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MOTOR SPORT

Incorporating the BROOKLANDS GAZETTE.

Vol. 5. No 2. *May, 1929*

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OBJECTS OF THE LEAGUE.

With the support of sporting motorists throughout the country the League will strive :—

To promote the cause of Road Racing in this country.

To foster Motoring Sport in all its aspects.

To combat unjust Police persecution.

To educate Public Opinion, which is so definitely anti-motorist.

To restore the Chivalry and Fellowship of the Road, which, with the increase of purely utility motoring, is fast dying out.

To establish a bond between all owners of sports vehicles, cars or motor cycles.

To show, by example, that the owner of a sports machine is the finest and most competent driver on the road, and by adopting the slogan of " Speed with Safety," show to all other road users that the members of the League of Motor Sportsmen are drivers whose consideration for all road-users is equalled only by their expert driving.

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Membership of the League is open to all subscribers to *Motor Sport*, whether drivers of cars or motor cycles, or simply enthusiastic followers of the sport.

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Edited by HUBERT H. S. KEOGH

MAY, 1929.

EDITORIAL.

SIR HENRY SEGRAVE.

WE wish to tender our heartiest congratulations to Sir Henry Segrave on his being knighted and on his marvellous performance in raising the world motor speed record to the incredible figure of 231·36 miles per hour.

Some idea of this marvellous performance can be gained when we consider that thirty-one years ago the speed record for the flying kilometre stood at the then, hair-raising speed of 39·24 miles per hour, which was attained by a Jeantaud electric car.

Our readers, we are sure, are proud of the fact that the wonder car with which this record was achieved was 100% British, and we wish to take this opportunity of congratulating the brilliant designer, Captain J. S. Irving, and all those who helped to build the car, on their wonderful work.

Captain Malcolm Campbell's failure to break the world speed record did not come as a surprise to us, and there is no doubt that he would have done considerably better had the stream-lining of his car been more efficient.

However, his wonderful new world's records for the five miles and five kilometres, which now stand at 212 miles per hour and 211·03 miles per hour respectively, are likely to remain unbeaten for some time. Though these speeds fall short of the world's speed record by a good margin, Captain Campbell has achieved what he set out to accomplish, namely, to beat the American record set up by Ray Keech, and had it not been for the great difficulties with which he was faced in preparing the course and which delayed him to such an appreciable extent, he would once again have been the holder of the world's speed record if only for a few weeks. He has apparently discovered an excellent speedway in Verneuk Pan, but one cannot say whether it is better than Daytona until the same car in the same condition, etc., is tried at both places. We congratulate Captain Campbell on his wonderful performance.

The Junior Car Club Double-twelve Hour Race takes place at Brooklands track on May 10th and 11th next, and has been very well supported, there being more entries for this event than any other event of the season. The fact that the cars entered must be genuinely in production, and that similar models can be bought in the ordinary way will no doubt do a great deal of good in improving the breed. This is certainly the type of race that we want, since there are at present few races in which the sporting amateur can enter his or her standard sports car and stand a reasonable chance of success.

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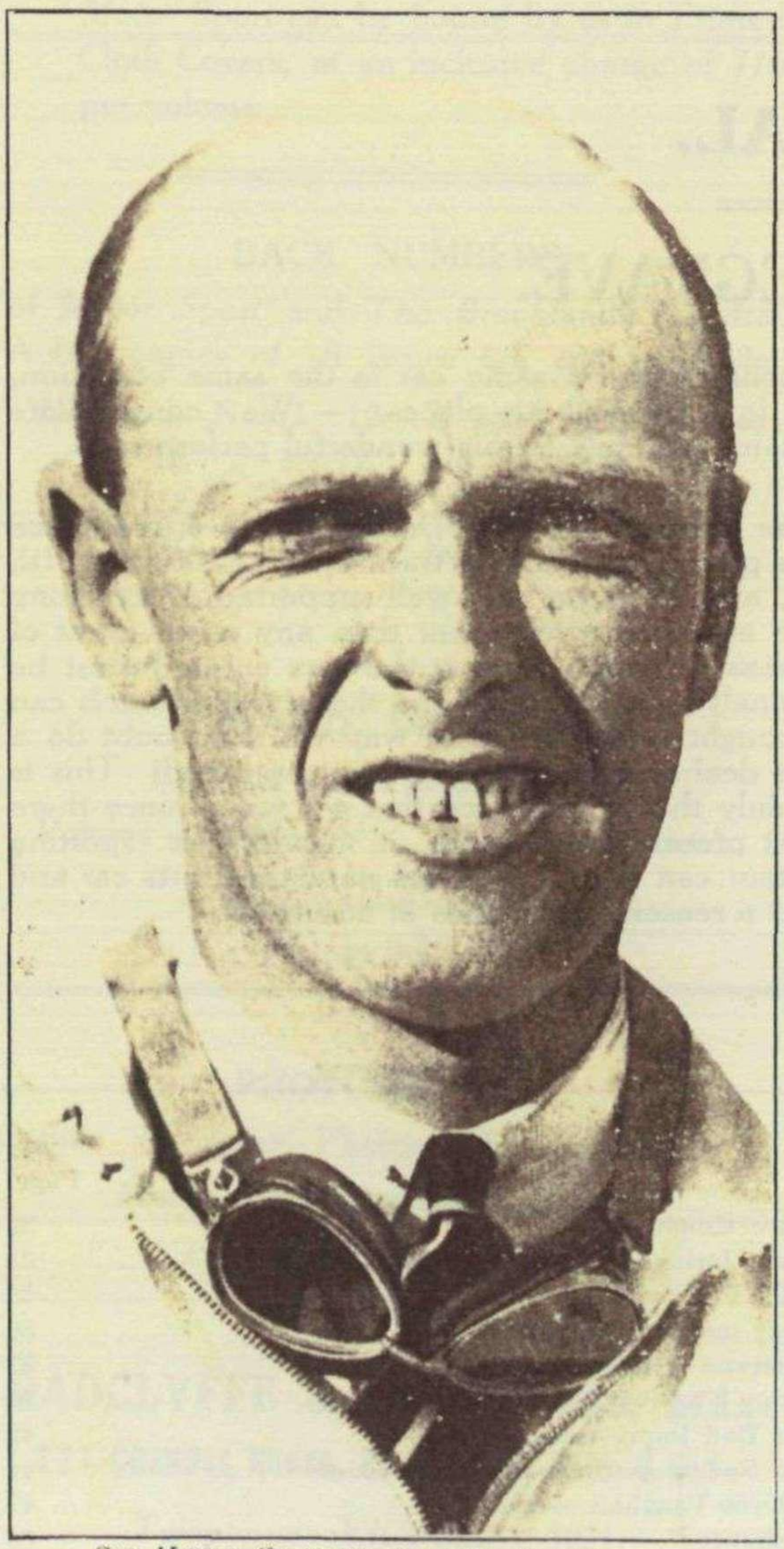
SEGRAVE KNIGHTED.

THE KING HONOURS WORLD SPEED RECORD HOLDER.

THE wonderfully successful expedition from which Major H. O. D. Segrave has recently returned has been brought to a fitting climax by the fact that His Mejesty The King has been pleased to confer a Knighthood upon our national hero. His Majesty sent the following telegram to Major Segrave :—

"On your arrival home I send you my hearty congratulations on your splendid achievement in winning for Great Britain the World's Speed Record for Motorcars, and on you success in the race for the International Speed Boat Trophy.

George R.I."



SIR HENRY SEGRAVE, HOLDER OF THE WORLD'S MOTOR SPEED RECORD.

Major Henry O'Neill de Hane Segrave was born in America and educated at Eton, from whence he went to the Royal Military College, Sandhurst, just before the outbreak of war. On obtaining his commission he went overseas with his regiment, and was twice wounded in action. In 1915 he was seconded to the Royal Corps, and was promoted to the rank of Flight Commander in the field. He was later appointed Staff Captain, R.F.C., at the General Headquarters of the B.E.F. He was later appointed Private Secretary to Major-General Sykes, Chief of the Air Staff. Major Segrave was detailed for important work under the British Ambassador at Washington, when the Air Force Mission was despatched to the United States.

He has been twice mentioned in despatches.

Major Segrave commenced his racing career just after the Armistice, when he was successful in several American dirt-track races at the wheel of a 4-litre Mercer car. His next car was a 4½-litre Grand Prix Opel car, with which he was very successful as an amateur.

In 1921 Major Segrave took his place in the Talbot team as a professional, and finished 7th in the Grand Prix. He also took part in the first 200 mile race at Brooklands and came home first. The following year he finished second in the 200 mile race and was third in the Grand Prix des Voitnrettes at Le Mans. In 1923 he won the French Grand Prix on a Sunbeam. This being the one and only time that this race has been won by an Englishman. The same year he won the Grand Prix des Voiturettes at Boulogne. In 1924 he proved the winner of the Spanish Grand Prix at San Sebastian, and finished third in the 200 mile race at Brooklands. In 1925 on a 1½-litre Darracq he was the winner of the Grand Prix de Provence, and finished third in the Grand Prix de Montlhery the same year. He also won the 200 mile race on a Darracq.

In 1926 he lowered the world's record for the Kilometre, raising the speed for that distance to 152.308 M.P.H., on a 12-cylinder Sunbeam.

In 1927 Major Segrave created a new world's speed record of 203 M.P.H., in a Sunbeam car which was really the fore-runner of the *Irving Napier Special* car in which he put up the present world's speed record of 231.36 M.P.H. at Daytona Beach.

This stupendous speed is all the more remarkable when it is realised that the previous record, held by the American driver, Mr. Ray Keech, was beaten by approximately 24 miles per hour! and that it was only the *second* time Major Segrave had driven the car at high speed. On his first trial run Major Segrave attained a speed of 180 M.P.H., and had it not been for the unfortunate accident to the American defender. Mr. Lee Bible, Major Segrave's intention was to still further raise the record to 240 M.P.H. We have no doubt that the "Golden Arrow" could have accomplished this speed, since

SEGRAVE KNIGHTED—continued.

the record of 231.36 was achieved on extremely wet sand, and on its return run the car was practically running in water.

By accomplishing this terrific speed (3.856 *miles* per minute!) Major Segrave has justly earned the title of "Speed King" and he certainly deserves the honours bestowed upon him.

Major Segrave himself was responsible for the original urge to regain the record for the "Old Country," and his chief wish was that every bit of the car should be British. This record proves to the world that British engineers and Britain's foremost driver, who possesses both courage and skill, are unbeatable.

CAPTAIN J. S. IRVING, DESIGNER OF THE 'IRVING NAPIER SPECIAL' INTERVIEWS "MOTOR SPORT"

WISHING to give our numerous readers some first-hand information about the designer of the Irving Napier Special Car "Golden Arrow," we called on Captain Irving and spent a very enjoyable and enlightening hour with this world-famous designer, who has not only a most charming personality, but a way of making everything he says most interesting. He was so modest that it was quite impossible to get him to talk about himself.

Captain J. S. Irving was with the Daimler Co. until 1910 and then joined Colonel Mervyn O'Gorman at the Balloon Factory, South Farnborough, which is now known as the Royal Aircraft Establishment, where he was engaged on aeronautical work. Joining the Royal Air Force, then the Royal Flying Corps, at the outbreak of war in 1914, Captain Irving served until the Armistice when he accepted a position as Chief Experimental Engineer to the Sunbeam Co., and later became Engineer to that company.

During this time he was very closely connected with the design, development and successes of the Sunbeam Co., throughout its racing career. These successes include the winning of the French Grand Prix in 1923, the numerous Talbot Darracq 1st, 2nd, and 3rd successes; Major Segraves world speed record for the road of over 140 miles per hour, and the 203 miles per hour record speed obtained by the 1,000 h.p. twin engined Sunbeam car driven by Major Segrave in 1927. Captain Irving explained that he obtained very valuable experience and information from the design of this Sunbeam which was of great service to him in so far as he knew definitely what lines to adopt for the design of the faster car.

After resigning his position with the Sunbeam Co., Captain Irving became Chief Engineer to the Humfrey-Sandberg Co. for the purpose of directing and developing the Humphrey-Sandberg freewheel and easy gear change device. Itl was through the patriotic and unselfish action of this company that Captain Irving was granted permission to use part of his time on the design and construction of the "Golden Arrow." Captain Irving was given an entirely free hand in the design of the Golden Arrow and the following details which he gave us of the car may be of interest to our readers.



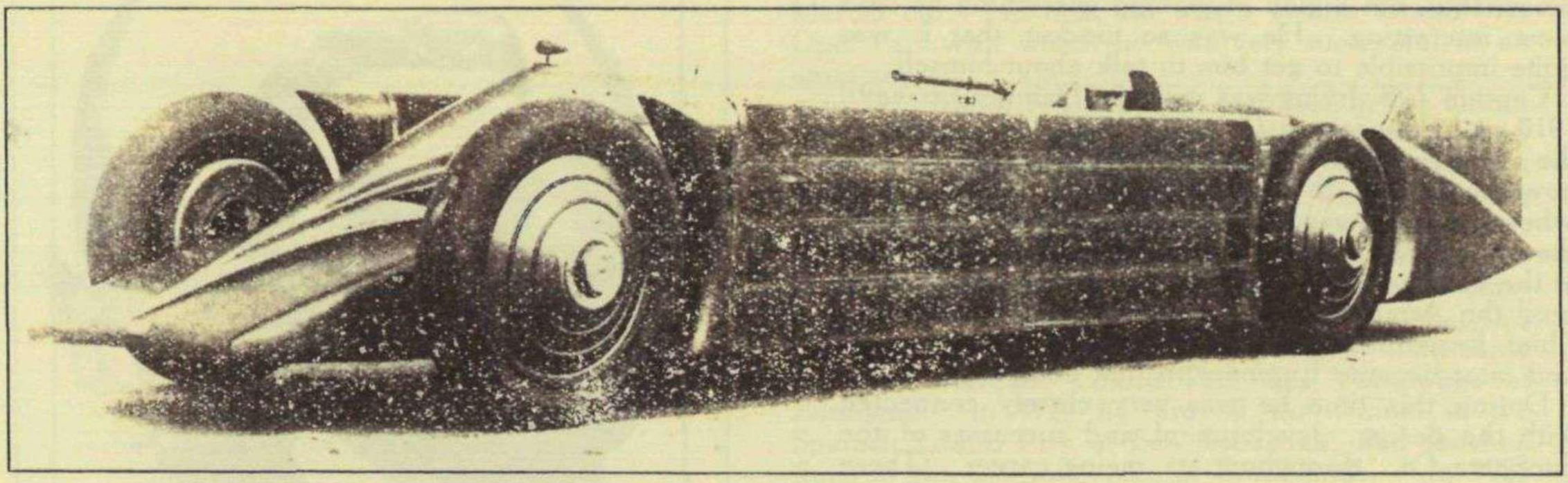
CAPTAIN J. S. IRVING, DESIGNER OF THE "GOLDEN ARROW."

CAPTAIN J. S. IRVING INTERVIEW—continued.

IRVING NAPIER SPECIAL.

Overall Length.—27ft. 8ins.
Overall height of body from ground.—37ins., *i.e.*, 6ins. higher than an ordinary kitchen table.
Top of seat cushion from ground.—9ins., 3ins. higher than a 4lb. jam pot.
Total Weight.—3 tons, 12 cwts., including 5 cwts. lead ballast required to obtain true balance.
Engine.—Napier 900 h.p. as used in Schneider Cup winner and also by Captain Malcolm Campbell.
Compression Ratio.—10—1, i.e., double that of the normal engine.
Fuel.—*Special* B.P. alcohol mixture. Owing to the high compression ratio, it was impossible to fully open the throttle until the engine was turning at over 2,000 revolutions per minute.
Speed of Engine at 231 m.p.h.—3,250 r.p.m.
Gear Changes.—1st to 2nd at 80 m.p.h.; 2nd to top at 170 m.p.h.
Consumption.—75 gallons per hour at record speed, 3 miles per gallon.

Captain Irving informed us that the ice cooling was provided merely as a precaution as the design of the novel surface radiators, etc., used, was based entirely on theory and no practical data was available. However, the radiators were found t ofunction perfectly, the water temperature never exceeding 68 degrees C. and as the ice cooling was controlled by thermostat by the temperature of the water it was not used at all, in fact, so we were told, during the record run there was not even any ice in the radiator. Captain Irving told us that the " Golden Arrow " was very docile compared with other cars of this class and that on one occasion Major Segrave *drove* the car up some planks off the sand on to the promenade and back to the garage.



SIR HENRY SEGRAVE AT THE WHEEL OF THE " GOLDEN ARROW."

CAPTAIN MALCOLM CAMPBELL'S NEW RECORDS.

On April 26th, at Verneuk Pan, South Africa, Captain Malcolm broke the worlds records for the five miles and five kilometres. At the same time he attempted to beat the flying mile record at present held by Sir Henry Segrave, but in this he failed. Captain Campbell's speed for the five kilometres was 211 miles per hour and for the five miles 212 miles per hour. The previous record for the five kilometers was put up by Sir Henry Segrave driving the 1,000 h.p. twin engined Sunbeam at Daytona in 1927, when he averaged 202·67 miles per hour for that distance. Captain Campbell's speed for the 5 miles record, viz., 212 miles per hour beats the former record by the astounding margin of 72 *miles per hour*, this being previously 140·6 miles per hour, attained at Montlhery track by Mr. E. A. D. Eldridge driving his straight eight 2,000 c.c. Miller. Captain Campbell has now abandoned his attempt to break the world's speed record and is sailing for England on May 3rd. When it is recalled that his time for the mile was only one second less than the time put up by Sir Henry Segrave, his marvellous performance will be appreciated.

DELAGE BREAKS RECORDS AT BROOKLANDS

Mr. J. R. Cobb, driving a 10,680 c.c. Delage car at Brooklands on Saturday, April 20th, succeeded in breaking three international and one British record in Class A. The British record was five kilometres (flying start), Mr. Cobb's time being 1min. 27·36 secs., which gives an average of 128·17 m.p.h. over that distance. The international records were the five miles, average speed 128·14 m.p.h., 10 kilometres at 128·11 m.p.h., and the 10 miles record at 128 m.p.h.

ROYAL AUTOMOBILE CLUB.

PROVISIONAL LIST OF FIXTURES.

DATE.	CLUB.	EVENT.
MAY 4	Midland A.C.	SHELSLEY WALSH AMATEUR HILL CLIMB.
10-11	Junior Car Club	DOUBLE TWELVE-HOUR RACE, BROOKLANDS.
17-18	M.C.C.	London-Edinburgh Trial.
18	West of England M.C. (A.C.U., S.E. Centre)	Reliability Trial.
18	Southport M.C. (A.C.U., N.W. Centre) ...	Southport Speed Trials.
18	Kent and Sussex L.C.C.	Lewes Speed Trials.
20	B.A.R.C.	BROOKLANDS WHITSUN MEETING.
26	Liverpool M.C.	Reliability Trial.
30-31	Brighton and Hove M.C.	Brighton Motor Rally.
JUNE 1-2	New Cyclecar Club	Reliability Trial.
8 and 10	Skegness Motor Race Committee	SKEGNESS SPEED TRIALS.
10, 12, 14	A.C.U.	ISLE OF MAN TOURIST TROPHY RACES.
15	Southport M.C.	100 MILE CAR RACE, SOUTHPORT.
22	Liverpool M.C.	Reliability Trial.
22-23	Carshalton M.C.C. (A.C.U., S.E. Centre) ...	Reliability Trial.
JULY 6	North Liverpool M.C.C.	Wallasey Speed Trials.
6	Kent and Sussex L.C.C.	Lewes Speed Trials.
6	Sunbeam M.C.C.	200 Miles Reliability Trial.
6-7	Liverpool M.C.	24 Hours Reliability Trial, Edinburgh.
6	Junior Car Club	Members' Day, Brooklands.
6-7 13-14	Oozelum M.C. (A.C.U., S.E. Centre) ...	Reliability Trial.
7	Thames Ditton M.C. (A.C.U., S.M. Centre)	Reliability Trial.
9-12	M.C.C.	Land's End-John O'Groats Trial.
AUG. 5	B.A.R.C.	BROOKLANDS MEETING.
17	North Liverpool M.C.C. (A.C.U. Cheshire Centre)	Wallasey Speed Trials.
17	R.A.C.	INTERNATIONAL TOURIST TROPHY RACE, ULSTER.
17	Kent and Sussex L.C.C.	Lewes Speed Trials.
17	Southport M.C. (A.C.U., N.W. Centre) ...	Southport Speed Trials.
17-18	Newbury and District M.C. (A.C.U., S.E. Centre)	Reliability Trial.
31	New Cyclecar Club	Race Meeting, Brooklands.
SEPT. 1	North Liverpool M.C.C.	Reliability Trial.
6-7-8	Liverpool M.C.	Double 12 Hour Reliability Trial.
7	Newbury and District M.C.	Reliability Trial.
14	Midland A. C.	SHELSLEY WALSH HILL CLIMB.
14	M.C.C.	Speed Trial, Brooklands.
21	B.A.R.C.	BROOKLANDS MEETING.
28	Southport M.C.	RACE MEETING, SOUTHPORT.
28	Kent and Sussex L.C.C.	Lewes Speed Trials.
29	Liverpool M.C.	Reliability Trial.
OCT. 5	New Cyclecar Club	Reliability Trial.
12	British Racing Drivers' Club	RACE MEETING, BROOKLANDS.
26	M.C.C.	Sporting Trial.
26	Southport M.C. (A.C.U., N.W. Centre) ...	Southport Speed Trials.
NOV. 2-3	Sunbeam M.C.C. (A.C.U., S.E. Centre) ...	Reliability Trial.
DEC. 1	Liverpool M.C.	Reliability Trial.
27-28	M.C.C.	London-Exeter Trial.

A BODY "MADE TO MEASURE."

A few interesting facts about the body of the "Golden Arrow."

THE chassis of Major Segrave's famous Golden Arrow was by no means alone in assuring the car's success—the body and the streamlining arrangements played parts which, in their own way, were as important as sheer engine power and stability; in fact this stability was largely obtained by the design of the body itself.

It is not generally known that this body was actually " made to measure " and that Major Segrave's stature and proportions were the governing factors in its general outline.

The first operation carried out by Thrupp and Maberly, Ltd., the coachbuilders, was the construction of a model to the full size of the cockpit from which Major Segrave would control his car. This was made up to conform approximately to the outline of the driver when seated in the chassis.

The model having been roughed out, Major Segrave sat inside and every possible fraction of reduction which could be made in the frontal area of this cock-pit was pared down. Another model was then made up to these smaller dimensions—dummy steering wheel, gear and brake levers, pedals and controls all being fitted in position so that a final settlement as to the outline of the body could be reached. From this basis Capt. Irving evolved the whole scheme of bodywork and streamlining.

The making up of the beautifully shaped sections was one of the most difficult problems that could confront a body builder. The work also had to be dealt with in an entirely novel way, for there was no possibility of building to the chassis, in that this was still in process of construction. To get over this difficulty, wooden frames, or skeletons, had to be built, and the various sections were made to fit these. In addition the time available was extremely limited.

When all the parts were prepared, a little army of bodymakers and panel beaters began operations. It was fortunate that all those working on the car were imbued with enthusiasm, for had not everyone accommodated himself to the difficult conditions, it would have undoubtedly delayed matters very considerably. As it was, engineers, bodymakers and panel beaters all pulled together, completing the work efficiently and to time.

This meant that many of Thrupp and Maberly's men had to work for ten days straight off, with only brief intervals for sleep and food; but in spite of the fact that some of the men worked themselves to a point of exhaustion, they must be happy in the knowledge that the results of their efforts have been so successful.

It is interesting to note that 500 square feet of aluminium were used in the construction of the body and streamlining arrangements, and that practically every square foot had to be hand beaten or planished to shape before being fitted.



A SCENE AT THE ROSEHILL PETROL STATION, SUTTON, DURING THE START OF THE CARSHALTON M.C.C. PILLION TRIAL.

THE FIRST GRAND PRIX OF MONACO.

ENGLISH DRIVER WINS FIRST GRAND PRIX OF THE YEAR

ON April 14th last the first Grand Prix of Monaco was run through the streets of Monte Carlo. The course was extremely tricky and included innumerable bends and two hairpins. It had to be covered one hundred times. The course was cleared just previous to the race by Prince Pierre of Monaco who drove round at the wheel of a Voisin car.

The race was notable for the terrific duel which took place between Williams (2,300 c.c. supercharged Bugatti) the ultimate winner, and Caracciola (7,000 c.c. supercharged Mercedes). Williams took the lead soon after the start hotly pursued by Caracciola. On the thirty sixth lap Caracciola passed Williams who had been in the lead all the time but Williams regained the lead on the forty-second lap. On his fiftieth lap Williams stopped at the pits for replenishments and in spite of being very quick, he naturally lost the lead again to the Mercedes. On the fifty-fiirst lap the Mercedes came into the pits and owing to its heavy petrol consumption was some time filling up. Both rear wheels were changed also, and as a result Williams regained his leading position and increased his lead by over a lap. Both Bouriano and Philippe, on Bugattis also got ahead of the Mercedes but Phillipe held third position for only a few laps when he was passed by the Mercedes. They finished in this order.

RESULT:—

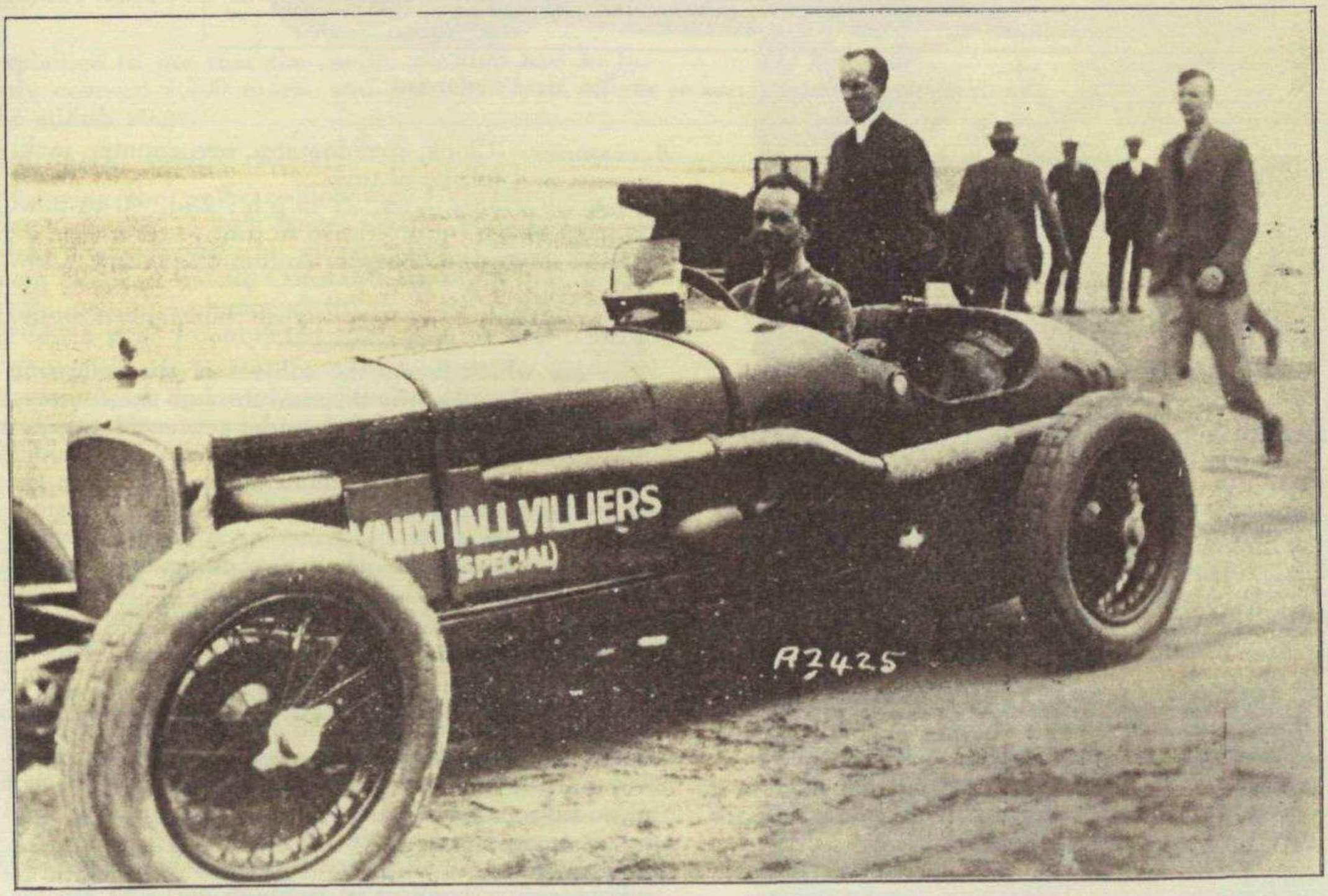
		h.	m.	s.
1.	Williams (2,300 c.c. Bugatti)	3	56	11
	Fastest lap 2mins. 15secs., average speed 50·23 m.p.h.			
		h.	m.	s.
3.	Caracciola (7,000 c.c. Mercédès)	3	58	33⅘
2	Bouriano (2,000 c.c. Bugatti)	3	57	38⅘
4.	Philippe (2,000 c.c. Bugatti)	4	1	52
5.	Dreyfus (1,500 c.c. Bugatti)	4	8	42
6.	Lepori (2,300 c.c. Bugatti)			
7.	Doré (1,500 c.c. La Licome)			

Nine Cars finished.

The following also started:—

Perrot (1,500 c.c. Alpha Romeo).
De Sterlich (2,000 c.c. Moserati).
Rigal (1,750 c.c. Alfa Romeo).
De roxin (1,500 c.c. Delage).
Zeherder (1,750 c.c. Alfa Romeo).
Saudri (2,000 c.c. Maserati).
Lehouse (2,000 c.c. Bugatti).
Dawvergne (2,300 c.c. Bugatti).
Etancelin (2,000 c.c. Bugatti).

ALL CARS WERE SUPERCHARGED.

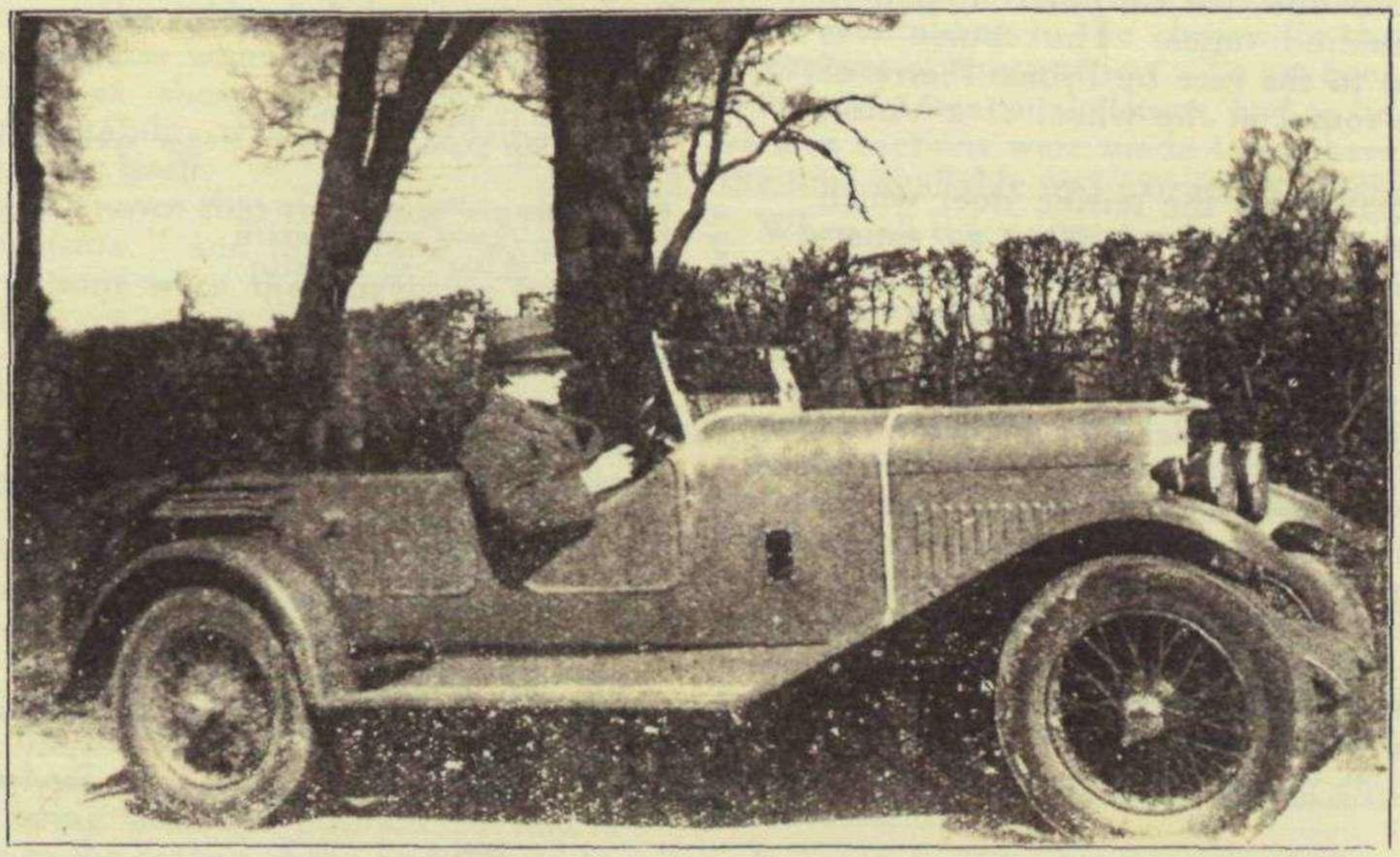


RAYMOND MAYS AT THE WHEEL OF HIS VAUXHALL VILLERS (SPECIAL) NICKNAMED "VERONOFF," WHICH HE HAS ENTERED FOR THE SHELOLEY WALSH HILL CLIMB ON MAY 4TH

SPORTING CARS ON TEST.

THE 13.55 LE MANS SCHNEIDER.

By HUBERT H. S KEOGH.



THE GRACEFUL AND SPEEDY LINES OF THE LE MANS SCHNEIDER.

SPECIFICATION, ETC.

13·55 h.p. Le Mans Model Schneider.

Engine.—Four-cylinder monobloc, bore 72 mm. x 120 mm. stroke, piston displacement 1,954 c.c., Treasury rating 12·8 h.p., tax £13. Detachable cylinder head with overhead valves operated by push rods. Forced lubrication with readily detachable oil filter. Thermo Syphon cooling with fan. Zenith Triple Diffuser carburettor.

Transmission.—By Hardy Spicer System. 4 forward speeds and reverse, central control. Single plate disc clutch.

Springing.—Semi-elliptic rear, underslung 51 ins. long, semi-elliptic front, 36 ins. long.

Brakes.—On all four wheels. Rear drums 21 ins. diameter. Foot brake operates on all four wheels. Hand brake on rear wheels only. All brakes are internal expanding and are assisted by Servo Dewandre.

Shock Absorbers.—Hartford Duplex shock absorbers are fitted and all models are equipped with Spring gaiters. Lubrication *by Tecalemit.*

Wheels.—Five Rudge Whitworth detachable wheels were fitted with 15 x 50 Michelin tyres. *Wheelbase* 9 ft. 10¼ ins., *wheel track* 4ft. 5ins.

Chassis Weight.—21 cwts.

Electrical Equipment.—12 volt. north-east dynomotor. Silent in action. Hart batteries, 5 lamps, electric horn and dash lamp. Dynamotor charges at 10 amps at 25 miles per hour.

Accessories.—Clock, speedometer, rev. counter, jack, pump, and full kit of tools.

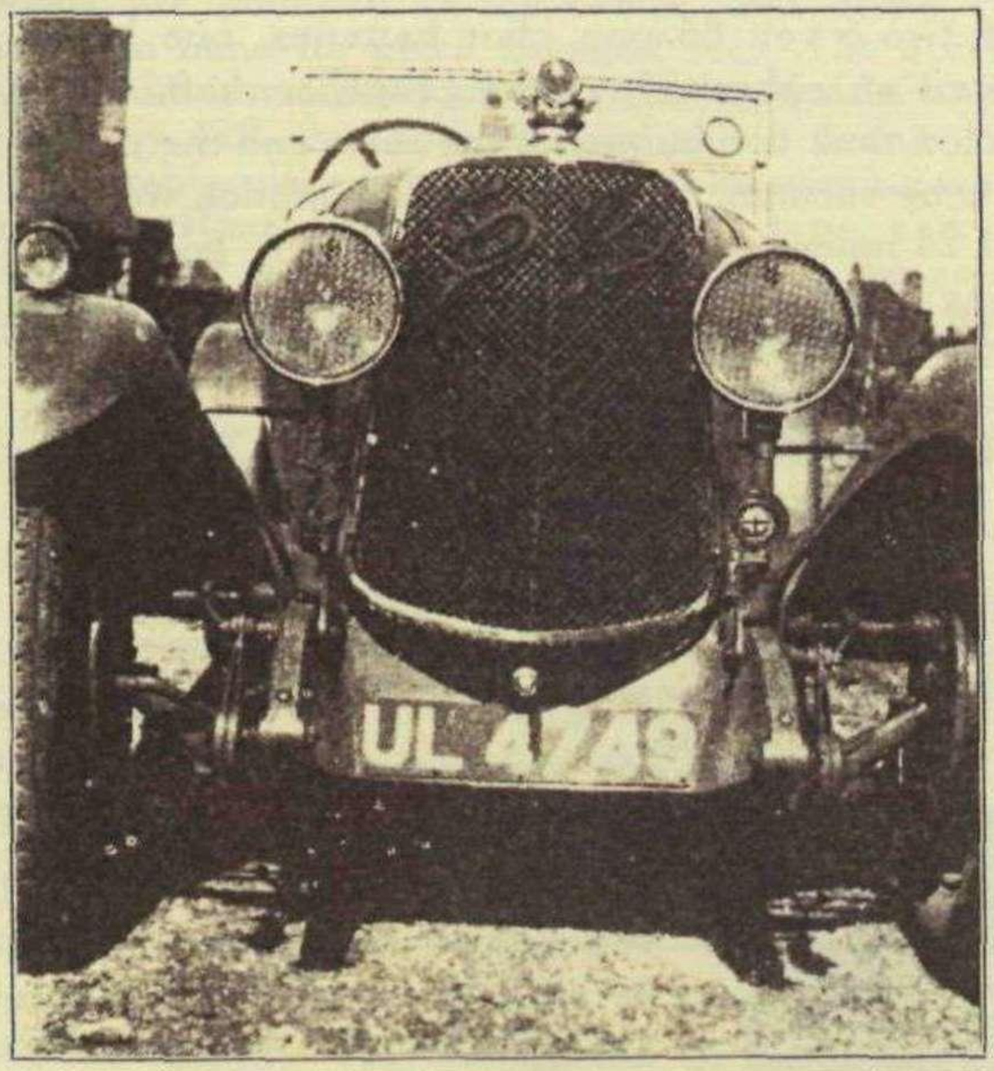
Speeds on Gears.—1st, 25 m.p.h.; 2nd, 40 m.p.h.; 3rd, 55 m.p.h.; top, 4th, 76 m.p.h.

Concessionaires.—Schneider Automobiles (Eng.) Ltd., 138, Long Acre, W.C.2.

Price.—With four seater English built sports body, £535.

The car which forms the subject of the following notes, was placed at my disposal through the courtesy of Mr. P. J. Smith, the Schneider representative for Great Britain. I must admit I was rather dubious about the *real* speed capabilities of the car before the test, but was struck by the confidence the concessionaires displayed in the car, since no stipulations whatever were made as to where I should take it. The body, as will be seen in the photograph, was a four seater sports, Le Mans type, built by the Corsica Coach Works and fitted with four doors, adjustable front seats, pneumatic upholstery, etc. On arriving at the Long Acre showrooms, I could not help remarking on the imposing and massive front appearance, and having adjusted the front seat, I started off on the test. My way led me through the thickest of the mid-day traffic, yet in spite of being at the wheel of a strange car, not once did I feel at all uneasy, due to the ease with which the car can be handled, and the riding comfort at medium and low speeds. I thought, however, that the steering seemed a little on the tight side, at slow speeds, but that fact was accounted for by Mr. Smith on my return when he

SPORTING CARS ON TEST—continued.



SHOWING FRONT AXLE LAYOUT AND HIGH HEADLAMP MOUNTING.

explained to me that the car in question had so far only covered 1,700 miles, and was therefore still in the stiffish stage.

ON THE OPEN ROAD.

Leaving the traffic behind me, I commenced the long ascent up to Jack Straws Castle, Hampstead, up which I was comfortably ambling in top, until, having been checked by the Constable on point duty at the Tube station, a change down to third was advisable in which gear I completed the climb at high speed.

Once on the Barnet by-pass I began to give the car her head and was surprised at the rapidity and complete absence of fuss or vibration with which it attained and held a mile a minute gait.

At this speed the steering is excellent, light, very accurate and no effort is required to " place " the car. The suspension at all speeds is beyond criticism, and several bends in the road were taken at 70 m.p.h. without the slightest tendency to roll or tilt, this no doubt being in no small measure due to the duplex Hartford shock absorbers which were fitted all round, yet at low speeds that harshness so usually associated with tight shock absorbers was conspicous by its absence.

GOOD ACCELERATION.

Finding a suitable stretch of dry tar macadam road, I proceeded to put the car through its acceleration test and from a standing start 70 m.p.h. was reached in 53·3/5 secs. A speed of 40 m.p.h. was reached in second gear (9·8 to 1) and 57 m.p.h. in third (5·8 to 1). After obtaining these speeds in the gears, the gear box permits a fast slip change to be made without feeling that the transmission is in any way being abnormally stressed. The transmission at all speeds was very sweet the indirect gears being practically noiseless. A quick change down can be very easily made at such speeds as 50 to 55 m.p.h. due no doubt to the single plate disc clutch which is fitted. On its top gear of 4·8 to 1 the car easily held 60 m.p.h. up long main road gradients and the engine gave no signs whatever of overheating either at high speeds or when in thick traffic. The maximum speed obtained was 76 miles per hour, but as there was a cross wind blowing at the time, I have no doubt that given good weather conditions this figure could be improved upon. In any case, as I have mentioned before, the car had only done 1,700 miles, and was therefore probably still on the " tight side."

DEWANDRE SERVO BRAKES.

The four wheel brakes are extremely smooth and progressive in action. They begin to operate immedi-

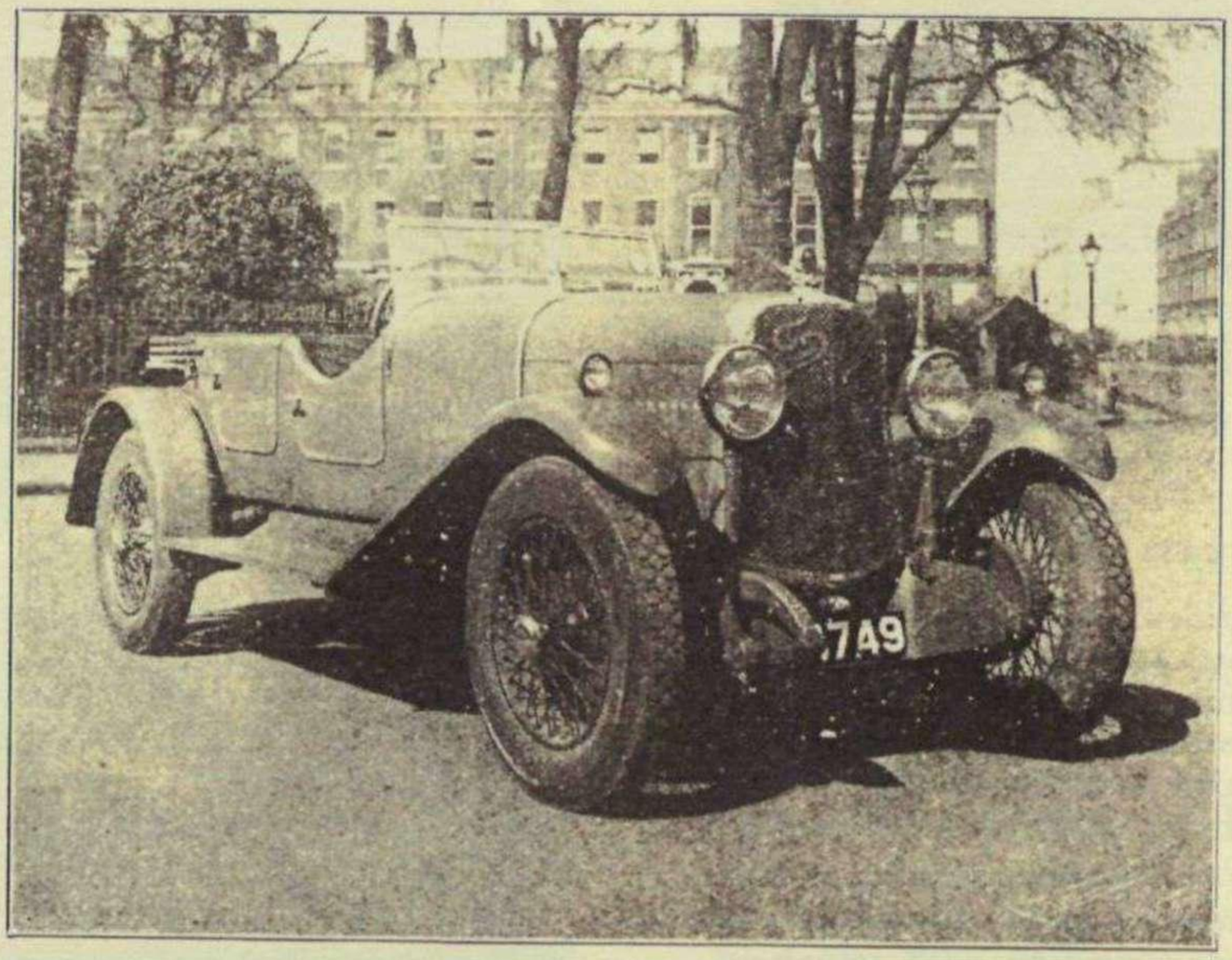


THE IMPOSING FRONT VIEW OF THE LE MANS SCHNEIDER.

SPORTING CARS ON TEST—continued

ately the pedal is depressed, and even when the maximum braking effort is required, they do not interfere in any way with the steering, when applied on the straight or on curves. The hand brake operates separate shoes on the rear wheels, and with 21 inch drums is very efficient. Leaving the main road I found that the car with its 6·8 to 1 third gear was capable of fast climbs of quite stiff gradients and making full use of the gears and brakes on a give and take road, found no difficulty in doing 45 miles in the hour. I found that the car was quite at home when being driven at this speed, and the comfort was all that could be desired, the cut away sides of the body making matters much easier for high speed cornering. I would like to make a small criticism here, as I think an advance and retard ignition lever would be an advantage for high average speeds, etc., if fitted on the top of the steering wheel, instead of on the dash as is the usual Schneider practice.

The 12 volt. electrical equipment is quite up to its work for a sports car and the 12 volt battery is made up of two 6 volt 88.amp Hart batteries, one being mounted on either side of the propeller shaft. The 12 gallon tank is mounted at the rear, and the petrol feed is by vacuum. The petrol consumption worked out at 24 miles per gallon which was very good considering the traffic and fast driving. Semi-elliptic springs are fitted front and rear, the latter being 51 inches long and taking both torque and drive. All springs are fitted with gaiters. Rudge Whitworth wire wheels are fitted, shod with 15 x 50 Michelin tyres. The spare is carried at the rear. The exhaust is extremely quiet for a sports car of this description and is silenced by means of two exhaust boxes. However, a quite pleasant mellow note is heard at over 40 m.p.h. in top.



THE LINES OF THE 13/55 H.P. SCHNEIDER SUGGEST POWER AND SPEED.

VERY COMPLETE EQUIPMENT.

The instruments are very conveniently arranged on the instrument board, and include a clock, speedometer, and rev. counter. A mixture control lever is conveniently situated on the right hand side of the board, below which are mounted the two levers controlling the ignition and throttle respectively. A capacious locker is mounted on either side of the instrument board which no doubt would be found most useful for maps, gloves, etc. At the bottom of the instrument board there is a small lever which is utilised for supplying extra oil to the overhead valve rockers, etc. This lever must be pulled over to one side for a few seconds every twenty miles or so, but it struck me as being rather difficult to manipulate at high speeds. The hood is very neatly fitted, and when folded up in the hood bag supplied, makes itself most unobstrusive.

ATTRACTIVE SPORTING BODYWORK.

As will be seen from the accompanying photographs, the lines of the bodywork are very graceful and the high radiator and bonnet and low cut away body give the car a most handsome and sporting appearance. The body on the particular car I drove was on the heavy side, in fact I was told it was as heavy as the saloon, and probably the performance on the indirect ratios of this chassis fitted with a saloon body, would almost equal the car we tried. The coachwork, etc., is certainly worthy of the chassis. The sports wings are mounted with an inner flange and are very rigid. On the particular model I tested the paintwork was unvarnished, but there are several attractive colours to choose from, and if required the body can be fabric covered. All bright parts are chromium plated, thus obviating the necessity for cleaning, and the windscreen is a very attrac-

SPORTING CARS ON TEST—continued.

tive four panel V shape. Both the gear and brake levers are mounted in the centre, and come very easily to hand for quick changes, etc. The accelerator pedal is mounted on the right hand side, and in company with the footbrake and clutch pedals, very comfortably placed for the feet. The steering wheel is of the Rene Thomas sprung spoke type, and can be supplied in different colours to match the colour of the bodywork. To sum up, the Le Mans Schneider impressed me very favourably, and I would consider it eminently suitable for the sporting driver who requires a reliable high speed car, which would maintain its tune well in spite of being called upon to do a lot of hard work. At the price of £535 fitted with a first-class English four-seater sports body, I would consider it very good value for the money.

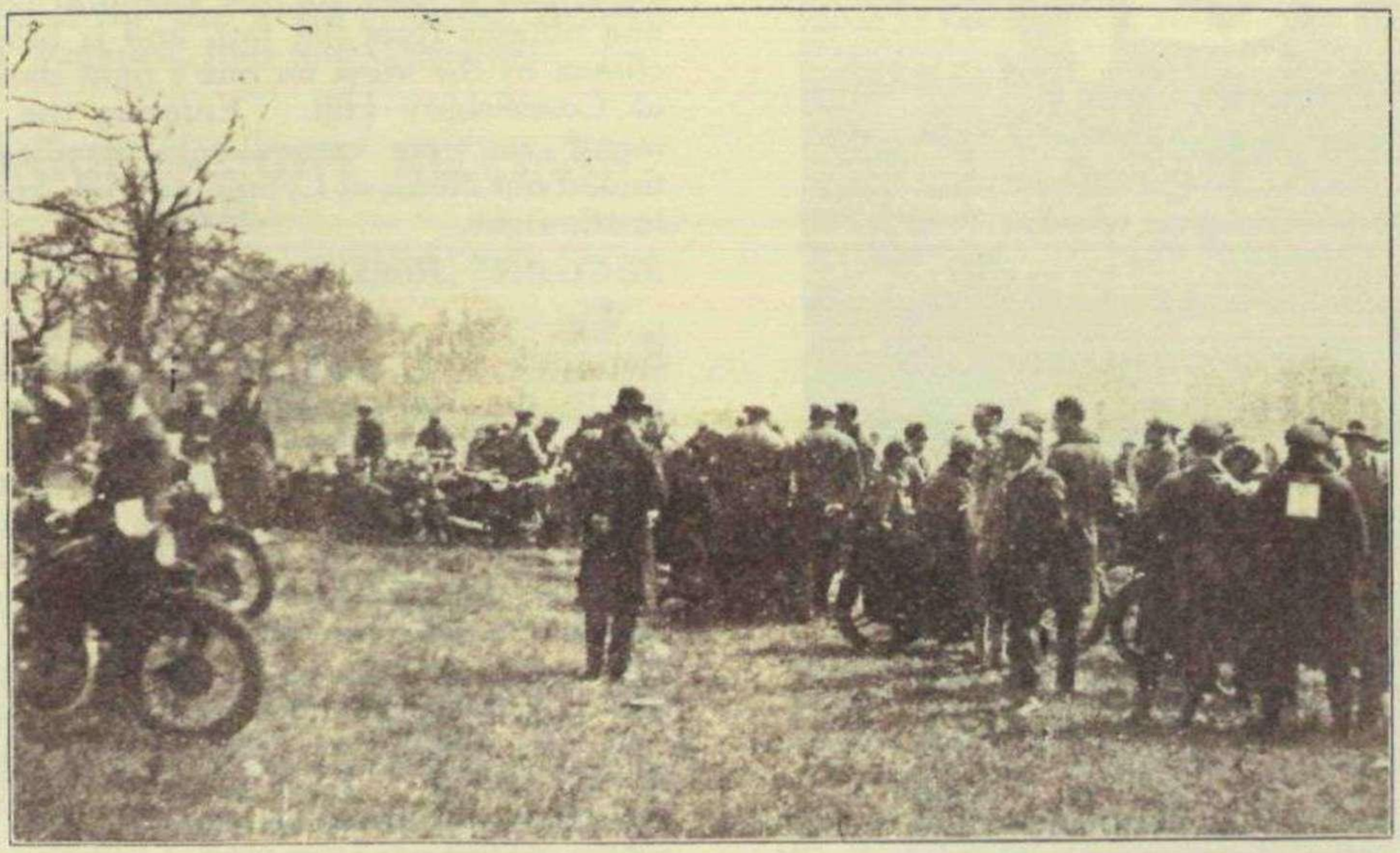
HERE AND THERE.

TWO NEW MERCEDES MODELS.

We learn from Messrs. British Mercédès Benz, Ltd., that two new models of the world famous Mercédès car are now being manufactured. The 36/220 h.p. engine has had the bore increased in diameter by 2 mm., and the new type engine will in future be known as the 38/250 h.p. The supercharger is larger to compensate for the increased capacity of the engine and the gearbox has been slightly altered. The manufacture of the 36/220 h.p. model is still being continued. The other new model is a straight eight of 31·7 h.p., R.A.C. rating, and was exhibited at the Olympia Show last year. This model was designed primarily for enclosed bodywork and it is unique in that oil is automatically distributed to all parts of the chassis whilst the gears are in motion.

FORT DUNLOP COVERS

We have recently been trying a pair of Fort Dunlop low pressure covers on the rear wheels of one of our staff cars. This particular car was not fitted with four wheel brakes, and, therefore, all the strain of acceleration and deceleration was taken by the rear tyres. The front wheels were fitted with the Standard Dunlop low pressure covers, and after 5,000 miles it was noticeable that, whereas the front covers were beginning to show signs of wear the Fort Dunlops on the rear wheels were absolutely unscratched. We would consider that the Fort Dunlop covers are well worth the little extra that is charged for them since besides giving far greater mileage we noticed that they reduce wheelspin to an almost negligible quantity.



COMPETITORS PREPARING FOR THE START OF THE CARSHALTON M.C.C. PILLION TRIAL.

A COMPETITORS' IMPRESSIONS ON THE LANDS END TRIAL.

THE Motor Cycling Club, Ltd., ought to be heartily congratulated for the wonderful organization of their 17th London to Lands End trial. The marking of the course was, as usual, perfect, and the organization if possible, seems to improve each year.

Public interest in these reliability trials is certainly on the increase, and I do not think that such a large number of spectators has ever before taken such an interest in the performance of the competing vehicles.

The Slough Trading Estate was, as usual, the



THE ABOVE PHOTOGRAPH OF PORLOCK HILL TAKEN DURING THE SINGER 100 ASCENTS IN A DAY TRIAL GIVES SOME IDEA OF THE GRADIENT.

scene of the start, and a very orderly start it was, too. The weather was perfect, and the run to the breakfast stop at Taunton, was, as usual, uneventful. Even the customary fog could not be bothered to make its appearance. No "casualties" were seen until a few miles before Taunton, where one car competitor had the misfortune to blow a cylinder head gasket. After breakfast, which was served at Dellars Cafe, Taunton, competitors returned to the garage of Messrs. Somerset Motors, Ltd., outside whose premises the restart took place.

The road from Taunton to Porlock was certainly a very good one to take competitors over who are the least bit nervy about the test hills, since it is so undulating and winding that usually "horses" seem to drop out of the engine on every mile that is covered. However, our confidence was thoroughly restored this year by the fact that our engine seemed to have suddenly woken up at Taunton and started serving up the "goods." We had no difficulty in arriving at the Porlock check within our time limit (5 minutes for gold medals), and as soon as re-started, moved on to the first of the testhills "Porlock."

RESTART.

As usual, a re-starting test was held on this hill, but this year it was much farther up than previously, and was almost on the first bend. Here there were two white lines placed across the road at a distance apart of 10 yards. Competitors were started from the first of these lines, and had to cross the second line within eight seconds, and then continue non-stop to the top of the hill.

On arriving at the first line, we were immediately signalled to re-start, and opening the throttle and gently easing the clutch the 1½-litre Riley Engine pulled us away without any sign of distress, and we crossed the second line well within our time limit of 8 seconds, and continued the climb to the top of the hill. This climb is well worth the trouble and energy expended if only for the beautiful panoramic views one obtains from the top, and is brough to a fitting climax by the view on one's right during the descent of Countisbury Hill. Entering the check at Lynmouth we were immediately signalled on, and continued our climb of Lynmouth Hill, keeping well over to the right.

BEGGARS ROOST.

We were delayed for a few minutes on Barbrook Mill, and on being signalled on, moved up to the starting line for the climb of Beggars Roost. The re-start here this year was with the front wheels, definitely on the "gradient" and on being given the signal to "go" we began our climb in the first gear, in which we remained until well over the dreaded hump. The surface of Beggars Roost this year was certainly in bad condition, and the crowds on the left so great that few competitors had a chance of missing the hump. These two reasons probably account for so many failures, one in five failing. After climbing Beggars Roost, we found the refreshments at Lyn Cross very welcome whilst waiting for the time to re-start. Now began what is certainly one of the most exciting parts of the run, though I must admit I could not see very much owing to the dust which in some places was so

A COMPETITOR'S IMPRESSIONS OF THE LANDS END TRIAL—continued

bad that it was rather like driving through a thick London fog. On arriving at Launceston, we had rather a rude shock when we discovered that we could not have a wash unless we had a 3s. 6d. luncheon, which we certainly did not want, since the whole of the back of the car was literally alive with sandwiches and thermos flasks, etc. However, whilst walking down the main street we espied the matron of the hospital, who seeing our begrimed faces, evidently took compassion on us, when we asked her if she knew where we could have a wash, and very kindly showed us into the hospital, where we had the best wash ever.

On arriving at Perranporth, we once again accepted the kind hospitality of Mr. D. M. Healy, and moved on for the last test hill of the trial, Bluehills Mine.

BLUEHILLS MINE.

The hairpin on this hill was in very bad condition this year, since previous competitors had dislodged so many stones, and we had some little difficulty in getting round without hitting the stones which stick cut. Once clear of this we changed up and continued the climb, which, but for the surface, could not be called stiff. After leaving Penzance we commenced what I always consider as being the most difficult part of the course. The road from there to the finish being very narrow and winding, and the light usually being poor about that time nothing of interest took place, however, and we checked in to time at the Lands End Hotel.

It would not be fair to finish this article without reference to the 1½-litre Riley, which has 62,00 miles to its credit, is a 1924 model, and was taking part in its third Lands End trial. It had plenty of power in hand on all the four test hills, and showed no signs of distress during any part of the run.

R.A.C. TOURIST TROPHY RACE.

A number of interesting entries have been received during the past few days for the R.A.C. Tourist Trophy Race in Ulster on 17th August. Mr. Stanley Woods, the famous racing motor cyclist has entered a Lea Francis. Mr. Woods has already won the motor cycle T.T. Race on two occasions, but this is his first appearance in an international car race. Col. Warwick Wright and Mr. Edouard Brisson have each entered a " Bearcat " model Stutz; Captain A. G. Miller has entered two cars—an Austro Daimler and a Lombard, Dr. J. D. Benjafield and Mr. Headlam have each entered Alfa Romeos; Mr. T. Thistlethwayte a supercharged Mercedes, and one of the new Ford tourers has been entered by Mr. J. E. Coulter of Belfast. The following countries are already represented in the Race:—Great Britain, France, Austria, America, Italy and Germany.

THE STRAIGHT-EIGHT HILLMAN CAR.

50,000 Miles on Test.

The introduction of the Hillman Straight-Eight at Olympia last year came as so great a surprise that one might well be excused forthinking that its tests had been of a cursory nature. But in point of fact, the first Straight-Eight was made nearly a year before and was subjected to a rigorous road test of *no less than* 50,000 *miles*, in England and on the Continent, before the manufacturers even decided to put it into production.

When therefore the Hillman Straight-Eight was exhibited it was no experimental model, for each minor fault had been found and eradicated before the Show model was made.

This Hillman strikes a new note in British motor cars, for its performance is remarkable and its price is reasonable. The Saloon types, for instance, cost but £485, complete with Triplex glass, Dewandre brakes, etc.

A.J.S. RACING ARRANGEMENT.

We learn with interest that Mr. R. M. N. Spring, who has achieved a large number of successes at the Brooklands and Montlhery tracks, together with his rider Mr. A. W. Denly has joined the A.J.S. racing department, and will look after their interests on these tracks.

Mr. A. W. Denly will therefore this season be riding A.J.S. motor cycles in events at Brooklands and Montlhery. Mr. Spring is also co-operating with the A.J.S. racing department in connection with motor cycles for the Isle of Man Tourist Trophy Races, and all track events.



CAPTAIN S. B. WILKS, CHAIRMAN AND JOINT MANAGING DIRECTOR OF THE HILLMAN CO.

GREAT RACING MARQUES.

16—EXCELSIOR.

By E. K. H. Karslake.

THE ownership of cars of some particular make by the king of its country of origin, always gives them a great national prestige. In Belgium this is the case with the Excelsior, and it is this marque which has nearly always been the representative of its country in the great international races.

In 1911 the French Grand Prix des Voiturettes was held at Boulogne, and was for cars of three litres capacity. For this race Excelsior entered three machines, with Rivierè, the veteran Duray and de Woelmont as their drivers, and for the first time for many years the yellow racing colour of Belgium was carried in a big race. During the race, however, Duray turned over on a corner, and his car was put *hors de combat*, while Rivière fell out with mechanical trouble. This left only de Woelmont out of the Excelsior team, but he continued steadily and finally finished twelfth.

After this début, Rivière started again later in the year in the Grand Prix de France organised by the Automobile Club de l'Ouest on one of the Boulogne Excelsiors. This was a free-for-all race, and in those days a 3-litre car stood little chance in an unlimited event. The race also is famous in history in that out of fourteen starters, only one car finished; the Excelsior, therefore, was one of the many which dropped out, its withdrawal being due to a breakage in the timing gear.

The next year the Automobile Club de France revived its Grand Prix, which had been in abeyance ever since 1908, and Excelsior decided to enter for it. The race was a free-for-all event and the cars which were entered for it varied in their capacity from two to fifteen litres. With one exception, however, they were all 4-cylinder machines, and this single exception was the Excelsior. Thus to the Belgian firm belongs the honour of introducing the multi-cylinder engine to modern motor racing. The Excelsior engine had a bore and stroke of 110 x 160 giving a capacity of 9,136 c.c., and was therefore one of the largest in the race. Only one car could be prepared in time, and this was entrusted to Christiaeus. This single car, however, which had to compete against teams from all the other entrants proved one of the surprises of the race, for Christiaeus, having kept up well with the leaders throughout, finally finished third in the Grand Prix proper, and sixth in the general classification which included the Grand Prix des Voiturettes and which created 47 starters. By this performance the Excelsior had beaten all the French cars in the race with the exception of one of the then invincible Peugeots, and had definitely made its name in the racing world.

In the early summer of 1913 an interesting event was held in the form of a competition to set up a record from Brussels to St. Petersburg. For this event Christiaeus set off on a standard 30 h.p. 6-cylinder



CORNERING IN THE WET—THE EXCELSIOR DRIVEN INTO FIRST PLACE BY SENECHAL AND CAERELS.

GREAT RACING MARQUES continued.

Excelsior with a racing body, and leaving Brussels at 5 p.m. on May 21st, he arrived in St. Petersburg at 7 a.m. on the 24th. Allowing for stops, the nett running time was 37 hours, which gives an average of over 50 m.p.h., accomplished in spite of the atrocious state of the roads in Russia. This proved to be the fastest time achieved in the competition, and secured the Brussels-St. Petersburg record for Excelsior.

In 1913 the Grand Prix at Amiens was run on a fuel consumption basis, and the Excelsiors which were entered for it, while their manufacturers remained true to the six-cylinder principle, had the bore of their engines decreased to 90 mms. while the stroke remained 160 mms., thus giving a capacity of 6,106 c.c. Two cars were entered and were driven by Christiaeus and Hornsted. Unfortunately, however, it was found that the cutting down of the fuel supply had been rather overdone, with the result that, although the rules allowed a consumption of 14 m.p.g., the Excelsiors averaged 16 m.p.g. and had enough fuel left at the end of the race to carry them on for another 130 miles. While not among the leaders, therefore, both Excelsiors succeeded in finishing, only one other team securing a like honour.

Later on in the year the Automobile Club de l'Ouest again organised its Grand Prix, and for it the two Excelsiors which had run at Amiens were entered, with Christiaeus and Hornsted again as their drivers. With no fuel limit it was soon seen that the Excelsiors were among the fastest cars in the race, but Christiaeus, having completed the first lap in second place, dropped out with broken timing gears, to be quickly followed by his team-mate Hornsted.

The next year Christiaeus took his Excelsior over to America to run in the Indianapolis race which was that year limited to cars of 450 cubic inch (7·5 litres) capacity. The car soon showed itself among the fastest, but by half way through the race Christiaeus, who was unused to track racing, was so fatigued that he could hardly continue. He stuck to it however, and in spite of this disadvantage, finished sixth.

After the war, Excelsior began to make a big six-cylinder car with a bore and stroke of 90 x 140 mms. (5,344 c.c.) and an overhead camshaft. This model was extremely fast and it was therefore decided to enter it for touring car races. In 1923 was held the first Grand Prix d'Endurance at Le Mans, and for it, therefore, two of these Excelsiors were entered with Dils and Caerels and Lecurenil and Flaud as their teams of drivers. During the night, the second Excelsior went of the road and got stuck in the sand barrier, which caused a delay of two hours before it could be got going again. In spite of this, however, it managed to finish in ninth place, while the other Excelsior was sixth.

The next important French race for touring cars of the year was the Georges Boillet Cup at Boulogne. For this event two Excelsiors were entered, with Duray and Charlier as their drivers. As they had the largest engines in the race, however, they had to concede a very substantial handicap to some of the smaller cars. When once they were allowed to start, however, Duray began to let his car go and set up the fastest lap of the day at 71·14 m:p.h. But the handicap could not be overcome in spite of this fast running, and in the end Charlier finished in fifth place, with Duray seventh.



START OF THE 24-HOUR TOURING CAR GRAND PRIX, HELD ON THE SPA CIRCUIT IN BELGIUM: EXCELSIOR NO. 1 TAKES THE LEAD.

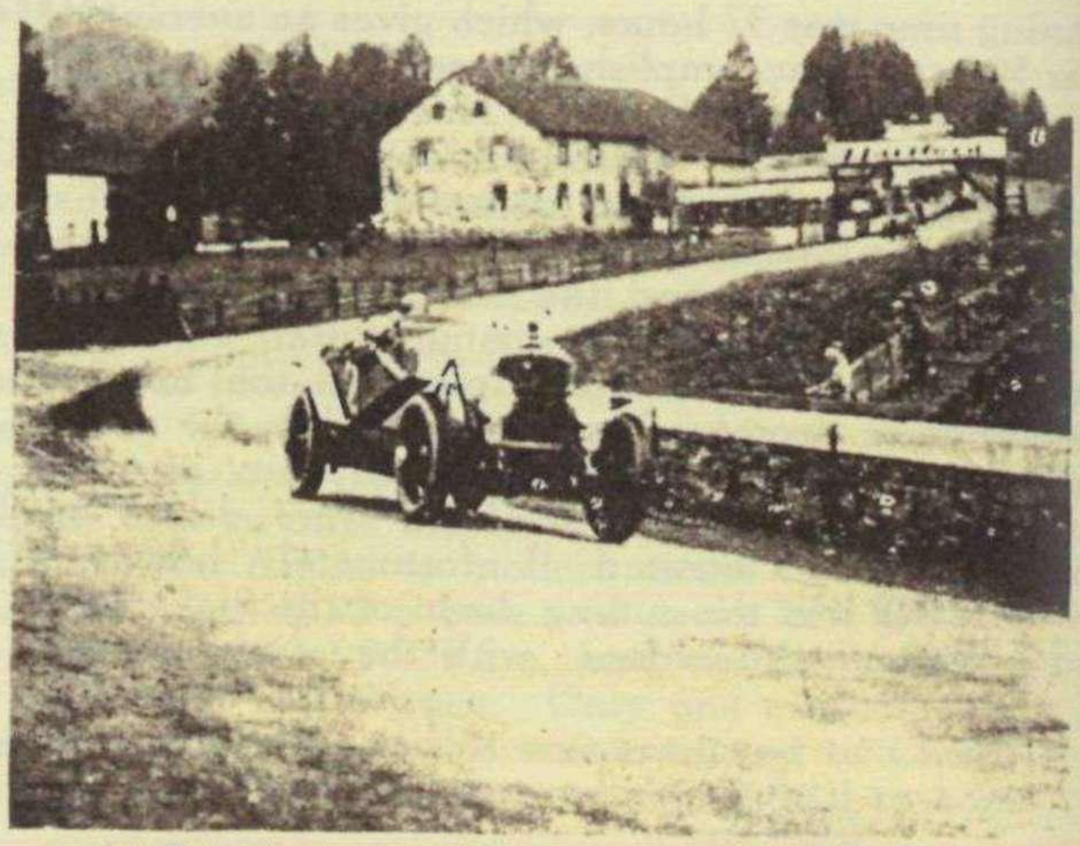
GREAT RACING MARQUESS—continued.

The last touring car race of note in the French season is the Circuit des Routes Pavées, and for this event in 1925 one of the Excelsiors was entered and had Charlier at the wheel. He was, however, considerably handicapped by the fact that the day before the race, the car had hit a lorry, and although hasty repairs had been carried out he had to stop frequently to attend to them. Twice during the race he broke the lap record, finally setting it up at 58·7 m.p.h., but owing to his stops, he had to be content with third place, although the winner only averaged 53.2 m.p.h.

In 1926, however, Excelsior returned to the charge in this race which is probably the most severe test of the whole chassis of a car which could be devised. This year they entered two cars, with Caerels and Pisart as their drivers, and as they had not either of them tried conclusions with lorries this time, they at once took the lead. Towards the end of the race, however, Pisart began to drop back, but Caerels finally finished first, averaging 55·6 m.p.h., while his team-mate was fifth at 51·6 m.p.h

In the meantime, however, the Belgian 24-hour Grand Prix had been claiming the attention of the manufacturers of the Excelsior. In 1925 one car had started but had not finished the race; now in 1926 a car was again entered with Dils and Caerels as its drivers. The race soon resolved itself into a duel between the Excelsior and Peugeot driven by Boillot and Rigal, which ended in the Excelsior finishing a close second to the French car.

Thus the Excelsior had come very near to victory and success was not long delayed. In 1927 two cars were again entered for the Belgian Grand Prix, which was run under the most terrible conditions. The two Excelsiors took the lead on the first lap, and thereafter were never headed, going on to score a runaway



An Excelsior cornering during the Belgian Grand Prix.

victory by finishing first and second. The winning car, driven by Caerels and Senéchal covered 1,368 miles in the 24 hours, and thus averaged 57 m.p.h. on the difficult Spa circuit. By this performance it won the Henri Matthys Cup and the special prize offered by the R.A.C. of Belgium, and scored a notable win for Excelsior.

Thus in these days of touring car races, the great Belgian marque has shown that it did not fail to profit by its experience gained in the Grands Prix of pre-war days, and the builders of the first modern six-cylinder racing cars are still among the leaders in the large sports car class.

KAYE DON'S SUCCESSES AT BROOKLANDS.

Driving the Sunbeam two-litre six-cylinder supercharged car, the " Cub " on Brooklands Track on Tuesday, April 16th, Mr. Kaye Don, the well known British racing motorist, scored two particularly notable successes.

By covering 200 kilometres in 1 hour, 4 minutes 40·20 seconds he maintained an average speed over this distance of 115·29 miles an hour, and thus broke all existing records for this distance, irrespective of the type of car.

Continuing without a stop over the 200 miles distance Kaye Don again broke the world's record, with a higher average speed than that for the shorter distance. He covered 200 miles in 1 hour, 43 minutes, 28·63 seconds, showing an average speed of 115·96 miles an hour.

Thus the two-litre super-charged Sunbeam car improved substantially upon the world's record for 200 kilometres and 200 miles, formerly held by a 4½ litre standard Bentley car, established by Mr. C. D. Froy on Brooklands Track in October last. An interesting feature of these world's records was that Mr. Froy was Mr. Kaye Don's passenger in the Sunbeam.

FOREIGN COMPETITIONS.

The R.A.C. has received particulars of the following motoring events and will be pleased to forward copies of regulations on request to the Secretary, R.A.C., Pall Mall, London, S.W.1.

Baden and Rhenish A.C. International Open Tournament, 19th to 23rd June, 1929. The Tournament consists of speed events, a hill climb, a concours d'Elegance, and Skilful Driving Competitions.

Grand Prix of the Nations for Sporting Cars, to be held on the Nurburg Ring on 14th July, 1929. The race is over a distance of 509 kms., and is open to the same type and classes of cars as are eligible for the R.A.C. Tourist Trophy Race.

THE 20/60 VAUXHALL VELOX SALOON ON THE ROAD.

By R. L. W.

SINCE the famous Luton firm of Vauxhall's made a radical change in its policy, it had not fallen to my lot to drive one of the productions resulting from the revised methods of manufacture, for none of the new models falls into the category of " sports cars," and indeed, the rumour was well broadcast that the Vauxhall had become " Americanised " in all but name. From time to time I had been a passenger in these cars, and I must admit that such performance as I saw inclined me to a suspicion that the rumours had a certain amount of truth in them. With my memory full of the celebrated 30/98 sports model, which was a genuine fast motor, I felt nothing but disappointment in the 1928 productions of Vauxhall Motors, Ltd.

However, shortly before the show it was whispered abroad that although the firm were still producing one type of chassis only, it had succeeded in making that chassis something worth looking at, and it was with some pleasurable expectation that I called at the factory to take away a 1929 model Velox Saloon for a week end, to see what I thought about it.

The Velox Saloon does not claim to be a sports model, but it is the nearest approach to that type in the range of 1929 models, and at the exceptionally moderate price of £555 it is indeed worthy of more than a cursory inspection. It does not need a prophet to foretell that at this figure the Velox Saloon is going to find a ready sale.

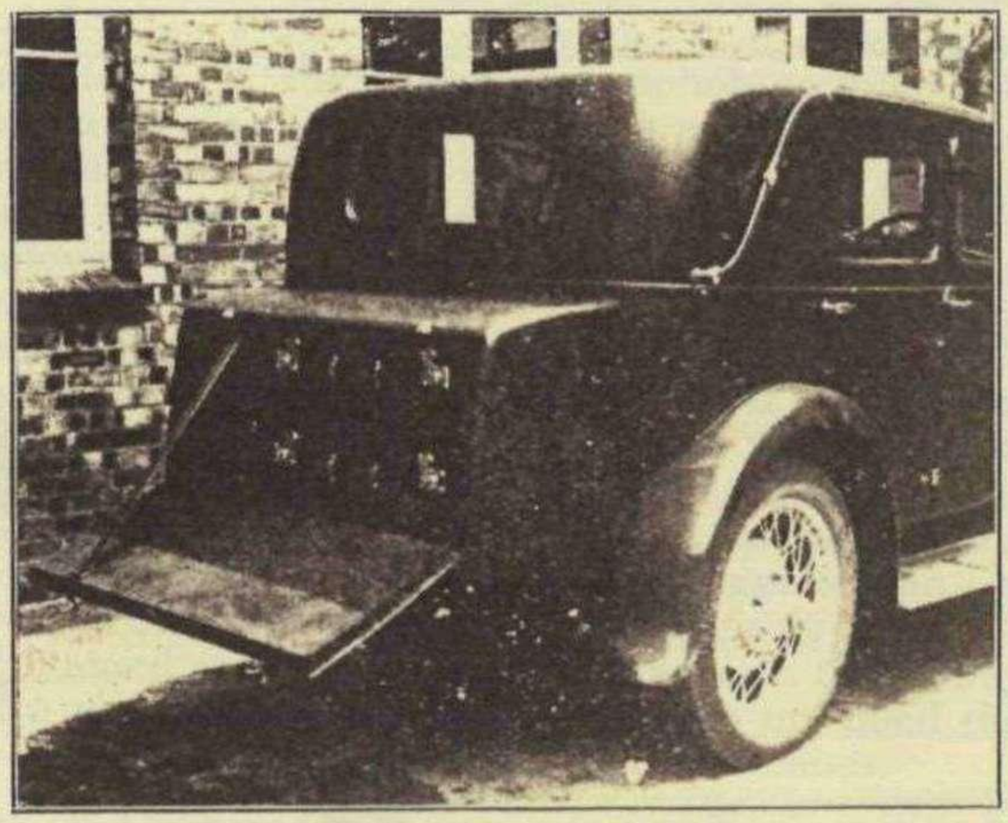
In company with Mr. Dean, the Service Manager, I went round to inspect the test car, and I may say at once that the appearance of the Velox is most imposing. There is not a trace of Americanism about any part of the car, from the new deepened radiator to the handsome badge on the off side rear wing. The fabric body, built on a new principle in the firm's own works is a first class example of this type of construction, which with the red Belco finish and cream wire wheels combine to lend the car an air more becoming to an £800 production than a car priced at £555.

CHASSIS DETAILS.

Since there are one or two alterations in the chassis which have yielded a performance considerably advanced over that of last year's models, a word or two of description will not be misplaced.

To begin with the engine has been made slightly larger in the bore, the six cylinders now having a capacity of 2,916 c.c. This increase is fully justified in the increased power output at low engine speeds, which last year was a point to be criticised. The yearly tax is therefore £21. The overhead valves are operated by push rods in a detachable head of cast iron. The pistons are of special aluminium alloy which permits of less clearance in fitting than in the old days, and are fitted with three rings above the gudgeon.

The crankshaft is specially balanced, and runs in nine bearings, which accounts for the total absence of appreciable periodic vibration anywhere in the range of revolutions, again a great advance over the older models. The camshaft runs on three bearings and is driven by silent chain. Mixture is delivered by Claudel Hobson carburettor fitted with an air cleaner, and is vacuum fed from a fourteen gallon tank at the rear of the chassis. Delco Remy coil and battery is the ignition employed.



THREEQUARTER REAR VIEW SHOWING THE OPEN TRUNK AND THE LOW WIDE BODYWORK.

Regarding the transmission, the clutch is of the single plate variety with a four speed gear box. The rear axle is semi-floating with spiral bevels. Springing is semi-eliptic front and rear; steering is by Marles cam and roller, giving turning circles of 41 feet left, and 45 feet right, and the result is very light steering free from any vibration.

So much for technicalities.

As soon as I pressed the starter switch and the engine pulsed to life I felt that the new 20/60 is an improvement indeed. The tick over was absolutely silent; by listening carefully one could just hear the hiss of the air intake and a faint tremor denoted the firing of the six cylinders. I felt that I could expect something in the nature of well bred performance from this car, and throughout the 400 miles I covered in the week end, from one Saturday afternoon to the following Monday I had no cause to revise my opinion.

DISPOSITION OF CONTROLS.

Seated in the driving seat, which was adjusted—on the Leveraoll principle—to accommodate my six feet three, I found that all controls came readily to hand. The ignition and hand throttle levers fell con-

VAUXHALL VELOX SALOON—continued.

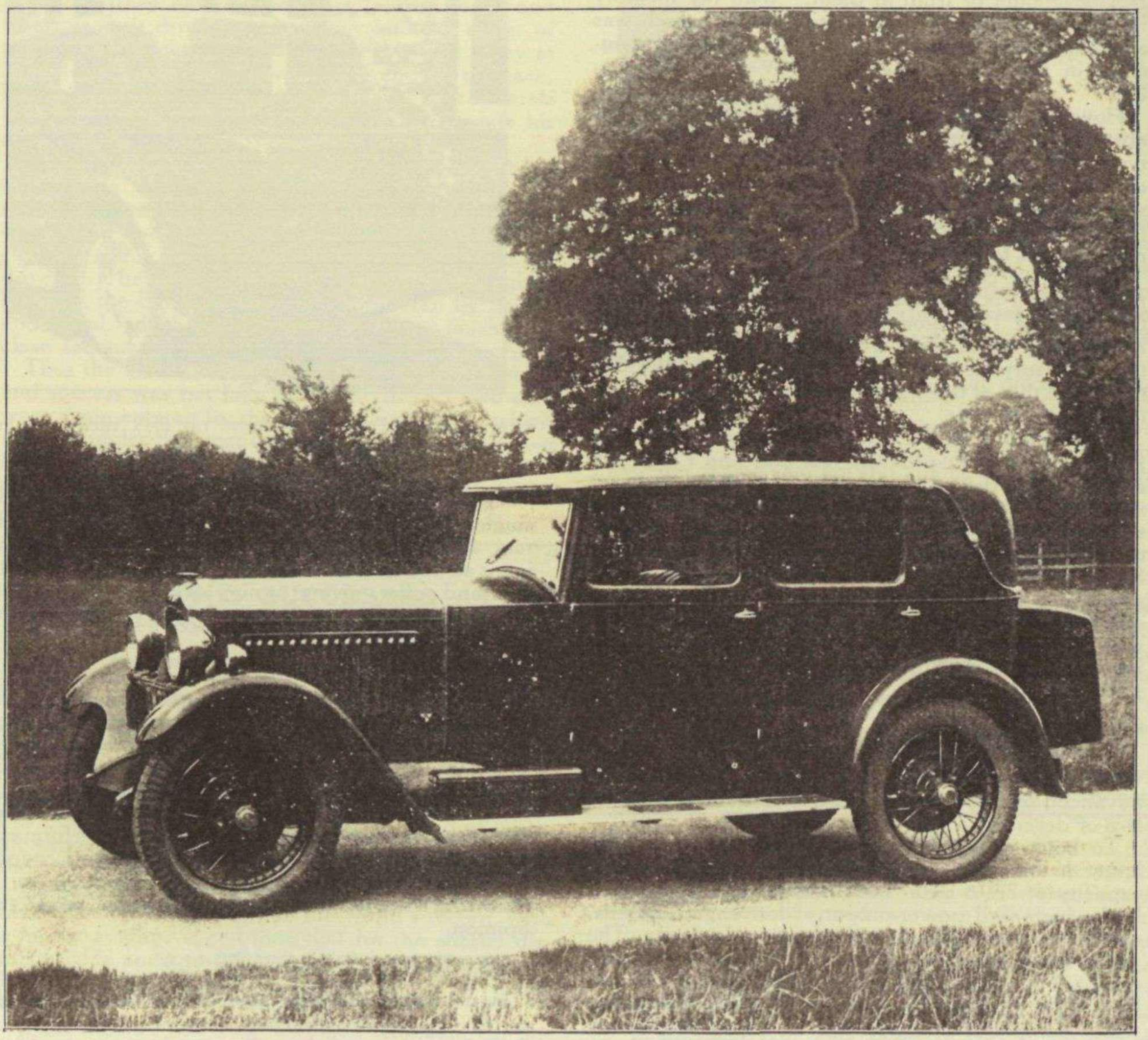
veniently beneath one's thumbs, and the very long central gear lever was particularly well placed, and was so designed that even when three up in the front seat the lever could be operated with perfect freedom. The transmission hand brake, on the right side was rather a parking device than a service brake. The accelerator pedal, of the roller pattern, was between the other two pedals, and was adjusted to a nice stiffness.

The instrument board was satisfactorily arranged, with the exception that the Jaeger speedometer could with advantage be transferred to the position occupied by the clock—directly under the driver's eye. In addition to the usual ammeter and oil gauge there was a fuel gauge, and the instruments could be lit by concealed lamps in an adequate manner at night. Another useful adjunct to night driving was the Lucas dimmer placed conveniently to hand.

ROAD PERFORMANCE.

A mile from the works my route led down a slight incline, barely distinguishable to the casual glance, and it was with some astonishment that I saw on glancing at the speedometer that I was exceeding seventy miles per hour.

On the top gear of 4·73 to 1, on the level the Velox was capable, without fuss, of a maximum of 68 m.p.h., while the slightest suspicion of down gradient



THE ELEGANT LINES OF THE 20/60 VELOX SALOON ARE WELL ILLUSTRATED BY THIS VIEW.

VAUXHALL VELOX SALOON—continued.

was sufficient to send the needle flickering over the 70 mark. At these speeds the car rode in a most easy and comfortable manner, being free from pitching or bounce, while the engine displayed no signs of distress, only a faintly increased humming from beneath the bonnet denoting the higher revs.

Cruising between 40 and 45 m.p.h. with one's foot hardly depressing the throttle pedal, the engine was absolutely silent, and there was no sound other than the whirr of tyres over tarmac. At all speeds and over all surfaces I was unable to detect any rattle or wheeze in the fabric body.

The road holding of the car was distinctly good. Cornering at high speeds was free from roll, the steering being positive and light. As a matter of personal taste I disliked the low geared steering which seems to me to provoke more wheel winding than is desirable should a skid develop, although it makes for ease in negotiating dense traffic, or for a lady when manoeuvering in a small space.

From the high performance point of view I would suggest a rearrangement of gear ratios. The high 4th makes for silent running and fuel economy, but 3rd was to my mind too low. On this ratio of 7·25 maximum speed seemed about 45 mp.h., too great a drop for really fast getting about, although the car displayed any amount of " pep " on this speed.

Brockley Hill, Middlesex, was ascended with a clear run, the summit being crested at 45 m.p.h. on 4th; there would have been no point in a change down. This same hill was descended after midnight, again with a deserted road, and on the lowest stretches the speedometer touched the 80 mark. It was at this point that the road holding of the car left much to be desired. The front wheels tramped and bounced in a most disconcerting manner, while the low geared steering made control a matter of some hectic wrist work. The surface of this hill is admittedly rather bad and bumpy, and 80 is a respectable gait, but I encountered the same symptons over the Seven Hills at Cobham, which I took at speeds varying from 60 to 70 m.p.h.

In discussion afterwards with the Vauvhall people I learnt that this tramp and bounce is purely a matter of shock absorber adjustments and tyre pressures, with which I am inclined to agree.

HIGH AVERAGES POSSIBLE.

To give some idea of the performance of the Velox Saloon over ordinary main roads, I made a fast run late at night from Marble Arch to a village 25 miles north, via Edgware and Brockley, and using the gear box on every beneficial occasion, and with a wonderfully clear run, aided by the excellent headlights, I arrived at my destination 32 minutes after setting out —an average not to be despised by a definitely sporting car. While on the subject of fast travelling, the gear box lies open to criticism in that the change up is about the slowest I have encountered for some time. Double declutching is essential, but even so the wait is far too long. Probably a clutch stop would go far to ameliorate this fault.

Much of the high averaging which can be done on the Velox is due to the truly excellent brakes. It is not often that one can really honestly praise mechanical brakes, but as fitted to the Velox, without Servo assistance, the four wheel brakes—which have a clever method of quick adjustment—were definitely the finest I have tried in years. It was impossible to lock the wheels, but the car came to rest in a remarkably short distance. The only brakes I can think of to compare with them are the elaborate hydraulics fitted to a high priced American car.

LUXURIOUS COACHWORK.

A critique of the Velox Saloon would be incomplete without a word about the excellent coachwork. The interior of the saloon was upholstered in real hide, to seat five with ease. The fitments were of the best, and included a wireless cigar lighter and a ladies' companion. The four doors with winding windows—which did not rattle—had quick opening straps, and the blind to the extremely wide rear light could be operated from the driving seat. The windscreen was in one piece with the wiper at the bottom, while over the screen were two small ventilators, in addition to the one in the scuttle. There was a parcel rack overhead and capacious pockets behind the front seats. Altogether the interior suggested an expensive car. The trunk fitted with two suit cases can be obtained at £15 extra, and is well worth the money to the man who travels far, although to my mind the trunk does nothing to enhance the car's lines.

In all I covered 400 rather fast miles in my test, and when I returned the car the engine was as silky and silent as when I first let in the clutch, but the brakes needed a little adjustment.

Working out the consumption of fuel I was agreeably surprised to find I had averaged 18 m.p.g. in spite of the somewhat " blue " driving over the whole test. The 20 m.p.g. claimed in the catalogue should be easily possible to the ordinary user.

I have nothing but admiration for the Velox Saloon, and I am astonished at the value for the money provided. Although one is sorry to have seen the last of the 30/98 sports model, one is glad to find that the latest production takes after its famous ancestor in good breeding, to the exclusion of those traits of American methods so abhorrent to the majority of British sporting drivers.

On 19th April, in the Royal Court of the Palace of Westminster, Sir William Joynson-Hicks, Bt., M.P., presented to the Bishop of Norwich (The Right Reverend Bertram Pollock, D.D.) a Sunbeam 20 h.p. six-cylinder limousine car. The car was purchased with a subscription fund opened some months ago by Sir William Joynson-Hicks for the purpose of making a wedding gift to the Bishop.

" ALPHONSE "

SOME time ago I was considering the all-important question of the purchase of a car. The machine had got to be of as exciting a nature as possible, and of course, as ever, the price of it was not unlimited. So I set about thinking of what was the most stimulating motor I could rise to.

I am very ready to admit that I have been vastly inspired by the modern racing car, slithering over the road it nearly touches, propelled by quantities of tiny cylinders containing pistons moving at fantastic speeds: but for all that, my real sympathies have never ceased to be with the monsters of the old days, huge high machines roaring and swaying down the road to the accompaniment of the beat of four huge cylinders and the howl of the chains. Panhard, Mercédès, Mons, Fiat, de Dietrich, these are the names I conjure with to revive the real romance of motoring: if only I could own one of the monsters of old!

Of course a 90 h.p. Mercédès of pre-war date can be found and bought for a moderate price, but the thought of paying about £50 a year to Mr. Churchill must give one pause, and at last I compromised with something rather smaller, a 1912 Alfonso model Hispano-Suiza.

Ye gods, what changes we have seen, for my monster of old, was nothing else than a pre-war voiturette, direct descendant of the winner of the light car race of 1910. But that part had to be passed over and instead of a microscopic engined modern sports car, I had a 3½ litre machine, with four high cylinders—a stroke of 180 m.m. and a bore of only 80 m.m.—enormous side valves in a T head and an enormous exhaust pipe, even if I did have to be content with shaft drive.

The first difficulty, of course, was to start the engine. It is rather much to expect an engine to start from cold with a " pull-up," and early experience taught me the danger of being kicked by a long stroke engine if it was swung too slow when cold. It was some time before I discovered that some enterprising former owner had advanced the magneto one tooth on the standard setting, which if it made starting dangerous, did improve the performance quite a lot. However, much inconvenience was made up for by the pleasure of seeing several garage champion swingers thrown half across the place by one of Alphonse's well-timed backfires. It is not a bad thing either to learn to take " kicks " without being damaged, though I must say I always used the loose wrist method, and never acquired the straight-arm, taken-through-the-shoulder style of the racing mechanic.

However, once started Alphonse proved a model motor. He was very reliable and would do his ten miles in ten minutes with the best of them. It was not long, however, before I suffered an anxious moment. I was up at Oxford at the time, and being in my first year, was not allowed a car. However, that summer term Alphonse came up with me and was hidden away in an inn yard some little way out of town. It was not long, however, before I decided to show him to the inhabitants of Cambridge, and thither we repaired on one of the first days of the General Strike of 1926. All went well until on our way home in a lonely piece of road somewhere near Aylesbury the clutch pedal suddenly fell down on to the floorboards and the engine began to race. We stopped the car and the engine, and in the deathly silence which always ensues began to unscrew the floor-boards. To the sole sound of our laboured breathing thoughts began to run through my head to the effect that even if it were possible ordinarily to get from Aylesbury to Oxford by train, it certainly was not that day; and if we did not get back to Oxford, how was I to explain my absence, seeing that the only method of getting away was by car; and the awful part was that if the truth did come out, I knew that I should not be allowed to have my beloved Alphonse up the next year.

Investigation proved that the clutch was held in by an enormous external coil spring held in tension by complicated mechanism to provide adjustment. This had come adrift, and the pieces were lying safely in the clutch-pit, all except one threaded hook about an inch long, for which I could think of no substitute. In the fast fading light of the summer evening I began to run back down the road to look for it, knowing that in a few minutes it would be dark and the search hopeless. However, there it was lying in the road, and in a very short time the clutch spring was coupled up and we were en route again for Oxford. But I have often thought that this was one of the best bits of luck I ever had in motoring, and the effect was such that I retired thereafter and drove a tram for the rest of the Strike. I cannot say incidentally that I and my fellow volunteers were very skilful at this occupation, for our breakdowns were legion. In consequence we were continually being rescued by an ancient Saurer breakdown van, which had a badly cracked jacket, with the result that water was pumped in a solid stream out of the exhaust pipe. The driver, however, remarked that " she ran well enough, but she did lose a lot of water."

Talking of clutches, by the way, which I was doing before it was water-jackets, reminds me of a performance of which I have always been rather proud. One day when I was in the country two of the plates of Alphonse's clutch seized solid, and I decided that the quickest way to remedy the defect was to take the car up to the Hispano works in London and get two new plates fitted. The journey proved fairly simple while we were in the country, but when we reached the London traffic the fun really began. Anyone who has ever tried to drive a car along Chiswick High Street at mid-day without a clutch or self-starter will doubtless sympathise. Whenever we were brought to a dead stop, our only method of starting was to bang in the top gear dogs, and then engage first when the car leapt forward! However, I think we only stopped the engine three times before we reached Church Street, Kensington, in spite of all difficulties.

"ALPHONSE"—continued.

It was in that first summer of Alphonse's—the first as far as I was concerned, though the fourteenth of his existence—that he undertook a Scotch raid. I had promised to fetch a friend of mine from Braemar—the journey by train being more than he could contemplate—and had decided to do the journey straight through. All went well to begin with until at about 2 a.m., we were running down into Berwick-on-Tweed when I noticed steam spurting from the radiator cap. Having stopped to investigate, it was found that all the water had leaked away through the pump gland. Further investigation proved that the Tweed was quite inaccessible, and as far as help was concerned Berwick at that hour might have been a city of the dead. At last, however, our search was rewarded, but low be it spoken where we found the water, as all I can say is that a petrol tin would only go into a basin sufficiently far to allow it to be filled with about three inches of water. As the source of water was at the top of a hill and Alphonse at the bottom, we got pretty sick of walking up and down before we got enough in to circulate.

Having slept one night in Scotland we started down again, but during our night run we suffered unceasingly from tyre troubles. At last the pump broke down, and when the next puncture occurred, we sat down by the roadside somewhere on the Yorkshire moors to wait for morning. Before long, however, we saw the lights of a car, and a Talbot chassis appeared and stopped as a result of violent waving. The driver lent us his pump, and then remarked, "Sorry, I can't stop, I'm on a destruction test, and behind schedule as it is." With that he shot off, but the Talbot, which was an experimental edition of the present 6-cylinder model, apparently proved indestructable, until the hum of its engine was lost in the distance. I have often envied that man his job; I should love to enter in my log-book: "Test concluded; cause, traction engine."

That winter, incidentally, Alphonse and I nearly got destroyed in a most ignominious manner. We were proceeding along merrily enough when suddenly the power ceased to get delivered to the driving wheels. Investigation proved that with the clutch and any gear in, the propeller shaft went round all right, and the trouble was evidently in the back axle. There was obviously nothing for it therefore, but for my companion to get a lift into the next town and get someone to tow us in. I did not have to wait long before he returned complete with a 30 cwt. Fiat, its driver and his mate. Alphonse was attached to the Fiat and we continued our way in this lugubrious style. All went well until about a mile from our destination we came to the top of a long hill which ran down between high walls which shut out the scanty remains of daylight. Now Alphonse's best brake worked in a drum on the propeller shaft, and so was useless, and I had all I could do going down hill to hold him back with the hand-brake. The driver of the Fiat seemed to realise this, and, getting nervous, went faster and faster down the hill for fear that I should bump his back; until suddenly he saw the road ahead blocked by traffic, and applied his Italian brakes to the full. There was no hope of my stopping, but I just had time to swing to the left and miss the Fiat by inches. There was a horrid jar as the tow-rope pulled tight, and what I took to be the end of the strap which fastened it flew high into the air and landed in the road just beside me. Investigation, however, proved that the end of strap was nothing else than Alphonse's starting handle, which had been snapped clean off by the rope as it pulled tight and had passed my head by an uncomfortably narrow margin.

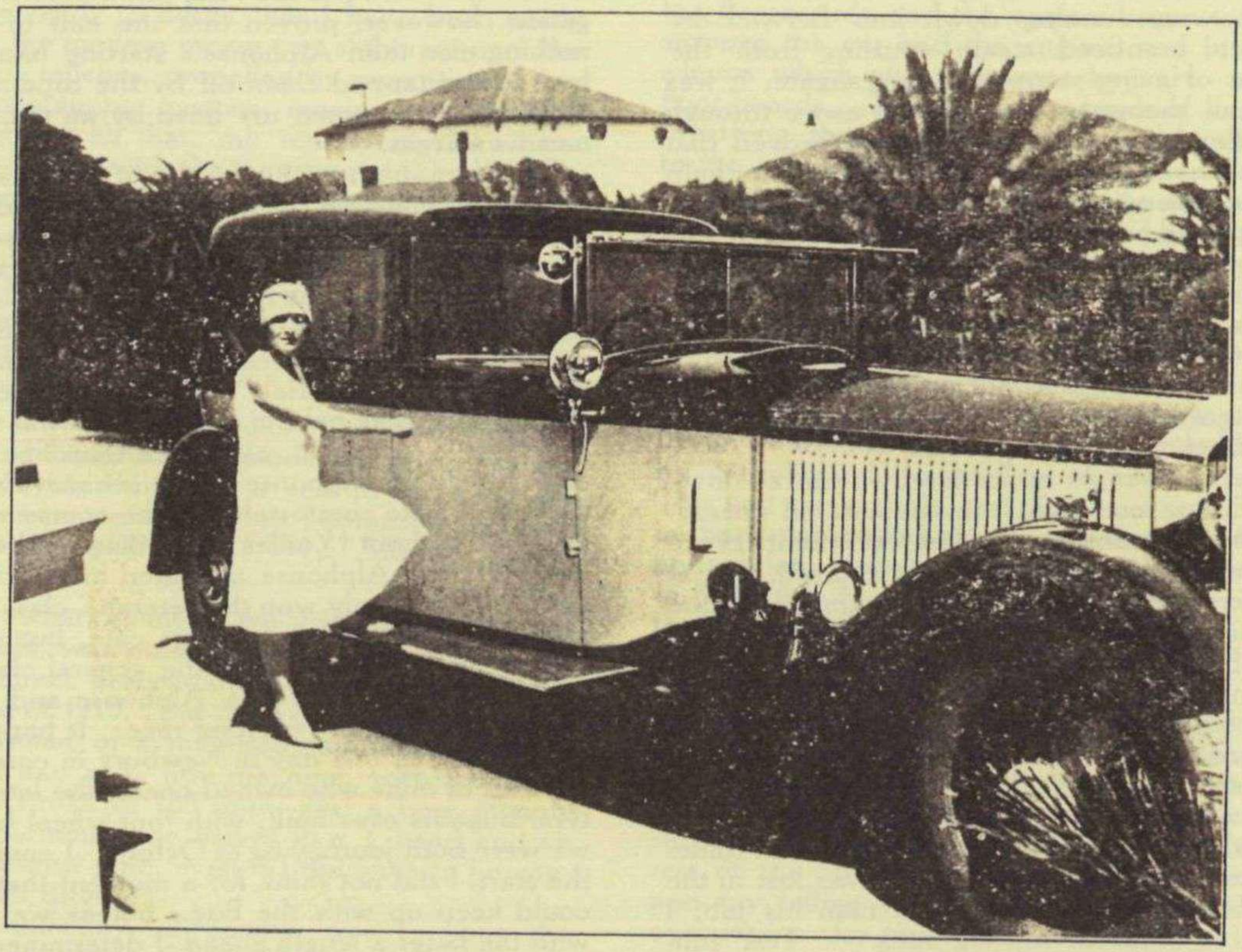
The next summer Alphonse got the chance of becoming a racing car. The worst of the old sports car in this field of activity is that modern classes penalise it quite unduly. A 4-litre engine running up to 2,000 r.p.m. has every right in my opinion to be placed in the same class with a 2-litre engine running at 4,000 r.p.m., but such apparently is not the opinion of the organisers of speed trials. However, the next summer a speed trial was held in which there was a class for "veteran" cars, *i.e.*, cars more than five years old, and this being Alphonse's 15th summer, he got into that class quite comfortably. The course was a good one, being about 1½ miles of winding road with a very bad surface. Alphonse acquitted himself nobly that day for he not only won the veterans' class against an assorted collection of post-war cars, but established himself in sixth position in the general classification.

Not very long after this, Alphonse and I were engaged in a yet more exciting race. It happened that I found myself one day in Newbury in company with a friend of mine who owned one of the latest Bresicia type Bugattis ever built, with four wheel brakes, and we were both journeying to Oxford. I confess that at the start, I did not think for a moment that Alphonse could keep up with the Bug., but as we started off with the latter a length ahead, I determined to do my best. It soon became obvious that as a matter of fact the cars were pretty equally matched in the matter of speed, and we settled down to a fierce battle. That road runs over the downs, and is a succession of long gradients either up or down. Now Alphonse could take all these hills in his stride on top gear without much slackening of speed, but above the rush of the wind, we could frequently hear the howl of the Bugatti on third as we tore up the grades. Alphonse kept up well enough, but try as I would, I could not pass that Bugatti. At last, however, I was forced to do what I had been unable to accomplish for so long. We were both closing up on some Morris type of car pretty rapidly, when a corner hove in sight, and the driver of the Bugatti, deciding that he could not pass before it in safety suddenly applied his four wheel brakes to the full to avoid charging the Morris. Fortunately or unfortunately, Alphonse's brakes were not up to this standard, and the only thing to do was to go straight on. I shall never know quite how we got past both the Bug. and the Morris and took that corner, but I do know that Alphonse felt a bit "lifty" at one moment! However, the net result was that we led into Abingdon, although

"ALPHONSE"—continued.

the Bug. did get ahead again as we accelerated out of that town, and we reached Oxford as we had started, with the Bug. a length ahead. It was a great race, and I do not think that our average from Newbury to Abingdon was far short of the mile a minute mark.

The next year, Alphonse made his last appearance as a racing car, this time in regulation dress, stripped of every accessory including the seat cushions, the occasion being the inter-varsity hill-climb. The conditions did not give him much chance to distinguish himself in that event, but it is something to have run a 16-year old car in the climb. Oh! yes, Alphonse, we have had many happy days together.



MRS. MALCOLM CAMPBELL WHO IS IN SOUTH AFRICA WITH HER HUSBAND ABOUT TO ENTER HER ROLLS ROYCE CAR.

OUTBOARD MOTOR-BOATING FOR THE MILLION

A NEW BRITISH BOAT—SILENT AND CHEAP.

THE increasingly popular sport of outboard motor-boating is considered by most members of the public to be a pastime for the rich only. Furthermore, the demand, so far, has been supplied mainly by foreign concerns and many of the boats have been so disgracefully noisy that considerate Britons have refused to be attracted by them.

The news, therefore, that there is now available a new British boat, capable of surprising speeds, silent and as cheap as a motorcycle, will be welcomed by a very large number of people. This new boat is the Dunelt, made by the manufacturers of the motorcycle of this name and offered in a number of different forms.

The power unit is a water-cooled, super-charged two-stroke which embodies many features of the motorcycle engine, the application for outboard work having been designed by a well-known marine engineer. The unit and the boats have undergone exhaustive tests on a Birmingham reservoir and there is no doubt that they have now set a standard well above that of similar productions.

A feature which will be of interest to many is that the Dunelt boat can be obtained on easy payments.

A complete "sports" single-seater retails for £65, this being capable of some 30 m.p.h., and a trailer for attachment to the back of a car or sidecar is listed at £20. Boats suitable for two, or up to six persons cost a few pounds more. It will thus be seen that on the extended terms basis, the new British boats will be within the reach of most motorists. The fact, also, that the exhaust is water-cooled and thus very moderate, and that there is little "wash," will make them appeal to many who have so far discountenanced this sport lest it might interfere with the pleasure of others.

CALENDAR OF INTERNATIONAL SPORTING EVENTS FOR 1929.

ISSUED BY THE ASSOCIATION INTERNATIONALE DES AUTOMOBILE-CLUBS REGONNUS.
CALENDRIER SPORTIF INTERNATIONAL 1929.

5th May	Italy	XXe Targo Floria
8th-12th May	Germany	IXe Wiesbadener Automobil-Ternier (course de cote et epreuve de vitesse).
12th May	Italy	Ve Coupe Messina
19th May	Italy	Iere Coupe de la Foire et Grand Prix de Monza
19th-20th May	France	Trophee Edw. Whitechurch
20th May	Great Britain	Courses a Brooklands
26th May	Italy	IVe Royal Prix de Rome
2nd June	Belgium	Grand Prix des Frontieres (chimay)
2nd June	Germany	Kesselbergrennen
2nd June	France	Course de vitesse (A.C. du Rhone)
9th June	Czecho-Slovakia	IVe Circuit du Mont Praded
9th June	Italy	IXe Circuit de Mugello
9th June	France	Toul-Nancy
15th-16th June	France	VIe Grand Prix d'Endurance de 24 heures
16th June	Spain	Course de cote de la Rabassada
16th-23rd June	Poland	Concours International de Tourisme de l'A.C. Polski
19th-24th June	Germany	IXe Baden-Badener Automobil-Turnier
22nd-25th June	Latvia	Course d'endurance avec le concours des A.C. d'Allemagne, de Lithunie et d'Esthonie
30th June	France	Grand Prix de l'A.C.F.
6th-7th July	Belgium	Grand Prix de Belgique (Spa)
7th July	France	Ve Grand Prix de la Marne
7th July	Austria	Course de cote de l'Arlberg
12th-13th July	Ireland	International Motor Car Race
14th July	Germany	Grand Prix des Nations pour voitures de sport
20th-21st July	France	Grand Prix de l'A.C. du Nord et Coupe Boillot
21st July	Italy	IXe Circuit du Montenero (Coupe Ciano)
25th July	Spain	VIIe Grand Prix de San Sebastian
31st July	Spain	Grand Prix d'Espagne
2nd-3rd August	Italy	Ve Coupe Abruzzo
4th August	Italy	VIe Coupe Acerbo
5th August	Great Britain	Courses a Brooklands
11th August	France	Course de cote du Mont Ventoux
11th August	Poland Germany Austria	Course de cote de Tatra (Krakowski Automobilowy Klub de Cracovie)
12th-17th August	Italy Switzerland	Coupe des Alpes
17th August	Great Britain	R.A.C. Tourist Trophy Race
18th August	Switzerland	VIIIe Course Internationale de cote du Klausen
18th August	France	Grand Prix de Comminges
25th August	Germany	Internationales Rennen um den A.D.A.C. Bergrekord
25th August	Poland	Course de 20 kms. en palier
25th August	France	Course de Chamonis-Mont-Blanc
1st September	Jugo-Slavia	IIIe Course Internationale sur le Circuit de Zagreb
7th-8th September	France	Trophee National (Boulogne)
8th September	Austria	Course de cote de Gaisberg
8th September	Italy	VIIe Grand Prix d'Europe
15th September	Austria	Course de cote du Semmering
21st September	Great Britain	Courses a Brooklands

SINGER ACTIVITIES.

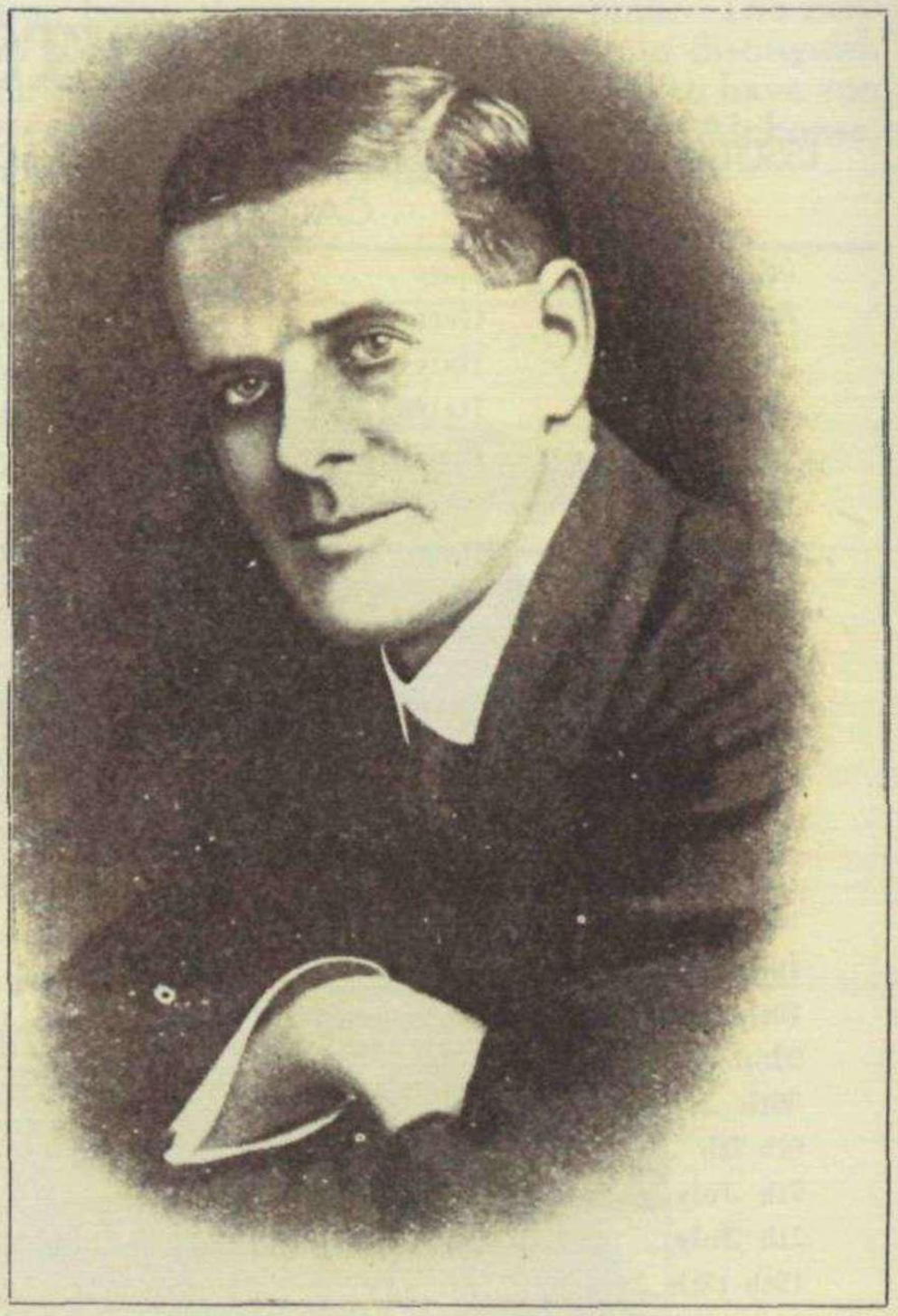
When Mr. W. E. Bullock had a birthday recently, it happened to coincide with the completion of his twentieth year with the Singer Co., of which he is Managing Director.

The news got round amongst his dealers and they decided to mark the occasion with a little extra business. Thus, on the morning of his birthday Mr. Bullock's post at the office contained 152 special orders outside the usual routine, and cheques to the value of £20,000.

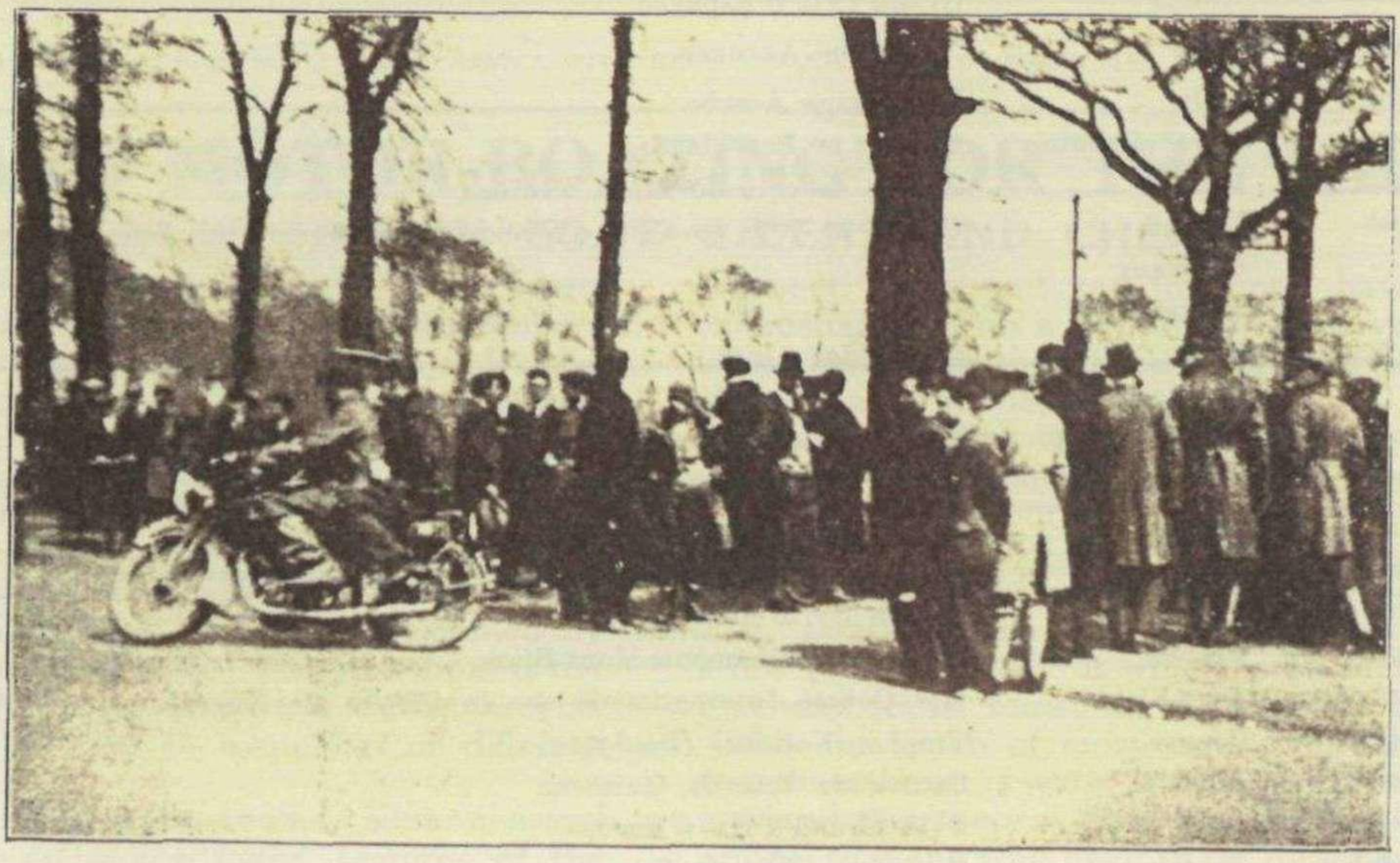
One dealer sent twenty orders with a promise of twenty-one next year; another hoped Mr. Bullock would complete a further twenty years with the company; while a third, more humane than the rest, hoped that he would *not* be in harness for another twenty years.

The Singer Co., who are believed to be the first British concern to standardise chromium plating, reminds owners of this fact by pasting a notice on the windscreen. This states that metal polish should not be used on the bright fittings of the car, which only require cleaning with a damp chamois leather and polishing with a soft dry cloth.

It has been rumoured that metal polishes are actually detrimental to chromium plating, but experts deny this. There is no acid in any known polish which can do the slightest harm, and the chromium is far too hard to be effected by fine abrasive or any other ingredient. But the use of polish is sheer waste of time—time which would be far better employed on some other job, such as, for instance, the occasional test of tyre pressures.



Mr. W. E. Bullock, Managing Director of the Singer Car Co., and President of the Motor and Cycle Traders' Benevolent Fund.



A Competitor leaving the start in the Carshalton M.C.C. Pillion Trial.



Round the Clubs



BRIGHTON & HOVE MOTOR CLUB. FIXTURES FOR 1929.

5th May	SOCIAL RALLY, IMPROMPTU HILL CLIMB & PICNIC.
11th May	SPEED TRIALS AT LEWES FOR CARS AND MOTOR CYCLES.
26th May	RELIABILITY TRIAL FOR THE LEE AND BISHOP TROPHIES.
22nd & 23rd June	BRIGHTON TO BEER (DEVON) RELIABILITY TRIAL. (Open to Centre). Trophies :—The Brighton and Hove Trophy. The Mayors' Trophy. The Lord Thompson Trophy. The Visitors Trophy. The Ladies Trophy.
14th July	SOCIAL RUN AND RALLY WITH IMPROMPTU HILL CLIMB AND OTHER EVENTS
28th July	FREAK HILL CLIMB FOR SOLO MACHINES FOR THE SCOTCHER TROPHY.
17th or 24th August	GYMKHANA IN AID OF CHARITY.
18th August	SPORTING TRIAL.—SPECIAL AWARD PRESENTED BY N. JOHNSON.
7th September	RALLY AND RUN TO SOUTHAMPTON TO WATCH THE SCHNEIDER CUP TRIAL
14th September	SPEED TRIALS AT LEWES.
29th September	CHANDLER AND MIDGLEY TROPHIES TRIAL.
20th October	DREWITT TROPHY TEAM TRIAL (TEAM OF TWO).
3rd November	SWEEPSTAKE RUN FOR PASSENGER MACHINES.
6th December	ANNUAL DINNER AND DANCE.
3rd January, 1930.	ANNUAL GENERAL MEETING.

The Committee hope to receive a record entry for the BRIGHTON TO BEER run this year. 149 entries were received last year, they would like to see at least 200 this year.



No. 49 in the Pillion Trial just after receiving the signal to "Go."

We have received a copy of the *Elto Outboard News* from Messrs. Elto Motor Sales, Ltd., and have been asked to state that they will be pleased to send a copy of this paper free of charge on application to Elto Motor Sales, Ltd., 24 Harrison Street, W.C.1.

Three models of Outboard Motors are being made by this firm this year, *viz.* :—

Quad	855 c.c.
Speedster	322 c.c.
Lightweight	167 c.c.

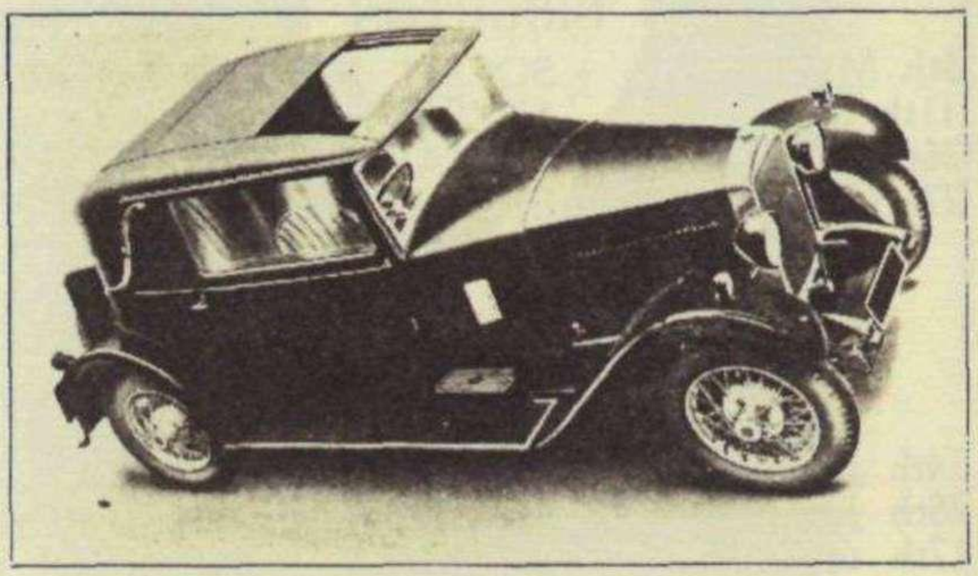
A " Quad " Elto engine, it will be remembered, in the hands of the Hon. Mrs. Victor Bruce, put up the outstanding double cross channel record of 52 miles in 1 hour, 47 minutes.



AN IMPOSING ARRAY OF TROPHIES WON BY THREE ELTO MOTOR OWNERS.

A NEW MOTOR OIL.

We have been informed by Messrs Russian Oil Products, Ltd., that they will shortly be putting Motor Oil on the market in addition to their Motor Spirit.



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

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LAUGH AT PUNCTURES ! ! !

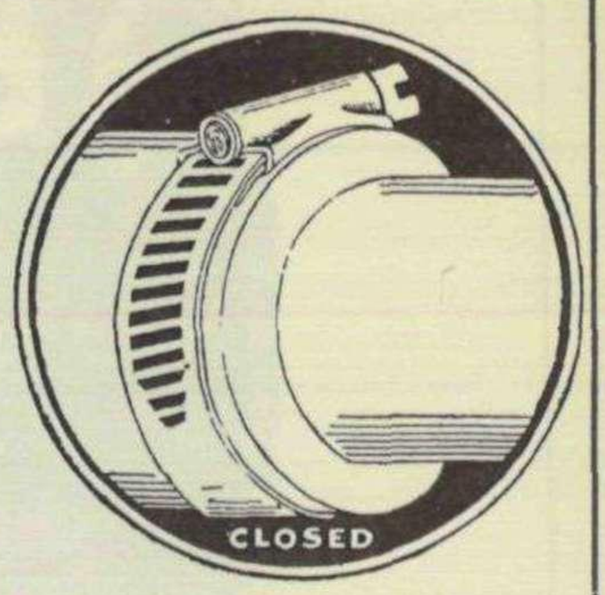
If you used our repairer your troubles from punctures would end, and your punctures would be automatically repaired. Guaranteeed not to damage the tubes in any way. Cars, 6'- per wheel; Motor-cycles, 3 9 per wheel; Cycles, 2'- per wheel. PATENT 255541.

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GUARANTEED
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„ 2 „	1½" – 2½"	
„ 3 „	2" – 2¾"	12
„ 4 „	2¾" – 3½"	16
Outside Dia.		Each



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