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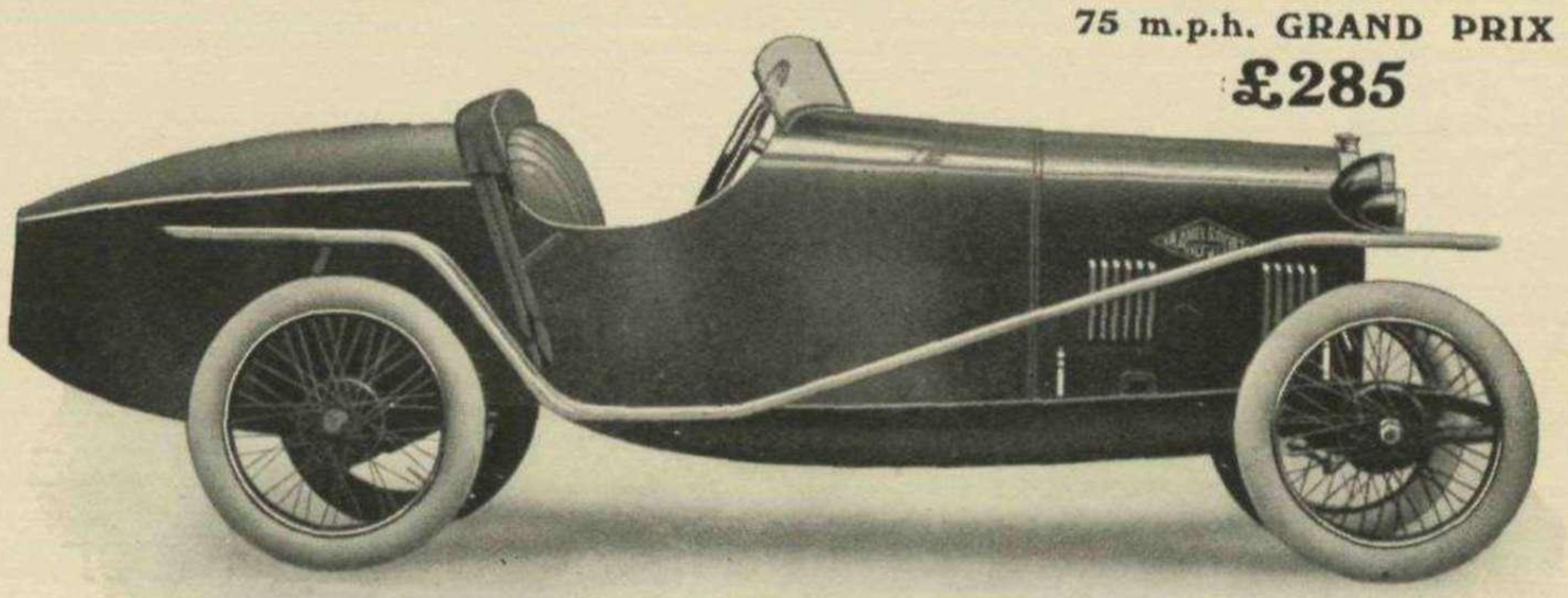
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No. 10. VOL. 2.

Edited by RICHARD TWELVETREES, A.M.I.MECH.E., M.S.A.E., M.SOC.ING.CIV. (France)

APRIL, 1926.

EDITORIAL NOTES.

Dead Displays v. Live Performance.

AT the beginning of a new motoring season a large section of the public is occupying itself with the selection of cars for touring, sporting and business purposes, and in many cases will choose machines which are capable of giving satisfactory service in each of these spheres. Even the owner who commits the heinous offence of travelling at more than twenty miles an hour on an open country road, frequently indulges in ordinary touring, and still more frequently uses his car as a means of transport for business, or for professional purposes.

This brings us to the point of deciding the best medium for placing the desirable points of any car prominently before the attention of the purchasing public, which, generally speaking, has but two criterions from which to judge, namely, Dead Displays in exhibitions and showrooms, and Live Performances in road trials, hill climbs and similar events.

Pictures, works of art, and so on, are purchased to give pleasure to the eye and can therefore be selected on sight, but with motor cars the situation is rather different, as no display, however skilfully staged, can give the remotest indication as to the performance of which the machine is capable.

Every year the motor industry is faced with the problem of introducing something that will catch the eye of the prospective purchaser, burdened with the enormous cost of introducing new models—often as distinct from improved models—in the hope that some novelty will attract a public that is already weary in carrying out experimental work at its own expense, in order to teach manufacturers where the weak points of their *improved* models lie.

Almost every year motor shows bring forth some more or less unwanted machine, for the production of which thousands of pounds of the shareholders' money has been frittered away. Gaping crowds of casual sightseers give such models but a fleeting glance, wonder why they have been produced, whilst those who know something of the industry from within predict the sad sequence of events that almost invariably follows.

But according to the mandates of the powers that be, all this trouble and expense must be taken in good part by those whose interests would be far better served by participating in all-the-year-round trials, organised to demonstrate exactly the kind of service and reliability that the public demands.

The exhibitions show little or nothing but the excellence of the coachwork, the collection of extraneous gadgets held out as a bait to the motoring novice and offers admirable examples of the skill with which certain makers can produce four-wheeled vehicles which might be motor cars, if they possessed anything like reasonable performance. Of course, there are some visitors to motor exhibitions who purchase new cars on account of their appearance, the fact that flower vases are fitted as standard and the colour of the paint; but these we venture to think are in the minority, and whether a car is required for town traffic, family touring, or high speed travelling, the real criterion is not "What does it look like?" but "What will it do on the road?"

Whichever way one looks at the problem of keeping British cars prominently before the attention of the potential buyer, a certain amount of money must be expended and the question therefore arises "Can this best be done by perpetuating dead and artificial displays or by creating confidence as the result of practical competitive trials?"

We have our own ideas on the subject. What do you think?

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TECHNICAL TALKS. By F. T. BERSEY, M.I.A.E.

No. 3. Maintaining Good Compression in Sports Engines.

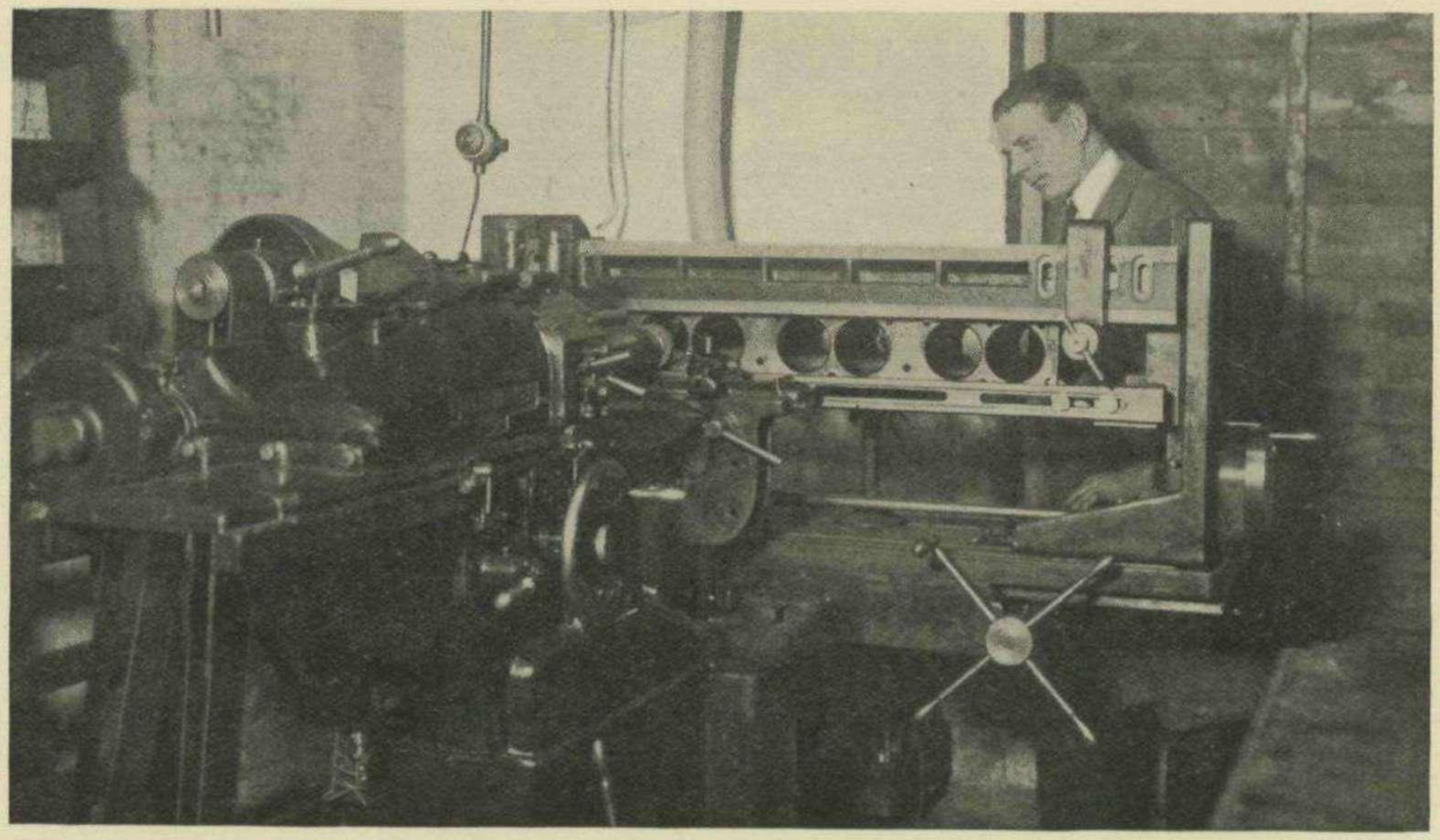
[In continuing his series of articles on the technical side of sports car maintenance, Mr. F. T. Bersey discusses the ordinary methods of restoring compression by ordinary means and also explains the use and operation of specialised machinery used for the purpose.—EDITOR.]

THE sporting motorist who looks after the efficiency of his engine by his own efforts, invariably pays a good deal of attention to the maintenance of high compression in order to obtain the very best power output, and quite a lot can be done provided the factor of wear has not become too serious.

The ordinary methods of improving compression by such operations as valve grinding, the reduction in the thickness of cylinder gaskets and so on, are things which can be carried out in the amateur garage without any trouble, but even these can only be accomplished successfully if a reasonable amount of care is exercised with regard to all the details of the work.

The ordinary means for restoring compression are so well known that they need not be included within the scope of these notes, my principal object being to explain the various methods of eliminating such wear as is beyond the average motorist-mechanic to cure. Up to certain limits, compression can be improved by simple measures; but once these limits have been passed, there is nothing for it but to fall back on specialised machinery, some examples of which are illustrated herewith.

After an engine has been run for about 10,000 to 15,000 miles, the piston clearance usually increases from the ordinary working limits to from .008 in. to .010 in., which excessive clearance causes serious losses of gas past the pistons, high consumption of lubricating oil and rapid carbonisation in the combustion heads. In some cases the falling off of power can be obviated by the adoption of special piston rings, of which several forms are on the market, but more generally bad cases of cylinder wear can only be dealt with successfully by regrinding the bores and fitting over-size pistons.

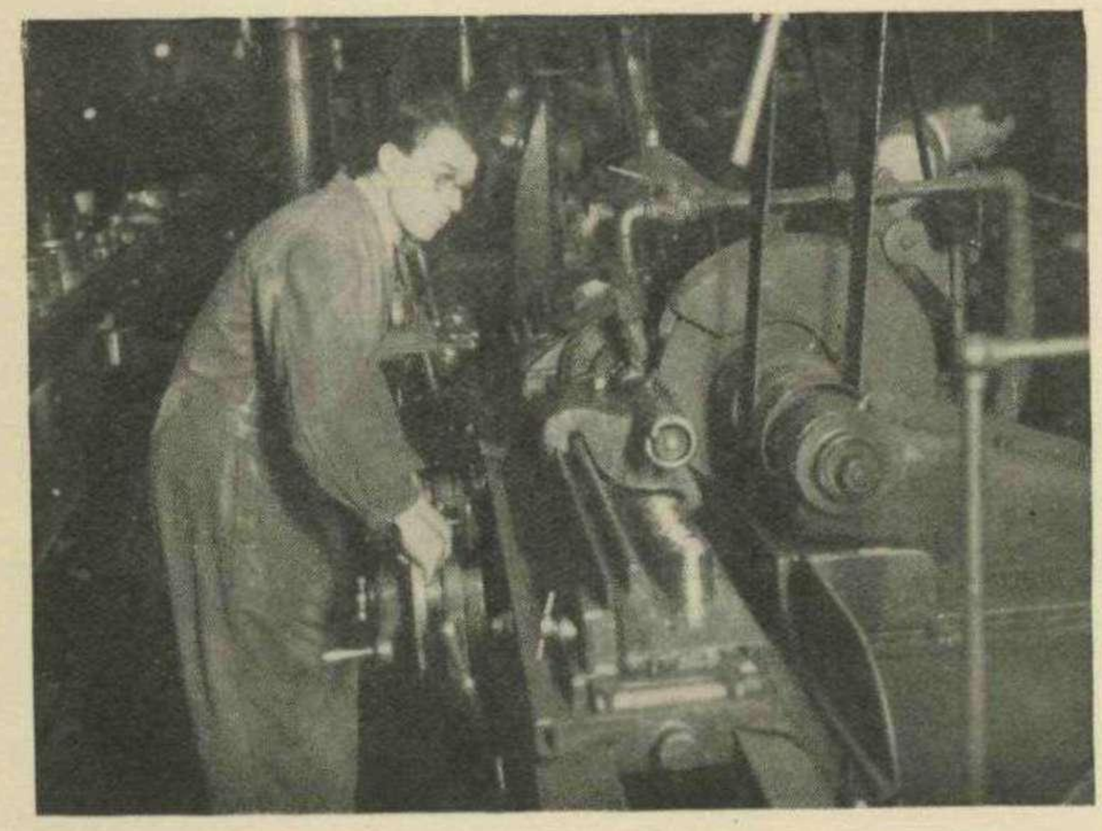


REGRINDING BORES OF A LARGE CYLINDER BLOCK AT ONE SETTING.

In passing, I may mention how easy it is to snap piston rings whilst engines are being assembled and even high-class mechanics are not always immune from accidents. It is, of course, an easy matter to guide the rings into the cylinder bores if suitable piston sleeves are used, but it is not worth while to make a set of these sleeves to suit one particular engine that may be in course of overhaul in a private garage. The difficulty can be overcome, however, if the usual process of engine assembly is reversed and after the connecting rods have been fitted, the pistons are fixed to the rods and entered separately into the cylinders. The cylinder block, together with the connecting rods, is then lowered on to the base chamber and the bearing caps coupled up from beneath, which greatly simplifies the work where side valve engines are concerned.

One of the most important details of cylinder grinding work is that of performing the operating on all the bores at one setting of the machine, thus ensuring perfect alignment, together with necessary accuracy of finish. Until the introduction of the latest forms of cylinder grinding machines, it was a matter of some difficulty to secure perfectly true surfaces, with a degree of finish desirable on high efficiency engines, which led to the

TECHNICAL TALKS—continued.



GRINDING A NEW OVERSIZE PISTON.

common supposition that an engine could not be expected to work at its maximum power until a long time after the cylinders had been bored and new pistons fitted. Happily, this objection has now become non-existent and the type of machine illustrated on page 312 is capable of giving marvellously accurate results, even in cases where straight-eight cylinder blocks have to be reground in one setting.

The work is mounted firmly on a large table provided with a cross traverse, which can be adjusted accurately in relation to the distances between the centres of the cylinder bores and is described as being of the "generative" class, that is to say, the grinding wheel has imparted to it a planetary motion whilst rotating at high speed on its own axis, the planetary spindle being eccentrically adjustable whilst the grinding process is in operation. This particular machine, which is installed at the Laystall Works, is one of the very few of its capacity in this country and represents the very latest practice in this class of machine tool. It is of interest to note that with this machine the speed of the grinding wheel is from between 5,500 and 6,500 feet per minute and the finish of the bore surfaces is greatly influenced by the careful selection and grading of the wheels, which is one of the closely guarded secrets of the specialist on this class of work.

Even with modern machinery of this class, a very great amount of care is required to keep it in the necessary condition for maintaining the accuracy of the work and nothing can be left to chance in keeping it in first-class order.

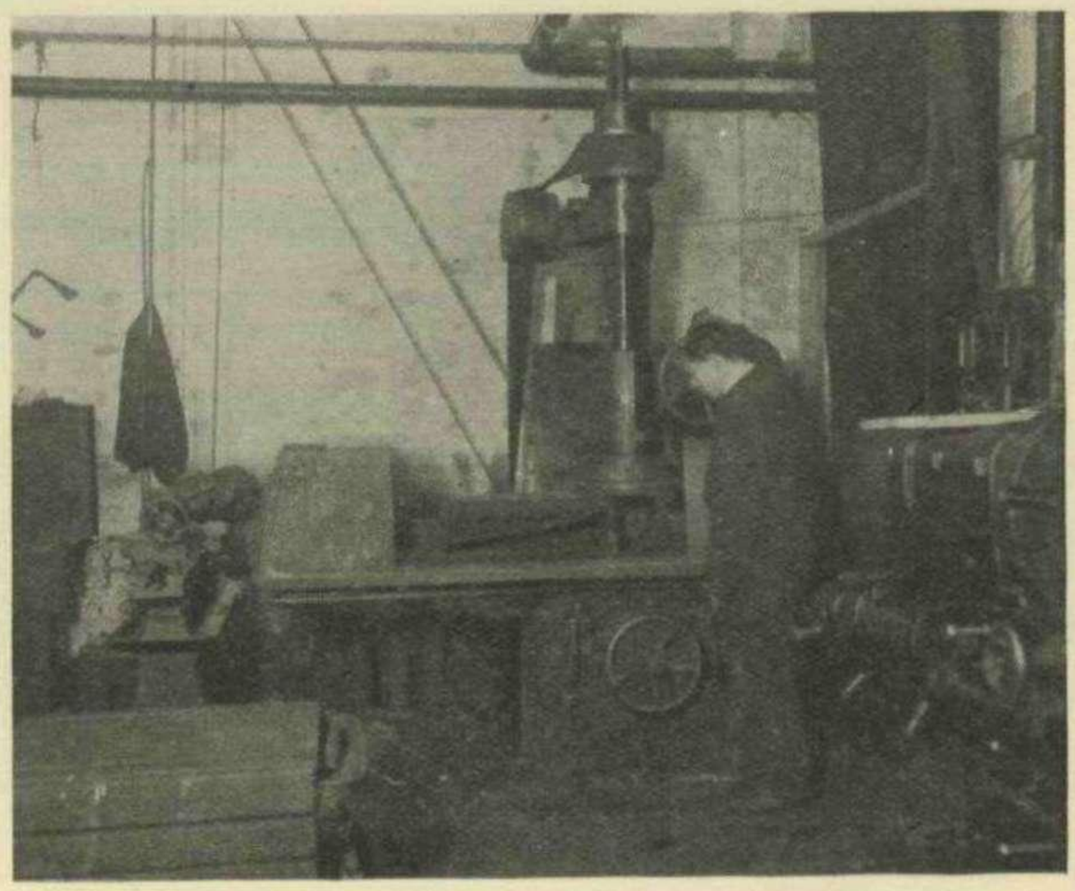
Reducing Compression Space.

The ease with which compression space can be reduced by decreasing the thickness of cylinder gaskets sometimes gives rise to the erroneous impression that the work of the machinist in making further reductions is equally simple. On the contrary, however, the operation of machining down the surfaces of cylinder bases and cylinder heads calls for the use of somewhat elaborate machinery, and as the process of grinding is generally recognised as being more accurate than shaping or surface milling, we have to employ the type of vertical surface grinding machine, the general lay-out and proportions of which can be gathered from the photograph reproduced below. In this case the work is mounted on a traversing table, which moves backwards and forwards with an automatic reversing feed, allowing the surface to be ground to come into contact with the abrasive wheel, which has a speed of about 4,000 feet per minute and consumes about 10 horse-power, so that grinding of this type is not exactly a very cheap operation. The advantages of finishing off a surface with the smoothness only obtainable by surface grinding are obvious, when the normal difficulties of securing a perfect fit for the cylinder head gaskets are realised, and furthermore, the work can be done with far greater speed than is possible when the material is removed by cutting tools, as distinct from abrasive wheels.

Making Oversize Pistons.

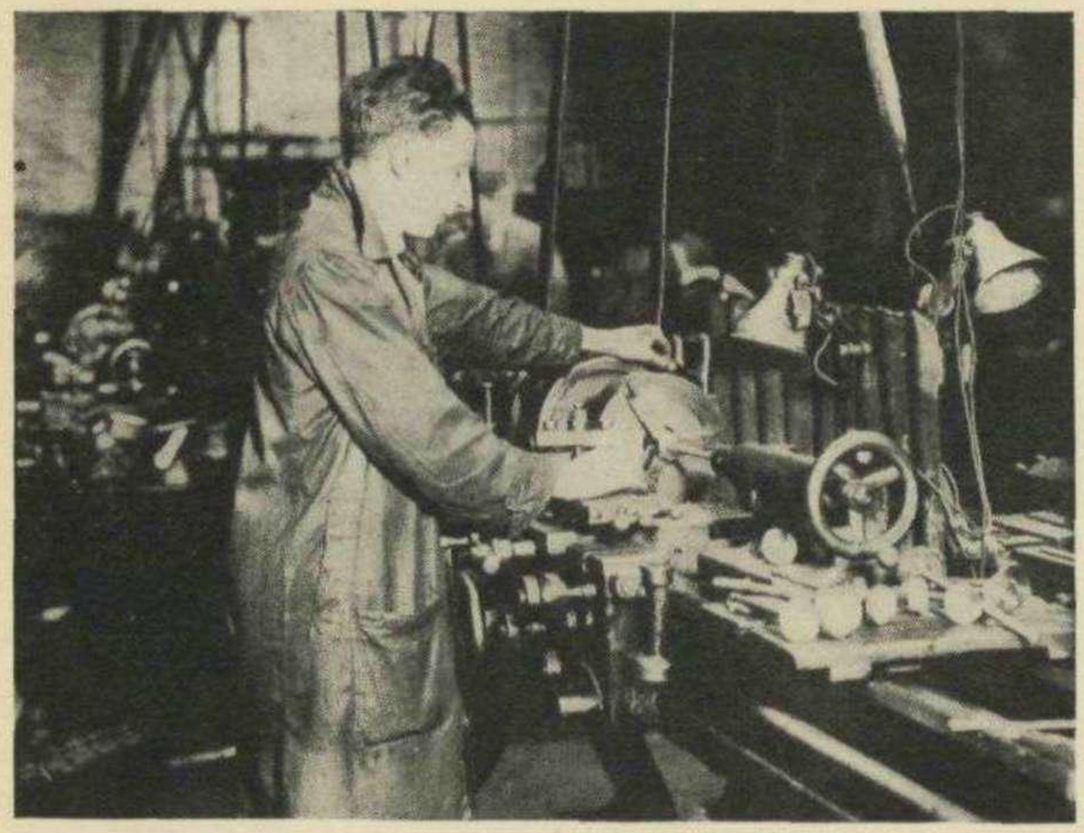
Whilst the question of compression is under discussion, I suppose I am expected to say something about the aluminium alloy *v.* lightweight cast iron forms of piston, but this is too intricate a matter to enter upon in the space available. Racing motorists are generally in favour of the former and no doubt they are the best judges, but at the same time, it is surprising to find how many competition drivers elect to use pistons of cast iron by virtue of certain advantages which the latter possess, whilst we are continually called upon to supply cast iron pistons to replace those of the aluminium type as fitted to certain makes of cars.

In making special oversize pistons for engines where a higher compression ratio is required, it is a simple matter to effect a slight alteration in the position of the gudgeon pin hole, thus bringing the crown of the piston nearer to the top of the combustion chamber, with a resulting decrease of compression space. With highly finished surfaces for both the cylinder bores and the new pistons, it is possible to work to closer limit than when the respective surfaces are left less smooth



A SURFACE GRINDING MACHINE IN ACTION.

TECHNICAL TALKS—continued.



TURNING UP A TULIP VALVE.

by the average type of grinding machines, thus again demonstrating the benefits of the highest possible degree of accuracy in the tools with which the work is performed. In my opinion, the common practice of allowing excessive piston clearances in high speed engines is not so essential as one might suppose, provided the machine work is done on modern machine tools, where the best possible surface finish is attainable.

In some cases where the compression of an engine has been increased by a considerable amount, it is advisable to make use of special valve caps in the case of side valve engines, and these, being provided with separate screwed plugs, can be regulated to decrease the maximum amount of compression, if necessary, by fitting plugs which are made shorter so as to reduce the compression space. This method of adjustment is quite convenient, for in some instances it is found that the compression ratio may be too high for ordinary road work, whilst for track work and road speed trials, the benefit of the increased compression will be found very useful.

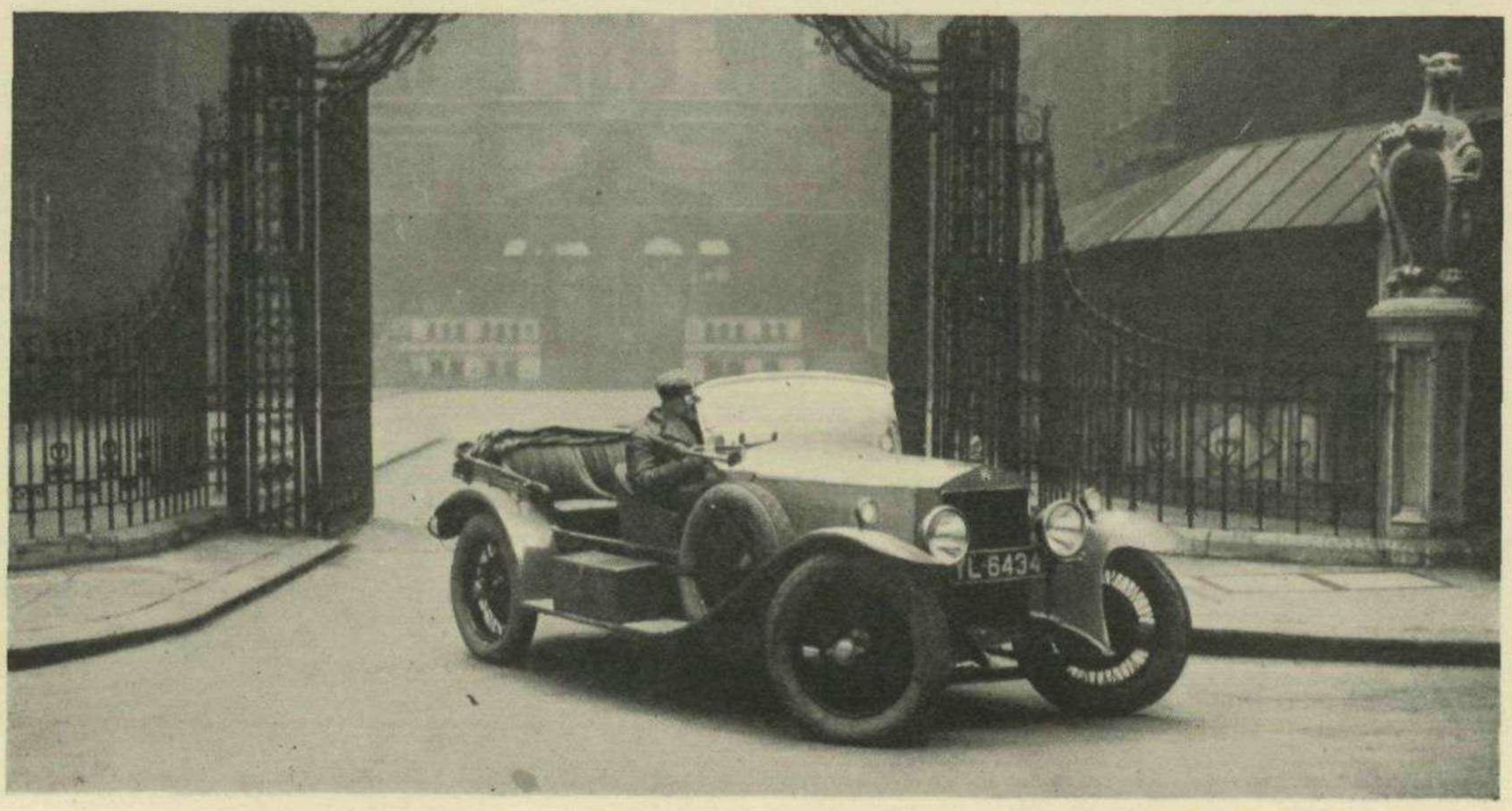
The Manufacture of Special Valves.

As there is nothing very interesting in the manufacture of special valves, these being produced in the ordinary way on a centre lathe, except when large numbers are required, when capstan lathes are used, I do not intend to take up much space on the subject. I would, however, point out that many owners, while quite prepared to spend money in having their cylinders ground and new pistons fitted, are rather apt to overlook the advantages of fitting special valves of rather better quality than is supplied in many makes of cars.

By using such a brand of steel as the Kayser Ellison and similar types, valve wear and consequent loss of compression can be reduced to a perfectly negligible degree and, in addition to this, quite a lot can be done to improve matters by scrapping the original valves and fitting new ones of the tulip variety. In ordering new valves, it is quite a good idea to specify circlips in place of the ordinary form of cotter passing through the valve stem, as the shearing stresses on the latter are so high as to endanger failure when high engine speeds are reached.

(To be continued.)

F. T. Bersey



THE NEW SIX-CYLINDER ITALA WITH ITALIAN TEST BODY.

THE VICTORY CUP TRIAL.

Impressions by a Car Competitor.



SCENE AT KING'S HEATH HORSE SHOW GROUNDS AT THE START OF THE VICTORY CUP FINAL.

FOLLOWING the remarks on the Senechal car appearing in another part of this issue, its performance during the course of the Victory Cup Trial is rather interesting. After our preliminary test the petrol feed trouble was obviated temporarily by fitting a hand pump to the petrol tank, but otherwise the car was in just the same condition as when it was tried out over our ordinary test route.

Starting from London on the evening before the trial, the run up to Birmingham was quite uneventful, and on the following morning we found our way to the starting point at the King's Heath Horse Show Ground, which was an ideal place for the purpose. Even at an early hour on the morning of the 6th of March, there was great excitement, and a large number of spectators had gathered to witness the start. Nearly everybody of importance in the motor cycle competition world was on the spot and the arrangements as carried out by the Birmingham Motor Cycle Club were excellent.

On perusing the Supplementary Regulations, a formidable four sheet document, it was evident that the trial was not intended in any way to be a walk-over for any competitor and the route card also showed that it was the easiest thing in the world to lose marks. As usual, rumours of torrential rains, the slimy condition of the hills, the dreadful gradients and so on, were spread about, but those who knew the course did not seem much upset on that account.

As things turned out the Victory Cup Trial lived well up to the reputation for severity of which the Midland Clubs are justly proud, and though we did not figure with any conspicuous success, we managed to complete the course in schedule time and enjoyed a very good day's sport, incidentally gaining a little experience of the kind of thing that is expected of competitors who take part in this and similar sporting events.

After having our stop watch duly sealed in a neat little tin case provided for the purpose, we drew up to the starting point, and passing under the eagle eye of Herbert le Vack, who was acting as scrutineer, set off on our journey, not any too sanguine of getting much in the way of medals in the company of the local experts, who as a rule have things quite their own way in their own part of the country.

An Early Brake Test.

At six miles from the start we were pulled up to undergo a brake test, which was quite a good idea, seeing the nature of the hills encountered later on the journey. This was held on Weatheroak Hill, which has a fairly steep gradient, but a good hard surface. On drawing up to the first line, we were required to accelerate hard for a distance of 58 yards, which had to be covered in six seconds, or less, then apply the brakes and come to rest as quickly as possible. Here the Senechal brakes held well, but the smooth tyres caused the car to slew round broadside and thus prevented pulling up within the shortest possible distance. From then on our minds were kept occupied with the number of marks lost at each of the special tests and observed hill climbs. Swan's Hill and Gravel Pit Hill were both observed and our hopes ran somewhat higher as both these were taken in our stride with the little engine turning over merrily, emitting sudden squeals as it revved up when the wheels got into momentary spins on the muddy surfaces.

Trouble at Noah's Ark.

Things had been going quite well thus far and our spirits were rising, only to receive a shock on reaching Noah's Ark Hill. If Noah had as much trouble in getting his flock into the Ark as some of the marshals



FILLING UP PREPARATORY TO STARTING.

THE VICTORY CUP TRIAL—continued.

did in getting the cars up that hill, he was certainly deserving of sympathy. It was just a case of pitting engine power against a surface which almost defied any chainless wheel. Some of the Midland boys got away with it well, however, but I venture to suspect that they knew more about the geography of the hill than we did, because in spite of all efforts we could not persuade our wheels to bite, so we started doing some more problems in simple subtraction and saw our hopes of a silver disappearing into blue haze.

High Oak Hill, which was then descended, is described as a "natural brake test," though to our way of thinking it would be more fitly classed as a highly "unnatural" one. We got to the bottom safely, however, and felt a little more satisfied after taking Liveridge Hill in what we fancied was good style. Buckeridge Hill followed a few miles further on, but though more grease prevailed we were not seriously troubled and made all speed towards the redoubtable Abberley Hill, which put paid to all our efforts as to those of some other competitors.



A Burst Tyre Brings this Competitor to Grief.



S. H. Roe (Riley) on Noah's Ark Hill.

Not that the gradient was in any way troublesome, but oh! the mud! Churning ourselves into a fury, we commenced to slide down backwards for another attempt and again came to the same sorry pass. Of the third attempt we were assisted by three or four hefty stalwarts, who clambered all over the poor little car to give it a grip on the road. This was altogether too much for its proud spirit and it gave up the ghost, chunking miserably. Then, to make things worse, one of the said stalwarts said "It's got no g***," meaning to imply it had insufficient power to drag a full-sized committee up the hill, which we considered to be rather harsh criticism of a poor little 8 h.p. 'bus that was doing its damnedst.

At length Hundred House was reached, where we weighed in, lunched, and proceeded to discuss the chances of making any sort of a stop and restart at Abberley Hill on the return journey. Most of the car and motor cycle competitors agreed that there was not an earthly chance and so did the promoters, for they shifted the test higher up the hill for the afternoon, where the surface was less greasy and the gradient not so severe.

Just after passing Stockton-on-Teme on the homeward journey, the Senechal engine began a severe fit of asthma, or something, which caused us to stop just when we wanted to make up time. On lifting the valve cover, we found one of the tubular push rods very badly bent, owing to the complete seizure of a valve rocker. There was no time for any fancy methods, so we got out the oil can, soused the part with oil and with the engine running inflicted a series of cruel blows, which eventually freed the part. Had we waited until it had cooled down, the rocker would have needed a press to get it free from its shaft, but happily brute force was justified for once and in a few minutes' time we were well on the way again.

Fortunately this little incident occurred before the acceleration test took place, and a quick run up High Oak Hill, which was literally chock full of spectators, got the rocker nicely free, so we got over the measured section of the acceleration test in less than fifteen seconds.

Passing through Alvechurch, along the Bromsgrove road to Burcott, we had a spell of easy driving, but from Lickey End to the next observed hill we encountered Fordrough, Gutter and Sling Fordrough, which were not easy climbs by any means and made it necessary for one to keep the foot well down in order to avoid losing time.

The first observed climb of any real consequence was Shut Mill Hill, but this, though boasting a greasy surface, caused but little trouble and did not account for any failures. Lower Walton and Hagley Wood Hills followed, and on both of these we passed the observers without being very much terrified, after which a further spell of main road driving brought us through Kidderminster and on to Stourport to pull into the first time check with four minutes to spare.

By this time our engine was giving forth a deep-throated roar, having suffered a slight casualty in the shape of a broken away exhaust box, but we managed to fix things up so as not to attract too much attention, when passing through the civilised sections of the route.

THE VICTORY CUP TRIAL—continued.

As already mentioned, the stop and restart at Abberley was made less impossible than it had appeared in the morning, and except for skidding into the ditch on the left hand side on going up the first part, we got through the test without much fuss.

Mill Lane proved no end of a stumbling block, and here again the loose grease covered stones failed to provide the necessary coefficient of friction—as they say in text books—and we had to be bundled up any old how, until the wheels took a grip once more.

Sandy Lane, Beacon Hill and Gaby Glide Hill caused no real trouble, and muddy, but cheerful, we returned to King's Heath, with an increased respect for Midland Trials and for the staying powers of the little car.



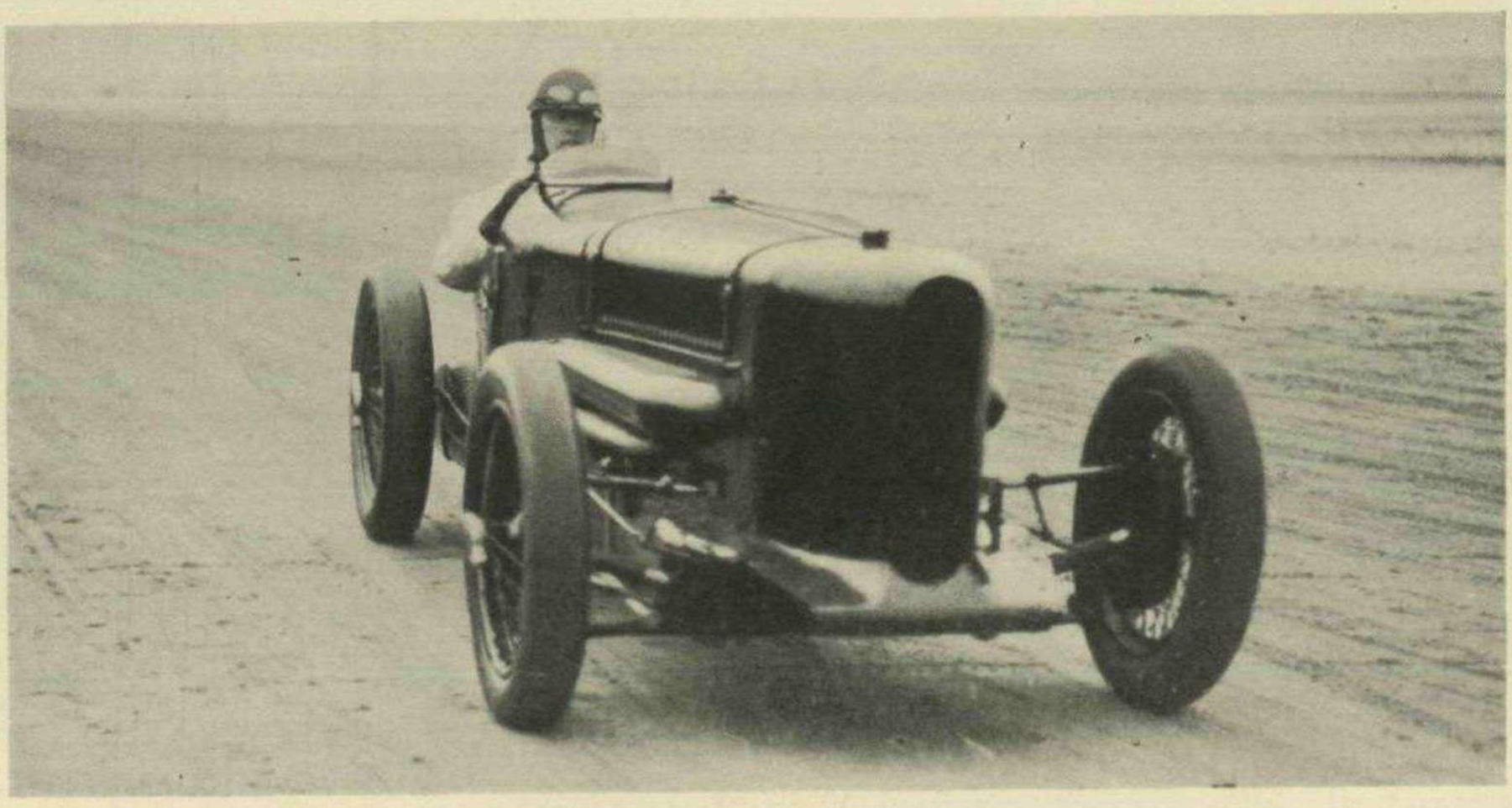
HUNDRED HOUSE, WHERE THE LUNCH STOP WAS MADE.

MAJOR SEGRAVE LOWERS THE KILOMETRE RECORD.

After experiencing hard luck on the Southport Sands, when attacking the World's Records with the new twelve-cylinder Sunbeam, Major H. O. D. Segrave was successful in reducing the record time for the Flying Kilometre recently.

The attempt was to have been made in the morning, but the presence of a haze interfered, but when the atmosphere cleared later on in the day, the Sunbeam showed a most surprising turn of speed. The first run in one direction was quite up to expectations, but when running in the opposite direction to get a mean speed required for World's Records, the undulations on the surface of the sand, caused the car to jump for a distance of about twenty yards, and it is supposed that the consequent "revving" of the engine was responsible for the partial failure of the supercharger, which gave out just as the kilometre mark was reached, thus preventing a reduction in the time for the mile.

The mean time for the flying kilometre was 14.6876 seconds, equal to 245.11 kilometres per hour, or 152.308 miles per hour. The world's record was thus beaten by .139 seconds. Further attempts will probably be made after the car has been fitted with two superchargers.



MAJOR H. O. D. SEGRAVE AT THE START ON RECORD-BREAKING RUN ON SOUTHPORT SANDS.



MR. TAYLOR IS KEENLY INTERESTED IN FLYING AND HAS HELD A PILOT'S CERTIFICATE SINCE 1914.

MOTORING SPORTSMEN.

Mr. Frank B. Taylor.

By THE EDITOR.

DURING a recent visit to Birmingham, we had the pleasure of interviewing Mr. Frank Bradley Taylor, of whom we had often caught fleeting glances as he sped by on his speedy Bugatti in various Midland Trials and Speed events. For the past ten years, Mr. Taylor has been a very prominent figure in sporting events both on different makes of motor-cycles or at the wheel of one of his numerous Bugatti cars, so that our readers will doubtless be interested to learn something of his career.

Educated at the famous public school Rugby, Mr. Taylor began his engineering training as an articled pupil in the works of Messrs. Tangyes, Limited, of Birmingham, and there went through a full course of theoretical and practical work. On completion of his term, he furthered his experience in the shops of Messrs. Charles Taylor, Ltd., also of Birmingham, and spent a very useful period in acquiring an intimate knowledge of the intricacies of tool-room work. There in the heart of the engineering industry, he learned something of the accuracy required for working to very close limits, which stood him in good stead when, later on, he started in business on his own account in handling the sales, service and tuning of sporting cars and also in developing modern improvements connected with high efficiency automobile and aeroplane engines.

Technical Service with the R.F.C.

At the outbreak of the War, Mr. Taylor was scarcely sixteen years of age, but this did not deter him from taking up aeroplane work and consequently he became a pupil of Hall's Flying School at Hendon, and in December, 1914, gained his certificate as pilot. He learned to fly on a Caudron machine and since then has flown practically every make of aeroplane that has been used for British military aviation.

After receiving his commission in the Royal Air Force, he saw active service with the 28th Squadron and was shot down by an enemy 'plane off the Belgian coast, being subsequently rescued by a French destroyer. He was then transferred, with the rank of Captain, to an R.F.C. test squadron at home and had to travel by air from depot to depot on technical duties of a very responsible character, which is particularly meritorious, considering his comparative youth.

Aeroplane Developments.

After the War, Mr. Taylor realised the possibilities for the light aeroplane and therefore set to work to design and construct a machine intended specially for private owners. Though the machine he produced performed quite satisfactorily, its development was hindered by the enormous expenses incurred in experimental and production work and after carrying on for some time, without any outside financial support, Mr. Taylor came to the conclusion that the project did not show sufficient commercial promise to warrant its continuance.

His next activities were found in engaging in practically all the Midland Trials as an amateur rider and was particularly successful with motor cycles and cars. Those of our readers who have participated in Midland



MR. TAYLOR COMPETING IN THE FAMOUS SHELSLEY WALSH HILL CLIMB.

MOTORING SPORTSMEN—continued.

trials are aware of their strenuous nature and naturally Mr. Taylor made many friends and became very prominent in motoring circles which was one of the principal reasons for his branching out in business on his own account.

In the year 1922, he started the business of F. B. Taylor, in Birmingham, with a staff of five men, and then, as now, took a very active part in the works side of the business, besides handling a growing sales department. It says much for his business abilities, that now he employs thirty hands and besides his premises in Birmingham, controls a large repair works in Smethwick.

The Smethwick works are equipped with the latest machine tools and everything is done on the premises, including crankshaft grinding and cylinder grinding, besides the ordinary routine of high class repair operations.

Being a practical motorist himself, Mr. Taylor understands all the special requirements of sports car owners, and does a very large business in overhauling and tuning fast cars of all types. No job turned out from his works is handed over to a client unless it satisfies Mr. Taylor after a suitable road test, which, needless to say, is of a very searching character.

A Bugatti Enthusiast.

Mr. Taylor is an out-and-out Bugatti enthusiast, being one of the most skilful drivers of these machines at the present time. When Taylor has a Bugatti in any trial, all the spectators know they are in for a treat, and he seldom disappoints them, for whether it is a matter of sheer speed, or taking any of the special freak hills at speed, he invariably puts up a thrilling show.

Doing a very large business as a Bugatti specialist, Mr. Taylor is always in great demand by sporting car owners as his experience with this particular make, both as a trials driver and from a technical point of view, is held in great esteem.

Besides the full-Brescia Bugatti he has used in many speed events, Mr. Taylor owns one of the new two-litre Grand Prix models and also a 1½-litre model, which will shortly appear equipped with a supercharger. This machine was in course of preparation at the time of our visit to Birmingham, and from our examination it appeared that there was every indication of its putting up some remarkable times for sprint events. Other modifications of this car are the adoption of roller bearings for the connecting rod big ends, specially lightened reciprocating parts and other interesting details which at the moment we are not at liberty to disclose.

Despite his early experiences in building his own light aeroplane, Mr. Taylor still believes in the future of this type of machine for sporting purposes. In fact, flying still forms his principal hobby, that is when he can spare enough time from his business and the activities in connection with various motor car and motor cycling clubs.

We believe it is correct to state that Mr. Taylor is one of the youngest recognised agents in the motor business, as he is still in his twenties, but in whatever part of his business one cares to look, there is evidence of organising skill and ability that would be a credit to many of much longer experience, though there are few who have studied the sporting side of the motor business more closely or more thoroughly.



MR. F. B. TAYLOR ON HIS NEW GRAND PRIX BUGATTI IN THE VICTORY CUP TRIAL.

REDUCTION IN AMILCAR PRICES.

We hear from Messrs. Boon & Porter, Ltd., of 159-161, Castelnau, S.W., that owing to increased production and savings in body costs the prices of the new 9 h.p. Amilcars have been reduced as follows :—

Semi-Weymann Open Four-seater from **£300** to **£265**
Weymann Four Door-Saloon from ... **£375** to **£325**

No alteration has been made to the general specification, but the body work has been improved.

SPORTING CARS ON TEST.

THE SENECHAL TYPE T.S.3.

By RICHARD TWELVETREES.

THE name of Senechal is famous throughout France in connection with racing events, the car being designed by the famous racing motorist, and is now constructed in the factories of Messrs. Chenard & Walcker, at Gennevilliers, near Paris, where the equipment is of the most modern character.

The car forming the subject of these notes was placed at my disposal by The Automobile Service Co., Ltd., of Great Portland Street, which firm are the sole concessionnaires for Great Britain, and, as usual, was submitted to a very severe road test, during which some interesting things were discovered.

As it was suggested that this car should be used in connection with our report on the Victory Cup Trial, we began by trying it out for ground clearance, opportunities for which were afforded on a suburban roadway, as shown in the illustration reproduced on page 321. Here, the clearance, though apparently slight, proved adequate to allow a free passage over the rough ground and the suspension system was equally satisfactory.

We then took the car out to Dorking, and on going up to Leith Hill discovered a rather perplexing failure of the petrol supply. At first the rubber pipe connecting the petrol tank to the carburettor was suspected, but after removing this several times, there was no sign of any obstruction. The car would do all that was required of it on the level and on moderate gradients, but as soon as any hill was encountered, the petrol would not feed fast enough to keep the engine running at its full rate of revs.

The defect referred to above interfered with our timed test on the Zig-Zag at Box Hill (see Fig. 3), and on trying again one of the rear tyres gave out, so altogether we were rather unlucky at first. It was discovered subsequently that the tube had been nipped between the edges of the tyre and the fast cornering resulted in a split in the tube.

Having, therefore, lost our spare tyre, we decided not to run further risks by fast cornering and made our way to Leith Hill, stopping at the hotel at the top of the road to get the tank filled right up before attempting the ascent of the steep lane leading up to the Tower.

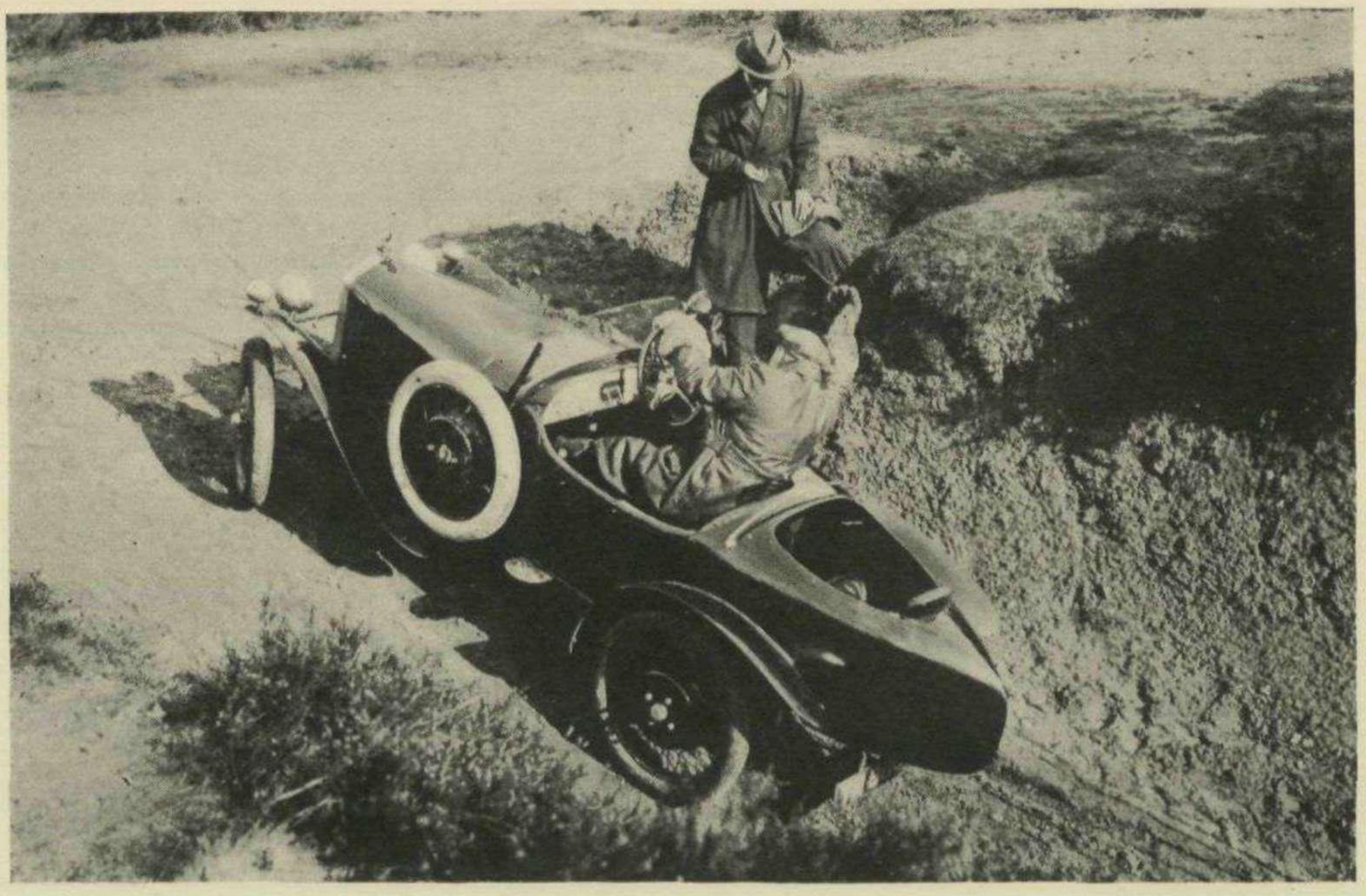


FIG. 1. THE SENECHAL MAKES A GOOD CLIMB OF LEITH HILL.

Here the Senechal quite made up for previous misdeeds by climbing the steep gradient in marvellous style, actually carrying the driver, an observer and the photographer with his outfit over the top. We had not expected a performance of this kind, so had to allow the car to run down again for the photographer to take up his position, from which the picture shown above was taken.

When running down the hill backwards, the brakes were found to be very effective and a stop-and-restart was made on a very steep part, though, as we found later, the engine was not tuned to give the best results when pulling at low speeds. On the comparatively dry, but loose earth, there was little sign of wheel spin and

SPORTING CARS ON TEST—continued.

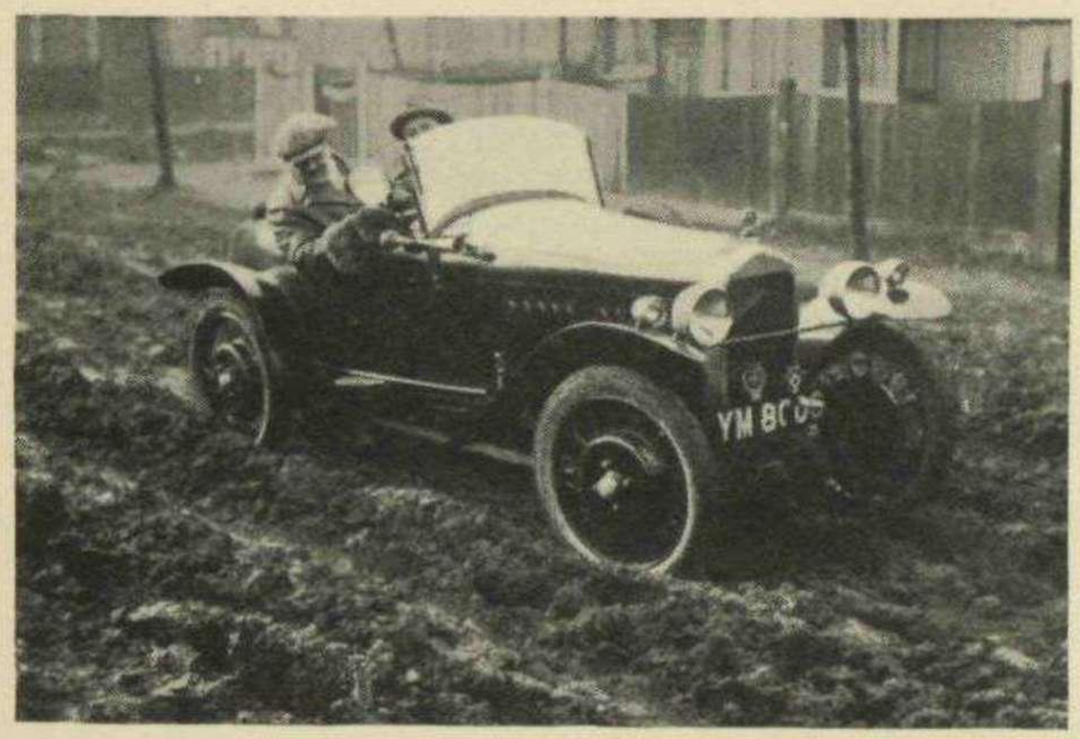


FIG. 2. TESTING THE GROUND CLEARANCE.

the car bounced in and out of the ruts giving a feeling of solidity, which is one of the big features of this interesting little machine.

Turning to the right at the top of the hill, we proceeded along the ridge towards Coldharbour, where a very fine colonial section is encountered, and being familiar with the route, it was possible to travel at a good speed, despite the natural obstruction of gorse bushes and cart wheel ruts, some idea of which can be obtained from Fig. 4, Coldharbour village being clearly seen in the view.

At the time of our test, the engine was in rather a new condition, and as plain phosphor bronze big-end bearings are used, the maximum speeds of which the car is capable cannot be reached until it has run for about 1,500 miles, but nevertheless the acceleration tests showed great promise. For example, with three up and running against a strong head wind, a speed of 50 m.p.h. was reached from a standing start in twenty-one seconds and without taking risks with the raw engine, there was no difficulty in going well over the 67 m.p.h. mark, so that when run in the car should be quite good for 70 m.p.h. and perhaps a little more.

Even when running over exceptionally rough surfaces at high speeds the Senechal is one of the most comfortable sports cars I have driven and there is nothing "tinny" about the bodywork, which has very smart lines and a nice streamline effect.

The steering is quick and light, and it is possible to jerk the car round sharp right angle bends and straighten up with very little effort. The clutch and change speed gear are faultless, and quick changes can be made up and down the scale, as and when one pleases.

On the return journey, Pebblecombe Hill was taken still with three up at over thirty miles per hour, though the familiar splutter, due to the inadequate petrol supply, began again when nearly at the top.

Technical Details.

From a technical point of view the Senechal is interesting in that it offers particularly good opportunities for the keen owner, who takes a delight in "hotting-up" processes. The manufacturers have set out to produce a small fast machine, with robust construction, and therefore such things as aluminium pistons, extra high compression and lightened parts are not included in the specification. The general balance of the engine appears to be quite good for a standard job, though one imagines that a certain amount of money spent in the latter direction would have produced much better results; but then the machine would not be suitable as a production job for the average owner, as distinct from the high speed enthusiast.

I examined all the component parts in the stores of the Automobile Service Company, and they all appeared to be very strong and excellently made, leaving enough material for lightening and speeding up the engine, if one wishes to do so.

The engine has a bore of 59 m.m. and a stroke of 100 m.m., giving a total capacity of 1,094 c.c. The unit is of very clean design and is very accessible, the overhead valves being actuated by adjustable push rods and valve rockers. As turned out from the factory, the overhead valve gear is fed with oil under pressure through a pipe from the base chamber, but it is the practice to shut off this supply by blocking the pipe, relying upon the oil mist for the lubrication of the valve rocker spindle. We understand that this works well in practice, though it would appear better if a regular supply were to be retained for high speed work.

A Solex carburettor is used as standard and this seems to suit the engine very well, besides giving the admirable ease of adjustment for which this make is famous.

The clutch and gear box are combined with the engine as a single unit, the former being of the inverted cone type with fabric lining and the latter having three speeds with central control and a long lever within very easy reach of the driver. The standard gear ratios are as follows: First: 13 to 1; second: 8 to 1; top: 4.5 to 1. No differential is fitted to the rear axle, the final drive for which is by means of skew cut crown and

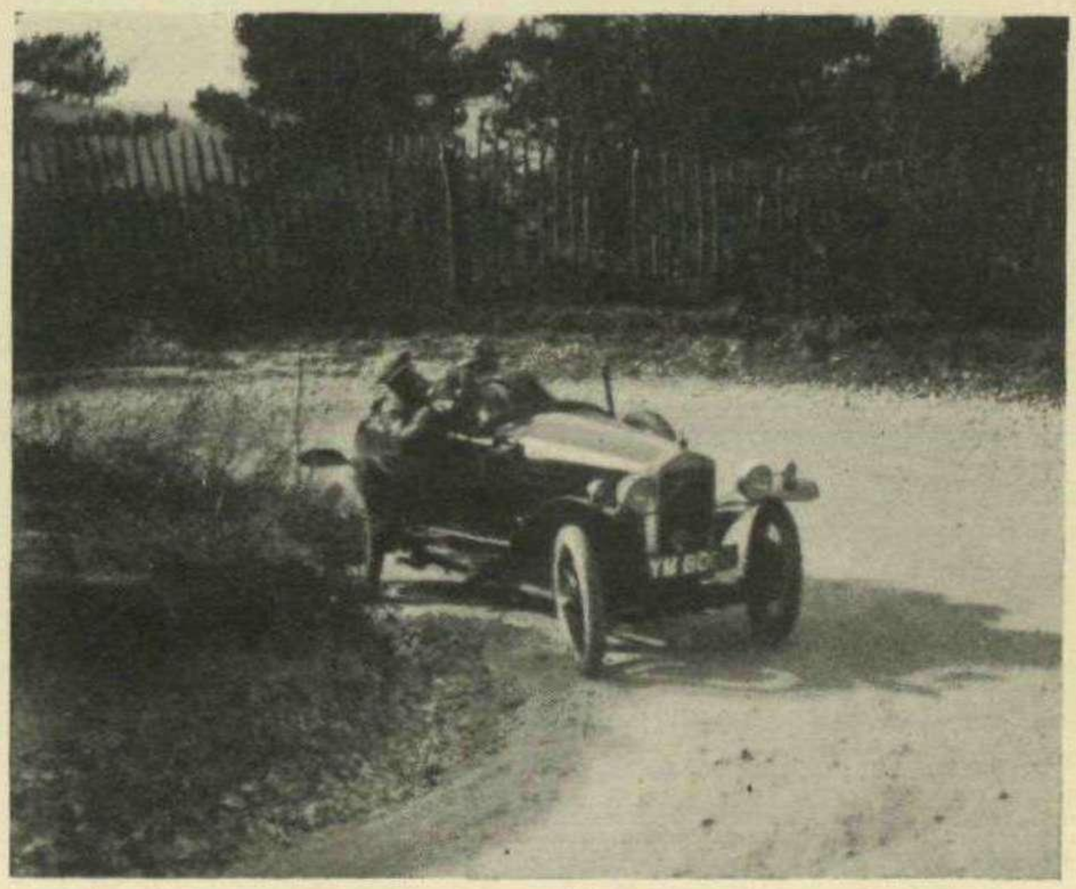


FIG. 3. CORNERING ON THE BOX HILL HAIRPIN.

SPORTING CARS ON TEST—continued.

pinion. The drive from the gear box to the rear axle is by an exposed cardan shaft with Hardy fabric couplings at either end.

On the latest model which we tested, four-wheel brakes were fitted, these being particularly powerful and effective, no matter how they were applied. The independent hand brake acts on the transmission and though powerful in action is more suited for emergency purposes than for regular use.

A transverse spring with double radius rods is used for the suspension of the front axle, and double quarter elliptic springs are used for the rear axle. Owing to the special design of the rear suspension, no strain is imposed either on the flexible joints or spring anchorages and the action of the suspension system is further improved by the adoption of Hartford shock absorbers which are fitted as standard.

The chassis has a wheel base of 8 ft. 2 in., with a 3 ft. 6 in. track and the weight of the complete vehicle ready for the road is 1,200 lbs.

A very full equipment is provided, including a self starter, a six volt lighting set, clock, speedometer, hood, tools, pump, jack, and Englebert tyres, the price being £240, four-wheel brakes being an extra costing £15.

Altogether the Senechal is a most attractive little sports model, and one that deserves attention of those who are interested in small speedy machines, capable of high performance and durability.

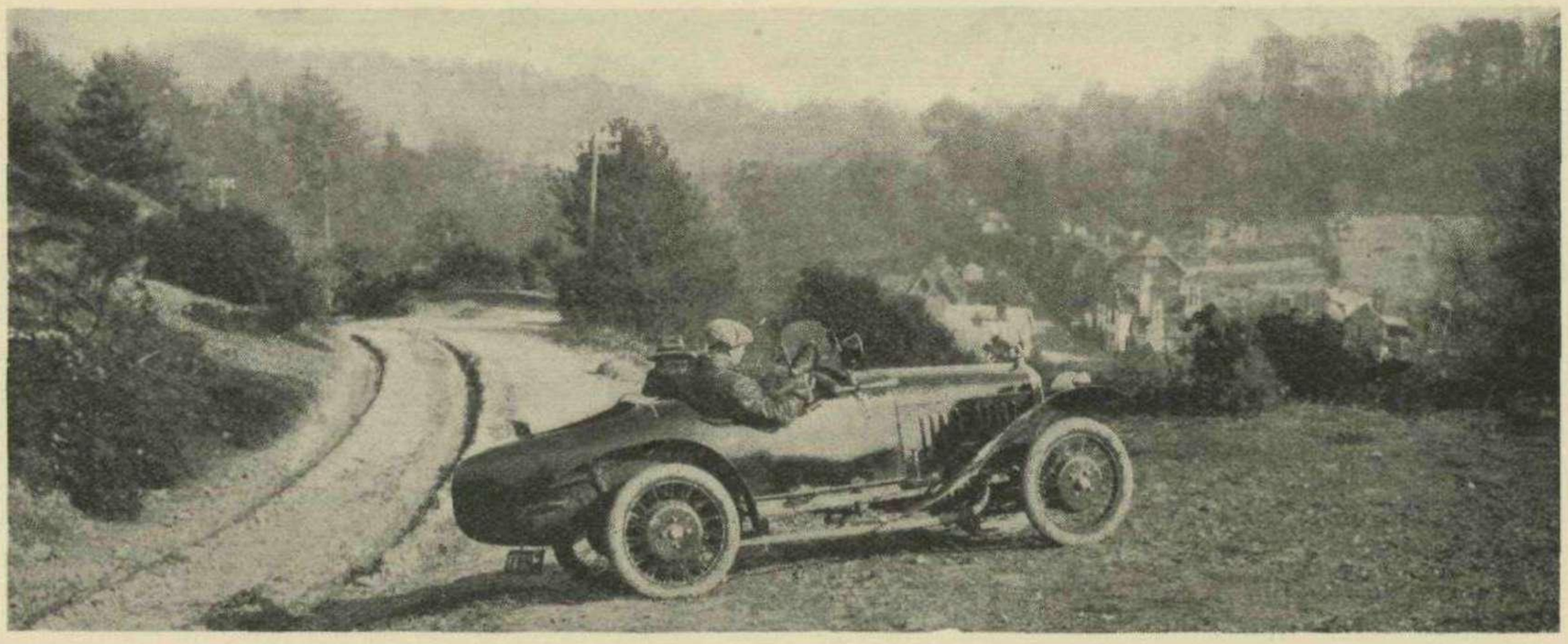


FIG. 4. GIVES AN IMPRESSION OF PART OF THE COLONIAL SECTION.

THE SCOTTISH SIX DAYS' TRIAL.

The annual Scottish Six Days' Trial organised by the Edinburgh and District Motor Club, will be held from June 28th to July 3rd. Full particulars can be obtained from the Trials Secretary, Mr. A. Allan Hay, 6, Castle Terrace, Edinburgh.

ELDRIDGE RACERS FOR INDIANAPOLIS.

Two Eldridge racing cars have been entered for the annual 500 mile race at Indianapolis to be held on May 31st. France will be represented by three Schmid Specials, which have six-cylinder sleeve-valve engines. A Miller front-wheel drive to be driven by Dave Lewis also figures in the list of entries.

BROOKLANDS TRACK.

After extensive repairs during the closed season the Brooklands Track is now in excellent condition and certain alterations have been made to give a better view of the racing for members of the general public. Portions of the enclosures at each side of the finishing straight have been raised with this object, and the car park at the members' entrance has been considerably enlarged and will be available for non-members' cars.

MORE RECORDS BROKEN AT MONTLHERY.

On March 15th, Ortmans, an amateur driver, at the wheel of an eight-cylinder Panhard-Levassor, covered one hundred kilometres in 29 minutes 44 7-100th secs., which is equivalent to a speed of 125.38 m.p.h. and constitutes a record.

On the same day, C. F. Temple, riding a 996 c.c. O.E.C. Temple motor cycle and sidecar, substantially improved on the times for all records from 5 kilometres to 10 miles, both standing and flying starts.

These records were previously held by J. S. Wright at Brooklands on a 976 c.c. Zenith-J.A.P.

Temple's speeds were as follows:—

	m.	*s.*		*m.p.h.*
5 km.	2	0.46	=	92.78
5 miles	3	14.38	=	92.59
10 km.	4	10.89	=	88.02
10 miles	6	38.03	=	90.42
S.S. 5 km.	2	9.39	=	86.38
S.S. 5 miles	3	23.21	=	88.57

On March 19th, Garfield and Plessier, driving the 45 h.p. Renault, broke the world's records for 500 kilometres and 3 hours at a speed of 110.84 m.p.h. During the attempt the big Renault covered a lap at 120.25 m.p.h.

THE INTER-'VARSITY HILL CLIMB.

Good Displays by Amateur Car and Motor Cycle Competitors at Henley Park.

THE organisers of this event, which is perhaps the premier amateur motoring event held in this country, were doubly fortunate this year, first in obtaining the use of an excellent course on private ground at a time when such courses are practically unknown, and secondly, being favoured with admirable weather. The hill was about 600 yards in length, commencing with several "fast" bends and concluding with an awkward right hand bend with a loose surface and reverse camber. This bend necessitated the reduction of speed to about 25-30 m.p.h. on the part of the competitors.

The solo classes were run first and provided few thrills for the spectators; C. Aschan (349 A.J.S.) (Cantab.) skidded to a standstill on the bad corner, while C. A. C. Birkin (349 McEvoy) (Cantab.) completely failed to negotiate the bend and hurtled on to the grass at a point where the iron railings had fortunately been removed for safety. On his first run R. C. Symondson (980 Brough-Superior) made fastest time of the day for Cambridge, although his time was nearly approached by R. P. H. Stables, also Cambridge, on a rather special Scott, machines of the latter make showing up to advantage on the tricky course. Symondson failed to better his time on his second run as he accidentally stopped his engine on the last corner and coasted to a standstill with gestures of impotent fury. Although not figuring in the results, several riders performed quite well, and deserved better luck, among these being A. Shortus (348 Cotton) (Cantab.); C. Gault (P. & M. Panther). (Oxford), and L. H. Preston (980 Brough-Superior) (Oxford). The only other events of interest among the solo climbs were when L. I. Leslie (Scott) (Cambridge), J. R. Simpson (348 New Gerrard) (Cambridge) and L. H. Preston (Norton) (Oxford), although fast, trailed their feet in a most unprofessional manner on the top corner, and when the acceleration of his wonderful 249 c.c. side-valve New Imperial J.A.P. surprised E. C. Fernihough to such an extent that he bit the dust shortly after the starting line. The last-named rider performed well in the side-car classes on a 490 c.c. o.h.v. Morgan J.A.P., his cornering on the right hand bend being quite spectacular, though not quite so hectic as his team mate R. R. Jackson on a 1,075 c.c. Morgan-Blackburne.

Other good side-car climbs were made by F. E. Buckland (Norton) (Oxford) and A. Pershouse (596 Scott) (Cambridge). A. Shortus (348 Cotton) would have made a good time, but a roving and destructive instinct was his undoing; he failed to shut off for the bad corner and tore on to the grass, hitting on the way (1) a warning notice; (2) a tree; and (3) a fence; to his credit, however, we must admit that he avoided (1) a gatepost; (2) about 100 people; (3) a car parked by the side of the course. The damage was confined to the side-car chassis and wheel only. Altogether a very lucky escape.

The cars were far more spectacular on the bad corner, the star performers in this respect being A. McLachlan (Oxon), on an apparently standard chummy Austin 7 which, however, progressed at a decidedly unstandard speed. R. Millais (Cambridge) (A.C.) and Bagshawe (Oxford) (Senechal and Frazer Nash) both of whom burst tyres and mounted the grass. These tactics, however, did not altogether pay, as several of the "place"-men in F. E. Buckland (Amilcar), Byrom (Brooklands Austin Seven) and the other Frazer Nashes, were very steady on the corner.

The persevering Preston at last came into his own in the unlimited car class on an ancient chain driven Bugatti, being only beaten by H. C. Martineau (Cambridge) on a 30-98 Vauxhall by a very small margin. Both drivers were refreshingly lurid on the corner.

At the conclusion of the event, the cup was presented to the winners, Cambridge, by Capt. Hamilton, to whom the clubs are indebted for the use of the road.

Results :—

SOLO.

350 c.c.—1, C. Aschan (349 A.J.S.); 2, C. A. C. Birkin (348 McEvoy); 3, M. Radford (344 H.R.D.).

500 c.c.—1, R. P. H. Stables (498 Scott); 2, D. McLennan (490 H.R.D.); 3. M. Mavrogordato (498 Scott).

UNLIMITED SOLO.

1, R. C. S. Symondson (980 Brough-Superior); 2, R. P. H. Stables (498 Scott); 3, C. Aschan (349 A.J.S.).

SIDECAR.

600 c.c. 1, E. C. Fernihough (490 Morgan J.A.P.); 2, F. E. Buckland (490 Norton); 3, A. Pershouse (596 Scott).

UNLIMITED.—1, R. R. Jackson (1,075 Morgan-Blackburne) C.; 2, E. C. Fernihough (490 Morgan J.A.P.) C.; 3, L. H. Preston (980 Brough-Superior) O.

CARS.

1,100 c.c.—1, B. L. Byrom (Austin 7) C.; 2, F. E. Buckland (Amilcar) O.; 3, A. McLachlan (Austin 7) O.

1,500 c.c.—1, H. B. Swann (Frazer Nash) O; 2, R. R. Jackson (Frazer Nash) C.; 3, B. L. Byrom (Austin 7) C.

UNLIMITED.—1, H. C. Martineau (Vauxhall) C.; 2, L. H. Preston (Bugatti) O.; 3, G. B. Legge (Vauxhall) O.

Points : Cambridge 57. ... Oxford 18.

THE R.A.C. MOTOR CYCLE DEPARTMENT.

Capt. A. W. Phillips, well known in connection with the A.C.U., has taken over the position of manager to the new Motor Cycle Section of the Royal Automobile Club, which has been organised to offer various advantages to motor cyclists. Capt. Phillips' new duties will not prevent his attendance at Brooklands and elsewhere in connection with A.C.U. events, and his new appointment will doubtless prove of great value to readers who join the new section of the R.A.C.

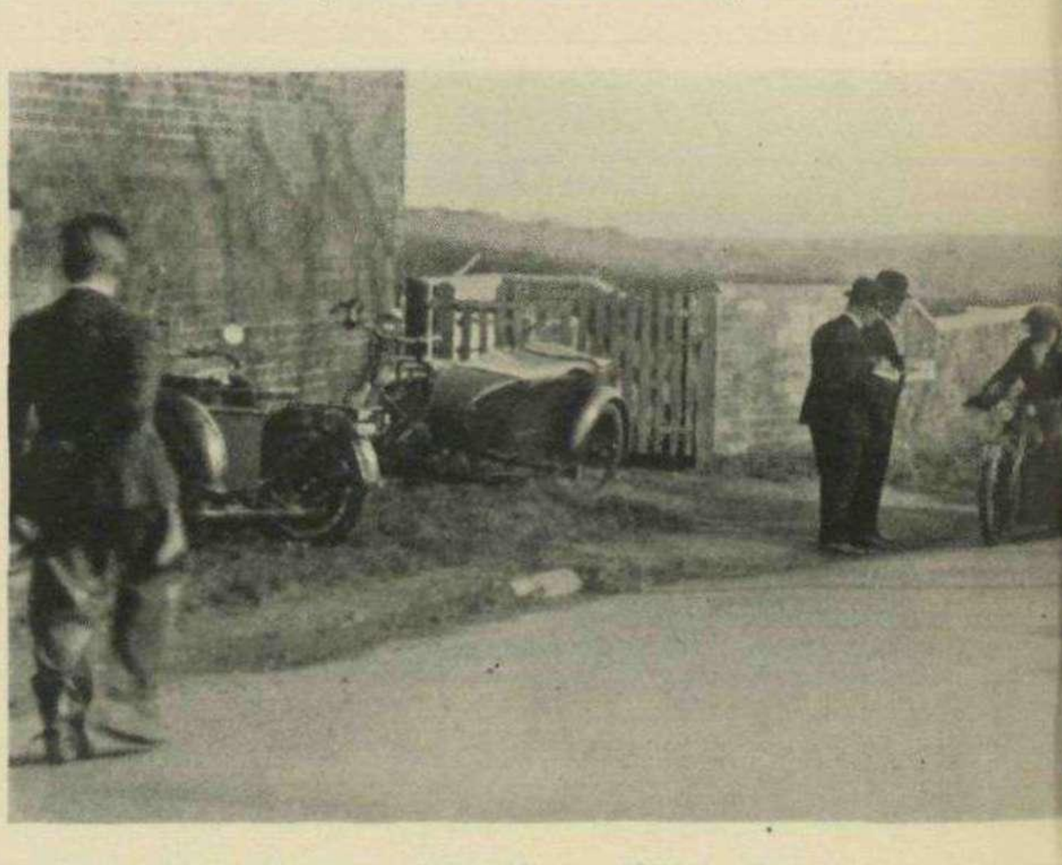
BENTLEY MOTORS, LIMITED.

Bentley Motors, Limited, have recently gone into voluntary liquidation, on the formation of a new company to take over the business of the concern and the introduction of fresh capital. Capt. Woolf Barnato, who is well-known as a Bentley enthusiast, is the chairman of the new company. We understand that the voluntary liquidation is merely a business arrangement and that the company is steadily growing and prospering.

Recent Sporting



H. S. Perrey (B.S.A. & S/C) in the Victory Cup Trial.

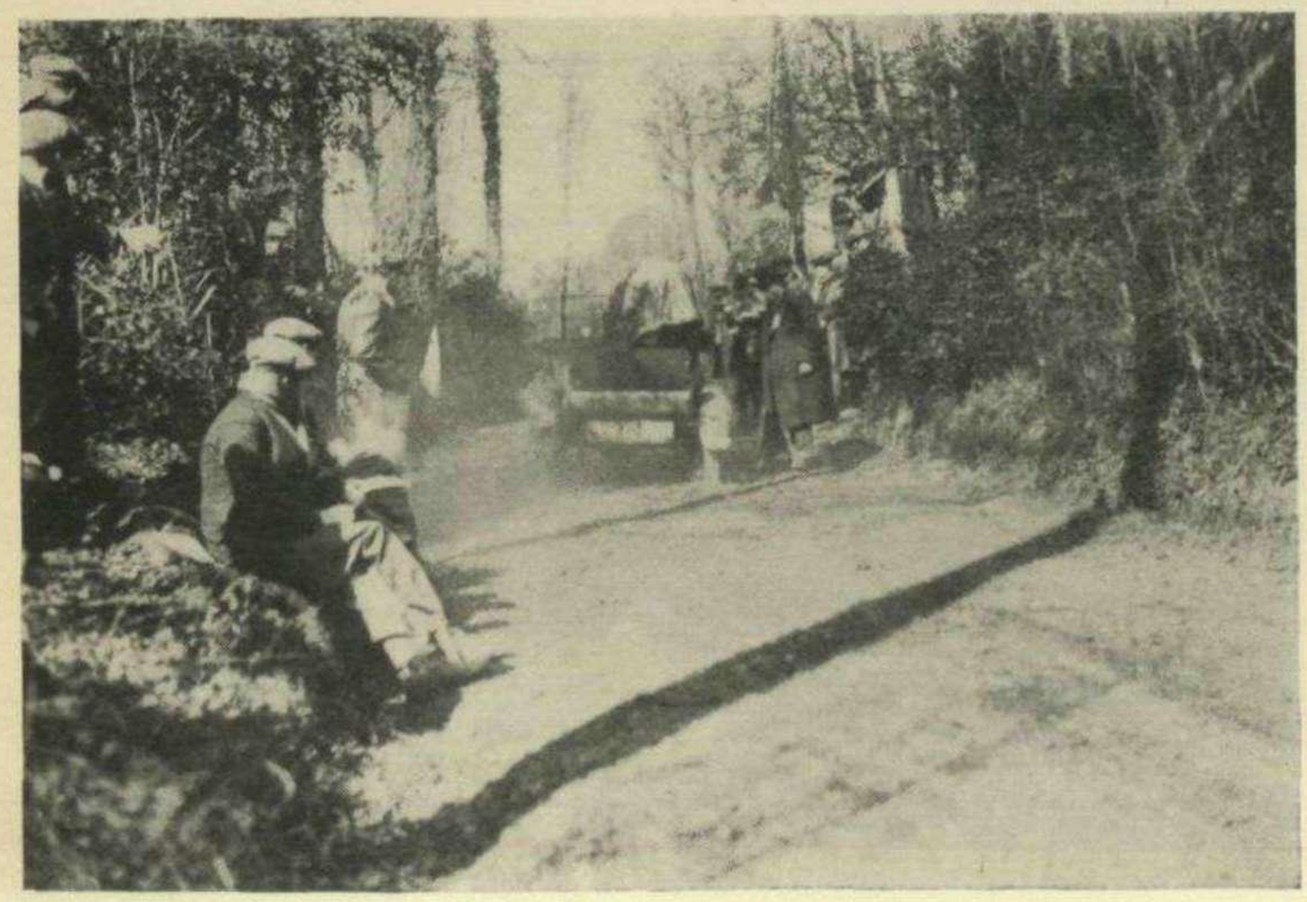


Start of the 50 Mile Race at Southport, March 20th.



No. 1 Starts for the Southern Scott Scramble. L. E. Chirney (499 c.c. Rudge) Leaves the Mark.

The Restart of the Victory C

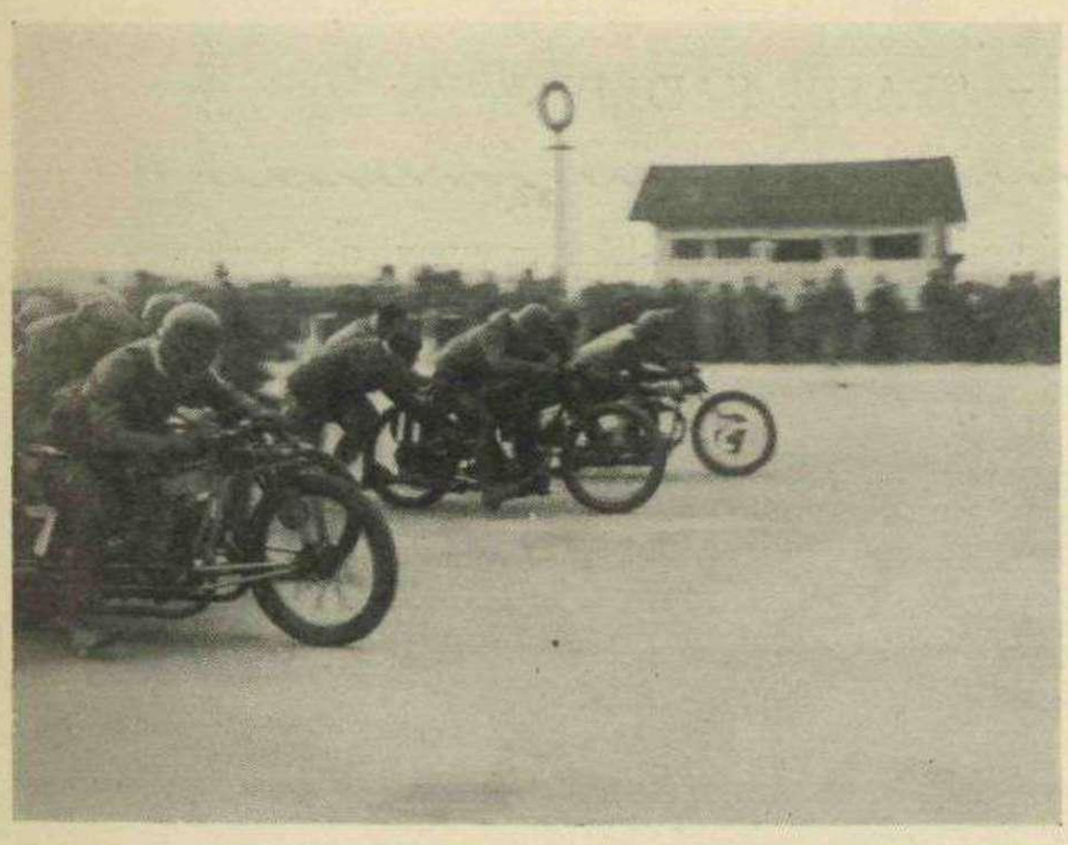


W. G. Edgar Demonstrates the Art of Bumping on Noah's Ark Hill in the Victory Cup Trial.



H. Clayton (Raleigh) Finds Trouble Early in the Southern Scott Scramble.

Events in Pictures



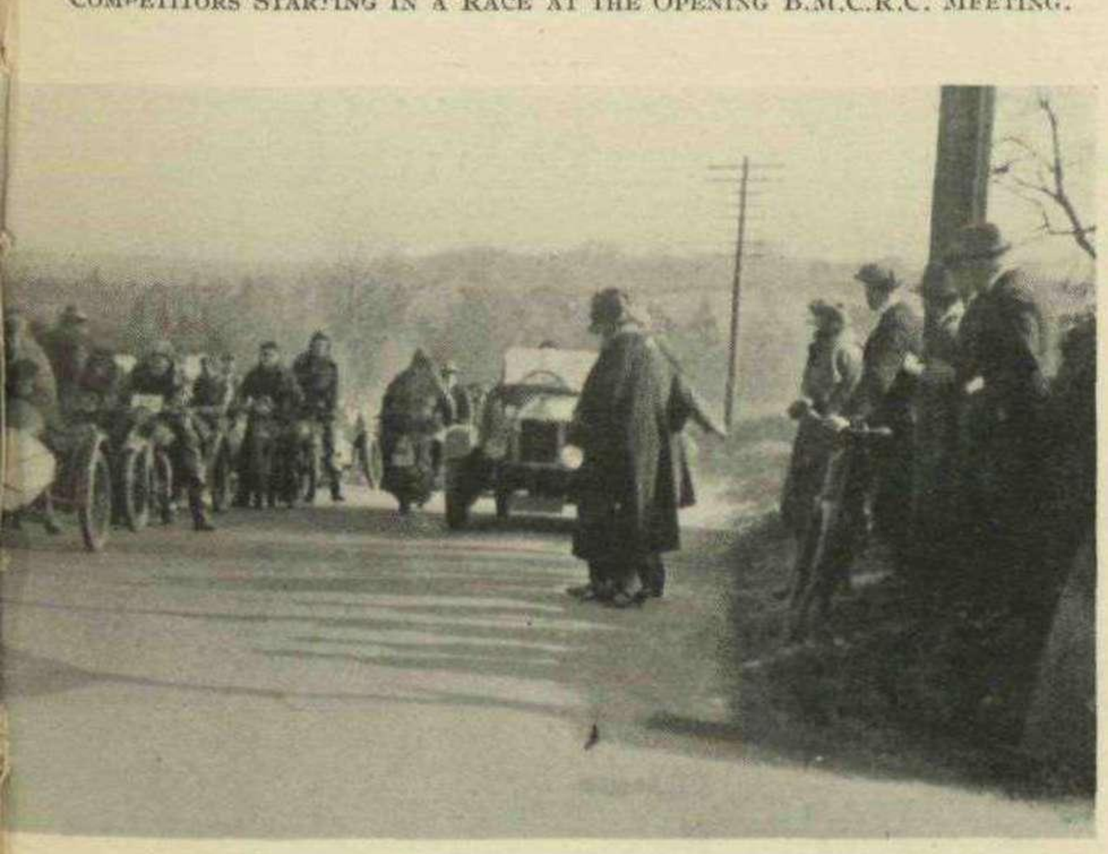
Competitors Starting in a Race at the Opening B.M.C.R.C. Meeting.



Geo. Dance (Sunbeam) Treats High Oak Lightly in the Victory Cup Trial.



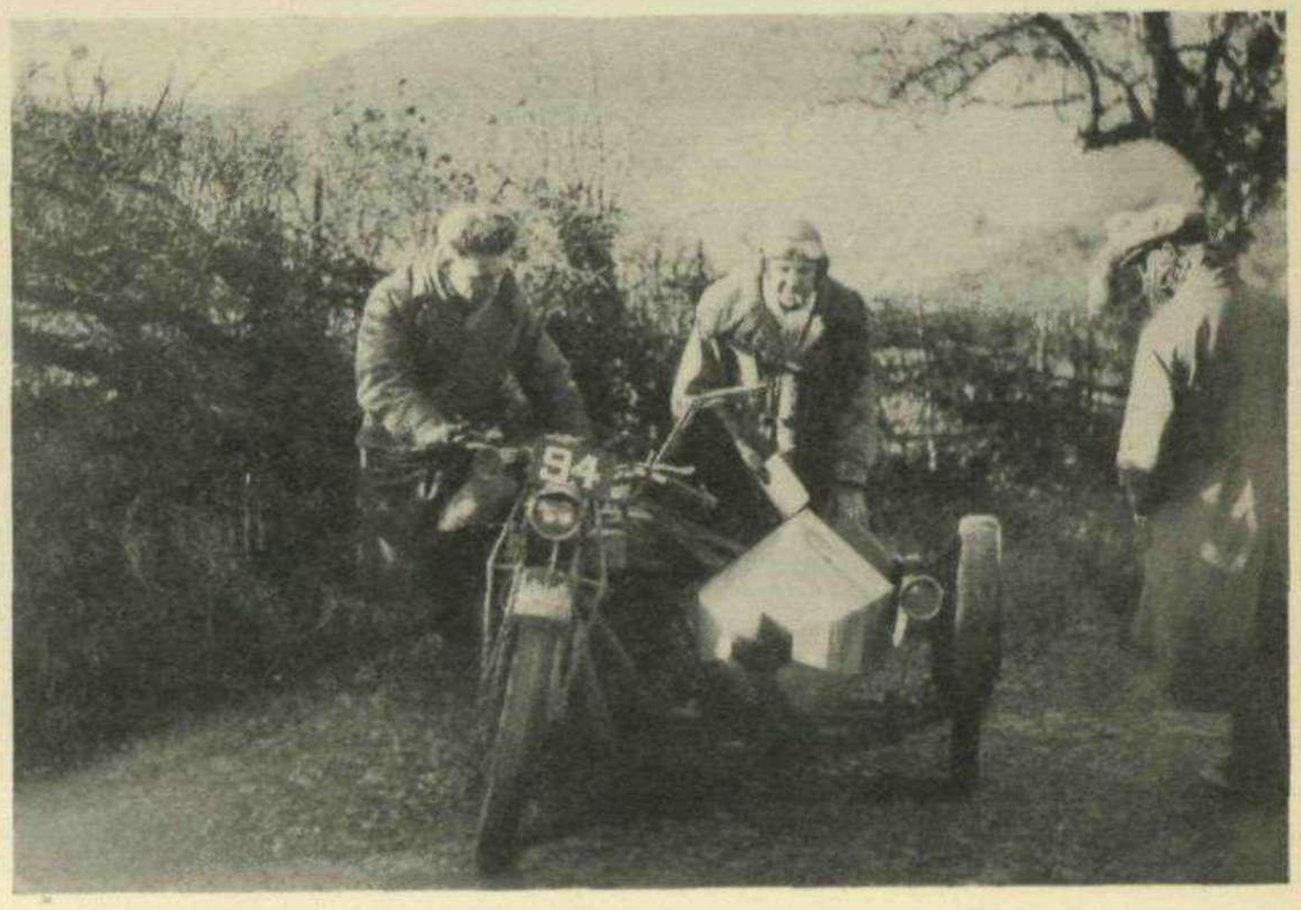
G. Richardson (P. & M.) Leaps over the Top of "Oppoffsky" in the Southern Scott Scramble.



Trial after the Lunch Interval.



R. Allfrey (348 Cotton) with His Back Wheel Digging Itself in on the First Hill in the Southern Scott Scramble.



C. H. Long (Norton & S/c.) in Difficulties on Noah's Ark Hill.



SPORTING MACHINES ON TEST.

The T.T. Panther.

By "PAUL SADLER."

THE firm of Phelon & Moore have been famous for the outstanding reliability of their motor-cycles since the year 1902, when first they opened business.

It is only of recent years that they have given serious attention to the production of a really sporting machine, and it is remarkable how quickly they have been successful in placing on the market a motor-cycle like the T.T. Panther. The first Panther, produced in 1923, showed that Messrs. Phelon & Moore meant to tackle the difficult task before them in their usual thoroughness. 1924 saw the first O.H.V. Panther on the market, and in 1925 we have T. F. Bullus coming in fourth in the Senior T.T.

It is probable that even in 1924 a P. & M. would have been placed in the T.T. had it not been for the unfortunate collision of the two machines entered.

The list of successes gained by P. & M.'s during the last few years is certainly one few motor-cycle manufacturers can equal: commencing with the 1,000 miles non-stop record, made between London and Brighton in 1923, and ending with C. T. Ashby securing third place in the Belgian Grand Prix, covering the 240 miles at an average speed of 64½ m.p.h.

We must also not forget the exceptional performance put up in the International Six Days' Trial by F. A. Longman and T. F. Bullus, both gaining gold medals and losing no marks.

Perhaps the most outstanding of all P. & M. successes was the winning of the German T.T. by C. T. Ashby, who made the fastest time on record.

Even in the days when there were no Panthers we remember Cunningham on his P. & M. racing at Brooklands against great odds. He actually won a race, however, at the Ealing and District Brooklands meeting in 1921.

Up-to-Date Specification.

The 499 c.c. engine fitted has a bore of 84 mm. and a stroke of 90 mm.. It is certainly well designed for the high speed that is expected of a modern super-sporting mount.

Large overhead valves, very light aluminium piston, roller bearing big end, floating gudgeon pin, generous radiating fins, completely automatic sump lubrication are features of the engine, the whole unit being assembled in a clean, business-like manner, all parts being easily accessible.

The magneto is situated to the rear of the cylinder a good height from the ground.

A P. & M. four-speed gear box is fitted giving the following gear ratios: 4.5, 5.4, 7 and 8.4, the gear lever being in a handy position on the right side of the machine.

We did not have the opportunity of testing the petrol and oil consumption, but are informed that these are 90 m.p.g. and 800 m.p.g. respectively.

The frame is constructed on the usual P. & M. principle, the engine taking the place of the front down tube, thereby adding considerably to the strength and stability of the machine, also allowing for a particularly low riding position.

The new saddle tank fitted has very graceful lines and holds 2¼ gallons. The oil sump is capable of holding 3½ pints. Webb forks and shock absorbers give the machine remarkable road holding capabilities and render it perfectly stable even at really high speeds.

Behaviour on the Road.

Our road test consisted of a run of about one hundred miles on which all classes of thoroughfare were encountered. We found the steering excellent and the machine particularly easy to corner with at high speeds.

As no speedometer was fitted we are unable to give an exact figure in regard to the maximum speed, but we

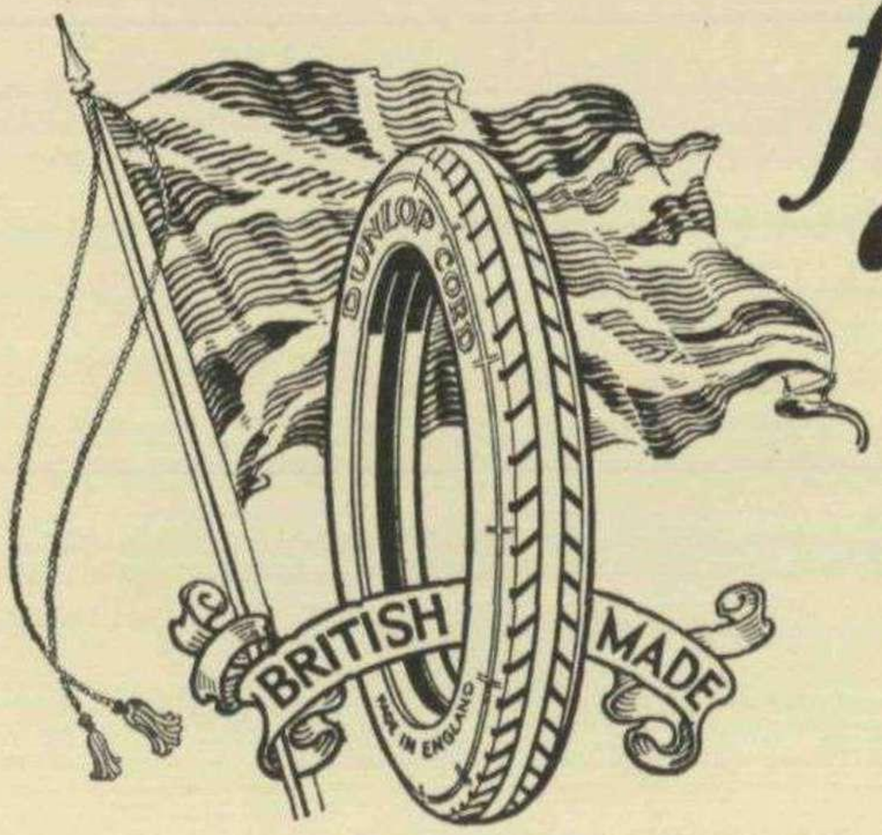


A Good Touring Position is a Feature of the Machine.

The Performance of DUNLOP TYRES

in racing events is invariably as satisfactory as on the road.

The many famous "speed men" who choose Dunlop Tyres have, like the great army of motorists on the road, proved the wisdom of the advice—



'fit Dunlop and be satisfied'

DUNLOP RUBBER CO. LTD.,
FORT DUNLOP, BIRMINGHAM.
Branches throughout the World.

C.F.H. 134

DUNLOP—THE STANDARD *by which* ALL TYRES *are* JUDGED

SPORTING MACHINES ON TEST—continued.

should estimate it at around the eighty mark. An extraordinary vibration was noticeable only when all out, which we attribute to inaccurate engine balance of the machine under test, as we are informed that this vibration is not usually present.

A little difficulty was experienced at first over the gear change, but we found that after a little practice really snappy changes are possible.

The brakes are exceptionally good, the back one being situated to the right of the rider in a very handy position; one is rather apt, however, when using it quickly, to depress the decompressor.

Speaking of the decompressor, the one fitted to the machine under test did not work very well, and we therefore experienced a little difficulty on starting on one or two occasions. However, the machine has covered many thousands of miles, and P. & M. decompressors usually do operate. On the road we found the T.T. Panther docile in traffic yet willing at all times to show off its remarkable acceleration.

Unfortunately we were not seriously challenged, except for a sporting light car capable of an all out speed of about 70, but a little stretch of top and a very small opening of the throttle was sufficient to cope with this rather optimistic speedman.

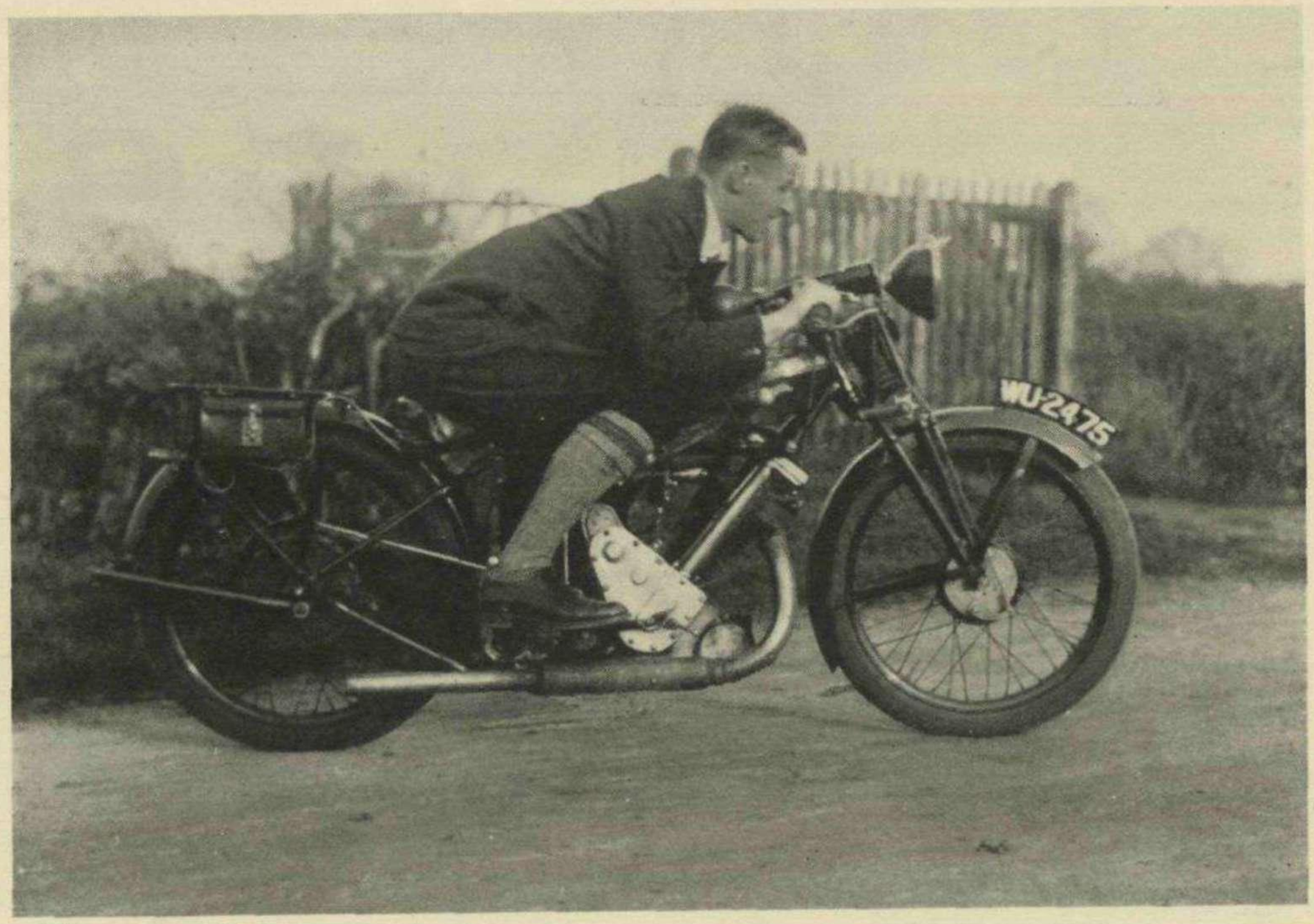
In stopping to refill with National Benzole Mixture and Castrol XL we were rather surprised to find that a spanner was required to undo the nut on the sump. A quickly openable filler cap would save considerable time and trouble.

We noticed that at all stops made the T.T. Panther created quite a sensation, other motor-cyclists clustering around the machine admiring its sporting appearance and the beautiful P. & M. finish which is always an outstanding feature of this firm's productions. On a rough semi-colonial section of our trial we found the machine held the road exceptionally well, and it was practically impossible to get it to skid even on the most treacherous-looking surfaces. Although no serious hills were encountered we discovered one or two nasty little gradients, and were not surprised to find the T.T. Panther apparently taking a delight in showing us how well it could climb.

We noticed that the particular machine on test had a 12 to 1 bottom gear ratio, although it was seldom necessary to use low gear except on the worst gradients with bad surfaces. Another detail of interest which did not escape our watchful eye was that Dunlop wired-on tyres were fitted. Further, the magneto was set exceptionally advanced, it being impossible to start the machine except on fully retard.

We suffered one involuntary stop, due to an oiled up plug, but on investigation discovered that some form of upper cylinder lubricant had been mixed with the petrol on rather too generous a scale. We had no further trouble in this direction, however, on refilling the tank with pure 50/50 mixture.

We had hoped to take the T.T. Panther for a run of about 200 miles, but unfortunately the staff photographer who accompanied us on a 3 h.p. Twin was unable to keep within a reasonable distance of us, it being necessary to stop and wait every few miles. Our friend the photographer complaining at each meeting that although he was travelling consistently at between 40



THE P. & M. PANTHER ALLOWS A COMFORTABLE "RACING CROUCH."

SPORTING MACHINES ON TEST—continued.



DESPITE ITS HIGH PERFORMANCE THE P. & M. IS NOT AN UNWIELDY MACHINE.

and 50 he lost sight of us immediately we started off each time. We are anticipating a claim for damages from the said photographer as we noticed that towards the end of the run the tappet rods of his machine were rather inclined to drop out through over furious driving, and we believe we noticed that one of his exhaust pipes was missing at the end of the journey.

The T.T. Panther evidently revels in maintaining a high speed, and no signs of overheating were at any time shown, in fact the machine does not run really sweetly in top until one is round the 50 mark, at about 65 the T.T. Panther appears in its element and a silken feeling of smooth running is experienced.

In conclusion we would say that we are inclined to consider the T.T. Panther an almost ideal machine for the really sporting motor-cyclist, who desires a speedy, reliable and easily controlled mount.

We understand that the cash price is £85, and that a specially tuned mount can be supplied, if desired, with a tested Brooklands speed certificate of 85 m.p.h. at an extra charge of only £7 10s.

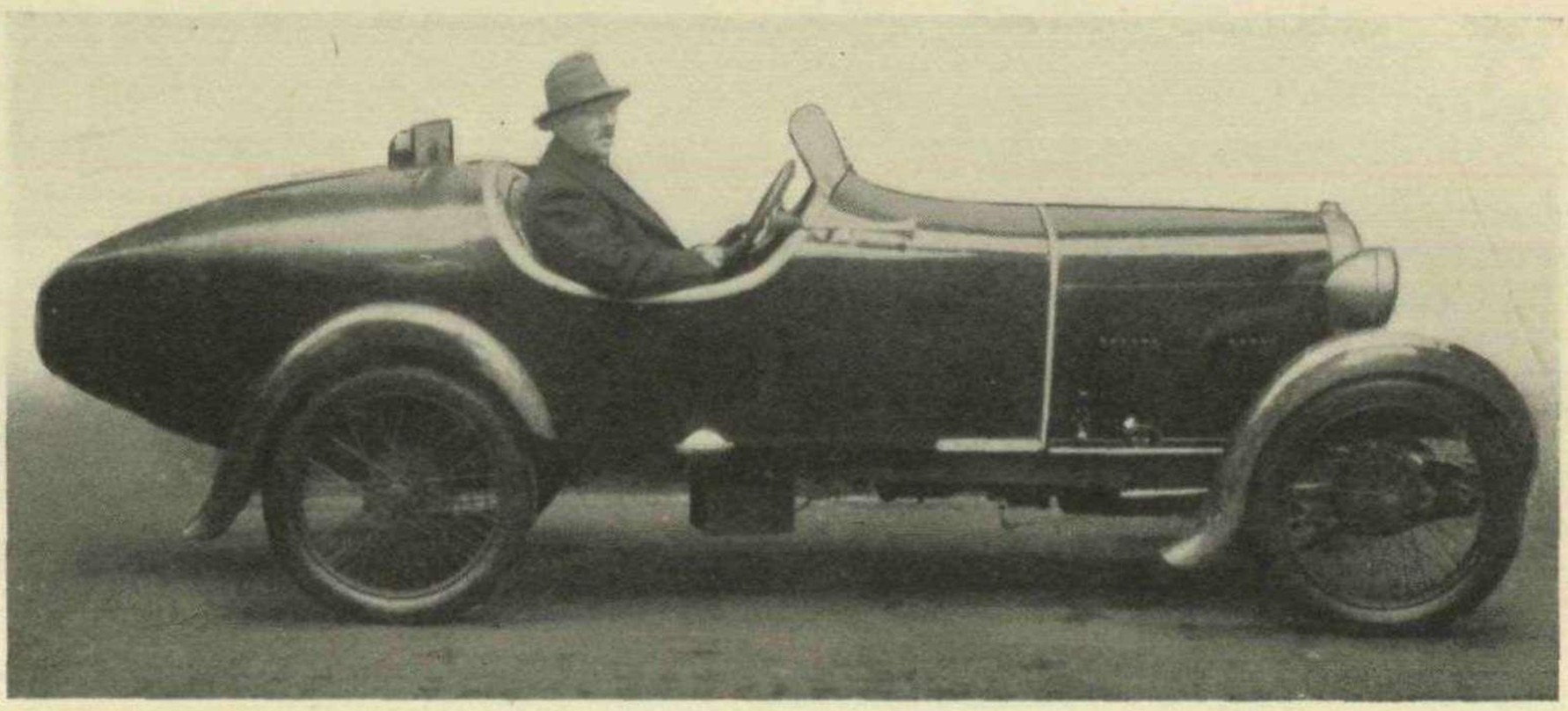
The new London offices of Phelon & Moore, Ltd., are situated at 77, Mortimer Street, W. 1.

THE GRAND PRIX OF THE R.A.C.

The regulations for the Grand Prix of the Royal Automobile Club, which will take place at Brooklands on August Bank Holiday next, have now been issued. This race forms one of the series of five international races which comprise the Championship of the World, the remainder being the Grand Prix d'Europe (to be held in Spain), Grand Prix de France, Indianapolis "500," and Grand Prix d'Italie. This is the first Grand Prix race ever held in this country.

The race will be over a distance of 300 miles, consisting of a suitable number of laps of selected portions of Brooklands Track in which certain special bends or turns will be introduced. The race is open to cars with a maximum capacity of 1,500 c.c. No passengers or mechanics will be carried. Practice will be permitted over the course for six days prior to the race. One change of driver will be allowed during the race, spare drivers having been previously notified to the stewards and approved by them. The winner will receive a prize of £1,000, the second £300 and the third £200, presented by the Royal Automobile Club.

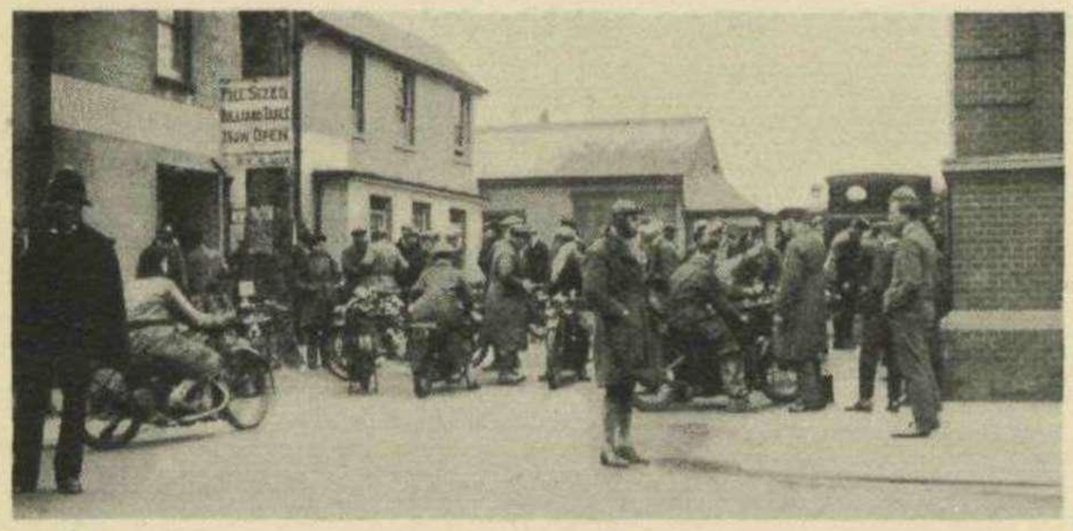
For the first time in the history of automobilism Great Britain has received the sanction of the International Association to run a race within its own shores comparable with the historic events which are carried out in America and on the Continent. The limitations imposed by the law have hitherto precluded any idea of holding such a race here, but the increase in track racing all over the world has undoubtedly induced the International Association to agree to the suggestion of the Royal Automobile Club that a Grand Prix could be run at Brooklands with complete success. The introduction of curves or bends into the course will give the event much of the excitement and interest attaching to a road race, and will largely add to its value as a test of every part of the car.



MR. A. BOVIER AT THE WHEEL OF ONE OF THE LATEST GRAND PRIX SALMSONS.

THE SORROWS OF A SCRAMBLER.

By a Singularly Unsuccessful Competitor in the South Midland Centre Southern Scott Scramble.



COMPETITORS ASSEMBLING AT THE VICTORIA HOTEL, CAMBERLEY.

IT is Friday afternoon, and to-morrow is the great day. Between now and to-morrow, we must persuade our machine to run, fit two new tyres, fill two tubes with a little known, but nevertheless excellent puncture preventer, to wit, Fibermetic, and lastly secure a few hours sleep before the great bumping. The machine, a well-known o.h.v. 350 c.c. single, starts, but runs most erratically. Plug changed. No improvement. Carburettor cleaned. Still no improvement. With shaking hands we examine the magneto. As we feared, the platinum points are worn right down. New pair fitted. At last! Machine runs well. Now we face the apparently unpleasant task of inserting the "Fibermetic" in the inner tubes. Contrary to our experience of other puncture sealers, however, this operation is performed with ease—half-a-dozen charges of an oil squirt being all that is required. The tubes and covers are fitted after a short struggle and we sink down to recover from our exertions. All is now complete, we leave the machine and repair to supper, as it is now quite dark. Suddenly an awful fear strikes into our heart and we stop with a morsel of food suspended midway between plate and mouth. Supposing the magneto trouble lies deeper than the platinum points? Will the new points burn away in the same way as the old ones, perhaps even before Camberley is reached? We return to the garage, remove the contact breaker cover and start the machine. A miniature display of lightning between the points confirms our worst fears. Confusion and rapid thought.

Leaping into the family runabout, we scour the town for friends with similar machines. We find one. Will he lend us his magneto? Delighted. The magneto is removed by candle-light in the open air, borne off in triumph, and fitted in place of its offending mate. Timing by the aid of the sidelights of a car proves a chancy business, but by good fortune we get it dead right first time. The machine is tested, and it at once becomes apparent that a vast improvement in the running has been affected. So at last to bed, yes, really this time!

Saturday morning dawns brightly, and the thirty mile run to Camberley is performed with an increasing sense of satisfaction at the obvious good behaviour of the machine.

The Victoria Hotel, Camberley, presents a busy scene, spectators, competitors, motor-cycles and petrol lorries huddled together in a small yard, while a steady babel of voices demands this, that and the other, and discusses the latest frightfulness discovered by the organisers. Having been forewarned, we remove all superfluous clothing, make a few adjustments, replenish the tanks, and move to the start. Here a loose sandy and stony precipice confronts the eye, which we are told is the easiest hill on the course. Anon the competitors are dispatched, comic relief being provided by a large man (C. M. Harley) on the smallest machine ever seen, a 174 c.c. Zenith, with no mudguards and tiny tyres. He remarked that it was easier to carry than most machines, a fact which he proceeded to demonstrate. We were not surprised to see that the midget engine required assistance, as this competitor disappeared over the sky-line. There were not many failures on the first hill, a few riders fell heavily, while some treated it as a speed hill climb and (quite right too) disappearing over the summit in a wild leap and a cloud of dust.

By the time we start, the sandy track has been badly cut up, and we skid as we accelerate; all out in bottom gear, half flying, half skating, we breast the summit with a satisfying leap at the top. Did we hear applause? Perhaps, but then we expect most people did too. Sharp right turn, over two two-foot mounds in rapid succession and then, changing up, we speed along a straight sandy track in a steady wobble, actually overtaking another competitor as early as this. This is fine, we think, beginning to enjoy the feeling of complete lack of control, caused by the bumps and loose surface. Over heather, sand and rabbit holes we career, through a deep ditch, yelling frantically to another competitor to make way for us, which he, poor mortal, has little chance of doing. However, he is soon left and shortly



THE AUTHOR OF THIS ARTICLE SHORTLY AFTER LEAVING THE START.

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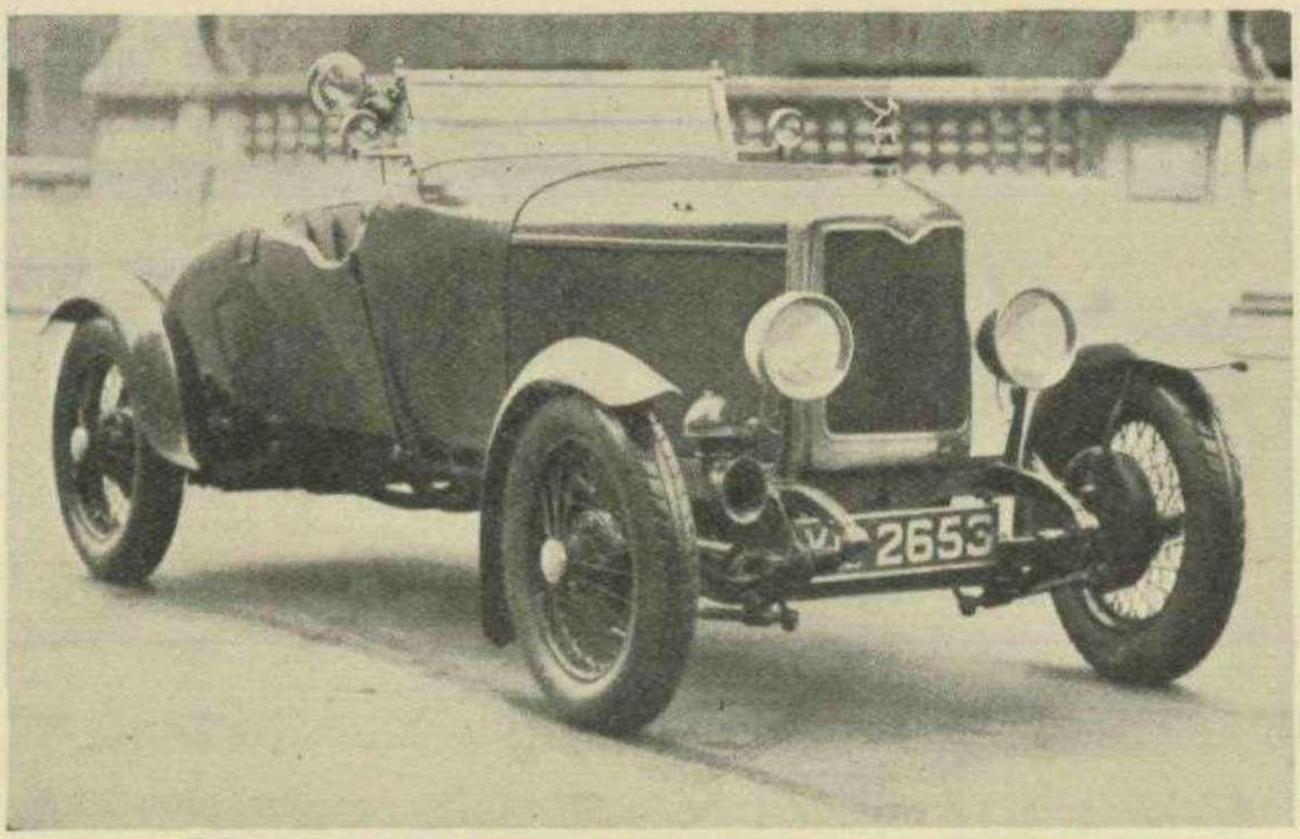
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THE SORROWS OF A SCRAMBLER—continued.



G. Dance Makes a Fast Climb of the First Hill on His Sunbeam.



C. M. Harley (174 c.c. Zenith) "'Ops Off" on "Oppoffsky" Hill.

after, a well-known lady rider is overtaken, bumping merrily along with her usual cheery smile. We then slide down a vertical drop with locked wheel, only to find at the bottom that we are progressing at a horrid speed with the throttle shut! Shall we go on? And if so, shall we not be able to go faster owing to our inability to shut off? No! Discretion demands a stop for investigation. It is then that the effect of the frightful bumping is felt, for our wrists and hands are almost too weak to use a tool. The trouble is due to a throttle wire being nipped by the front forks, and fifteen precious minutes are wasted in freeing the cable and screwing up an oil pipe union, what time all the later starters bounce by. On trying to restart we find that bottom gear has quietly faded away, without any warning or complaint from the gear box.

No kickstarter is fitted, but after about half-a-dozen attempts a restart is made, and with despair in our heart we continue.

A bog is negotiated at an involuntary but necessarily high speed owing to the 7 to 1 second gear, with the aid of a little clutch slip. Did we say a little clutch slip? On the ensuing rise the ruin set in in earnest and a smell of burnt cork begins to pervade the air.

Wild and Woolly! A hurricane drop down a precipitous slope and a corresponding "zoom" up the other side, but all in vain; we stop with hopeless clutch slip and are pushed over the summit. Shortly afterwards we again find ourselves in a deep valley surrounded by unclimbable hills, with not a soul in sight. We cannot remember how we ever got out, unless it was by faith!

So it went on, we were roped up the new hill and told that only Alec Jackson, the Northern crack, had made a clean climb. It was impossible to rush this hill owing to a twisty approach, and we made several abortive and unsteady attempts before we got high enough for the rope to be attached. On the next slope, of only about one in ten gradient, clutch slip is so bad that we dismantle the clutch and dip the parts in a neighbouring pond to cool them; reassembling with a little best Camberley sand, to aid the grip. This proves fairly effective, and we continue until the rise immediately preceding Red Road, where we strike a bump over which the machine will not jump. The machine stops, but we have no such scruples and sail on in a beautiful parabolic curve, falling heavily.

We are now an hour and a half late, our clutch is burnt out, our lowest gear is about 7 to 1, the throttle is still sticking and the footrests point at twenty-five minutes to five, viewed from the front, and are approximately parallel to the chain stays viewed from above.

We hate to be beaten, but don't you think we might now retire without dishonour? So back to Victoria Hotel by the easiest route, to hear similar tales of woe from other luckless competitors and whispers of phenomenal performances by the "stars."

Battered and weary we dawdle home, annoyed at our bad luck, but having enjoyed ourselves thoroughly.

No wonder motor-cyclists are considered mad!

RESULTS OF THE S. MIDLAND CENTRE SOUTHERN SCOTT SCRAMBLE, MARCH 20TH.

"Scott" Trophy, for the Fastest Man.—E. Mainwaring (5.96 h.p. Scott—N.). Times:—1st circuit, 45 mins. 32 secs.; 2nd circuit, 45 mins. 20 secs.

"Southern" Cup, for the Fastest Northerner.—E. K. Langton (4.98 h.p. Scott).

"Northern" Cup, for the Fastest Southerner.—C. Harman (3.48 h.p. O.K.).

The "Two Hundred" Cup, for the Fastest Rider of a Machine up to 200 c.c.—L. C. Christensen (1.72 h.p. Francis-Barnett—S.).

The "Two-Fifty" Cup (up to 350 c.c.).—F. L. Hall (2.46 h.p. New Imperial—S.).

"Three-Fifty" Cup (350 c.c.)—A. Jackson (347 Sunbeam).—N.

The "Six Hundred" Cup (up to 600 c.c.).—W. E. McClure (4.92 h.p. Sunbeam—N.).

The "Thousand" Cup (over 600 c.c.).—F. J. R. Heath (13.01 h.p. Henderson—S.).

The "Venus" Cup, for the Fastest Lady Rider.—Miss M. Cottle (3.48 h.p. Raleigh—N.).

The "Blackdown" Cup, for the Fastest Trade Team.—The Sunbeam Team (A. Jackson, G. Dance and G. B. Goodman).

The "Cordwalles" Cup, for the Fastest Club Team.—The City and Guilds M.C.C.: J. F. McKenna (4.99 h.p. Triumph), G. M. Buxton (4.99 h.p. Rudge) and H. R. B. Waters (5.96 h.p. Indian).

Three Silver Cups, for Fastest Private Team.—E. K. Langton, F. Dean and W. Clough (Scotts).

Second Fastest Lady (five gallons of "Luberine").—Miss E. Foley (4.99 h.p. Triumph—N.).

Silver Casket, for Fastest Two-Stroke.—E. Mainwaring (5.96 h.p. Scott—N.).

Special Prize, for the Fastest Scott.—E. Mainwaring (5.96 h.p. Scott—N.).

N. = North. S. = South.

The Austin Seven

"Burghley" Sports Model

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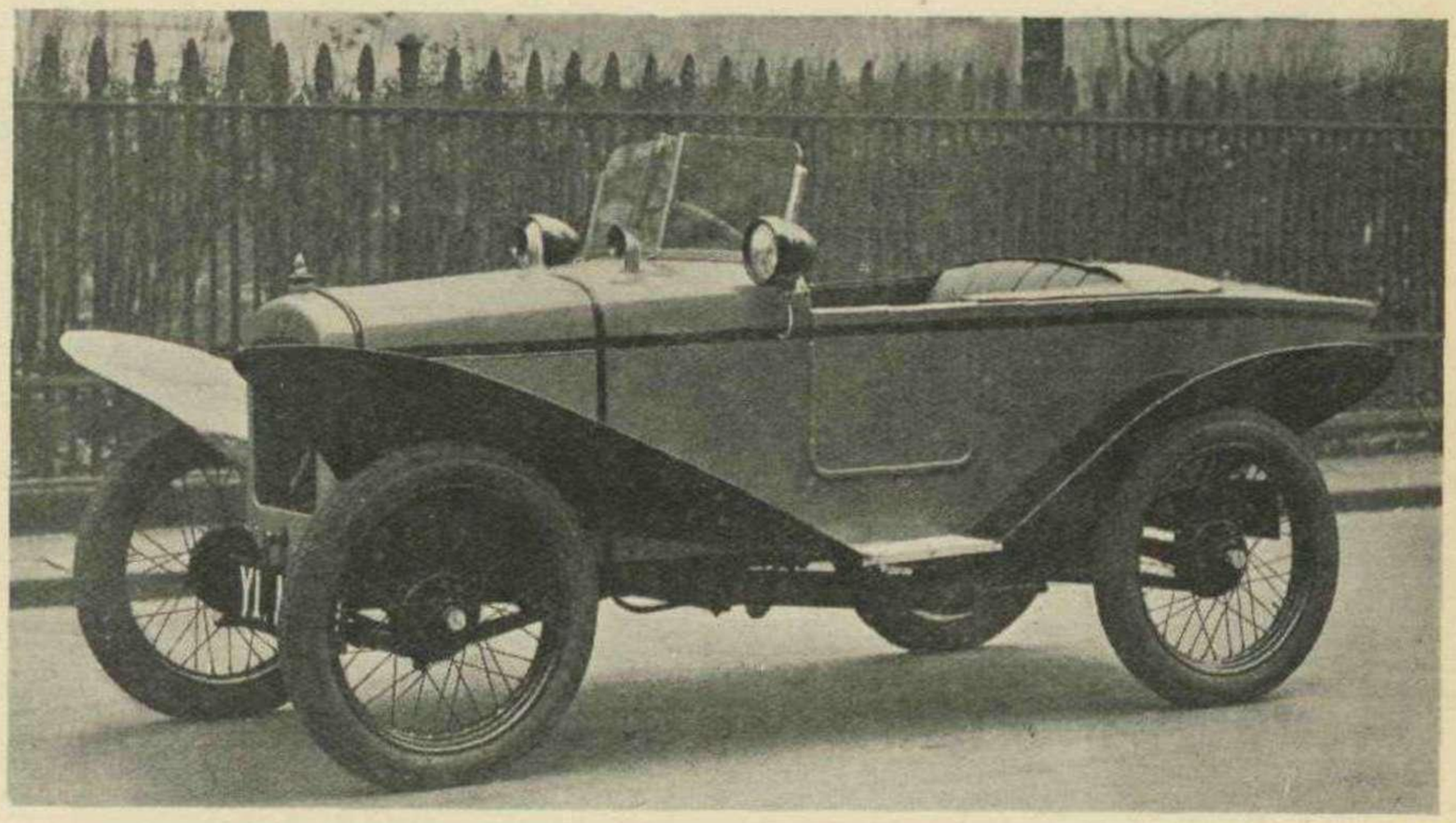
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Standard colour—buff with tobac wings, grey or black with scarlet splayed or raked wings, any other colours to choice. Rear squab is hinged to fold forward, and spare wheel, tools, &c. are stored in tail, with room for small luggage. Special raked steering. Door to either side. Ample leg room. "V" or straight screen as desired. 4-piece bonnet. Hood folds away and is concealed when down. Specially fitted exhaust extending level with tail to order. The tail is decked with polished satin walnut planking. Batteries and extra tool carrier under seat, easily accessible. "Boyce" Motormeter with wings. Blank No. Plates are provided. The dash contains electric lighting and engine switches, air control, speedometer, oil guage and locker.

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LATEST AUSTIN SUCCESS. In the Colmore Cup Trial held on Sat., Feb. 13th, comprising 100 miles of exacting tests, difficult hills and country of Colonial severity, Austin Seven cars secured four GOLD MEDALS and TEAM PRIZE.

MONTHLY BULLETIN

OF

The British Motor-Cycle Racing Club

(Affiliated to the Auto-Cycle Union

Headquarters:
BROOKLANDS MOTOR COURSE, WEYBRIDGE

President:
COLONEL F. LINDSAY LLOYD, C.M.G., C.B.E.

Vice-President:
PROFESSOR A. M. LOW, D.Sc., A.C.G.I.

Hon. Secretary:
A. GEO. REYNOLDS, 95, Fillebrook Road, Leytonstone, E.11.

Under this heading will be reported from month to month the doings and features of the World's Premier Racing Club.

THE opening Meeting of the Club took place on Saturday, March 20th, and was a conspicuous success.

* * * *

Entries were exceedingly good, establishing a record number for the first meeting of the season. Ten races were held and, notwithstanding the intense cold wind that prevailed during the afternoon, some fine racing was witnessed.

* * * *

The Silencer regulation caused some anxiety previous to the start of each race, but as members had made a special effort to carefully observe it, nothing untoward occurred. In fact, close investigation resulted in finding that there had been a considerable improvement in design, with the result that noise was "quite quiet" when taking into account the big fields of starters.

* * * *

In the past, Scratch Races have generally been considered dull to the spectator, but now, with the inclusion of the Sealed Handicap in each event, the Races—well fought out to the last man—were full of surprises.

* * * *

The Second Monthly Meeting, which takes place on Saturday, April 10th, will consist of 10 Races (Handicaps and Scratch). The race for Experts, which is so popular and affords some fine racing, will again be included. The event of the day will be the 90 m.p.h. Handicap, confined to riders whose speed has been observed to be not less than lapping at 90 m.p.h. Such a race will be well worth seeing.

* * * *

The regulations governing the 200 Miles Sidecar Races have now been made, and will consist of three separate races to be run concurrently for the Classes B/s not exceeding 350 c.c., F 600 c.c., G 1,000 c.c. These races will be held on Saturday, May 15th, commencing at 1 p.m., and Members who contemplate entering should not delay as the number of entries is limited, owing to the arrangements for Lap-scoring and Timekeeping.

Valuable Cups to the winners, and replicas of Cups or Medals will be awarded to the passengers. In addition to the Time Medals for riders who are not placed, Medals will also be awarded to their passengers.

The Time limits fixed for the Classes are generous and as follows:—Class B/s 350 c.c., 4 hours; Class F 600 c.c., 3 hours 30 minutes; Class G 1,000 c.c., 3 hours; equalling 50 m.p.h., 57.14 m.p.h. and 66.66 m.p.h. respectively. The full regulations can be had on application to the Hon. Secretary.

* * * *

Reverting to the question of Silencers, those Members in doubt should make their enquiries of the Hon. Secretary, who will be able to advise them.

* * * *

A start has been made in establishing new Records for the official list. On Wednesday, March 24th last, Mr. Victor Horsman succeeded in putting up new figures for Class F (Motor Cycles and Sidecars) on his Triumph, 80.75 by 177 single cylinder, for the 50 miles at a speed of 78·22; 100 kilometres 78·26; and the One Hour covering a distance of 76 miles 1,130 yards.

* * * *

The Committee of the Club has decided that during the season a race approximately 50 miles will be arranged, on the lines of the J.C.C. 200 miles, *i.e.*, to consist of a circuit embodying two or three turns. A suitable selection of the Brooklands circuit has yet to be agreed upon, but at the present moment it is thought that a course starting at the Fork, running right hand inside to the Railway straight, past the Railway start line, and turning to the right up the straight, instead of passing under the Members' Bridge, to the fork at the time box, here turn left as far as the pond starting line, turn right about and back to the fork, and continuing as at the beginning. This should make a good circuit, suitable for both solo and passenger machines.

Has any Member a better choice of a circuit; if so, let the Committee know?

* * * *

A very attractive card has been produced giving the Season's Fixtures and all information regarding membership. It is a card suitable for hanging up, measuring 12 in. by 19½ in., printed in two colours, with an effective picture illustrating the start of a handicap race. Members who can arrange for the display of these cards in prominent positions are asked to write for a supply and thus help to promote the publicity of the Club.



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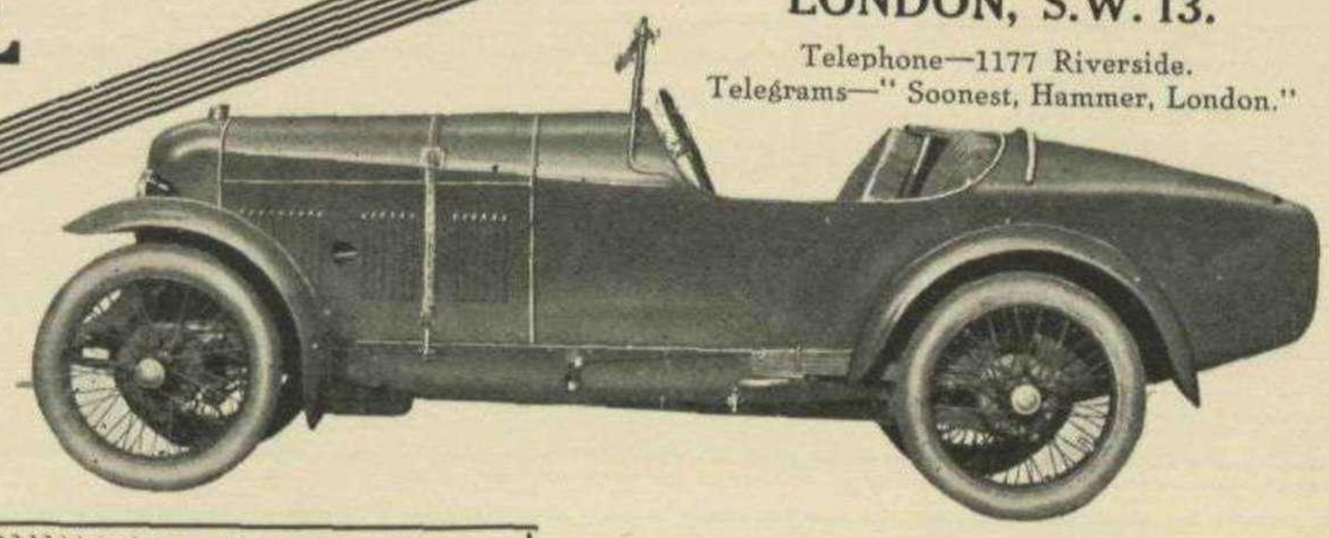
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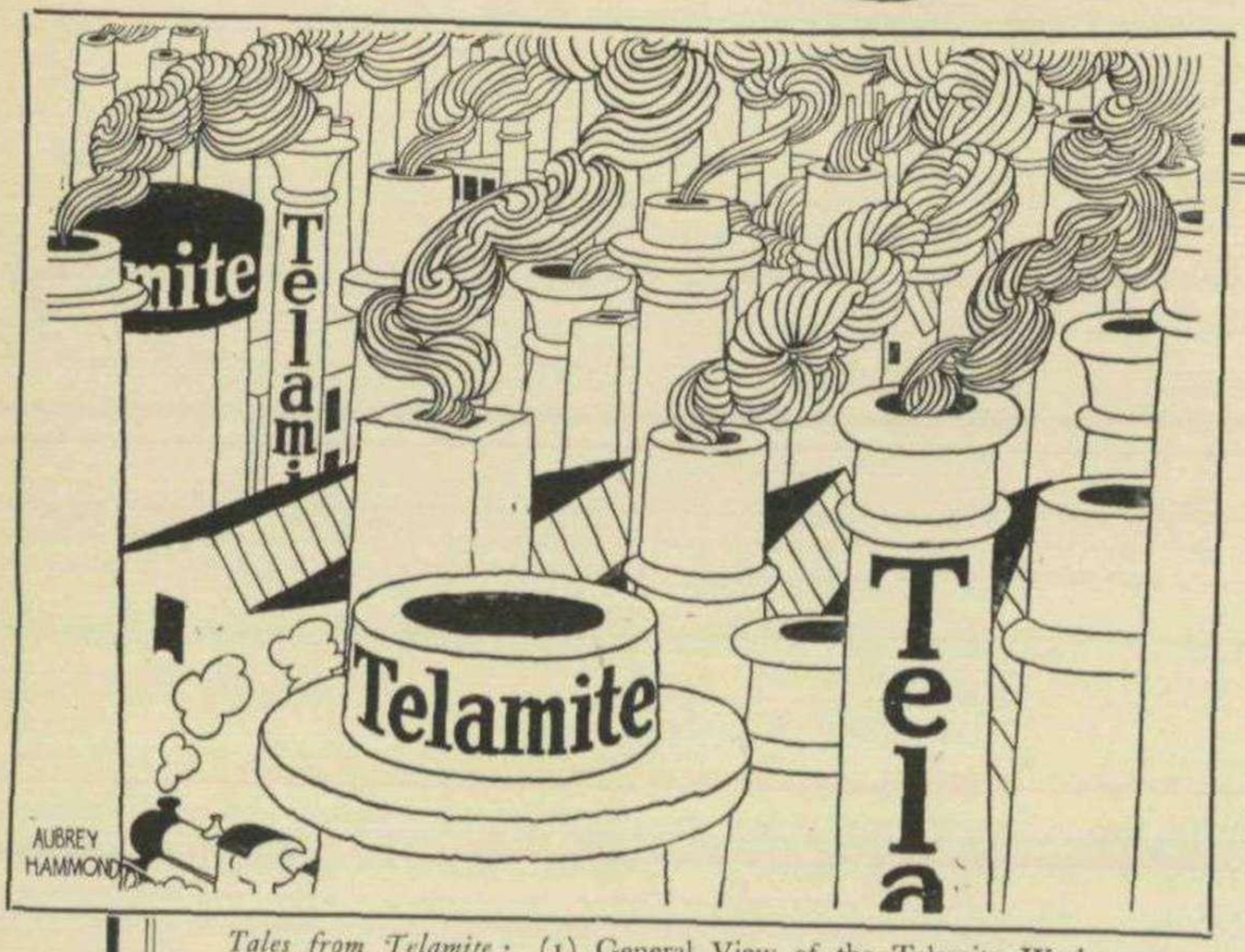
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Round the Clubs



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WEST OF ENGLAND MOTOR CLUB.

The above Club held its opening Reliability Trial on Saturday, March 13th. Forty-nine entries were obtained and the first man was sent off at 2.31. Two laps of 34 miles each had to be covered, each lap including six hills. Newnham Park Hill proved the most difficult, resulting in many lost awards. To qualify for a silver medal, all the hills had to be climbed clean. Only six competitors in point of fact, registered clean climbs on both laps. Bronze medals were awarded to those who obtained 85% marks. A feature of the day was the fine performance of the small touring cars, the cup being won by Mr. J. Eddy, of Exeter, on his Austin Seven. Sub.-Lieut. Turner (of R.N.E. College Car Team) on his Jowett was runner-up. Among the motor-cycles, the B.S.A. team was first, Mr. Snell, of Plymouth, being particularly good. Another good performer was Sub.-Lieut. Dobbs, the amateur T.T. winner on his o.h.v. Norton. The silver medals were awarded to J. Eddy, G. G. Savage, S. K. Snell, G. B. Hall, A. H. Stabb, and T. J. Turner.

Hon. Secretary, G. L. Morrish, Weycroft, Axminster.

BRIGHTON & HOVE MOTOR CLUB.

The Club held its first Reliability Trial recently, and prizes in the shape of cups were presented by the Captain and Vice-Captain. There were 30 entries received, and the results were as follows:—Captain's Cup, L. Watts (Scott and S/c.) lost three marks, silver medal; W. G. Acton (Triumph), 4 marks lost. Souvenirs:—E. P. Alexander on Calthorpe; F. Lidbetter (Rudge and S/c.); L. Blewitt (Rudge); D. Fellingham (Norton); A. L. Fowler (P. & M.); E. Quero (Rex-Acme); E. Tamkin (Scott) and E. N. Woods (Triumph). The second Reliability Trial was held on March 14th. Twenty-five entries were obtained for the "Hewitt" Trophy. The course was short but fairly stiff, including the famous Succombe, Cudham and Saltbox Hills. The results were as follows:—(1) "Hewitt" Trophy, Miss Weekes (Talbot); (2) Cup, C. C. Russell (A.C.); (3) Silver Medal, W. B. Chater-Lea (Chater-Lea and S/c.) and (4) Bronze Medal, P. Croysdill (Norton).

Hon. Secretary, C. L. Clayton, 10, Prince Albert Street, Brighton.

SURBITON MOTOR CLUB.

Many very interesting fixtures for the season have been made, and the club are holding car race meetings at Brooklands, motor-cycle football matches, and Reliability Trials. This year the country headquarters of the Club will be at The Angler's Rest, Bell Weir Lock, Egham, where arrangements have been made for the comfort of members. The Annual Cup Trial will take place on April 17th, starting from the Talbot Hotel, Ripley, the first competitor leaving at 10.30 a.m. The course will consist of two circuits of about 50 miles each.

Applications for membership to the Club should be made to Mr. Kaye Don, 343, Euston Road, London, N.W.1.

ROUND THE CLUBS—continued.

DONCASTER AND DISTRICT MOTOR CLUB.

Headquarters, Woolpack Hotel, Doncaster. The following events have been arranged for the 1926 season. Saturday, May 29th, and Saturday, July 3rd, Centre Speed Trials, and on Saturday, September 25th, an open Speed event known as "The Petrol St. Leger." A Reliability Trial on Whit Monday in Derbyshire, and August Bank Holiday. Night run to London and back, date to be fixed later, and several Social runs.

Hon. Secretary, Mr. Edgar Smith, 13, Littlemore Terrace, Doncaster.

SURREY MOTOR CYCLE CLUB.

The Season opened with the Marians Cup Trial, held on Sunday, March 14th. The recent dry weather rendered the course comparatively easy, but nevertheless, several failures were recorded on the observed hills and at the Sheer watersplash. The results were as follows:—Marians Cup and Miniature, L. N. Taylor (300 c.c. O.K.-J.A.P.). Gold centre medal, A. G. Battley (500 c.c. James). Silver medal, D. R. Cook (349 c.c. B.S.A.). Bronze medal, T. Guyter (500 c.c. Triumph and S/c.).

Hon. Secretary, Mr. A. C. Brooks, "Lyngarth," Upper Street, Michaels Road, Aldershot.

SLOUGH AND DISTRICT M.C. AND L.C.C.

A good entry was received for the Sleep Cup Trial held recently by this Club. The course included three observed hills, watersplash, a brake and easy starting test, together with many miles of grassy and winding lanes. Very few non-stop runs were made up Beacon Hill, which did not cause much trouble in the London-Gloucester Trial. According to the Provisional results, L. E. Gibbs wins the Sleep Cup for the most consistent performance on a 348 c.c. o.h.v. Raleigh.

CUMBERLAND COUNTY MOTOR CYCLE CLUB.

This Club's very well arranged fixture list can be obtained from the Hon. Sec., F. Rowlands, "Douglas House," Nelson Street, Carlisle. The most important events for 1926 are as follows:—

May	2*nd*.	Northern Centre Reliability Trial.
May	15*th*.	"Alan" Trophy Reliability Trial.
June	6*th*.	Northern Centre Rally at Patterdale.
June	20*th*.	Reliability Trial.
June	24*th*.	Northern Centre Closed Speed Trials.
July	3*rd*.	Northern Centre Open Speed Trials.
Aug.	2*nd*.	Sand Racing at Powfoot.
Aug.	29*th*.	Northern Centre Rally at Dungeon Ghy.
Sept.	12*th*.	Northern Centre Championship Trial.
Nov.	18*th*.	Annual Dinner.
Dec.	21*st*.	Annual Dance.

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THE FIRST 1926 B.M.C.R.C. MEETING.

THE first 1926 race meeting of the B.M.C.R.C. was held on Saturday, March 20th, under wretched weather conditions, which seemed to depress both competitors and spectators alike. Speeds on the whole were poor and there were no really exciting finishes. Unlike most first meetings, this year's was noticeable for a lack of anything very special in the way of new machines, if we except the new Wallis with its unusual frame and remarkable steering qualities.

The only objects of interest in the competitors' enclosure, besides the Wallis, were the latest Cotton machines with the engines arranged vertically in the frame, instead of inclined forward, and the record breaking McEvoy-J.A.P. without its supercharger. Its rider, G. W. Patchett, optimistically told us that when the engine is made to stand up to the supercharger, a speed of 150 m.p.h. should be easily attained. Doubtless at this speed Mr. Patchett will indulge in his usual habit of riding "hands off!"

The results of the various races were as follows:—

THREE-LAP SCRATCH RACE—250 C.C.-350 C.C.

1.—C. W. G. Lacey (3.44 h.p. Grindlay-Peerless); 2.—C. W. Johnston (3.48 h.p. Cotton); 3.—G. E. Tottey (3.44 h.p. New Imperial). Winner's speed 83.84 m.p.h.

Winner of sealed handicap.—W. A. Jacobs (2.48 h.p. Rex-Acme).

THREE-LAP SCRATCH RACE—500 C.C.

1.—V. Horsman (4.95 h.p. Triumph); 2.—R. N. Judd (4.99 h.p. Douglas); 3.—A. Denly (4.90 h.p. Norton). Winner's speed 90.22 m.p.h.

Winner of sealed handicap.—G. C. Cobbold (4.93 h.p. Sunbeam).

THREE-LAP SCRATCH RACE—1,000 C.C.

1.—J. S. Wright (9.76 h.p. Zenith); 2.—V. Horsman (5.95 h.p. Triumph); 3.—G. W. Patchett (9.76 h.p. McEvoy). Winner's speed 98.82 m.p.h.

Winner of sealed handicap.—J. S. Wright.

THREE-LAP ALL-COMERS' NOVICE HANDICAP.

1.—C. A. C. Birkin (3.48 h.p. McEvoy); 2.—R. V. Packman (3.48 h.p. Cotton); 3.—W. A. Jacobs (2.48 h.p. Rex-Acme). Winner's speed 75.12 m.p.h.

THREE-LAP HANDICAP—250 C.C.-350 C.C.

1.—W. Colgan (3.48 h.p. Cotton); 2.—C. W. G. Lacey (3.44 h.p. Grindlay-Peerless); 3.—G. E. Tottey (3.44 h.p. New Imperial). Winner's speed 80.72 m.p.h.

THREE-LAP HANDICAP—350 C.C.-1,000 C.C.

1.—G. C. Cobbold (4.93 h.p. Sunbeam); 2.—V. E. Horsman (4.95 h.p. Triumph); 3.—L. P. Driscoll (4.90 h.p. Norton). Winner's speed 69.08 m.p.h.

THREE-LAP PRIVATE OWNERS' HANDICAP.

1.—G. L. Gray (3.44 h.p. New Imperial); 2.—J. W. Marshall (4.90 h.p. Norton); 3.—H. J. Knight (9.77 h.p. Zenith). Winner's speed 69.08 m.p.h.

THREE-LAP EXPERT HANDICAP—350 C.C.-1,000 C.C.

1.—E. W. Guyler (9.77 h.p. Brough-Superior); 2.—F. W. Dixon (5.96 h.p. Douglas); 3.—V. E. Horsman (5.99 h.p. Triumph). Winner's speed 96.52 m.p.h.

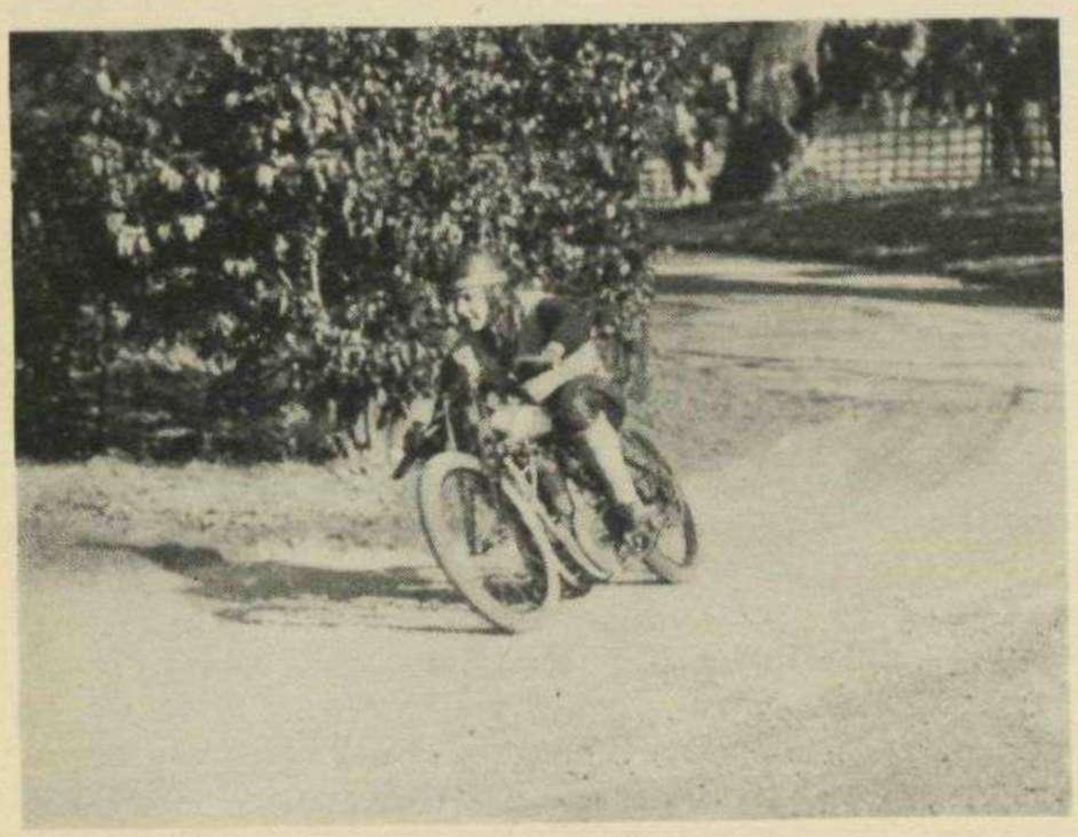
THREE-LAP EXPERT HANDICAP—350 C.C.

1.—A. Greenfield (2.48 h.p. Connaught); 2.—C. W. G. Lacey (3.44 h.p. Grindlay-Peerless); 3.—S. M. Greening (2.46 h.p. Zenith). Winner's speed 68.79 m.p.h.

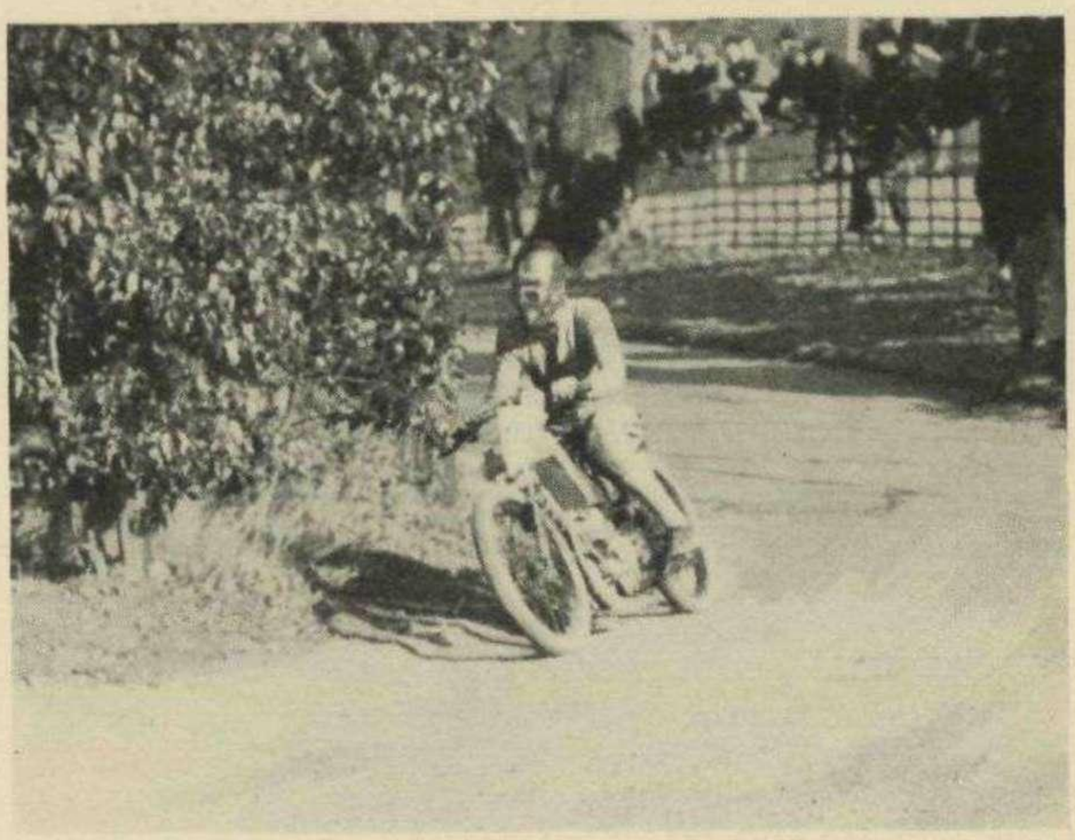
THREE-LAP PASSENGER HANDICAP.

1.—C. S. Staniland (5.88 h.p. Norton and s.c.); 2.—J. S. Wright (9.77 h.p. Zenith and s.c.); 3.—L. Milne (3.44 h.p. Rex-Acme and s.c.). Winner's speed 77.81 m.p.h.

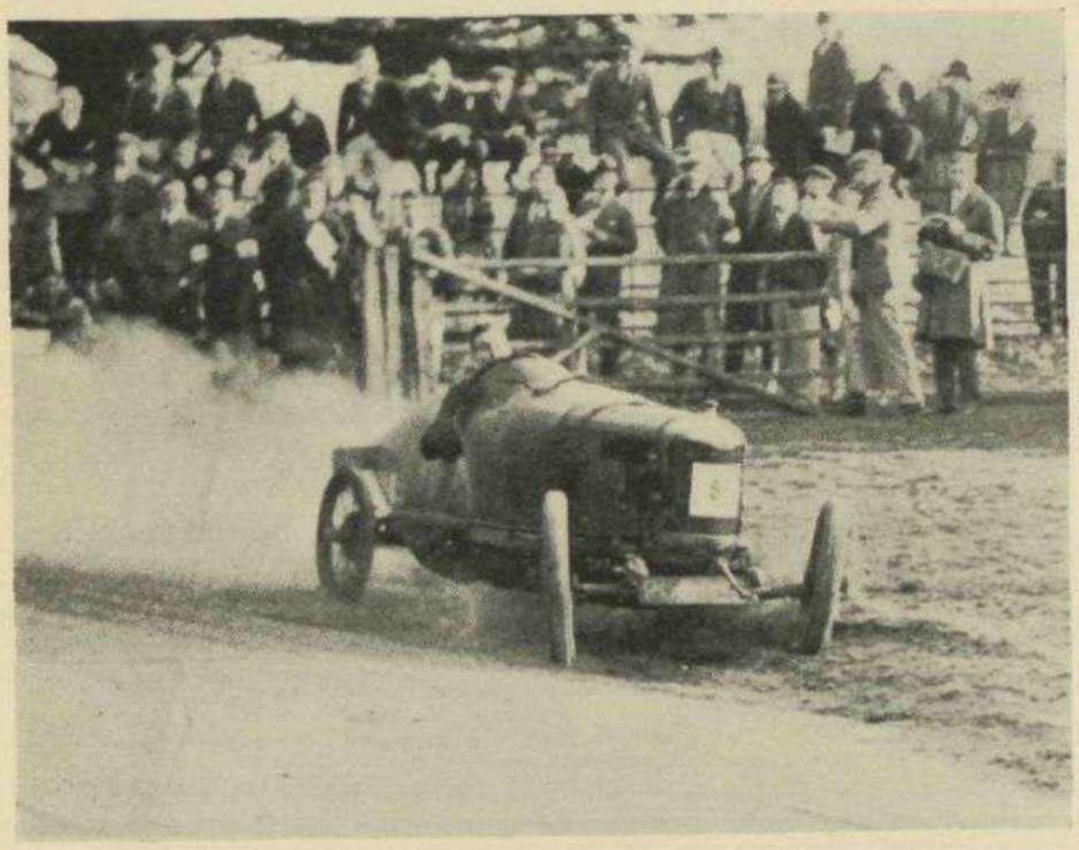
THRILLS at the INTER-'VARSITY HILL CLIMB.



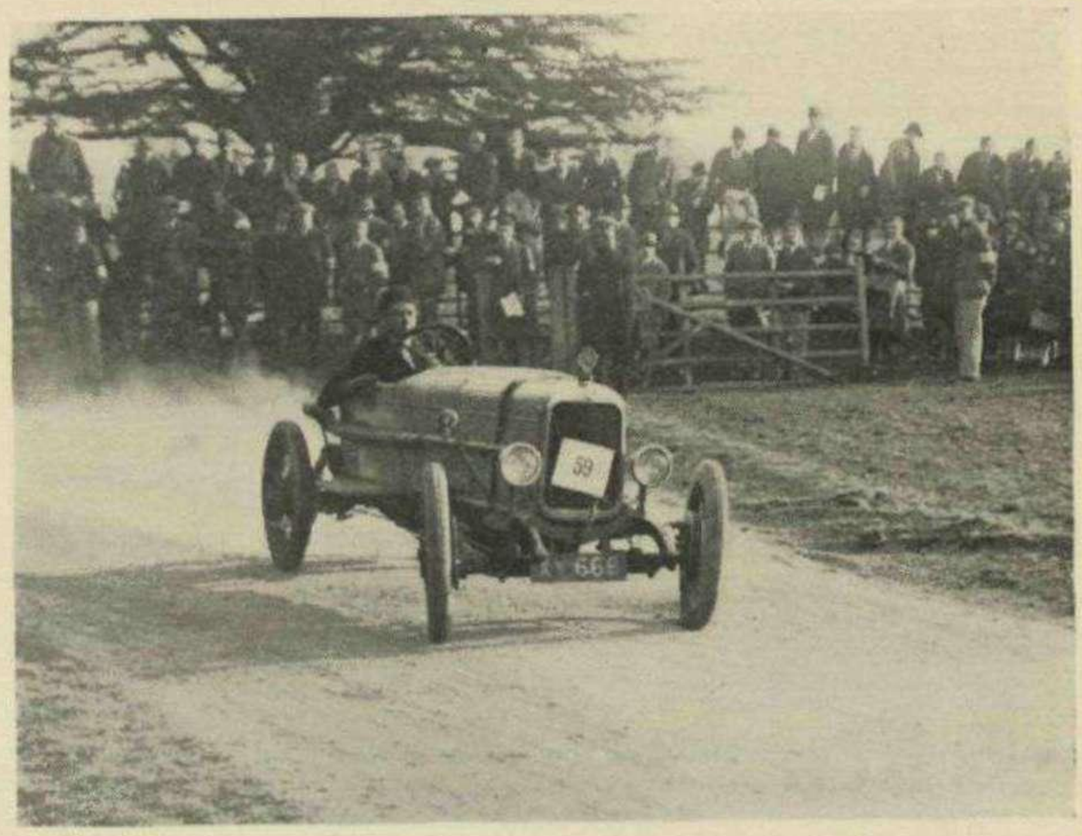
C. A. C. Birkin (348 c.c. McEvoy) Cambridge, Cornering at the Top Bend.



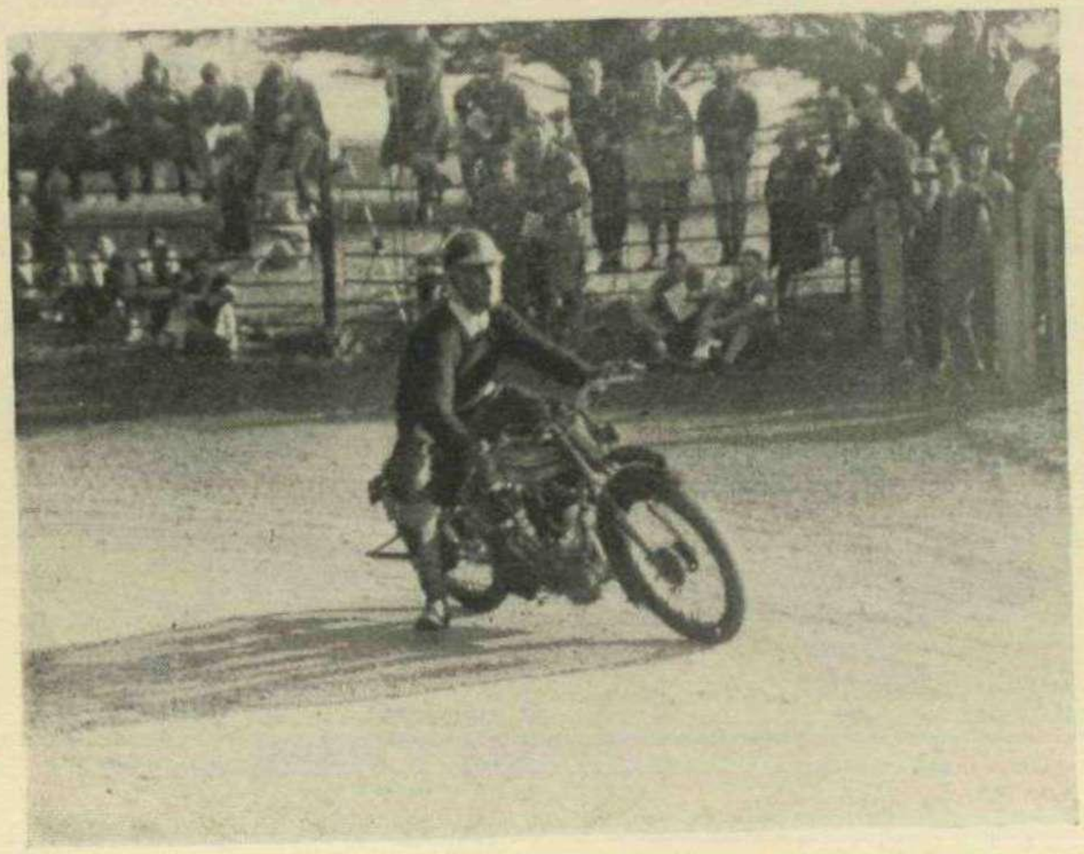
R. P. H. Stables (498 c.c. Scott) Cambridge, Whose Neat Riding Secured Him Second Fastest Time of the Day.



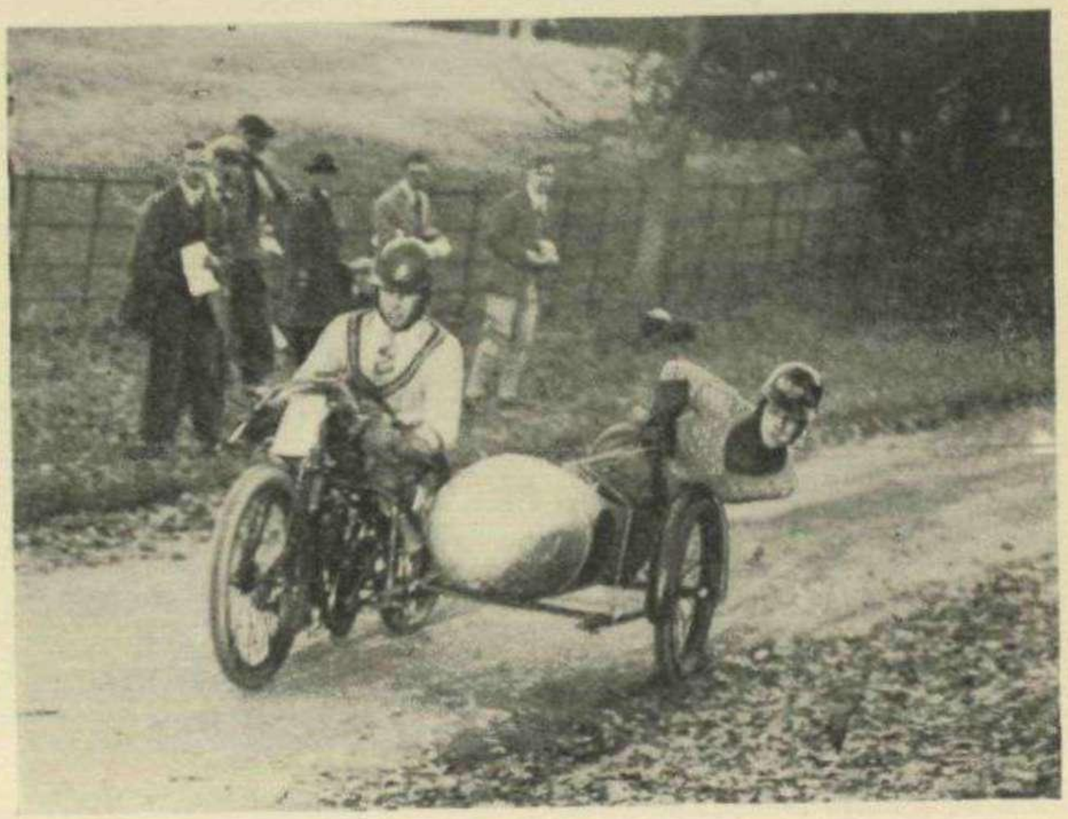
R. Millais (A.C.) Cambridge, Ploughs up the Grass and Bursts a Tyre.



N. Walduck (Cambridge), Wrenching his Alvis Round the Bend.



L. H. Preston (490 c.c. Norton) in Difficulties.



A. Shortus (340 c.c. Cotton & S/c.) Going Well Before His Accident.

ROUND THE CLUBS—continued.

SCOTT MOTOR CYCLE CLUB.

An all night Reliability Trial was held by the Club, starting from Barnet. The first competitor left at 7.30 p.m. During the night, meals were arranged at Barton Mills and Stoney Stratford, and a stop was made for breakfast at Henley-on-Thames. Lunch was taken at the Hotel Victoria at Great Bookham, where the final check was made. The results were as follows :— First class awards : B. J. Habgood (3-speed Scott) ; N. Partridge (2-speed Scott) ; L. G. Beckett (2-speed Scott).

Hon. Secretary, B. J. Habgood, 78, Charlotte Street, London, W.

SOUTHPORT MOTOR CLUB.

The second beach racing meeting was held on Saturday, March 20th, and some good sport was witnessed. The course was the usual one mile stretch with sharp turns at either end.

Several events of one mile length were run, but the real interest centred on the 50 mile solo and the 20 mile sidecar races, in which many well-known riders started, only to retire before the finish. Results were as follows :—

1 MILE SOLO EVENTS.

350 C.C. GENERAL.—L. Hawthorne (New Gerrard) ; NOVICE.—W. Pearce (Dot).

500 C.C. GENERAL.—E. Searle (Norton) ; NOVICE.—A. Mathews (Norton).

750 C.C. GENERAL.—E. Searle (Norton) ; NOVICE.—G. Dempsey (Cotton).

UNLIM. C.C. GENERAL.—W. L. Birch (Brough-Superior) ; NOVICE.—W. L. Birch (Brough-Superior).

1 MILE SIDECAR EVENTS.

500 C.C. GENERAL.—C. Waterhouse (Sunbeam) ; NOVICE.—R. Talbot (Dunelt).

750 C.C. GENERAL.—E. Searle (Norton) ; NOVICE.—R. Talbot (Dunelt).

UNLIM. C.C. GENERAL.—E. C. Baragwanath (Brough-Superior); NOVICE.—C. F. Edwards (Brough-Superior).

50 MILE SOLO RACES.

350 C.C.—E. A. Todd (Matchless).

500 C.C. & UNLIM. C.C.—1st.—J. Gardner (Norton) ; 2nd.—K. Twemlow (H.R.D.) ; 3rd.—T. Simister (Norton).

20 MILE SIDECAR RACES.

600 C.C.—C. Shorroch (Toreador).

UNLIMITED C.C.—C. F. Edwards (Brough-Superior).

LIVERPOOL MOTOR CYCLE CLUB.

This Club held a freak hill climb recently on a grassy slope of varying gradient, the steepest part being 1 in 3. The star performance was made by Marples (Francis-Barnett), who climbed the hill three times.

The fastest climb was made by J. Frodsham on one of the new sports Rudge Whitworths. Results on time were :—(1) J. Frodsham (Rudge), 28 secs. (2) J. Rodgers (Calthorpe), 34⅘ secs. (3) T. L. Hatch (P. & M.), 39⅘ secs.

YEOVIL MOTOR CLUB.

The Moffat Cup Trial was held recently, twenty competitors starting, and an interesting course included the well-known Peak and Salcombe Hills in the Sidmouth district.

A dozen competitors finished, the results being as follows :—

MOFFAT CUP and MEDAL.—C. Morgan (Rover Car).
GOLD MEDAL.—R. B. Ewens (349 c.c. o.h.v. B.S.A. and S/c.)
SOLO AWARD.—P. F. Paddock (1,204 c.c. Indian).
SIDECAR AWARD.—A. Jepson (986 c.c. B.S.A. and S/c.).

Hon. Secretary, J. N. Sedgeman, 8A, High Street, Yeovil.

BERKHAMSTEAD AND DISTRICT MOTOR CYCLE CLUB.

The Winwood Cup Trial was held over a circuit of 48 miles in Hertfordshire, on March 14th. The course had to be covered once in each direction and besides a few easy hills, a brake test at Aldbury, and a stop and restart test on Waterworks Hill were included. E. G. Tate and G. Hester on o.h.v. Nortons were fast on all hills, while J. Girardot deserves great credit for restarting successfully on Waterworks with a 5 to 1 low gear on his Rudge-Multi. Result :—

WINWOOD CUP.—J. R. Gash (493 c.c. B.S.A. and S/c.).
BRONZE MEDAL.—E. G. Tate (490 c.c. Norton).

Hon. Sec., J. C. Reynolds, Silverdale Road, Bushey.

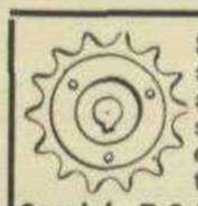
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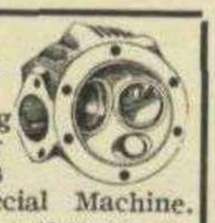
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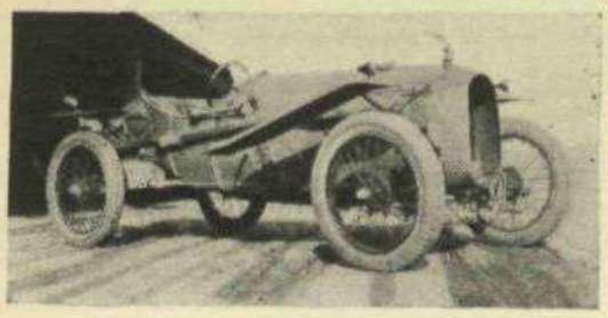
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ROUND THE CLUBS—continued.

SHIRLEY AND DISTRICT MOTOR CLUB.

Results of this Club's Cope Cup Trial are as follows :—

COPE CHALLENGE CUP.
H. S. Perry (349 c.c. B.S.A. and S/c.).
WATSON CUP FOR BEST SOLO.
J. C. Johnson (347 c.c. Sunbeam).
HEATLEY ROSEBOWL FOR BEST SIDECAR.
P. J. Wilkins (246 New Imperial and S/c.).
AMATEUR CUP.
E. J. Robinson (346 c.c. Rudge).
NOVICE CUP.
A. Hill (499 c.c. New Hudson).
PLUME CHALLENGE CUP FOR BEST TEAM.
Central Team consisting of H. S. Perrey, W. Hill and H. Uzzell.
Twelve other competitors gained gold medals.

Hon. Sec., F. G. Chambers, "Kerri," Blakesley Rd., Yardley.

SHEFFIELD AND HALLAMSHIRE MOTOR CYCLE CLUB.

The headquarters of this Club are now at The Alexandra Hotel, Exchange Street, where Club nights will be held every Friday, to which all local motorists are cordially invited.

On Sunday, April 18th, the Amateur Reliability Trial for the Roper Shield will be held, and on Sunday, May 2nd, the Club will hold a social run to Buxton to see the Stock Machine Trial preliminaries.

Hon. Secretary, H. W. Ogg, 12, Southbourne Road, Broomhill.

STAINES MOTOR CLUB.

A Club for all classes of motorists has been formed at Staines, with headquarters at the Bridge House Hotel, and is already going strong. There will be a Reliability Trial soon after Easter, and the subscription for the Club has been fixed at 7s. 6d. per annum.

Hon. Secretary, A. R. Lovell, High Street, Wraysbury.

PORTSMOUTH MOTOR CYCLE CLUB.

The following are the confirmed results of the Club Trial held recently. Solo machines—Silver medals, Mr. Goynes (A.J.S.). Bronze medal, Mr. White (Velocette). Mr. Langford (Norton) and Shearston (Triumph). Sidecars—Silver medal, Mr. Minell (349 c.c. A.J.S.). Bronze medal, Mr. Warren (499 c.c. Rudge).

Hon. Secretary, F. G. Roach, 1, Empshott Road, Southsea.

B.A.R.C. EASTER MEETING.

The first meeting of the B.A.R.C. takes place on Easter Monday, when the programme will include ten events among which will be the Easter Private Competitors' Handicap, and the Lightning Short Handicap for the Founders' Gold Cup, valued at £100. Racing will commence at 1 p.m.

SMALL CARS SCORE HEAVILY AGAIN AT SOUTHPORT.

Some excellent racing was seen during the car classes at the Southport race meeting on March 20th. As usual, the Frazer-Nashes, driven by B. H. Davenport and A. M. Jackson, accounted for most of the short races.

The Earl of Cottenham appeared on a 2-litre supercharged Sunbeam and accounted for the 20 mile event, fighting out a thrilling duel all the way with G. J. Jackson on a 3-litre Sunbeam. In the 1,100 c.c. classes the Morgans, driven by Bullough, Horton, and Moss, swept the board.

The only other competitors to distinguish themselves in any way were F. Horton (Vulcan 2-litre), who secured two seconds, and R. V. Fontes (Bugatti), who secured a second and a third.

ANOTHER RECORD BY C. F. TEMPLE.

C. F. Temple has added another record to his list of successes by creating a new average speed of 105.14 m.p.h. at Montlhery. His machine was an O.E.C. Temple fitted with a British Anzani engine and the distance covered was fifty miles. At the same time new figures were set up for the fifty and one hundred kilometres, the times being 17 minutes 46.58 seconds and 35 minutes 26.35 seconds, giving the average speeds of 104.78 miles per hour and 104.98 miles per hour.

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