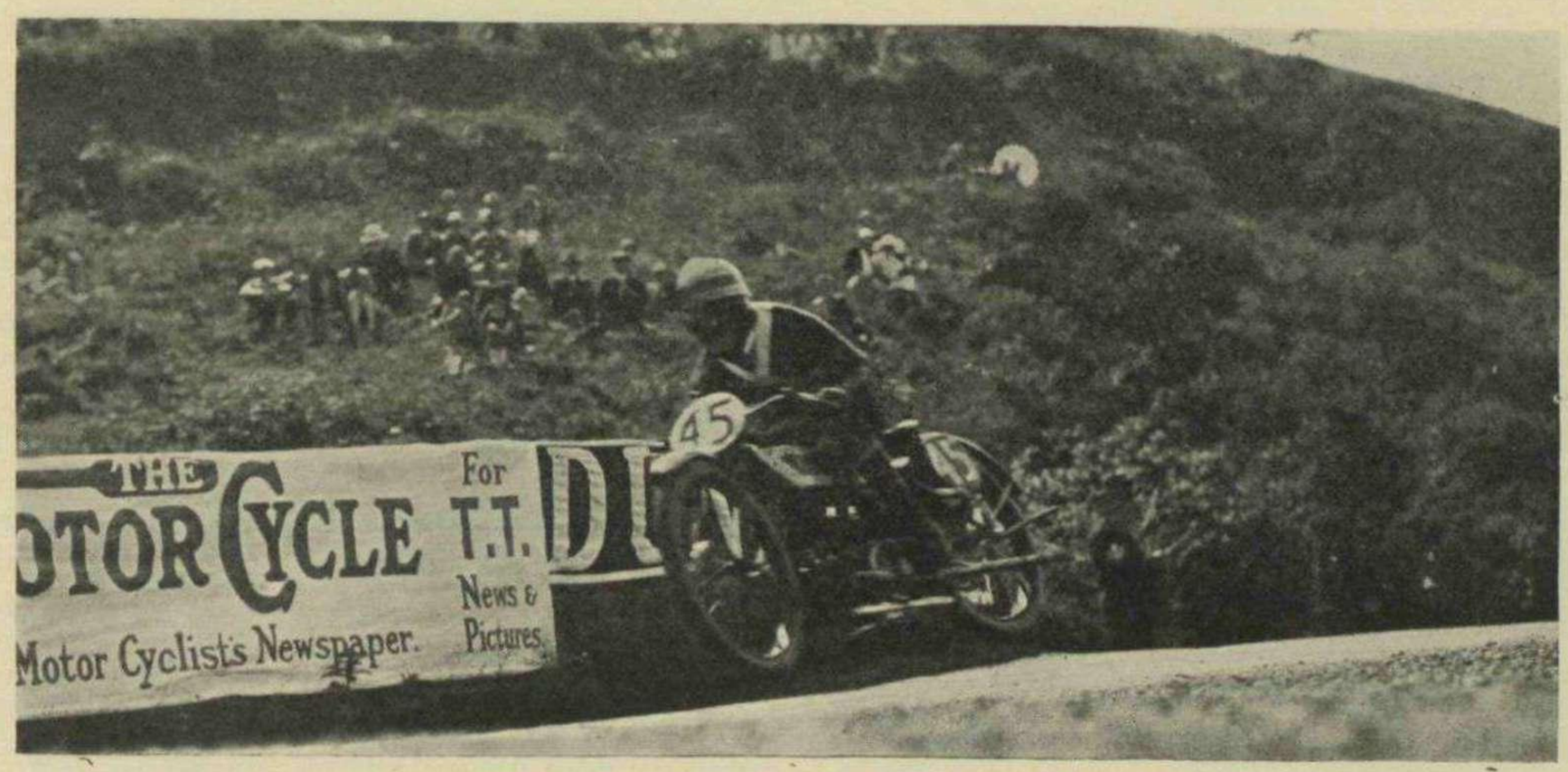
1.	Handley (Rex Acme)	68.10 m.p.h.
2.	Dixon (H.R.D.)	66.83 m.p.h.
3.	Simpson (A.J.S.)	65.32 m.p.h.
4.	Willis (Velocette)	65.13 m.p.h.
5.	Reynard (Enfield)	64.45 m.p.h.
6.	Johnston (Cotton)	63.17 m.p.h.

Willis was now looking exceedingly dangerous as his speed was steadily increasing, while Johnston had doggedly worked back to the position he occupied on lap three, so that although there was not much doubt about the winner, there was every prospect of a dog fight among the first six. Dog fight, it certainly was, for during this last hectic lap Simpson actually accounted for a dog at Kirkmichael and subsequently suffered chain trouble ; the incomparable Handley retired with unspecified



FREDDIE DIXON (H.R.D.) IMPERTURBABLE AS EVER AT QUARTER BRIDGE.

JUNIOR TOURIST TROPHY RACE—continued.



THE LURID LEN PARKER HURLS HIS DOUGLAS OVER BALLIG BRIDGE.

engine trouble, with a comfortable victory almost in his grasp.

Reynard, still No. 1 by a large margin in road position was the first man home. Willis came next; as a result of the above incidents he annexed second place while the ever popular Freddie Dixon achieved a long overdue, thoroughly deserved, but at the same time extremely lucky win. Simpson beat Reynard for 3rd place by 2 seconds only.

The complete finishing order and times were as follows, the first eleven riders gaining replicas :—

		H.	M.	S.	M.P.H.
1	F. W. Dixon (H.R.D.)	3	55	54	=67.19
2.	H. J. Willis (Velocette)	4	4	39	=64.78
3.	J. Simpson (A.J.S.)	4	6	22	=64.33
4	G L. Reynard (Royal Enfield)	4	6	24	=64.32
5.	C. W. Johnston (Cotton)	4	10	21	=63.31
6.	E. Twemlow (Excelsior)	4	12	19	=62.81
7.	C. S. Barrow (Royal Enfield)	4	15	28	=62.04
8.	L. R. Cohen (A.J.S.)	4	18	34	=61.30
9.	W. S. Pearce (Dot)	4	21	39	=60.57
10.	G. E. Himing (Zenith)	4	22	27	=60.39
11.	J. G. Burney (Royal Enfield)	4	22	51	=60.30
12.	W. Colgan (Cotton)	4	26	41	
13.	S. P. Jackson (A.J.S.)	4	30	46	
14.	K. Twemlow (Excelsior)	4	34	28	
15.	J. Wade (A.J.S.)	4	36	46	
16	A. Austin (B.S.A.)	4	36	25	
17.	T. Spann (Sunbeam)	4	38	35	
18.	T. Stewart (Enfield)	4	41	48	
19.	A. Melrose (Sunbeam)	4	46	54	
20.	S. Gill (Calthorpe)	5	6	44	

The team prize was won by the Royal Enfield Company.

FRAME CONSTRUCTION—A STRIKING PROOF.

Motorcycle designers are always at variance as regards the type of frame which is most suitable. Most frames have been evolved for the pedal cycle "diamond" type, various struts and stays having been added to give the required strength.

Some leading men in the trade aver that in the future the motorcycle will have a chassis, somewhat on the lines of the Ner-a-car, and not a frame at all. The Ner-a-car chassis has certainly given every satisfaction and it is to be regretted that this machine is not now being manufactured. Other unorthodox frames have appeared from time to time, but they all seem to have died a natural death.

Probably the only example of an unorthodox frame which has been successful in both theory and practice is the Francis-Barnett, with the construction of which most motor cyclists are conversant. "Built like a Bridge" is the makers' slogan and a very good one it is, too, for it lasts like a bridge and carries, moreover, a permanent guarantee against breakage.

An example of the strength of it occurred in a recent "scramble." Two riders, one on an "F.B." and the other on an orthodox type of machine, were descending a hill-side when they struck a concealed ditch at some 30 m.p.h. The orthodox machine suffered twisted forks and frame, but the "F.B.", though it threw its rider about 15 yards, was unhurt! So, luckily, was the rider, who remounted and finished to make fastest time of the day—and this on a 175 c.c. machine!

THE HOUR RECORD.

All honour is due to Denly and his Norton for capturing the 500 c.c. hour record at Montlhèry recently. Denly actually covered 100.57 miles in the 60 minutes, beating his own record, which he established only a few days before, by over 5 miles per hour.

There was an outcry when Temple put the 1,000 c.c. hour record to 101.98 m.p.h., but now this speed has almost been equalled by a machine of half the size. Terrific flying kilometre speeds are all very well, but there is something very convincing in the hour record. It is sheer design, workmanship and riding which win a record of this type, and the Spring-Denly-Norton combination may well feel proud.

THE LIGHT-WEIGHT RACE.

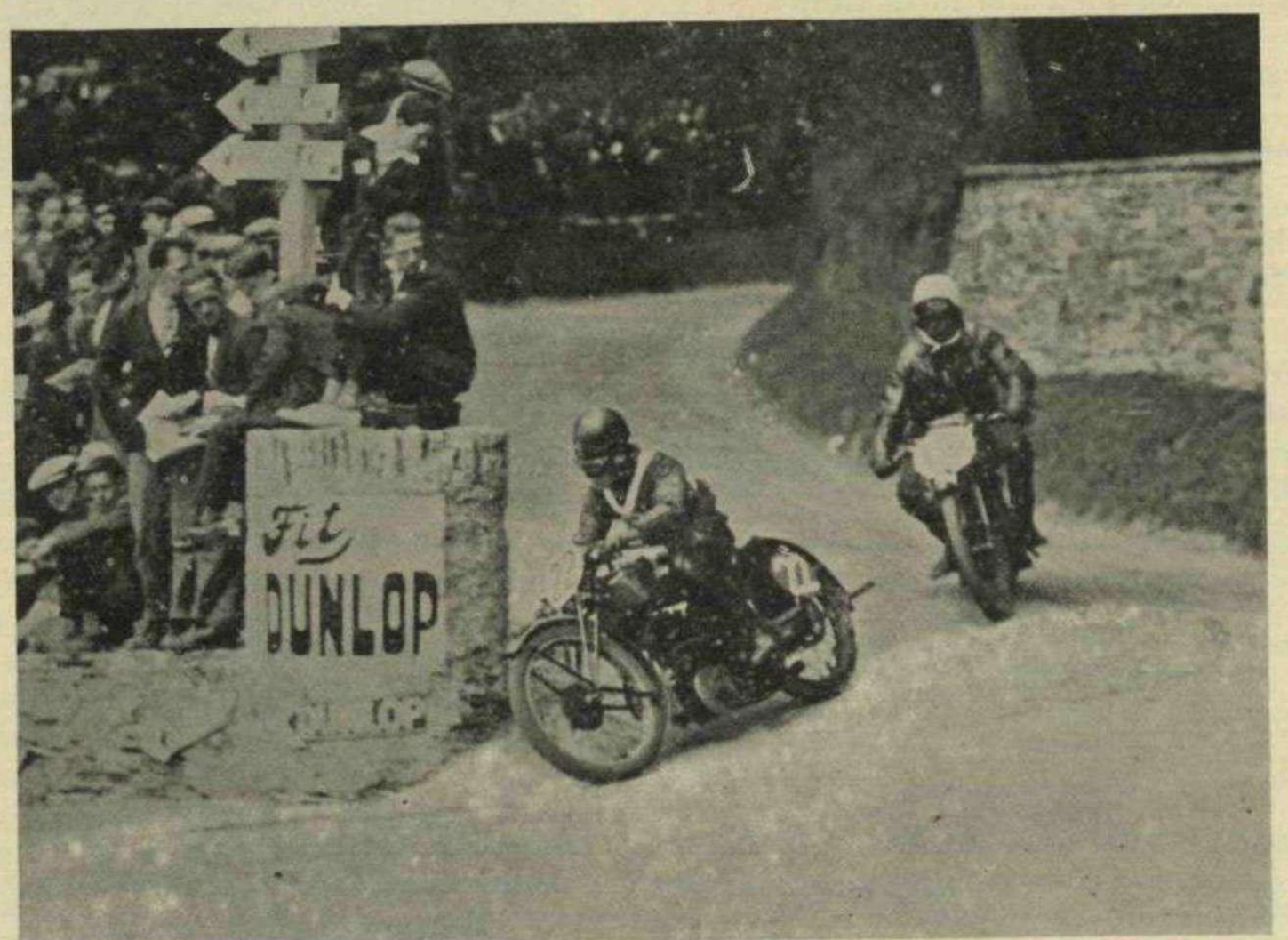
IN spite of the absence of Pietro Ghersi, this year's lightweight race for 250 c.c. machines seemed to offer every chance of a repetition of last year's frenzied Anglo-Italian duel. During practise the Guzzi riders had put up consistently fast laps, while Handley, Bennett and Johnston could be relied upon to show winning form on race day.

By a coincidence, last year's winner, Paddy Johnston, drew the number one position for this year's race and at 10 a.m. he set off to try and maintain this position, actually, and on time with his " lightweight " Cotton (335 lbs !).

No rider experienced undue difficulty in starting, and owing to the whole minute starting interval very little overtaking was recorded by the progress dials. At the end of lap one, as the riders passed through the start, Paddy Johnston held his lead, but No. 9, Bennett, on the was not distinguished by any startling changes in the order of the leaders, but Jock Porter's engine went on strike on the mountain, while J. Cooke (Dot) disappeared at East Snaefell Gate. Later it transpired that this unfortunate rider was badly injured ; his injuries were such that, as is now well known, he died after being admitted to Nobles Hospital. Bennett stopped at his pit for less than half a minute while Gleave wasted considerable time overshooting his depot. Second lap order :—

1.	Handley (Rex Acme)	64.18 m.p.h.
2.	Arcangeli (Guzzi)	62.41 m.p.h.
3.	Bennett (O.K.)	62.37 m.p.h.
4.	Gleave (Dot)	61.20 m.p.h.
5.	Varzi (Guzzi)	61.12 m.p.h.
6.	Ashby (O.K.)	60.86 m.p.h.

Bennett had temporarily lost a place owing to his depot stop ; it was reported that his mechanical oil pump



REPRESENTING THE GREAT STRUGGLE BETWEEN BRITAIN AND ITALY—HANDLEY AND VARZI AT GOVERNOR'S BRIDGE.

O.K. had passed everyone else before him except Ghersi. Handley too, managed to overtake two very fast men in front of him, namely Jock Porter, and L. Arcangeli, and the three completed the lap in close company. The extraordinary reliability of the small engine now became evident, when it was seen that the entire entry completed the first lap, the leaders being :—

1.	Handley (Rex Acme)	64.23 m.p.h.
2.	Bennett (O.K.	62.96 m.p.h.
3.	Arcangeli (Guzzi)	62.24 m.p.h.
4.	Varzi (Guzzi)	61.01 m.p.h.
5.	Gleave (Dot)	60. 6 m.p.h.
5.	Porter (New Gerrard)	60.33 m.p.h.

The Guzzi position looked threatening while the greatest surprise was provided by Gleave, the comparatively unknown Dot rider attaining fifth place. The second lap was not working and that engine trouble was not altogether unexpected.

Johnston held his position on lap three, but Ghersi stopped at his pit, thus allowing Bennett to assume second place on the road, a position which incidently represented his place on time at the end of three laps.

Gleave dropped back to eighth owing to a 41 minute lap, while Reynard, the Royal Enfield rider, who did so well in the Junior, crashed at Kirkmichael, but escaped serious injury. Handley replenished his tanks for the first time after lap three, when the order of the leaders was :—

1.	Handley (Rex Acme)	63.75 m.p.h.
2.	Bennett (O.K.)	62.46 m.p.h.
3.	Arcangeli (Guzzi)	62.38 m.p.h.
4.	Ashby (O.K.)	60.71 m.p.h.
5.	Varzi (Guzzi)	60.46 m.p.h.
6.	Johnston (Cotton)	59.72 m.p.h.

THE LIGHT-WEIGHT RACE—continued.

Ashby was forging ahead on the O.K., a marque which promised to be " in at the death," while Johnston was doggedly working up towards the leaders. Behind the first six various Royal Enfield and New Imperial riders were indulging in a glorious dog fight, with the honours slightly on the side of the former, in spite of Reynard's retirement, while Ghersi on the third Guzzi, was running seventh. Bennett completed his fourth lap ahead of Johnston and incredibly early, having broken the light-weight record for the course in 35 minutes 9 seconds or 64.42 m.p.h. It hardly looked as though his engine had suffered from its lubrication trouble.

Ashby and Handley were not wasting time either, though as a result of Bennett's fast lap less than a minute divided the first pair.

Varzi lost considerable ground on this lap, thus letting Johnston and Gleave up into the picture again, though the latter never quite regained the form shown on his first two laps.

Fourth lap leaders :—

1.	Handley (Rex Acme)	63.34 m.p.h.
2.	Bennett (O.K.)	62.93 m.p.h.
3.	Arcangeli (Guzzi)	61.64 m.p.h.
4.	Ashby (O.K.)	60.98 m.p.h.
5.	Johnston (Cotton)	59.67 m.p.h.
6.	Gleave (Dot)	58.71 m.p.h.

It appeared that the Italians could not really worry the fastest Britishers, fast though they undoubtedly were, and it seemed unlikely that both the leaders would crack up after half distance. At the end of his fifth lap' Bennett filled up in 20 seconds, in company with Boudin (O.K.) and Higson (Montgomery), the latter of whom had stopped to assist Cooke, and again to report his crash, but nevertheless was destined to win a replica.

Bennett's fifth lap was a minute slower than his record, while Handley was only short of the latter by 2 seconds, so that once again the Coventry rider was forging ahead.

Ghersi retired with engine trouble near Ballaugh on this lap, but even so late in the race, only six retirements had been announced on the scoreboard.

C. S. Barrow (Royal Enfield) and F. L. Hall (New Imperial) were putting up good times, while Crabtree (on his own machine) and Davison (Rex Acme) were also appearing in the picture as a result of consistent running.

Fifth lap order :—

1.	Handley (Rex Acme)	63.52 m.p.h.
2.	Bennett (O.K.)	62. 9 m.p.h.
3.	Arcangeli (Guzzi)	61.53 m.p.h.
4.	Ashby (O.K.)	60.92 m.p.h.
5.	Johnston (Cotton)	59.25 m.p.h.
6.	Barrow (Royal Enfield)	58.26 m.p.h.

During the sixth lap a dramatic change occurred, only surpassed in importance by Handley's sudden failure in the last lap of the Junior Race ; Bennett suddenly slowed on the Mountain Climb and toured in to retire, having lapped in 49 minutes. His exhaust note had almost vanished owing to the vague " engine trouble " excuse. The order after six laps was otherwise practically unchanged :—



ARCANGELI & HANDLEY EXCHANGING CONGRATULATIONS AFTER THE RACE.

1.	Handley (Rex Acme)	63.66 m.p.h.
2.	Arcangeli (Guzzi)	61.41 m.p.h.
3.	Ashby (O.K.)	61.09 m.p.h.
4.	Johnston (Cotton)	59. 3 m.p.h.
5.	Bennett (O.K.)	59.12 m.p.h.
6.	Gleave (Dot)	57.89 m.p.h.

And then began a somewhat hectic last lap ; would Handley last out ? Stopping to fill up before the last lap, he was told his position, leading by 8 minutes, so there was no reason for him to overdrive his motor. Accordingly his last lap was his slowest and still he won by eight minutes. To the student of form, however, interesting events were taking place lower down the list. Crabtree, who had a 43 minute first lap, put in a demoniac final circuit and leapt from 10th to 4th at the finish, while Hall (New Imperial) jumped from 9th to 6th. The somewhat spasmodic Gleave dropped two places and poor Paddy Johnston fell and retired at the Bungalow with 4th place almost certain.

The full list of finishers and times were as follows :—

		H.	M.	S.	M.P.H.
1.	W. L. Handley (Rex-Acme)	4	10	22	=63.30
2	L. Arcangeli (Guzzi)	4	18	52	=61.22
3.	C. T. Ashby (O.K.-Supreme)	4	19	24	=61.10
4.	S. A. Crabtree (Crabtree)	4	32	32	=58.15
5.	A. Varzi (Guzzi)	4	35	8	=57.60
6.	F. L. Hall (New Imperial)	4	35	56	=57.44
7.	C. S. Barrow (Royal Enfield)	4	36	21	=57.35
8.	S. Gleave (Dot)	4	37	1	=57.22
9.	G. S. Davison (Rex-Acme)	4	39	26	=56.72
10.	L. Higson (Montgomery)	4	41	0	=56.41
11.	J. G. Burney (Royal Enfield)	4	41	15	=56.35
12.	G. L. Boudin (O.K.-Supreme)	4	43	22	=55.94
13.	E. C. Fernihough (New Imperial)	4	44	38	=55.69
14.	T. Stewart (Royal Enfield)	4	45	54	=55.45
15.	S. Jones (New Imperial)	4	46	5	=55.40
16.	L. Horton (New Imperial)	4	54	27	=53.83
17.	J. Robinson (New Imperial)	4	59	43	=52.88

The first eleven riders gained replicas and the team prize went to New Imperial Motors.

THE SENIOR RACE.

THE PIÈCE DE RESISTANCE OF T.T. WEEK.



ALEC BENNETT RECEIVES THE CONGRATULATIONS OF S. WOODS (FASTEST LAP), W. W. MOORE, THE NORTON DESIGNER, AND J. W. SHAW, A TEAM MATE.

SEVERAL thousand people must have viewed Friday morning's dawn with apprehension and disappointment. It appeared that Thursday's downpour was to continue with sufficient vigour to spoil the Senior Race. Those who remembered the Senior of 1923 and the Amateur of 1926 realised how the speed of the race would be limited and how the danger of spills would be augmented.

Happily, however, soon after breakfast the sun appeared in a half hearted manner, and rain and mist were gradually dispelled.

As Mainwaring led off the ball, on his Scott, the conditions were not absolutely perfect, but thenceforward the weather steadily improved and apart from a little moisture on the roads, and patches of mist on the mountain there was no reason to suppose that riders would be hindered on their hurricane swirl round the island.

Joe Craig's o.h.c. Norton was the first difficult starter, owing to excess of oil, and a change of plug was necessary before he got away. Faura, the Spanish B.S.A. rider, seemed almost unable to rotate his engine. After discovering various troubles he eventually reached the Bungalow and retired. His companion, Vidal, caused no small stir among Norton enthusiasts by starting on his ancient and dilapidated looking machine, with Harley forks, dropped handlebars and tank almost devoid of paint!

Almost as soon as the last man (Simister) had gone, it was time to expect the leaders to pass through at the end of their first lap. Mainwaring went through well with Tommy Spann (Sunbeam) No. 4, not very far behind, but Bullus, the New Hudson star, failed to reappear, as did Varzi on the Guzzi; the latter was reported to have gearbox trouble.

Incredibly early, sitting right back on his saddle with his back absolutely flat, Stanley Woods bellowed past the stands at something over 90 m.p.h. His riding position was reminiscent of Brooklands, rather than the I.O.M., and except for Handley's first senior lap last year, nothing so impressive has ever been seen in the Island. His lap time was 32 mins. 7 secs.—2 seconds better than record.

The other fast men were mostly among the later starters, so it was some time before the first lap order became known:—

1.	Woods (Norton)	70. 5 m.p.h.
2.	Dixon (H.R.D.)	68.62 m.p.h.
3.	Simpson (A.J.S.)	67.66 m.p.h.
4.	Nott (Rudge)	66.86 m.p.h.
5.	Bennett (Norton)	66.53 m.p.h.
6.	Ashby (Rudge)	66.02 m.p.h.

Rudges were upholding their practise reputation, but their star rider—Longman, could do no better than 11th and incidently failed to complete his second lap. Nott was a great surprise and he may yet win a T.T. given good luck. Behind the leaders, and all within a minute of Bennett, were two Sunbeams (Spann and Dodson), two Triumphs (Simister and Evans), the other Rudge and Guthries' New Hudson, so no make could as yet claim any signal supremacy.

The name of Harris (Triumph), one of the unluckiest of T.T. riders was added to the other first lap retirements, while during lap 2 the following also dropped out: Stewart (Norton) crashed, Parker (Douglas) engine trouble, Longman (Rudge), Davies (H.R.D.) leaking tank, and Warwick (Montgomery).

After two laps the leaders were:—

1.	Woods (Norton)	70.74 m.p.h.
2.	Dixon (H.R.D.)	68.41 m.p.h.
3.	Simpson (A.J.S.)	67.52 m.p.h.
4.	Bennett (Norton)	67.34 m.p.h.
5.	Nott (Rudge)	66.96 m.p.h.
6.	Spann (Sunbeam)	66.53 m.p.h.

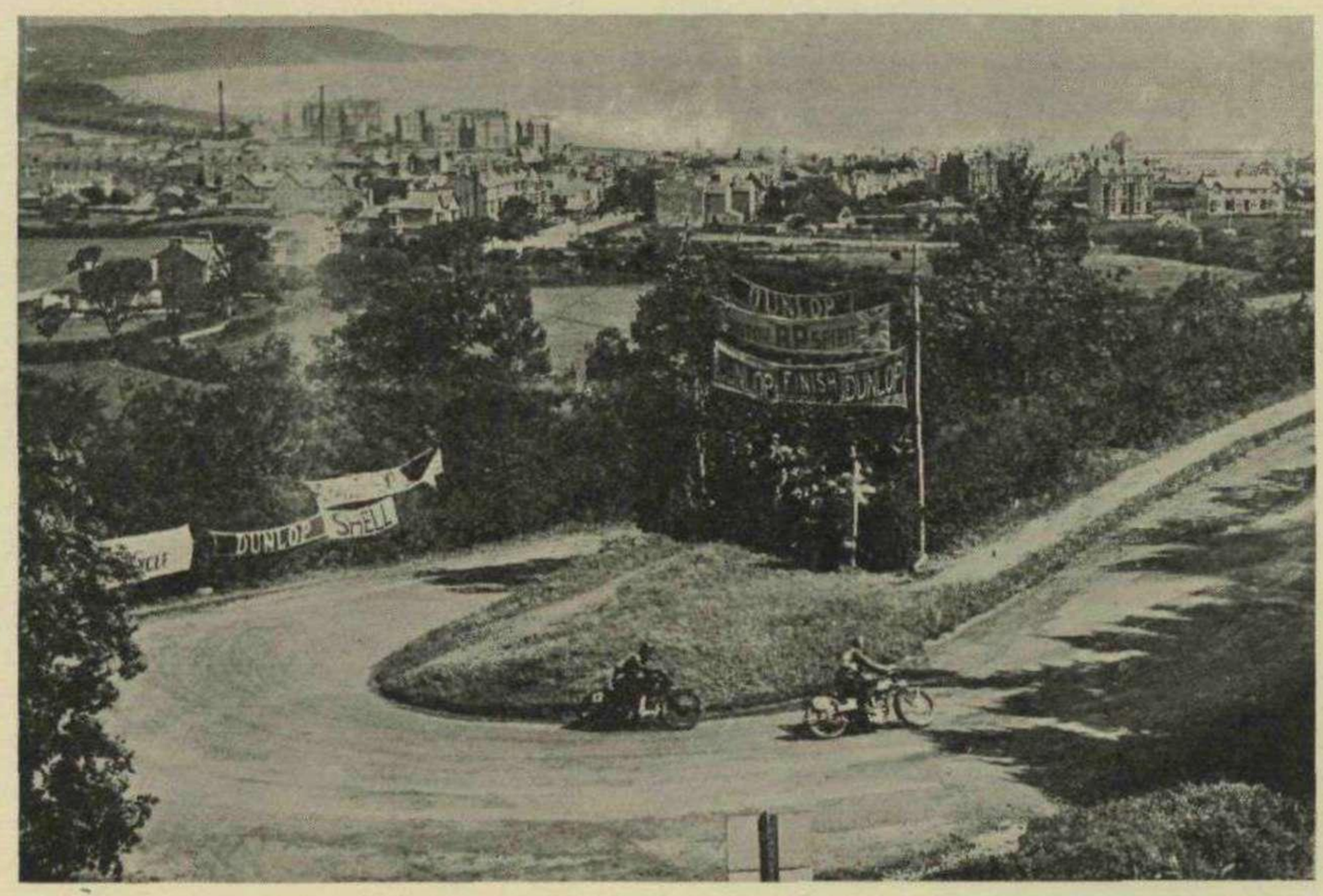
Dodson completed his second lap in 40 minutes, a delay which eventually lost him an almost certain 3rd at the finish, judging by his other lap times. Simpson was showing that the A.J.S. was seriously to be reckoned with in spite of derogatory practise rumours, while Bennett had evidently decided that his first lap was not quite fast enough.

Jim Whalley showed a glimpse of his old form, (he was the first to lap at over 60 m.p.h.) and did a 33½ minute lap which put him 8th while Shaw (Norton) and Mainwaring (Scott) were newcomers to the leading dozen.

Stanley Woods' second lap (31min. 54secs.) was another record and on all sides murmurs of incredulous admiration were heard.

Ashby suffered from choked jets on his second lap but got going well again for two more laps. Among others to retire during lap 3 were Brockbank on the wonderful Cotton twin and Langman (Scott), crash and engine trouble respectively, after which the order was:—

THE SENIOR RACE—continued.



A FINE PANORAMA OF RAMSEY WITH TWO COMPETITORS ROUNDING THE FAMOUS HAIRPIN, IN THE FOREGROUND.

1.	Woods (Norton)	70.72 m.p.h.
2.	Dixon (H.R.D.)	68.48 m;p.h.
3.	Bennett (Norton)	67.95 m.p.h.
4.	Simpson (A.J.S.)	66.93 m.p.h.
5.	Spann (Sunbeam)	66.57 m.p.h.
6.	Simister (Triumph)	65.11 m.p.h.

Nott had dropped back a little, while Simister and Bennett were both accelerating to good effect. Walker (Sunbeam) and Rowley (A.J.S.) were urging their machines forward, having averaged about 64 m.p.h. so far. Lap four provided one outstanding incident, for Dixon lost his gear lever and could no longer be considered a possible place winner ; Woods continued his headlong career, but for the first time his average speed dropped just below 70 m.p.h. Apart from the leaders, numbers of comparatively unknown men were averaging well over 60 m.p.h. on comparatively slow machines, and the various racing managers would do well to compare some of the lap times put up by these riders with the known maximum speeds of their mounts, when selecting a team for 1928. Among these particular mention should be made of Dodson (best lap 66¾ m.p.h.), Braidwood (P. & M.), best lap 65.9 m.p.h., Hobbs (Triumph), the same, and O. Langton (New Hudson), 66 m.p.h.

As a result of his trouble Dixon dropped to 9th on the 4th lap, thus allowing Bennett to move up yet another place on the scale :—

1.	Woods (Norton)	69.94 m.p.h.
2.	Bennett (Norton)	67.69 m.p.h.
3.	Simpson (A.J.S.)	67.06 m.p.h.
4.	Spann (Sunbeam)	66.23 m.p.h.
5.	Simister (Triumph)	65.84 m.p.h.
6.	Guthrie (New Hudson)	65.51 m.p.h.

Scarcely had the fourth lap order been finally decided (owing to Simister's late number) when it was observed that Woods had stopped somewhere on the far side of the mountain.

Naturally after such frenzied speed, a crash seemed probable, and engine trouble most likely, but no! Stanley Woods eventually toured in with a hopelessly slipping clutch—bad luck indeed.

Simpson's (A.J.S.) was the next casualty, at Craig-ny-Baa with engine trouble, while Ashby eventually withdrew his Rudge on this lap with engine trouble and Quinn spoilt the back wheel of his Triumph on the pavement at Governor's Bridge.

Fifth lap order :—

1.	Bennett (Norton)	68.04 m.p.h.
2.	Spann (Sunbeam)	66.37 m.p.h.
3.	Simister (Triumph)	65.96 m.p.h.
4.	Guthrie (New Hudson)	65.35 m.p.h.
5.	Nott (Rudge)	65.23 m.p.h.
6.	Mainwaring (Scott)	64.92 m.p.h.

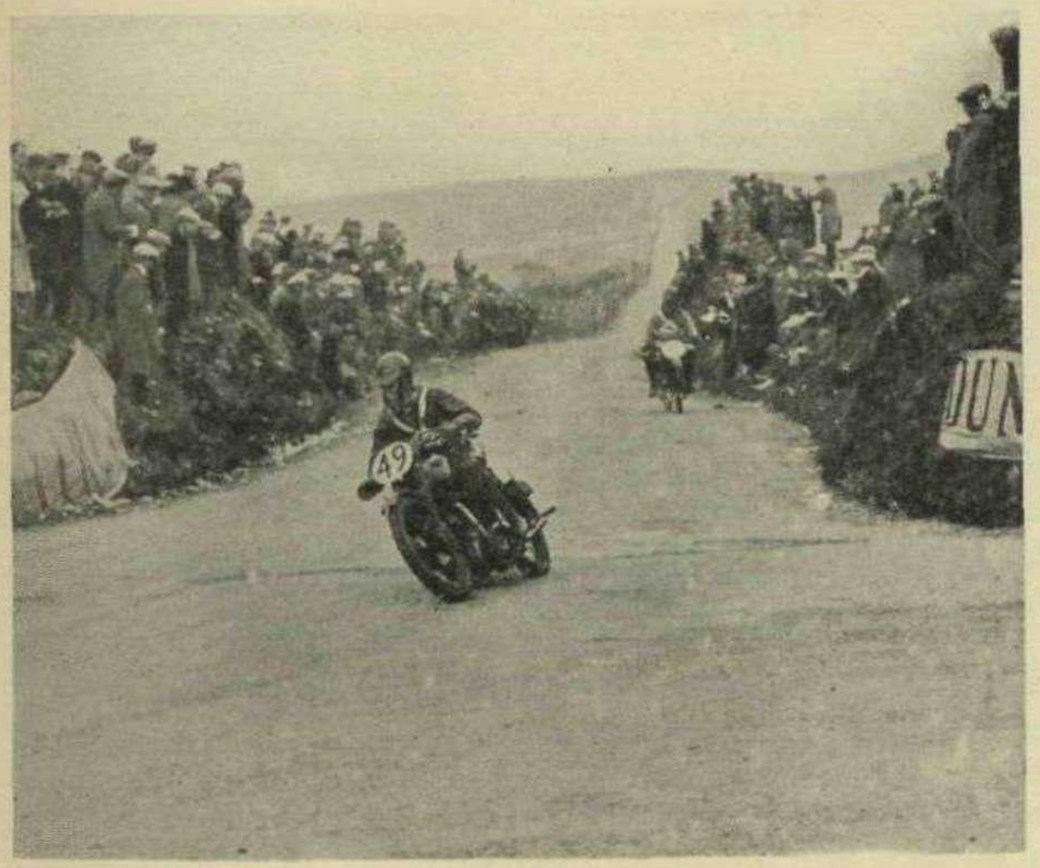
Craig was working off the effect of his slow start and lay 8th, while the curious fact of six different makes occupying the first six places is a wonderful tribute to the motorcycle industry as a whole.

Nott, after putting up such a splendid show in the first half of the race suffered the prevalent and by now well known Rudge trouble and retired on the mountain, thus letting Craig up into the first six. Walker (Sunbeam), Langton (New Hudson) and Hobbs (Triumph) all drew nearer the top on the 6th lap, the order being :—

1.	Bennett (Norton)	68.16 m.p.h.
2.	Simister (Triumph)	65.82 m.p.h.
3.	Spann (Sunbeam)	65.79 m.p.h.
4.	Guthrie (New Hudson)	65. 7 m.p.h.
5.	Mainwaring (Scott)	65. 2 m.p.h.
6.	Craig (Norton)	65.16 m.p.h.

Bennett now had a lead of seven minutes and it seemed that nothing could stop him, greater interest therefore was to be found in the terrific dog fight taking place between the next five, whose speed was so similar.

THE SENIOR RACE—continued.



HOBBS (TRIUMPH) AND BRAIDWOOD (P. & M.) AT CRAIG-NY-BAA.

As it turned out Bennett increased his lead while fate dealt some cruel blows among the persevering pack who were hunting him home. The last hectic lap proved too much for Spann's (Sunbeam), Mainwaring's Scott (float trouble causing loss of petrol) and Craig's (Norton) thus letting the next group up three places apiece.

Braidwood (P. & M.) did a very good last lap and raised himself still higher in the list, while Guthrie "made" another place besides the one given him by Spann's retirement.

W. Evans (Triumph) and E. K. Langton (Scott) were also eliminated on the last lap, so that the complete list of finishers was :—

		H.	M.	S.	M.P.H.
1.	A. Bennett (Norton)	3	51	42	=68.41
2.	J. Guthrie (New Hudson)	4	0	4	=66.02
3.	T. Simister (Triumph)	4	1	3	=65.75
4.	J. W. Shaw (Norton)	4	4	28	=64.83
5.	G. W. Walker (Sunbeam)	4	4	52	=64.73
6.	F. W. Dixon (H.R.D.)	4	6	26	=64.32
7.	O. Langton (New Hudson)	4	7	29	=64.05
8.	C. J. P. Dodson (Sunbeam)	4	8	33	=63.83
9.	G. E. Rowley (A.J.S.)	4	8	40	=63.75
10.	W. S. Braidwood (P. and M.)	4	11	50	=62.94
11.	C. W. Hough (A.J.S.)	4	12	14	=62.84
12.	W. H. Hobbs (Triumph)	4	17	16	=61.61
13.	H. G. Tyrrell-Smith (Triumph)	4	19	52	=61.00
14.	L. Arcangeli (Guzzi)	4	20	13	=60.91
15.	R. F. Parkinson (A.J.S.)	4	21	13	=60.68
16.	W. L. Birch (Sunbeam)	4	21	36	=60.59
17.	E. Searle (Norton)	4	27	31	=59.24
18.	N. Black (Triumph)	4	37	54	=57.03

The first fourteen riders gained replicas of the Trophy and the Sunbeam team gained the team prize.

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THE RUDGE CARAVAN IN THE ISLE OF MAN.

THE RUDGE WHITWORTH AGAIN !

That extraordinarily hard worked machine of G. R. Butcher's once more appeared before the public eye in the I.O.M. during T.T. week. The owner spent the week camping with a very completely equipped trailer caravan, which the Rudge made no bones about towing, when the inhabitants desired a change of air. Another Rudge was observed towing a travesty of the Douglas horse trams, fully laden with sightseers, along the promenade.

SPORTING MACHINES ON TEST.

The 350 c.c. o.h.v. Humber.

I WAS very interested to test one of the latest machines turned out by the Humber Factory, because the first motor cycle I ever rode was a Humber; a 1910 3½ h.p. model, fitted with a two speed hub gear and handle starter. I remember I purchased it from a friend, who, having briefly explained the controls, suggested me mounting the machine and taking it for a run. I got on and went about 200 yards down the road and then returned, and asked my friend to jump on the back, which he did, and we both went for a long ride over the Welsh mountains, covering some of the worst roads in the district.

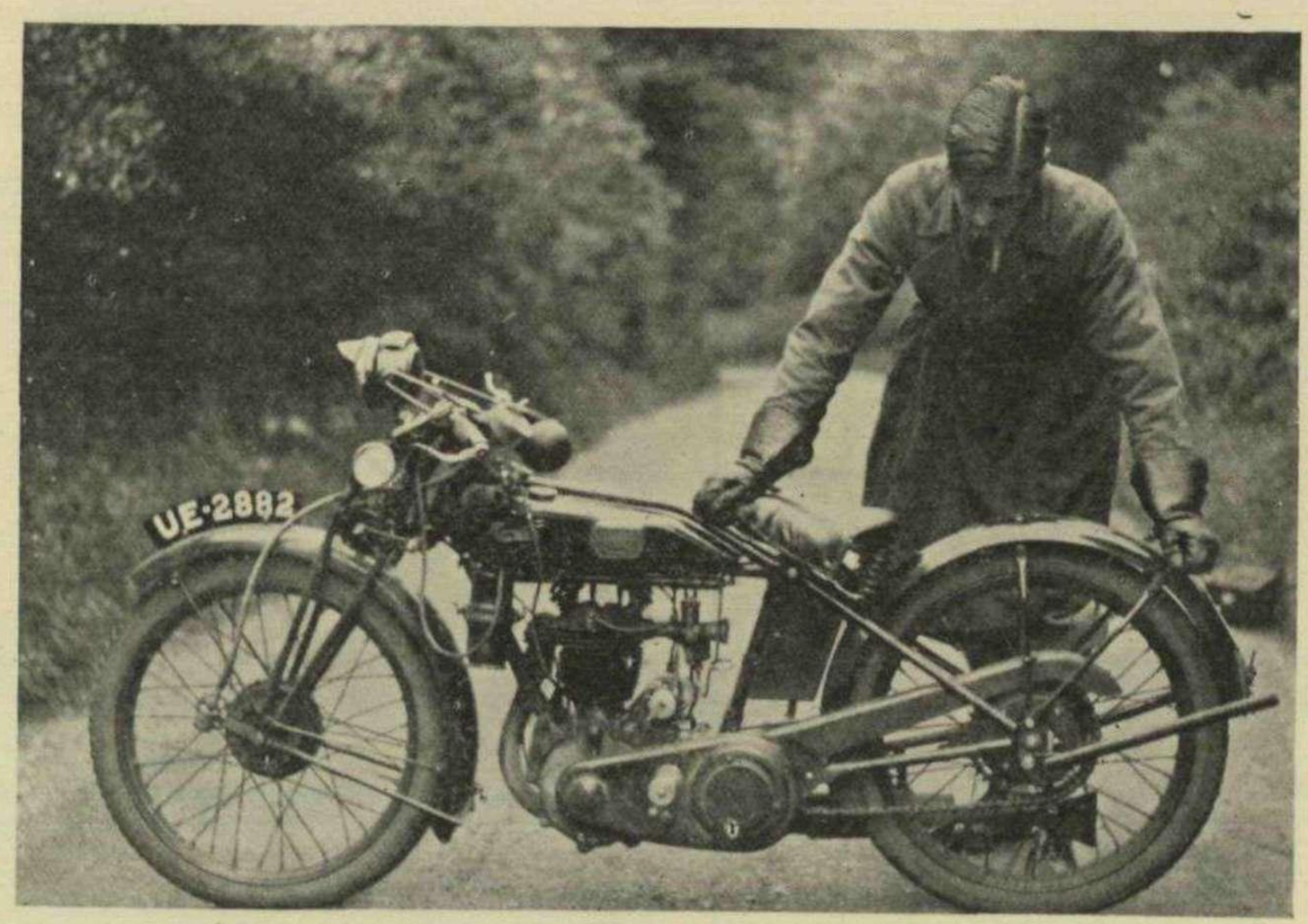
I knew nothing about motor cycles in those days, and we were very fortunate to return home safely, but from thenceforth I was a keen motor cyclist, although for a time I had to run my machine on paraffin stolen from the household store cupboard, owing to the low state of my finances. I carried a small bottle of petrol, however, to facilitate starting.

The 1927 model O.H.V. Humber is very different from my old machine, except of course, that it is, like all Humber products, substantially made and excellently finished. The firm of Humber was established in the reign of Queen Victoria, and it is one of the oldest firms of motor cycle manufacturers in existence. It originally specialised in the production of "Penny Farthings" and "Bone Shakers." My father, I believe, won many races on these early conveyances.

Humbers, now as ever, are one of the leading concerns in the motor cycle industry, and they have concentrated their long experience in the production of cars and motor cycles on turning out the O.H.V. Model under review, and it is undoubtedly a machine of which they can justly be proud.

From the illustrations given of the machine, it will be seen that car type mudguards are fitted, which is a most sensible idea for motor cyclists who are every-day riders, and who cover muddy roads in bad weather. To the rear guard is attached a large handle which renders the lifting of the machine on to its stand an easy operation.

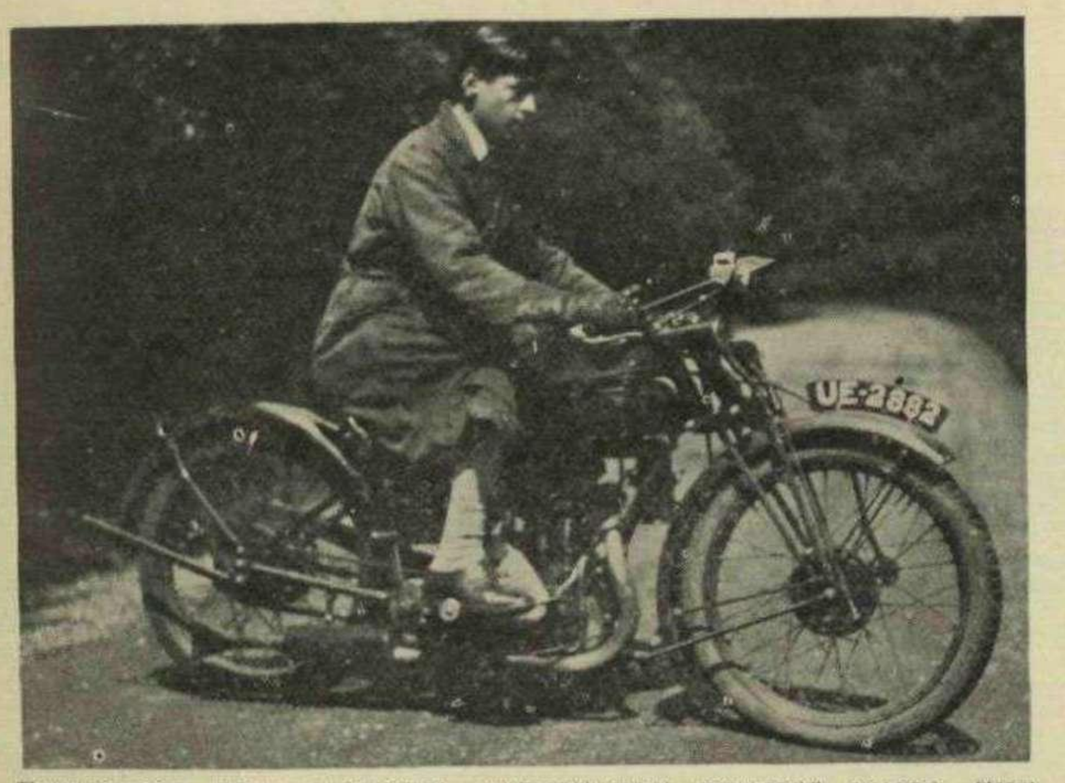
Although there is 260 lbs. of this motor cycle, its weight is not felt once it is on the move. It steers exceedingly well, and really fast cornering can be undertaken with great safety. There is a close ratio gear box fited giving the following:—5.65 to 1 on top, 7.75 to 1 on second, and 11.59 to 1 on first.



SENSIBLE MUDGUARDS AND ADEQUATE CHAINGUARDS ARE A FEATURE OF THE HUMBER.

Although we did not have a chance of testing the machine all out, we should estimate that it would be capable of attaining about 75 miles per hour under favourable conditions. The maximum speed reached by us was 68 miles per hour, registered by Bonniksen speedometer. During the week we had the Humber on trial, we covered some hundreds of miles over all classes of roads, and found the machine an ideal mount for fast touring, 40-45 miles per hour being easily kept up with no signs of over heating. The only trouble incurred throughout the whole of our trial, was a broken outer inlet valve spring; this did not appear to affect the running of the machine in any way and was only discovered by chance when a little cleaning was being performed.

SPORTING MACHINES ON TEST—continued.



POWERFUL AND QUICKLY ADJUSTABLE BRAKES MAKE THE HUMBER A SAFE MACHINE.

The Humber was much admired by all our friends, and those to whom we gave an opportunity of testing the machine, remarked on the easy gear change which is one of its most outstanding features. The O.H.V. engine is solidly built, and well constructed. It has a bore of 75 mm., a stroke of 79 mm., an M.L. magneto and a B. & B. carburettor are fitted. Other important points about the Humber are the comfortable knee grips fitted to the tank, and well sprung saddle. These kind of accessories go to make a good machine excellent.

We should very much liked to have tried the Humber against another make of machine, of a similar type owned by a friend, but having found a suitable road, and being on the point of opening all out we were disgusted to find ourselves confronted by an imposing member of the police force. We therefore decided that we would postpone our test to a future date, but owing to Humbers suddenly requiring the machine back for a trial, we did not have an opportunity of pitting our steeds against one another, although I fancy that the Humber would have gained the day, had we been able to hold the speed test.

We have on trial during the course of our work many machines, but the Humber stands out as one of the most interesting mounts we have had an opportunity of trying recently. It is undoubtedly an ideal mount for the sporting motor cyclist, who wants solid reliability and a good turn of speed at the same time.

At the price of £60 the Humber is within the reach of all riders, and we expect to see a great many more of these machines on the road in the near future. The only criticism we have to make in regard to the machine lent to us, is that it was rather inclined to vibrate at a speed of 35 miles per hour, although this vibration was not so bad at higher speeds. Of course, this is not a very serious complaint, and is undoubtedly due to the balancing of the crankshaft.

It is certainly better for it to vibrate at about 35 than at a speed of about 85 ; at high speeds, serious vibrations often lead to the complete numbing of the hands, which is very dangerous.

Both brakes on the Humber were really good, and either could bring the machine to a standstill with great rapidity and smoothness.

I think it would be very wise if all motor cycle manufacturers standardised their carburettor controls. On the Humber the throttle opened outwards, and as I had been accustomed, before riding the Humber to a machine with the throttle control opening inwards, it caused me one or two very narrow escapes from sudden death, through opening the throttle the wrong way. Of course, once one is used to either method of control, they are both equally convenient in operation.

I should very much like to have given the Humber a longer period of trial, as I found the machine a most fascinating mount, and although I came up against some very fast machines on the road, I noticed that the Humber could hold its own against most of them.

In fact, many motor cyclists, I think, a little underrated the speed of the Humber whilst I was riding it, much to their annoyance. I visited a local Club's American Hill Climb which was held at Wendover, and one of the competitor's mounts having fallen to pieces, I offered the Humber as a substitute, but as I anticipated, although it made an excellent show, it could not climb the steep grassy bank, as the low gear of 11-1 was much too high for a climb of this kind.

On my return from Wendover to Aylesbury, I was chased by two T.T. riders (I should think by the way they hung on to my back wheel), but I managed to reach this famous old town without being troubled by their dust.

In closing I would say that I much enjoyed the opportunity afforded me by Messrs. Humbers of trying out their latest machine, and I must say they are one of the most courteous motor cycle firms in the industry.

* * * * *

ENGLISH AS SHE IS WROTE.

From time to time we see some most amusing letters from foreign motorists, but we think the plum is one which came recently from Budapest in reference to a Velocette success there. Here are its most snappy portions :

" Dear Sirs,—Confirming your favour of the 23rd inst. I trust the jury here shall also deliberate into our benefit.

" Since you have learned by my telm., that my rider Mr. Hummel, succeeded to win the first place on the Internationalen Hungarian Touring Race for Velocity and not as I wrongly wired, for Reliability.

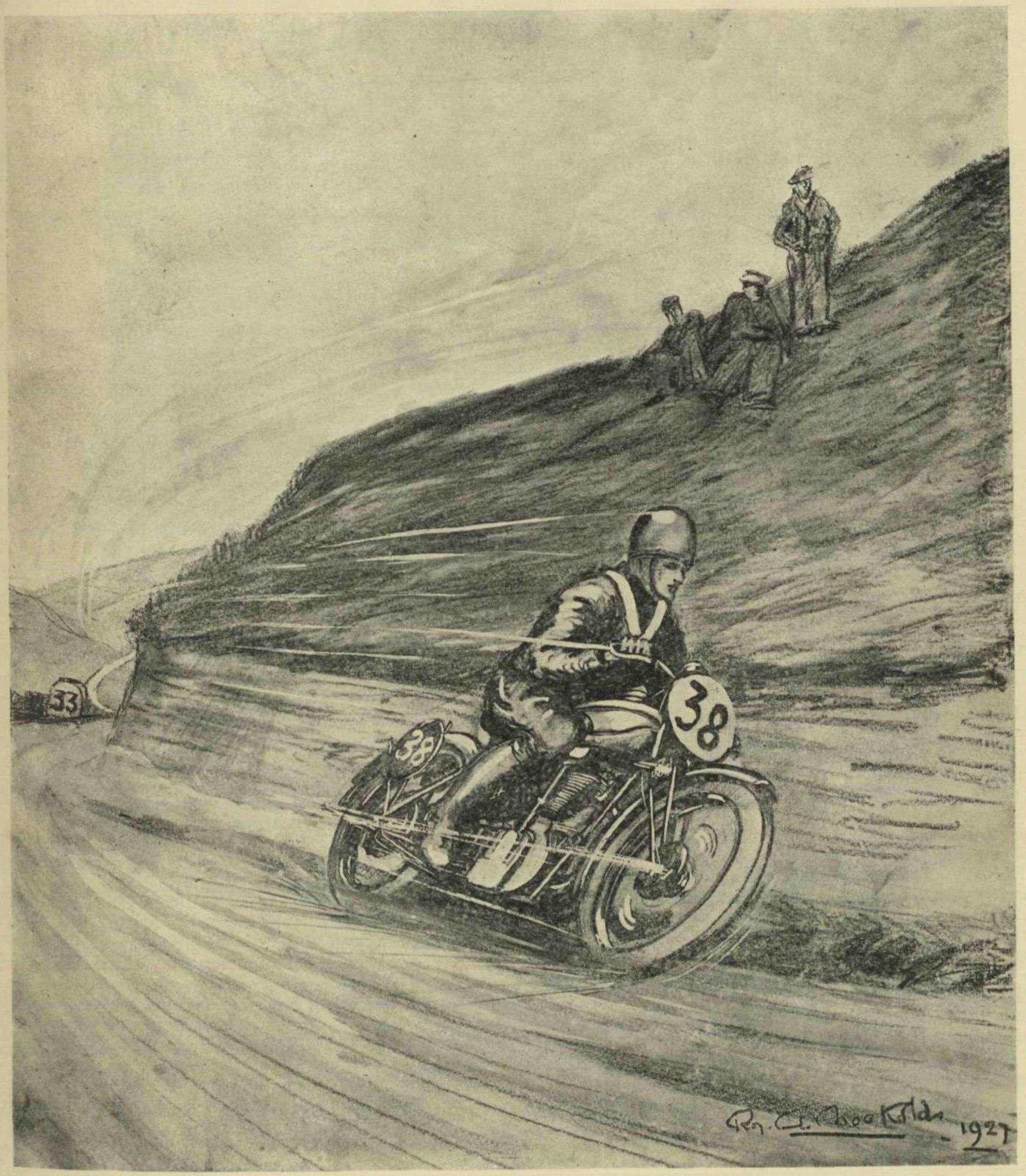
" This Race involves a Touring of 700 km. on a soil dissected by hills and by plains—this interlaced sectors being separately judged—and Hummel proved with Velocette as victorious in ascending the mountainous parts as in the unequalled rapidity in traversing the plain. By this a new record was created—My rider managed his cours so cleverly as to extract and to expose before the public all the good qualities of Velocette which engine justified in his accomplishment all cares of his producers.—I hope and trust this leaf of honour will be a valuable addition in the history, and that the moral gain may be soon averted into the palpable success of an enlarged scale of trade 'in Velocette'. . . . Kindly consider from your part this country too, where besides glory a good market may be won. I hope the Vienna Gentleman will insinuate the same. . . ."

Makers of



S. C. H. Davis and J. D. Benjafield, in spite of a damaged car, won the Grand Prix d'Endurance on their 3-litre Bentley.

History—1927.

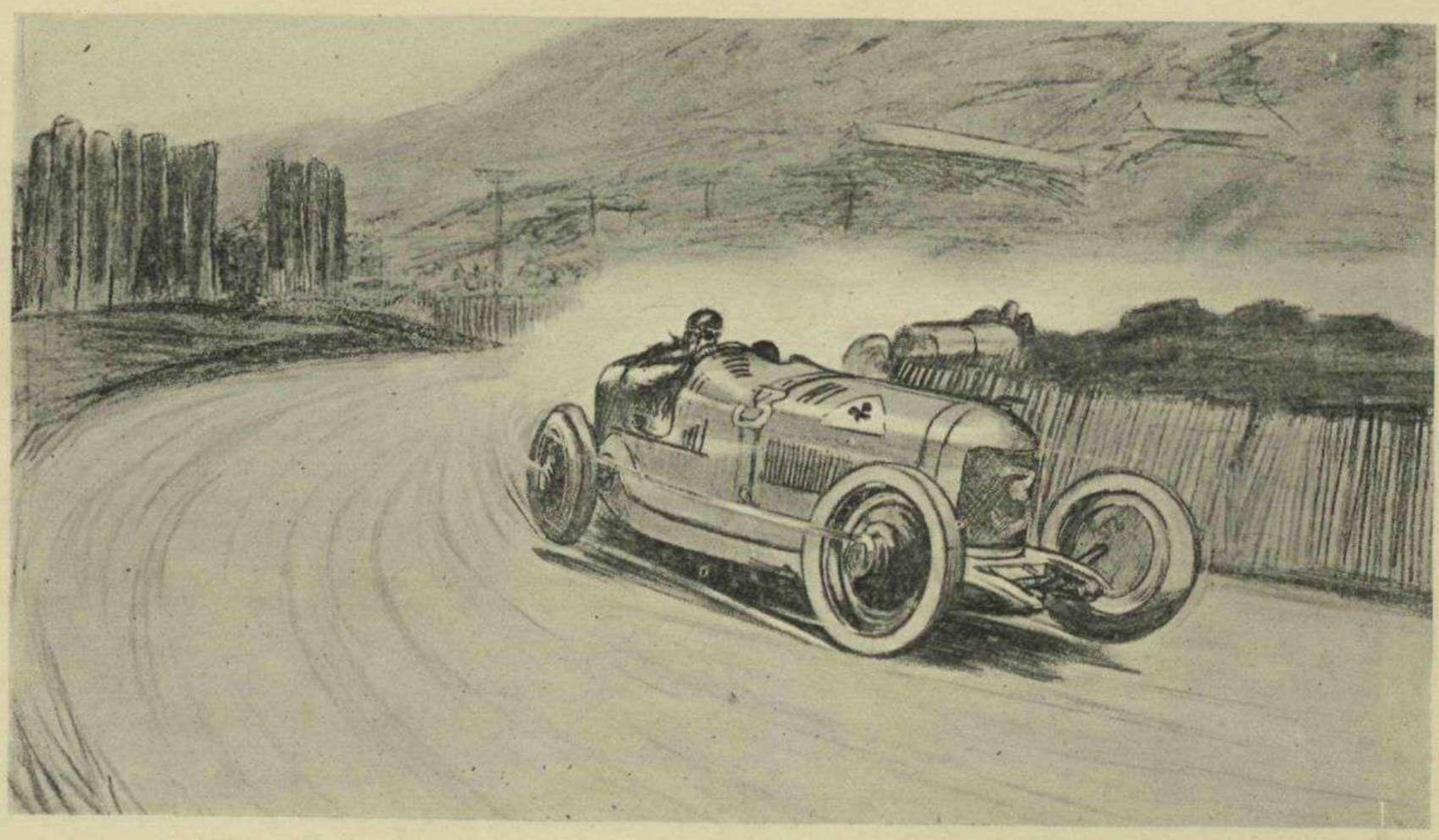


ALEC BENNETT, ON AN OVERHEAD CAMSHAFT NORTON, WON THE SENIOR TOURIST TROPHY AT THE RECORD SPEED OF 68.41 M.P.H.

GREAT RACING MARQUES.

V.—ALFA-ROMEO.

By E. K. H. KARSLAKE.



AN IMPRESSION OF ONE OF THE WONDERFUL ALFA-ROMEO RACERS WHICH HAVE SO DISTINGUISHED THEMSELVES ON THE CONTINENT IN RECENT YEARS.

THERE is no better answer to the arguments which one frequently hears advanced against the usefulness of motor racing, than to quote the case of the Alfa-Romeo. Quite apart from the technical advances which are brought about by racing, it is a significant fact that while some five years ago the Alfa-Romeo was a comparatively obscure Italian car, it is no exaggeration to say that nowadays it is one of the best known marques in the motoring world; and this rapid rise to fame is due almost entirely to the Milanese firm's racing programme.

The Alfa car was originally an Italian edition of the Darracq, just as the Opel was once an edition of the famous French car made in Germany; but it was not until the firm was taken over by the Italian engineer, Nichola Romeo, who is famous in railway circles, that the car which henceforth bore his name really started on its career of fame.

It is true that in 1919 three Alfa cars, driven by Campari, Franchini and Fracassi started in the Targa Florio, but none finished the race or succeeded in figuring very prominently in it. In 1921, however, the car had become the Alfa-Romeo, and two 4½ litre 6-cylinder models with Sivocci and Ferrari as their drivers succeeded in finishing first and second in their class in the big Sicilian race.

The next year another attempt was made on the Targa Florio. Four cars were entered, one being of the 4½ litre type which had been raced in 1921, and the other three being 4-cylinder cars of 102 x 130 mms. bore and stroke (4251 c.c.). The 4½ litre racer was handled by Campari, who had driven one of the Alfas in 1919, while Sivocci and Ferrari had two of the 4-cylinder cars. The fourth car was entrusted to Ascari, who now joined the team, and who had previously handled a Grand Prix Fiat in the race. On the first lap, he got into fourth place, and although there were some changes during the race, he was in the same position at the finish. The rest of the team all finished, Sivocci being ninth, Campari eleventh, and Ferrari sixteenth.

The reward for these efforts came in 1923 in the form of a victory for Alfa-Romeo in the Targa Florio. The winner of the race was Sivocci, who drove one of the 4½ litre cars; and he was followed home by Ascari on a 3-litre 6-cylinder machine of 76 x 110 mms. bore and stroke, of the type which has since become the firm's famous sports model. Count Masetti on a similar car gained fourth place. Alfa-Romeo thus secured an important victory which was to be the herald of yet more important ones in the future.

After this victory, Alfa-Romeo entered four cars for the 1924 race, two being of the 3-litre type, and the other two 6-cylinder cars of 80 x 120 mms. (3619 c.c.). Their drivers were as before, Ascari, Campari and Count Masetti, and they were now joined by Louis Wagner. The race this year was for the Targa and Coppa Florio

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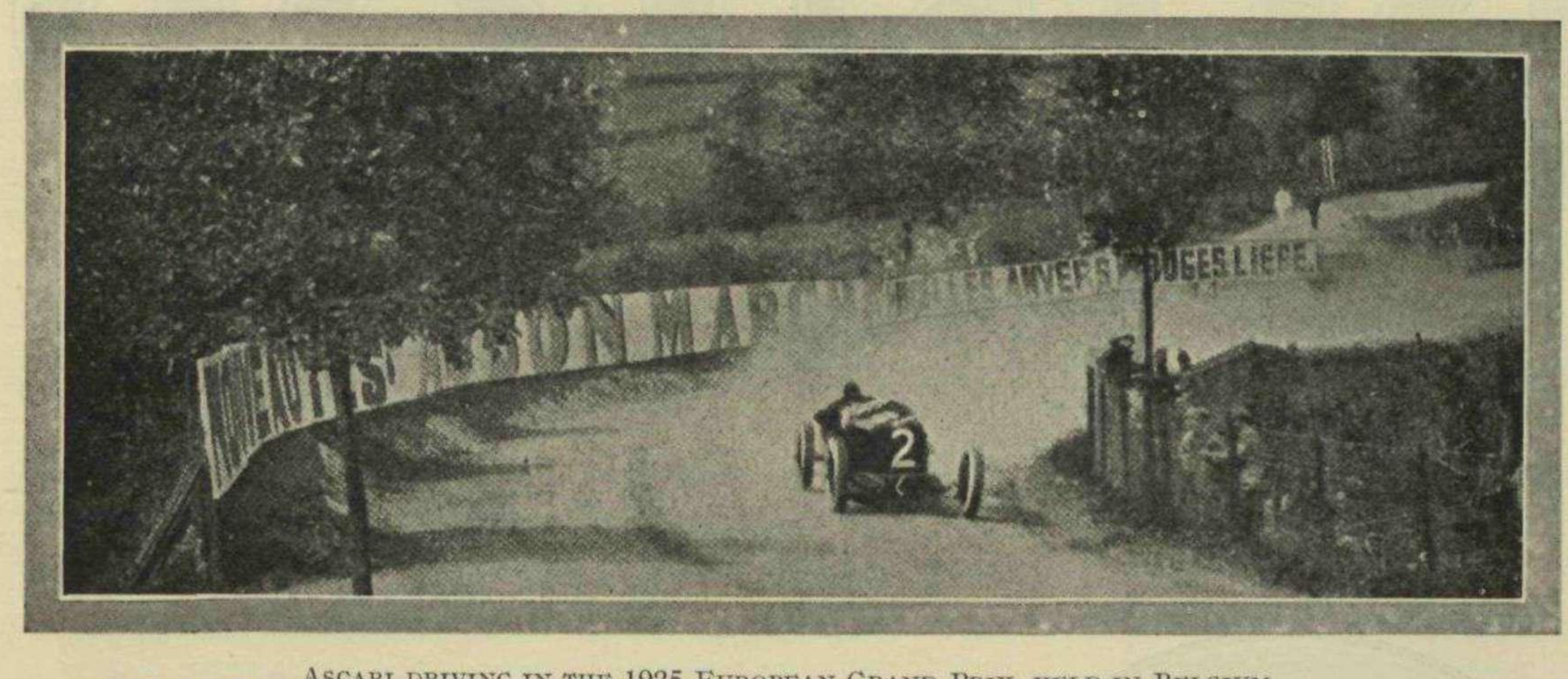
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GREAT RACING MARQUES—continued.



ASCARI DRIVING IN THE 1925 EUROPEAN GRAND PRIX, HELD IN BELGIUM.

combined, 4 laps of the Madonie circuit counting for the former and 5 for the latter. The Alfa-Romeos' chief rivals in the contest were the 2-litre Mercédès, and the 4-litre Peugeots.

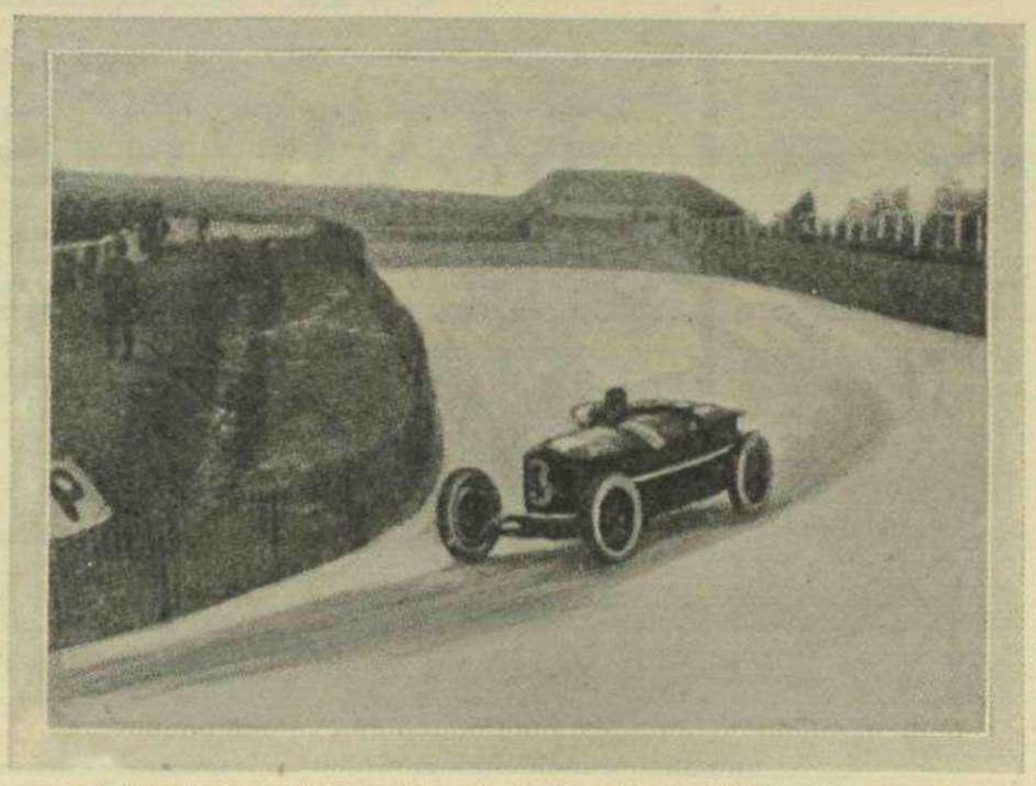
At the end of the first lap Masetti was in the lead, with his team mates well up among the leaders. On the second round he dropped back to fourth, but Ascari came up to second place behind Werner on the Mercédès. At the end of the third round he was only two minutes behind ; and on the fourth and final circuit for the Targa, Ascari gained the lead. And then, 50 yards from the finishing line, his engine stopped, the car skidded wildly, and ended up broadside on to the road. A host of enthusiastic helpers pushed it up to the finish ; but it was too late, and Ascari had to be content with 2nd place behind Werner. Masetti and Campari finished 3rd and 5th in the Targa, and 2nd and 3rd in the Cup, while Wagner was tenth at the end of the four laps, and in eighth place at the finish To-day there is a monument by the finish of the Targa Florio course, to mark the spot where Ascari lost the race, probably in the most maddening manner that a race has ever been lost.

In 1923 Alfa-Romeo had decided to enter for the Grand Prix races, and a team of 2-litre cars were entered for the European Grand Prix, which was held that year at Monza on September 9th. These racers had straight-eight engines of 61 x 85 mms. bore and stroke, with two overhead valves per cylinder, operated by two overhead camshafts. A rotary blower was driven off the front end of the crankshaft, and the engines developed 140 h.p. at 5,500 r.p.m.

On the day before the race, however, the drivers were given an hour for practice, and Sivocci on one of the Alfa-Romeos overturned on a bend and was killed. As a result of this the team was withdrawn ; and it was not until 1924 that the new racers made their first appearance. They were entered for the Circuit of Cremona on June 9th, and Ascari succeeded in winning the race at a speed of 98.17 m.p.h.

In spite of this victroy, however, the Alfa-Romeos were not much favoured for the French Grand Prix at Lyon on August 3rd. A team of four cars were entered with Ascari, Campari, Ferrari and Louis Wagner as their drivers ; but a few days before the race, Ferrari was taken ill, and there being no reserve driver, only three cars started. In the race, however, they soon showed that they were very seriously to be reckoned with. Ascari got into second place on the second lap, and by the tenth had captured the lead, with Campari fourth and Wagner sixth. Right through the race till the 33rd lap, or two from the end, he stayed in first place, and then his car began to slow, and he was passed by his team mate Campari. With one more lap to go Ascari pulled into the pits to change plugs ; but the work was obviously hopeless, for when he switched off flames shot out of the bonnet, and water streamed out of the end of the exhaust pipe. With one more lap to go, poor Ascari's Alfa-Romeo had burst, and he was once more robbed of victory. Campari, however, went on to score a notable win, averaging 71 m.p.h. for the 500 miles ; Louis Wagner on the remaining Alfa-Romeo finished fourth behind the two 12-cylinder Delages.

After this victory the fame of the Alfa-Romeo was



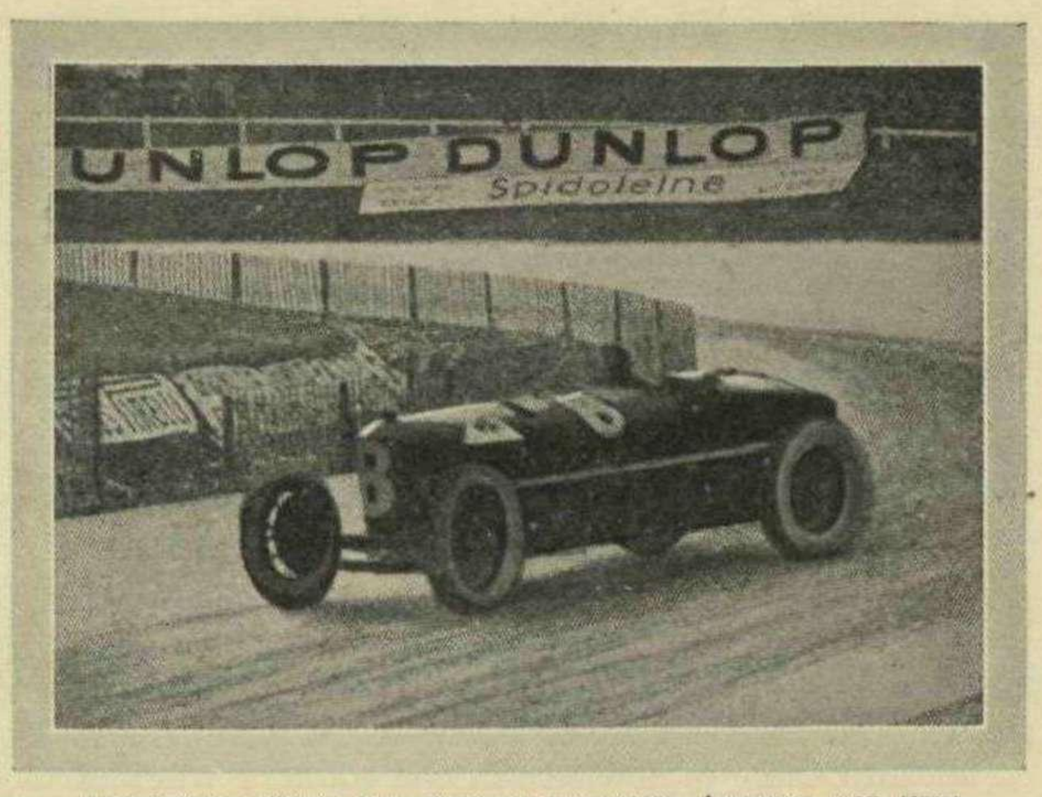
CAMPARI CORNERING DURING THE 1925 FRENCH GRAND PRIX.

GREAT RACING MARQUES—continued.

assured ; and the seal was set on their achievement in the Italian Grand Prix. The memory of that race is unfortunately marred by the death of Count Zborouski, but the performance of the Alfa-Romeo in it was magnificent. Four cars started driven by Ascari, Campari, Louis Wagner and the veteran Italian driver Minoia, who took Ferrari's place in the team ; and the four cars finished solid in the first four places. Ascari, the winner, averaged 98.7 m.p.h. for the 500 miles of the Monza circuit, part of which is of a " road " nature, and thus beat the 500 mile record for 2-litre cars set up on the track pure and simple at Indianapolis.

For 1925, the engine speed was increased to 6,000 r.p.m. and the b.h.p. to 170. Three cars were entered for the European Grand Prix, which was run at Spa in Belgium on June 28th, and so great was the reputation which the Italian firm had gained in 1924, that only Delage cared to face them. Ascari and Campari, as before, had two of the cars, and as Louis Wagner had joined the Delage team, the third car was entrusted to Count Brilli Peri. The race proved a walk-over for Alfa-Romeo, as none of the Delages completed the course ; Brilli Peri also withdrew near the end with a broken spring, but Ascari and Campari finished, the former averaging 74.46 m.p.h.

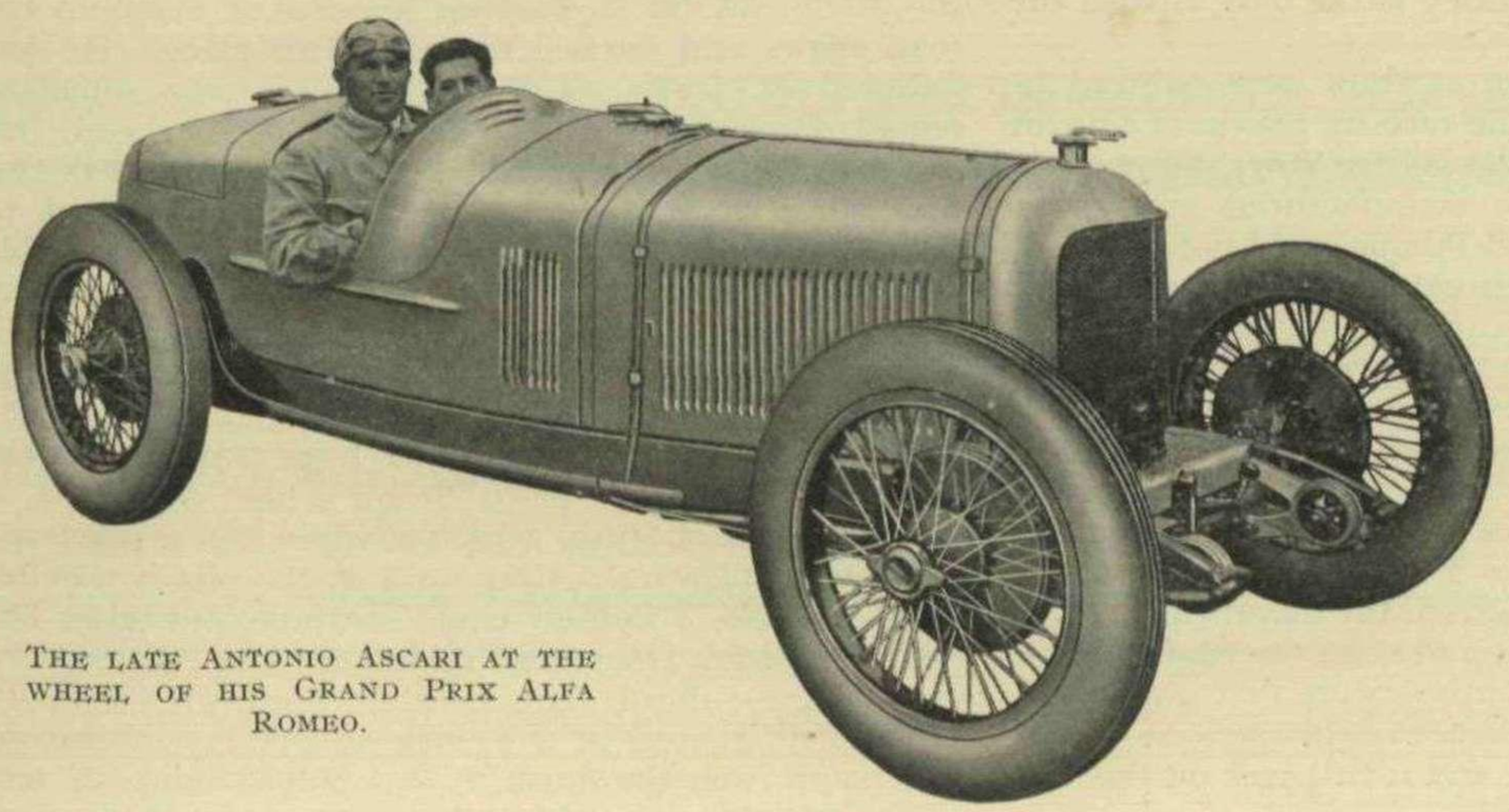
That year the French Grand Prix was held at Montlhery, and the three Alfa-Romeos, with the same drivers, were entered for the race. Ascari took the lead at once, followed by Campari, and held it unchallenged for the first quarter of the race ; and then on a long gentle bend, which could just not be taken all out, his car got out of control, tore down the wooden fencing for 130 yards, and turned over in the ditch, Ascari being killed. Some rounds later, Campari and Brilli Peri came in to the pits together, and learned that Ascari had succumbed to his injuries. They decided to withdraw, the drivers raced their engines for the last time, and then they were silenced for the day.



ANOTHER VIEW OF THE BRILLIANT ASCARI ON THE MONTLHERY ROAD CIRCUIT.

The Italian Grand Prix that year was lent a special interest by the entry of a team of 2-litre Duesenbergs from America. Alfa-Romeo also entered three cars, the third racer being driven by the young American, Peter de Paolo. In the race, however, it was soon apparent that although the Duesenbergs were about equal to Alfa-Romeos in maximum speed, they were no match for them on the road sections of the Monza circuit, and in the end Brilli Peri and Campari finished first and second, the former averaging 94.76 m.p.h. De Paolo on the third Alfa-Romeo finished fifth.

By their victory in this race, Alfa-Romeo secured the first Championship of the World, for which owing to Peter de Paolo's win on a Duesenberg at Indianapolis, the American car was also in the running. With the introduction in 1926 of the 1500 c.c. limit for the Grands Prix, Alfa-Romeo decided to build no new racers, but, for the time being at any rate to rest on their well-deserved laurels. The absence of any Italian cars certainly robbed last year's races of much excitement and interest ; and anyone who watched the magnificent performances of the Alfa-Romeo in the latter days of the 2-litre rule, will hope to see them once more on the starting line in the Grand Prix races.



THE LATE ANTONIO ASCARI AT THE WHEEL OF HIS GRAND PRIX ALFA ROMEO.

THE GRAND PRIX D'ENDURANCE.

Victory for British Car in the French 24-hour Race.

RESULT.

GRAND PRIX D'ENDURANCE.

1. Benjafield and Davis (2989 c.c. Bentley) ..... 1472.6 miles
2. De Victor and Hasley (1094 c.c. Salmson) ..... 1254.8 ,,
3. Casse and Rousseau (1094 c.c. Salmson) ..... 1244.1 ,,

FINAL OF THIRD BIENNIAL RUDGE-WHITWORTH CUP.

1. Casse and Rousseau (1094 c.c. Salmson).
2. Bourriat and Bussienne (1094 c.c. E.H.P.).
3. Maraudet and Lecureul (1099 c.c. S.A.R.A.).

The victory in the le Mans 24-hour race by a 3-litre Bentley is one of which all concerned may feel pretty proud. In England we are able to have no road races at all, and there is nowhere in the country where a race can be held for 24 hours. In spite of this, an English car can go abroad and beat all comers in a race under conditions which our more fortunate continental friends can be much more intimately acquainted with. In the le Mans race, the team of Bentleys, in spite of racing far from home and under conditions which can never be imitated in this country, proved themselves easily the best cars on the course, and but for one of the most amazing and regrettable crashes en masse in the history of motor racing, the result might well have been a Bentley grand slam. While however, we wish heartily to congratulate the Bentley people, we do not feel that other English firms deserve to share their glory. If we can build cars in this country capable of winning by far the most difficult and important contest for standard productions in the whole season, it is to say the least of it, regrettable that more firms do not show the world what their productions are capable of. It seems likely that this year the Bentley will be the only British competitor in the great continental races (apart from more or less privately built cars), and British manufacturers, therefore, have only themselves to blame if the world comes to think that the Bentley is the only British car worth mentioning.

The original twenty-seven starters were reduced to twenty-two on the day of the race by reason of several last minute withdrawals. The 3-litre Steyr did not put in an appearance, while the manufacturers announced that the three 2-litre Rolland-Pilains could not be ready for the race. As one of their engineers had been killed in practice, the two O.M. cars had to be withdrawn, and as a result of a crash in a touring car in which several of the drivers were injured, one of the front-wheel driven Tractas had to be scratched. As it was Grégoire drove the remaining car with his head bandaged up.

The only competitor to the Bentleys therefore in the big class was the 3-litre Ariès driven by Laly and Chassagne. When the start was given, the drivers had to get to their cars, erect the hoods and start the engines with the electric starter. The Bentleys were first away, and at the end of the first lap Clement held the lead on the 4½-litre car, with Benjafield and d'Erlanger on the two 3-litre cars second and third.

At the end of a hundred miles, Clement was still first with d'Erlanger second, Benjafield third and Laly (Ariès) fourth. Behind them came the three 1100 c.c. Salmsons, which proved themselves faster than the 2-litre Fastos and the 1500 c.c. 6-cylinder S.A.R.A. and E.H.P. On the eighteenth round, Clement broke the lap record at 73.39 m.p.h., and at the end of two hours had covered 140.8 miles, or 9 more than last year. It looked as if the Lorraine-Dietrich record of 1926 was going to be broken.

At the end of 20 rounds the three Bentleys came in to lower hoods, fill up and change drivers. L. G. Callingham now took the big car, while S. C. H. Davis replaced Benjafield and George Duller took the wheel of d'Erlanger's car. It was soon after this that there occurred the amazing smash which altered the whole complexion of the race. Tabourin, on one of the 2-litre Th. Schneiders, while taking an easy left-hand bend on the grand-stand stretch, ran into a wall on the left of the road, and ended up right across the road. He was followed into the bend by Callingham, who to avoid the Schneider took the right-hand ditch at 85 m.p.h. and stuck his Bentley. The next to arrive was Thelusson on one of the Fastos, who just managed to avoid both the other two cars. George Duller on No. 2 Bentley, however, was not so fortunate, for he too tried to take the ditch, hit No. 1 Bentley, knocked it out onto the road again, and ditched himself in his place. He was followed by Davis on No. 3 Bentley, who somehow sensed danger, and braked hard before the bend, but could not avoid hitting No. 1 Bentley. The next two cars were two S.A.R.A.'s, one of which managed to find a path through the wrecks and the other was able to stop. The extraordinary thing is that in this amazing crash in which seven cars were involved, the only person who was at all seriously injured was Tabourin of the Th. Schneider.

The position now was that Nos. 1 and 2 Bentleys were entirely wrecked, while No. 3 had a bent dumbiron, a front axle out of truth, a broken wheel and a shattered headlamp and wing. After work at the pits it was decided that No. 3 Bentley could continue, but when Dr. Benjafield took it over at midnight, the 3-litre Ariès was six laps ahead. The Bentley, however, gradually overhauled it until at 2 o'clock on Sunday afternoon, two hours from the finish, it was only 3 mins. 27 sec. ahead. At this point the Ariès quickened up, but before

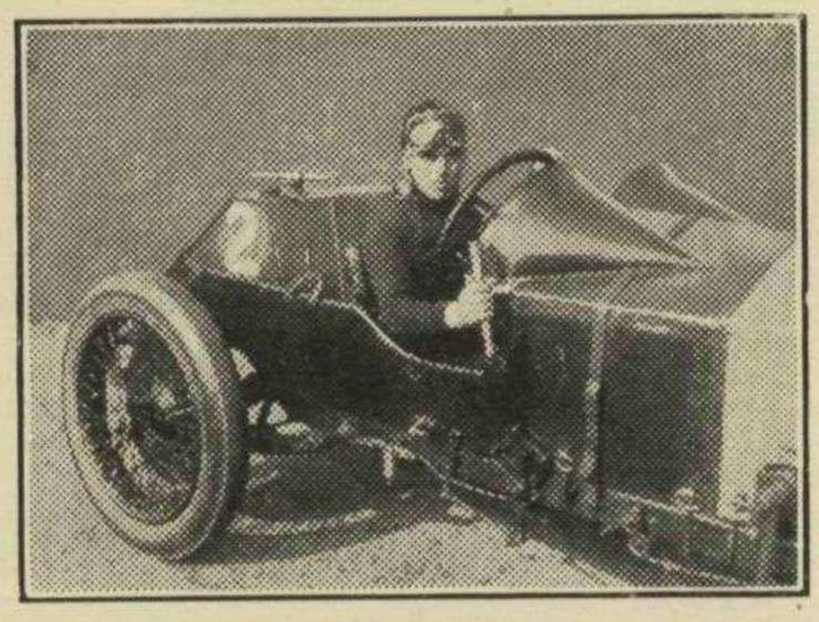
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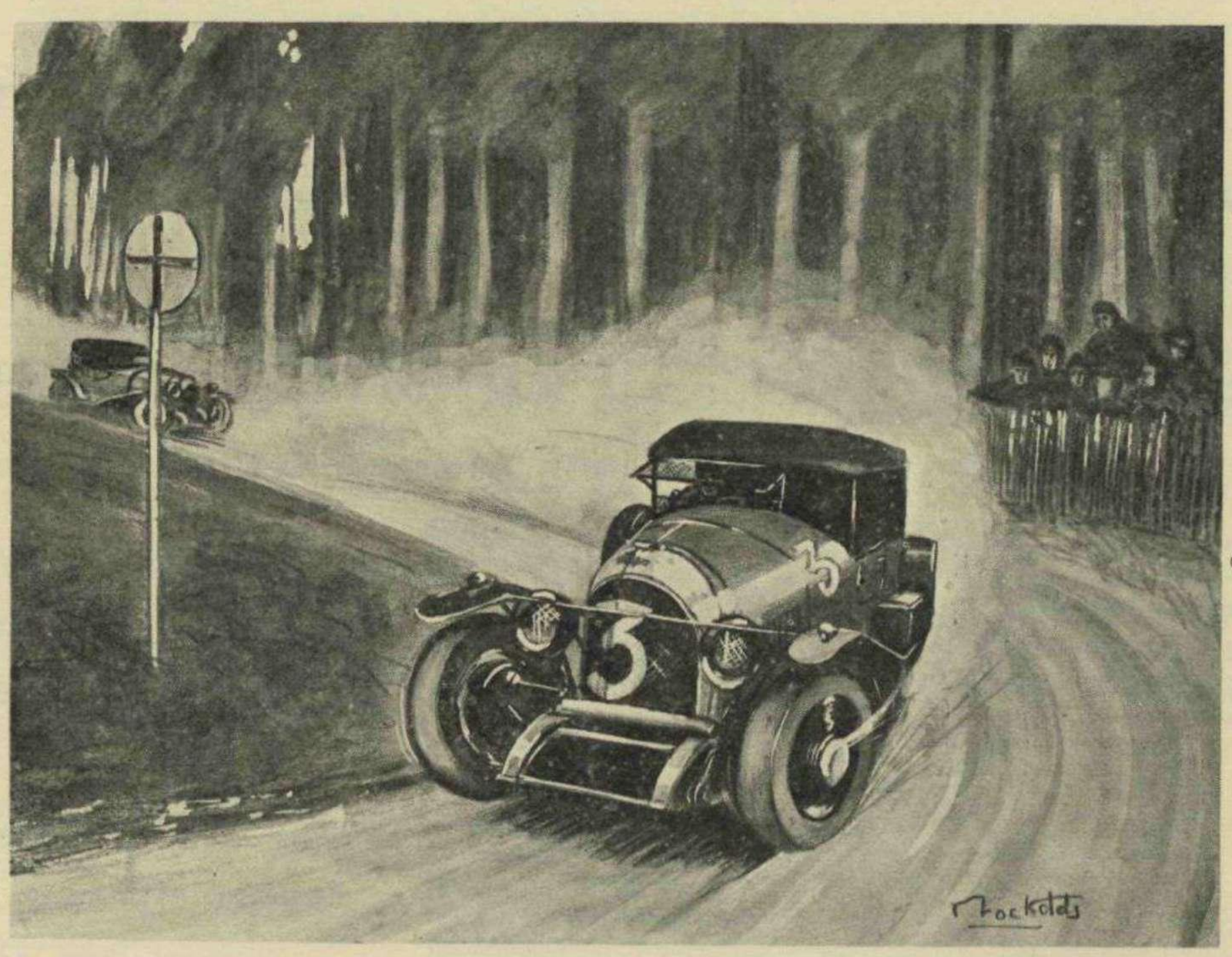
SOME OF THE CARS IN STOCK FOR IMMEDIATE DELIVERY.

1926. (Sept.) Rolls Royce 40/50 Weymann Saloon, mileage under 4,000 £1,975
1925. Rolls Royce 20 h.p. Hooper, Prince of Wales type Cabriolet, as new £1,325
1924 Rolls Royce 20 h.p. Sports 4 seater by Henri Labourdette ... £795
1927. 3-litre Bentley Sports, 4 str. (new) Weymann type £1,125
1927. 3-litre Bentley Sports Saloon shop soiled. List price £1,395, our price £1,175
1924. 3-litre Bentley Weymann Saloon, also Sports 4 str. passed guarantee £625 each.
1927. Straight 8 Sunbeam Weymann Saloon £1,175
1927. 16 h.p. 6-cylinder Sunbeam Saloon (new) £695

ALL MODEL AUSTINS FOR IMMEDIATE DELIVERY.

1927. Super Sports 30/98 Vauxhall with hydraulic brakes. Cost £1,300, accept £970
1926. 30/98 Vauxhall Velox, mileage 4,000 ... ... £750
1927. 25/70 Vauxhall Normanton Saloon. Cost £1675 ... £1,150
1927. Hispano Suiza Arnold Saloon, shop soiled. Offers entertained. ...
1924. Monza Hispano Suiza ultra Sports 4 str. Cost £2,500 ... Accept £975
1926. 40/50 Delage type Grand Sport Weymann Saloon. Cost £1,750, accept £950
1925. Renault 45 h.p. equipped with most elegant Henri Labourdette Sports 4 seater body £575
1926. Chrysler 70 model two seater with Insurance policy and tax paid) £350
1927. Chrysler 70 model two seater, as new £410

THE GRAND PRIX D'ENDURANCE—continued.



DURING THE EARLY STAGES OF THE RACE CARS WERE REQUIRED TO RUN WITH RAISED HOODS. HERE IS THE WINNING BENTLEY BEFORE THE ACCIDENT.

3 o'clock it had to retire with a broken overhead camshaft drive. This robbed the race of a great deal of interest, as the Bentley then won very easily from the two little Salmsons.

Of the twenty-two starters, only nine finished. Of these, fourth place was gained by one of the 1½-litre S.C.A.P.'s, driven by Desvaux and Vallon. An 1100 c.c. E.H.P., driven by Bouriat and Bussienne was fifth, an air-cooled 4-cylinder S.A.R.A. of the same size driven by Maraudet and Lecureul was sixth, while seventh place was gained by the very attractive looking front-wheel drive 1100 c.c. Tracta driven by Gregoire and Lemesle. Of the failures, one of the Th. Schneiders and two of the Bentleys were elimated by the accident. The second Th. Schneider was withdrawn after the accident to Tabourin, and the second E.H.P. lost its water before it was entitled by the rules to stop and fill up. Of the Ariès team, the 3-litre car was put out as already mentioned by a broken camshaft drive, while the two 1100 c.c. cars, which had Gabriel and Duray, both of whom have been well-known since the early years of the century, among their drivers, went out engine trouble. One of the Fastos broke its crankshaft and the other its magneto platform. The third Salmson broke a valve, one of the S.A.R.A.'s broke its crankshaft, andthe other failed to maintain the minimum average.

The performance of the Salmsons in this race is very creditable, and their victory on formula for the Rudge-Whitworth cup was well-deserved.

OTHER RACING NEWS.

THE BOL D'OR RACE.

After being won four years in succession by M. Robert Senéchal, the Bol d'Or 24-hour race for small cars was this year won by a lady driver, Madame Violette Morriss on an 1100 c.c. supercharged B.N.C., who covered 1,006.27 miles in the twenty-four hours. Second and third places were also occupied by two other B.N.C.'s of the same type. This racing B.N.C. is a standard production, and has a 4-cylinder S.C.A.P. engine with a bore and stroke of 63 x 88 mm. (1096 c.c.) and push-rod operated overhead valves. The supercharger is a Cozette.

The race which this year was held in the forest of Fontainebleue instead of that of St. Germain, attracted twenty-nine starters, of which eighteen were running at the end. The competitors were divided into racing and sports cars and there was a class for 3-wheelers. The largest racing class was that for 1100 c.c. cars, which was won by Madame Morriss at an average speed of 42 m.p.h., the three victorious B.N.C.'s being followed by a G.A.R., a Marguerite, another B.N.C., an S.P.A.G. and a Senéchal. The winner in the 750 c.c. racing class was Violet on one of his flat-twin Sima-Violets two strokes, which covered 872.7 miles and averaged 36.3 m.p.h., and was

RACING NEWS—continued.

followed home by Ivanouski on a Ratier. This car has a 4-cylinder engine of 60 x 66 mms. (747 c.c.) with overhead valves and camshaft. The 500 c.c. class was won by Freunet on another flat twin Sima-Violet two-stroke with bore and stroke of 65 × 75 mms. (496 c.c.) which covered 970.4 miles, and thus set up a new record for its class at 40.4 m.p.h. A second Sima-Violet was the only other car to finish in this class. The smallest machines of all were the 350 c.c. racers, the winner being Viratelle on a car of his own make with Rovin (Rovin) second, the Viratelle covering 547 miles (average 22.8 m.p.h.).

The winner in the sporting car class was Bouriat on an 1100 c.c. E.H.P., who covered 994.4 miles and averaged 39.3 m.p.h., a Marguerite was second and an S.A.S. third. The only car to finish in the 750 c.c. class was a Ratier, driven by Comminier, which was of the same type as the one which ran in the racing division and which averaged 32 m.p.h., covering 768.5 miles.

The fastest three-wheeler was an 1100 c.c. 4-cylinder d'Yrsau which did 749.6 miles in the hands of Mollet, and which beat a French Morgan. Another d'Yrsan was the only finisher in the 750 c.c. three-wheeler class.

THE INDIANAPOLIS 500.

Win by unknown college student features 500 mile auto race classic.

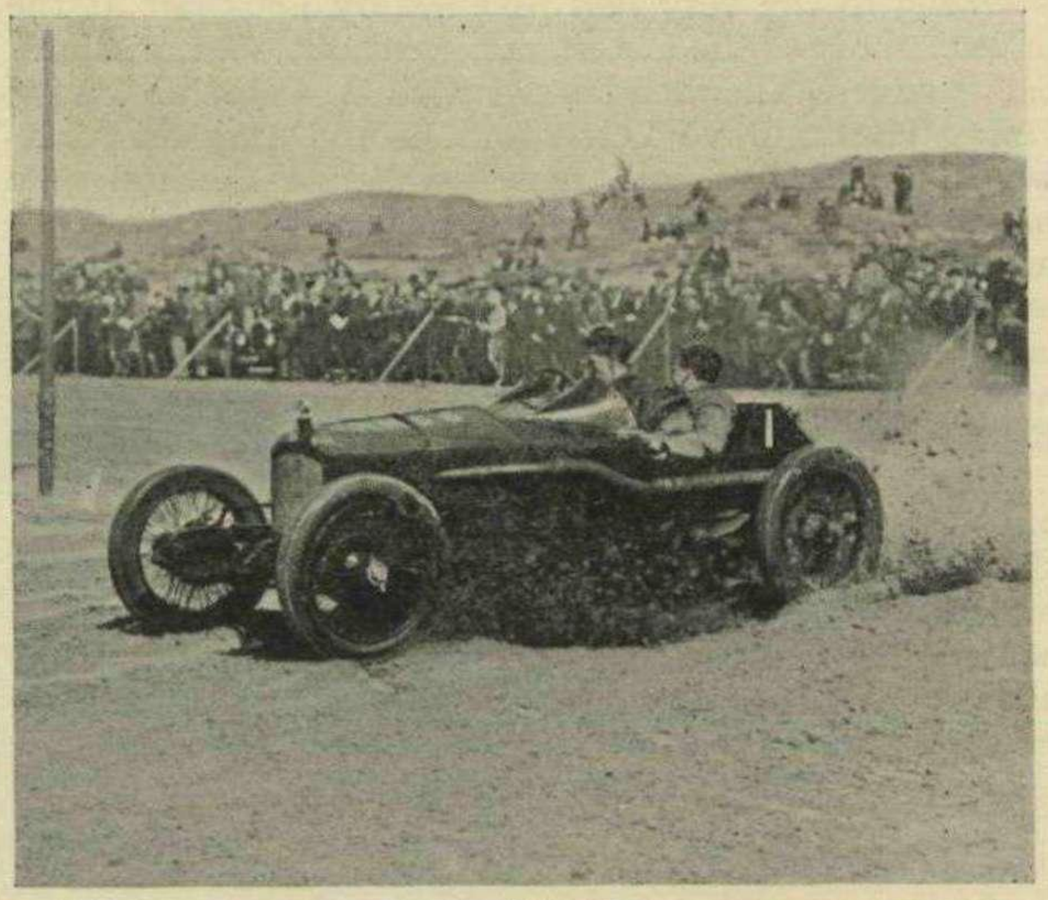
RESULT.

1. G. Souders (Duesenberg)	5h.	7m. 33s.	97.45 m.p.h.
2. E. de Vore (Nickel Plate-Miller)	5h.	19m. 35s.	93.86 m.p.h.
3. A. Gullota (Miller)	5h.	22m. 5s.	93.13 m.p.h.

The annual 500 Miles International sweepstakes at Indianapolis on May 30th was won by George Souders driving a straight-eight 1½-litre Duesenberg. By his five hours work Souders, who was driving in his first race on a speedway, and who has hitherto been only known as a star in dirt-track races in Texas, collected $30,000 dollars with which to continue his college studies.



EVER ENTERPRISING, THE FIRM OF HENLY'S RECENTLY HELD A RACE MEETING AT BROOKLANDS FOR ALVIS CARS. ABOVE, THE START OF A RACE.



D. HIGGIN ON THE 3-LITRE T.T. VAUXHALL WINNING THE 100 MILE RACE AT SOUTHPORT.

His average of 97.45 m.p.h. is better than that put up by Frank Lockhart last year in the rain, but does not beat the record set up by Peter de Paolo at 101.13 m.p.h. in 1925.

A crowd of 150,000 people forced its way into the speedway grounds to watch the race, for which forty-two cars were entered. These consisted of 17 Millers, of which five had front drive, 6 Duesenbergs, 4 front-driven Coopers, 2 front-driven Junior Eights, 3 Boyle Valves, 1 Elgin Piston Pin, 1 Green, 1 Elcar, 1 Burt, 1 K. & M., 1 Thompson Valve, 1 Nickle Plate, 1 Rausenberger and 1 Bugatti.

As only thirty-three cars are allowed to start in the race, eliminating trials were held a week before the event. At the start of the race Lockhart took the lead on one of the back-wheel-driven Millers, closely followed by Bauman on another car of the same make. He maintained his advantage for 200 miles, when he burst a tyre and lost the lead to Bauman ; Souders at this point was sixth. At 205 miles Lockhart regained the lead and held it until at 275 miles he retired with a broken connecting rod. McDonogh on one of the front-wheel-drive Coopers then gained first place, while Bauman was put out of the race by a broken piston. Souders at this point was running fifth, but he gradually overhauled the leaders, and finally wrested the lead from McDonogh after 350 miles, and thereafter never lost it. Earle De Vore finished second on his Nickel Plate, with Gulatta (Miller) third. Of the thirty-three starters only twelve finished. Ellingboe on one of the front-driven Coopers hit the inside retaining wall and crashed, while J. Kohlert on the Elgin Piston Pin Special, which is really a Miller, was side-swiped by another car and overturned. [We understand that " piston pin " is synonymous for " wrist pin," English " gudgeon pin." Norman Batten's Miller caught fire and the driver steering the car first with one hand, then with the other, finally with his foot while sitting on the scuttle, managed to drive it to the pits, being badly burned in the process. A relief

fund for Batten realised $4,600, while the judges presented him with a gold stop-watch for his courage.

Owing to the very fast pace set by Lockhart at the outset, many of the fastest cars went out with mechanical trouble. The well-known drivers, Peter de Paolo, Harry Hartz, Dave Lewis and Leon Duray on front-wheel-drive Millers all went out before the 100 mile mark. The superchargers used during the race were run at about 35,000 r.p.m., and their failure put four cars out of the running. Three cars were eliminated with leaky fuel tanks, two broke propellor shafts, two springs and one a front axle. Four cars were put out of the race by engine trouble, and one by a defective gear-box.

The race seems to have proved that while the Millers are supreme on the comparatively smooth board tracks, they are not strongly built enough to stand up to the hammering which is received on the rough brick track at Indianapolis, where the Duesenbergs are seen to better advantage. The winning car had an eight cylinder engine, in common with all the other competitors, with a bore and stroke of 58.8 x 70.4 mms., two overhead camshafts operating two valves per cylinder, a Bosch magneto, and rear-wheel brakes only.

GRAND PRIX DE ROME.

Bugatti gained yet another Italian success on June 12th, when Nuvolari on a 2-litre Bugatti, won the Grand Prix de Rome on a road circuit near the Italian capital. The race was unfortunately marred by an accident, when Materassi on his Hispano-engined Itala charged the spectators when his car got out of control, and killed two people. Bugatti has now won all the important Italian races for other than touring cars since the beginning of 1926, consisting of the 1926 and 1927 Targa Florios, the 1926 and 1927 Grands Prix de Rome, the 1926 Italian Grand Prix, and the 1926 Grand Prix de Milan.

ENFIELDS IN IRELAND.

It will be remembered that in the recent Junior T.T., G. L. Reynard (Enfield) ran into fourth place only two seconds behind the third man and this on a standard machine. Now comes news from Ireland that the same make has been particularly successful in the Phoenix Park races, in that they were first and second in the "250" 10-mile Championship, second and third in the similar "350" race and made fastest time in the 25 mile Handicap.

A NEW VELOCETTE.

In response to numerous demands for a cheaper machine, Veloce Ltd., of Hall Green Works, Birmingham, have decided to place upon the market a cheaper model, to be known as the "KE." This machine, which costs £58 only, is very similar to the model "K" at £65, but in order to get the reduced price, a certain number of modifications have been made. The engine is identical to that of the "K," but an all-steel chain cover is used instead of the very expensive front aluminium cover, a standard tank (i.e., not a saddle tank) is fitted, and the spring forks are the new Brampton Sports type.

GRAND PRIX DE ROME

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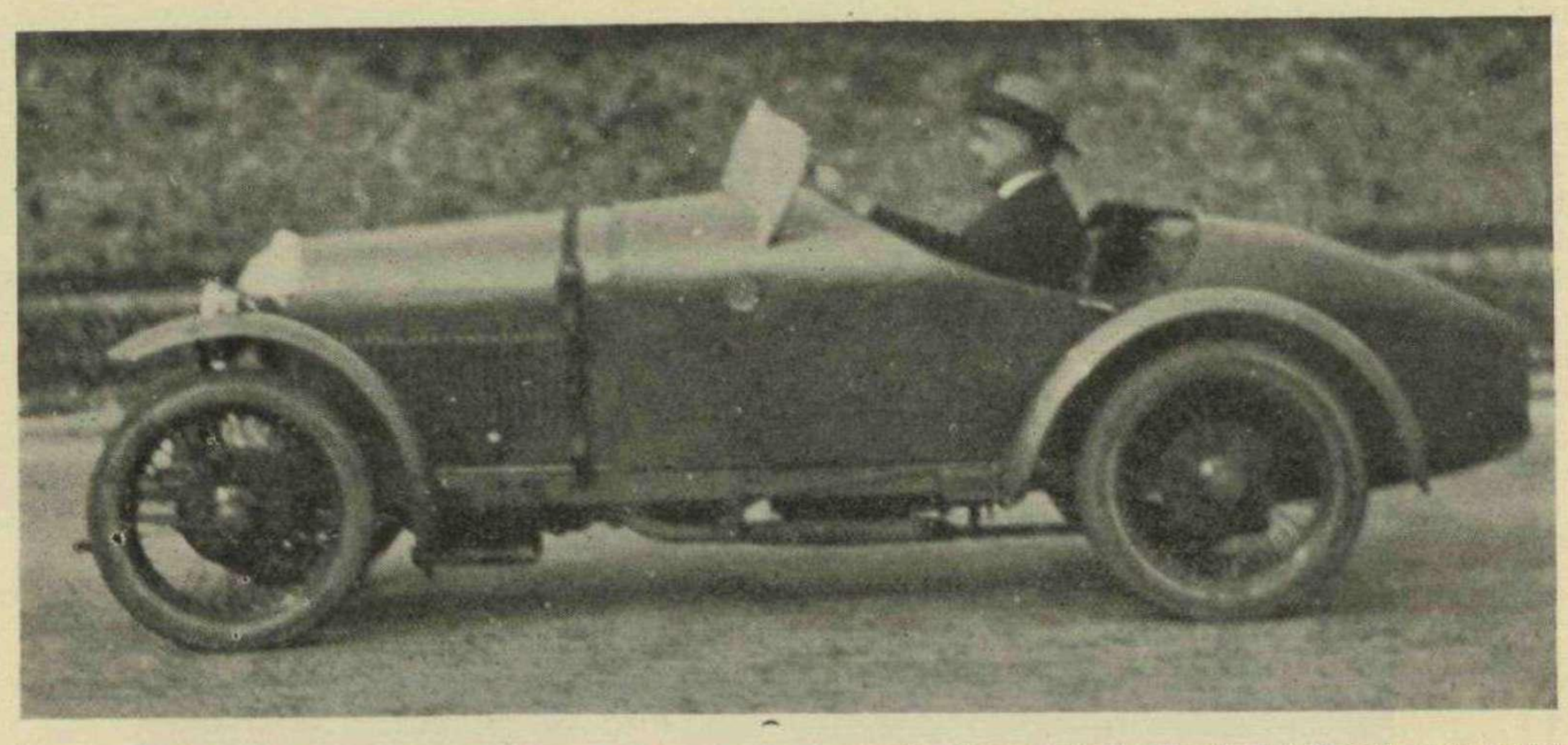
CURRENT PRICES.

4-cylinder Type 40 Touring Model Chassis only	£325
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4-cyl. Grand Prix Model, Type 37, with standard 2-seater racing body	£550
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8-cyl. Grand Prix Original Type 30, with standard 2-seater racing body	£1100

SPORTING CARS ON TEST.

THE 1927 GRAND SPORTS AMILCAR.

By the Editor.



FULL SIDE VIEW OF THE AMILCAR—NOTE THE OIL SUMP BENEATH THE ENGINE AND THE " CLOSE-UP " WINGS.

LAST year, a review of the current model Amilcar appeared in these pages, and faithful readers, who keep their copies will be able to remind themselves that as a result of its excellent behaviour in the Surbiton Grand Cup Trial, it endeared itself to the writer of the article in no uncertain manner. We were recently invited by Mr. Ellis of Boon & Porter, Ltd., to try the 1927 edition of this fascinating little car, which, while mainly similar to the earlier model yet embodies several desirable improvements. Engine and gear details remain much as before, but the whole chassis is considerably lower and neater, doubtless as a result of lessons learnt in road racing. Indeed the 1927 standard model is very similar in appearance to the wonderful supercharged six cylinder cars which so thoroughly " cleaned up " the 1100 c.c. class in last year's 200 mile race.

Before giving our impressions of the Amilcar we owe it to all concerned to state a few facts concerning the particular vehicle placed at our disposal. Briefly, the car was a demonstration model, which had done several thousand miles. It was entered in the Essex Club's Six Hour Race by Bob Porter, for which event it was fitted with a high compression overhead valve head. Two days before the race however, the officials decided that this alteration was not to be allowed, and a hurried change had to be made, back to the standard Ricardo-type of head and side by side valves.

As a result of this last minute upset, the car did not behave at all well on race day, and a certain amount of damage was caused to the engine through being run in an unprepared state. Vernon Balls, however, gave an indication of the true capabilities of the Amilcar, as witnesses of the race will remember.

The car driven by Porter was overhauled before being handed over to us, and among other things new pistons were fitted. We naturally remarked, on being told this that we should have to drive carefully for a while, but Mr. Ellis assured us that we could do no damage, however hard our foot was depressed, but that we should find the car somewhat lacking in maximum speed. After the usual preliminaries we left the premises of Boon & Porter, Ltd., where incidentally there seems to be an incredible number of Amilcars of every sort, and facilities for dealing with any branch of service or repair work likely to be required by Amilcar owners.

Our route led through the heart of London and the behaviour of the car in traffic was admirable except for one slight criticism. The engine would run slowly and propel the car smoothly at the merest crawl, but at the same time, when traffic conditions demanded a sudden stop, the engine itself often stopped in sympathy. It was not inability to tick over, as we mentioned above, nor was it carelessness on our part. It is a trouble we have experienced on other cars, and our own pet theory is that owing to the float chamber being either in front of or behind the mixing chamber, the sudden pull up causes the petrol to surge forward, thus upsetting the level in the jet, and either choking or starving the engine according to the position of the float.

This little habit can be counteracted if a ready foot is kept on the accelerator pedal and use is made of the handbrake. Unfortunately on the Amilcar the ratchet of the handbrake was rather sticky and we spent several " hot and bothered " seconds trying to release the brake to the accompaniment of raucous hoots from the traffic behind !

The new Amilcar, as mentioned before, is very much lower than its predecessor, and has considerably less ground clearance ; it is therefore not suitable for " motor cycle " trials, involving the passage of boulder strewn

SPORTING CARS ON TEST—continued.

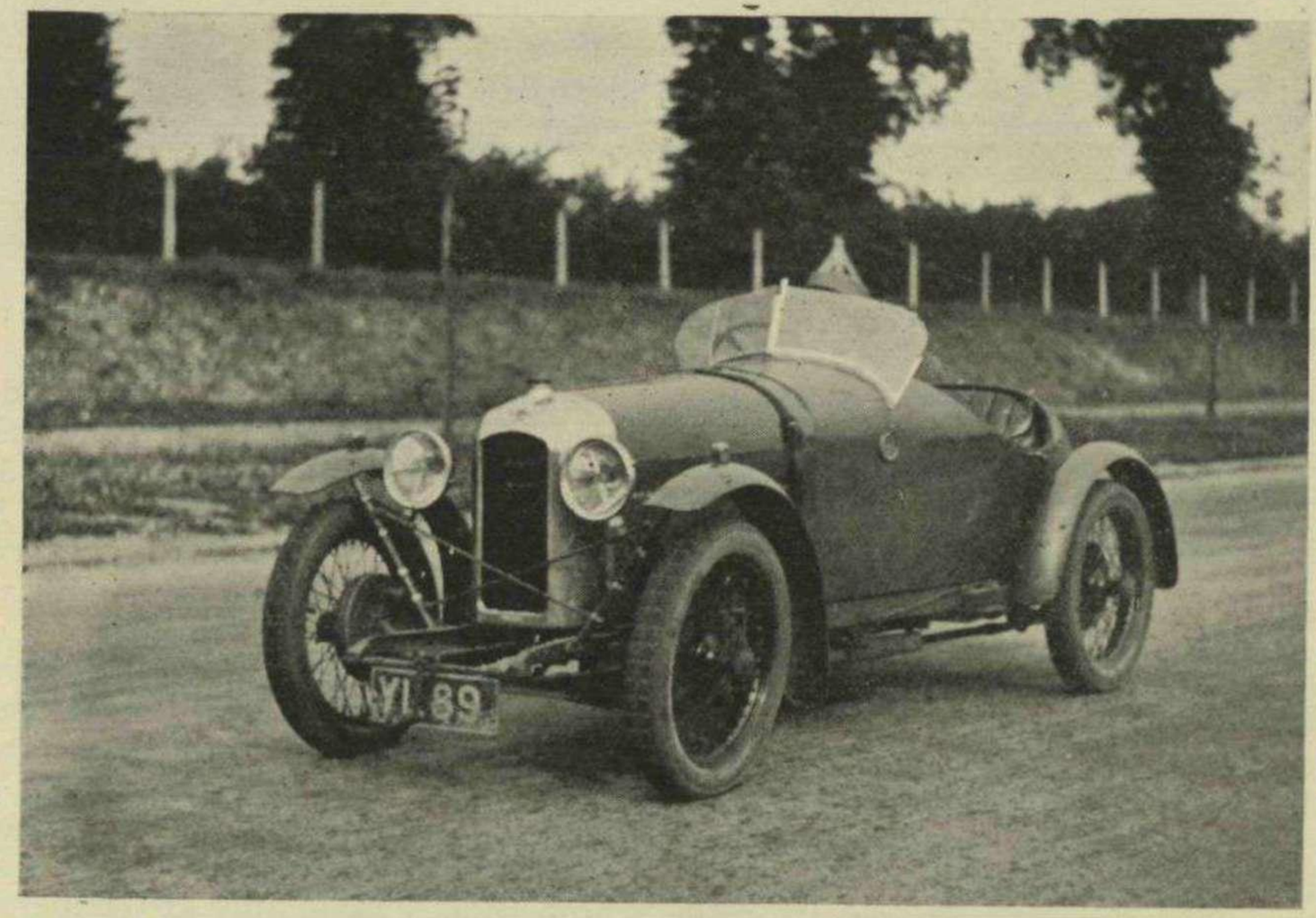
ruts and mud, but is much improved as a fast road vehicle. We soon realised on reaching the open road, what a delightfully nippy little projectile we were handling and any little shortcomings we had noticed in London streets were speedily forgotten in an exhilarating "zoom" over some 60 miles of fast roads.

The foremost impression left on our mind after this run, during which we found it quite impossible to *average* less than forty m.p.h., was one of the remarkable, or rather almost absurd safety of the vehicle. At the highest speeds of which the car was capable, on good, bad and indifferent surfaces, one finger was sufficient to control the steering. Corners required no effort on the part of the driver, and only a little care, when some particularly venomous bump caused a slight deviation from the originally intended course. The other factor of safety is brakes, and we can honestly say that we have never seen or tried or heard of better brakes than those fitted to the Amilcar. From 50 m.p.h. on a slightly downhill section of smooth, dry road, the brakes brought the car to a dead stop in 34 yards, smoothly and without locking any wheels. Either foot or hand application produced the same results, since both were connected to the same set of shoes. Since trying the Amilcar we have hunted up road tests of cars in all the motor papers and have failed to find any braking figures to equal these, and our experience goes to back up the impression of wonderful braking that was given by the victorious Amilcars in the J.C.C. 200 miles race.

Pneumatic upholstery was fitted to our Amilcar and after letting out some air, to allow ourselves to sink in more, and to prevent rolling, we found that the car was extremely comfortable, provided "sporting" speeds were indulged in, even over rough roads. At low speeds, as is expected with sports cars, the springing is a little hard, but less so, than with most of the breed.

The photographs show that rolling, or any tendency to overturn is quite out of the question with the Amilcar, owing to its extremely rigid low built chassis and lightweight body.

These qualities allow extremely fast average speeds to be maintained over curly roads with a feeling of great security, and although it is possible to provoke spectacular skids on loose corners, the likelihood of an involuntary side slip seems very remote. A revolution counter was fitted to the Amilcar and in conjunction with a speedometer proved a very interesting gadget. The speedometer was reputed to be slightly slow, and on our first day's run we failed to register a higher speed than 62 m.p.h. though the car seemed willing to maintain 55-60 m.p.h. for so long as conditions allowed. At 60 m.p.h. the engine was turning over at about 3,500 r.p.m. while on second gear this figure could be easily increased to something like 4,500 r.p.m.



THE COWLED RADIATOR AND V-WINDSCREEN ENHANCE THE ALREADY ATTRACTIVE APPEARANCE OF THE AMILCAR.

Between 45-50 m.p.h. was possible on second gear and about 30 m.p.h. on bottom, at which speeds the engine was undoubtedly buzzing, but was not showing any signs of vibration or distress. We had been warned not to expect very great maximum speed, but later in our test the speedometer was several times observed to register 66 m.p.h. and there seems no reason to doubt the makers' claim of 75 m.p.h. given everything fully run in and in the best of tune. The apparent lack of maximum speed, however, did not prevent us from putting up averages of over 40 m.p.h. on 50-mile runs, as we have previously mentioned, and clock-distance calculations seemed to indicate that the speedometer really was slow.

It was with a genuine pang of regret that we returned the neat little blue Amilcar to its owners after a few days, —it had proved a thoroughly game little friend, ever ready for a frolic, and what is still more important on the

SPORTING CARS ON TEST—continued.

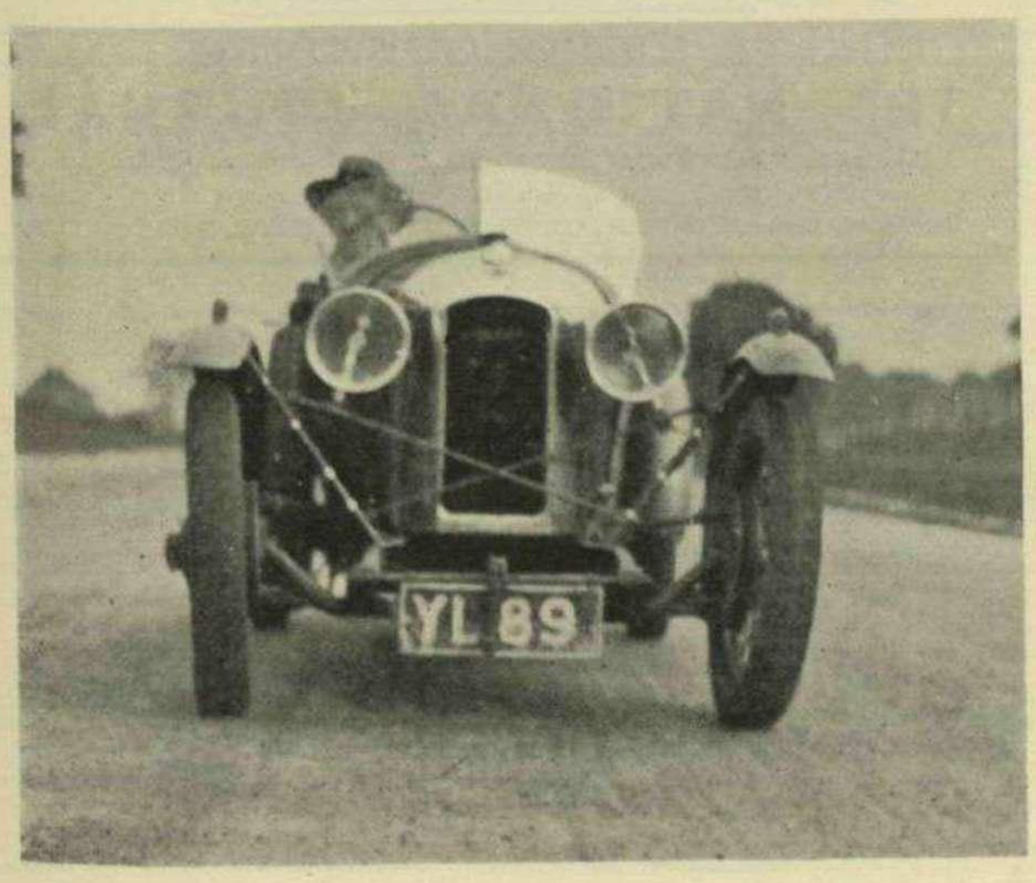


THE ENGLISH HOME OF THE AMILCAR—A VIEW OF THE INTERIOR OF THE COMMODIOUS PREMISES OF MESSRS. BOON & PORTER LTD., AT BARNES.

crowded roads of to-day—ever ready to stop frolicing and become a sober citizen at a moment's notice; in short, if there is a safer car on the road to day—lead us to it!

We understand that a few of the 6-cylinder super charged models will be disposed of in this country, to certain favoured parties, for racing purposes, but for the sportsman who requires something less ambitious, but yet something faster than standard, supercharged 6-cylinder Grand Sports models can be supplied at a very reasonable price.

The sole concessionaires for Amilcar in this country are Boon & Porter, Ltd., Castelnau, Barnes, and the Grand Sport model is marketed at £285.



OUR PHOTOGRAPHER HAD COMPLETE CONFIDENCE IN THE AMILCAR BRAKES!

RECENT SUCCESSES OVERSEAS.

The following are a number of successes which have been gained by British motorcycles or engines abroad during the past few weeks.

LEVIS. Race meeting at Moonta Speedway, South Australia: Open 350 c.c. Solo Handicap and Open 10 Mile Handicap, E. W. Gray (248 c.c. Levis), first.

RALEIGH. Selangor Hill Climb, Singapore: 250 c.c. Touring, 250 c.c. Sports and 500 c.c. Touring classes, Raleigh machine first.

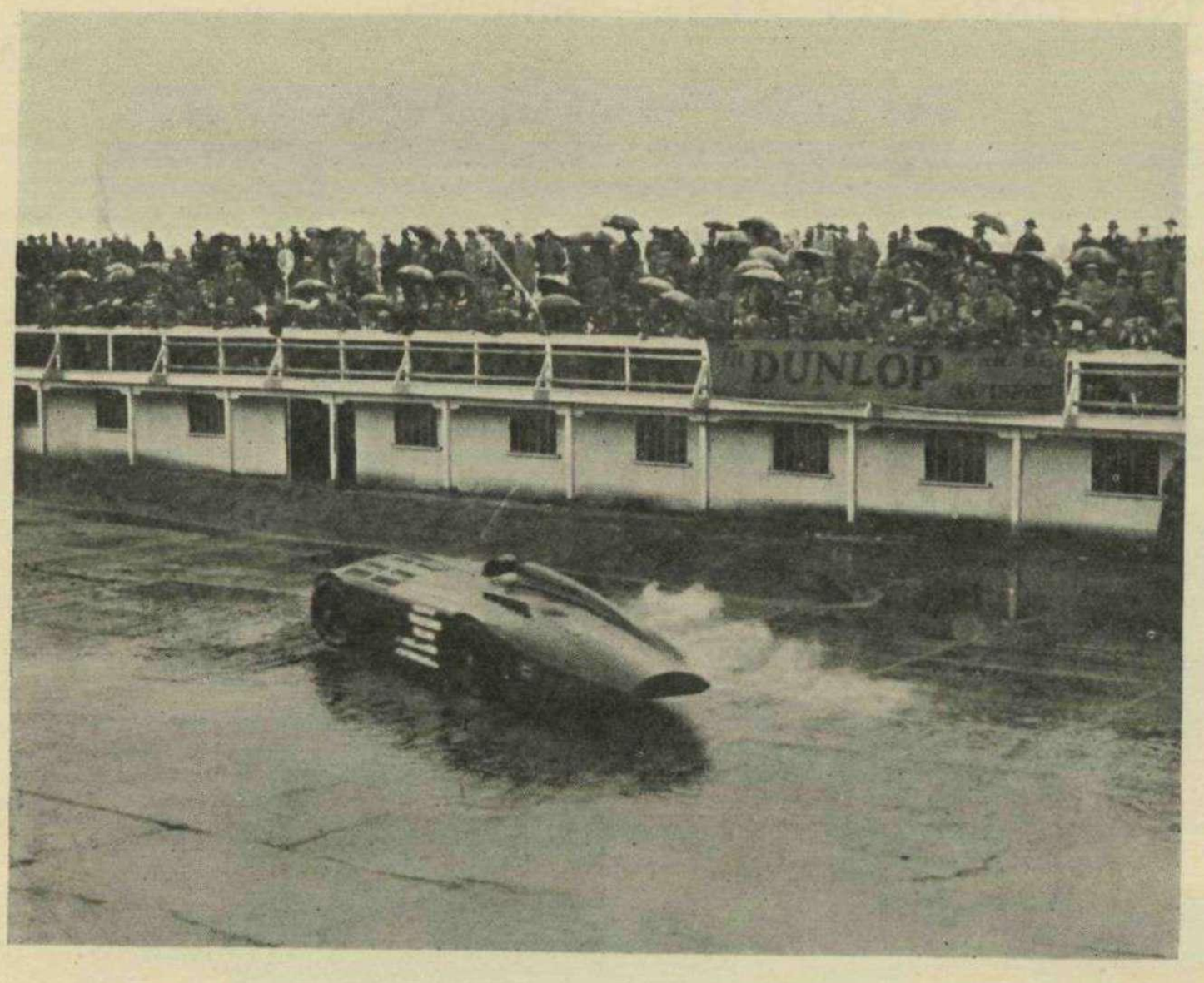
VELOCETTE. First 350 c.c. event held on the new Neuburg Racing Track near Adenau, Rhineland, won by Ulman on a Velocette.

VILLIERS. Swiss record for the Flying Kilometre (175 c.c. class), broken at Zurich on 18th June by Grandjean, riding an Allegro machine with a 172 c.c. Villiers Super Sports engine. Speed, 118 k.p.h.—73.4 m.p.h.

ENTHUSIASTIC FOREIGNERS.

Some of our foreign agents are particularly keen on trade, and visit manufacturers in this country frequently. One of the latest arrivals is Sr. Manuel Canto, the Velocette distributor for Spain and Portugal. Sr. Canto who, incidentally, is Treasurer of the Spanish Automobile Club, anticipates doing a very large business in Velocettes this coming year, and is very keen on the two-stroke model which is in great demand in his territory.

Apparently Sr. Canto does not believe in trains, for he has just returned from Birmingham to Spain on an overhead camshaft Velocette combination labelled "Birmingham—Madrid." He made quite a business "do" of his trip, visiting various agents en route and generally boosting trade. Some of our more apathetic agents might well take a leaf from his book.



Farewell to Segrave!

On Whit-Monday, our greatest racing driver made his last public appearance at Brooklands and gave a demonstration of the giant Sunbeam. Henceforth he will race no more.

SECOND-HAND CARS WANTED *for Urgent Shipment. Highest Prices Given.*
GEORGE NEWMAN & Co.
369 Euston Road, London. *Museum 7741 (12 lines).*
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BENTLEY 6-cyl. Touring Sports, body blue and red, 2 spare wheels, beautiful fast car, if interested come and try it as words cannot express its wonderfulness; £1,350.—E. R. FODEN, SANDBACH.

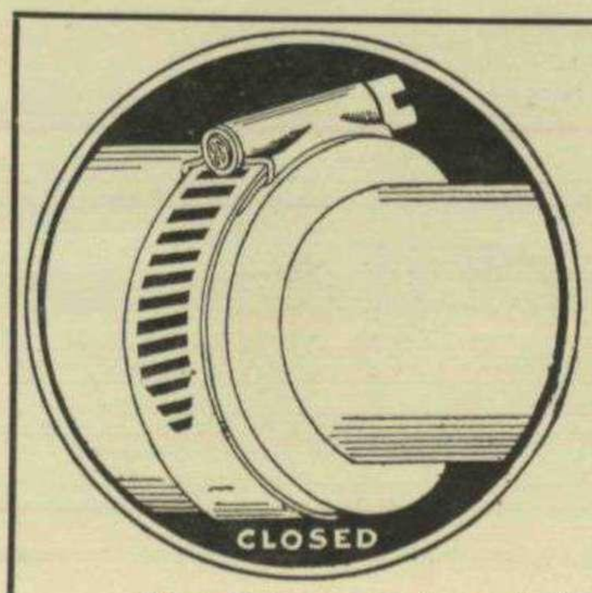
ELECTRO PLATING. Motor parts; Tableware, etc.—DUNSHEATH, ARUNDEL STREET, SHEFFIELD.

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.

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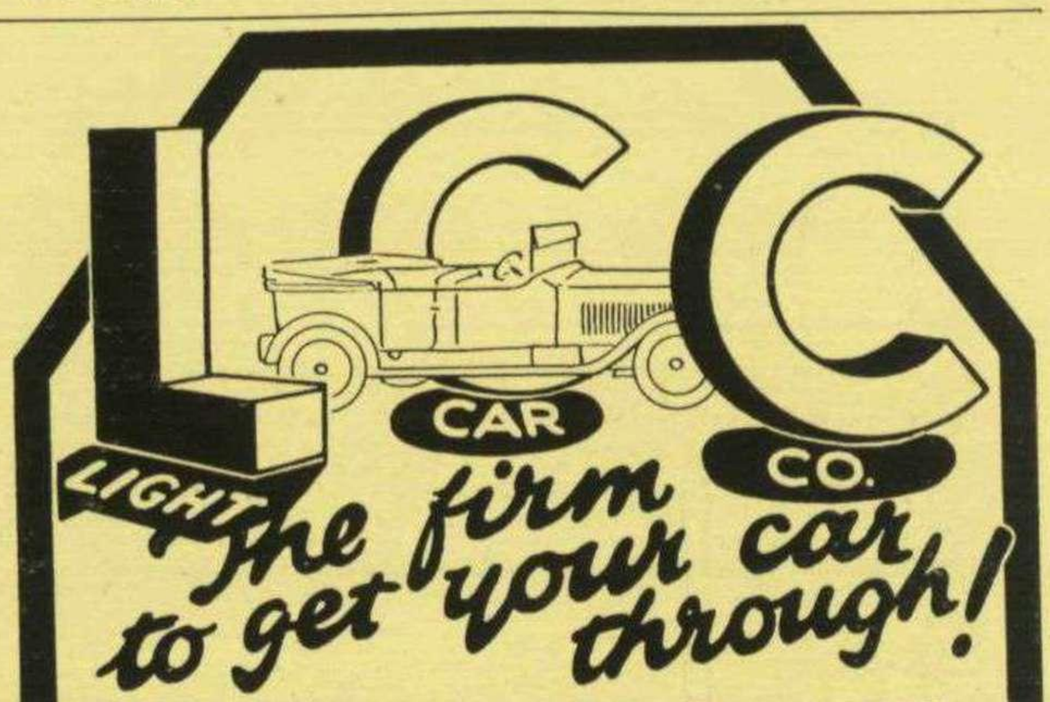
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