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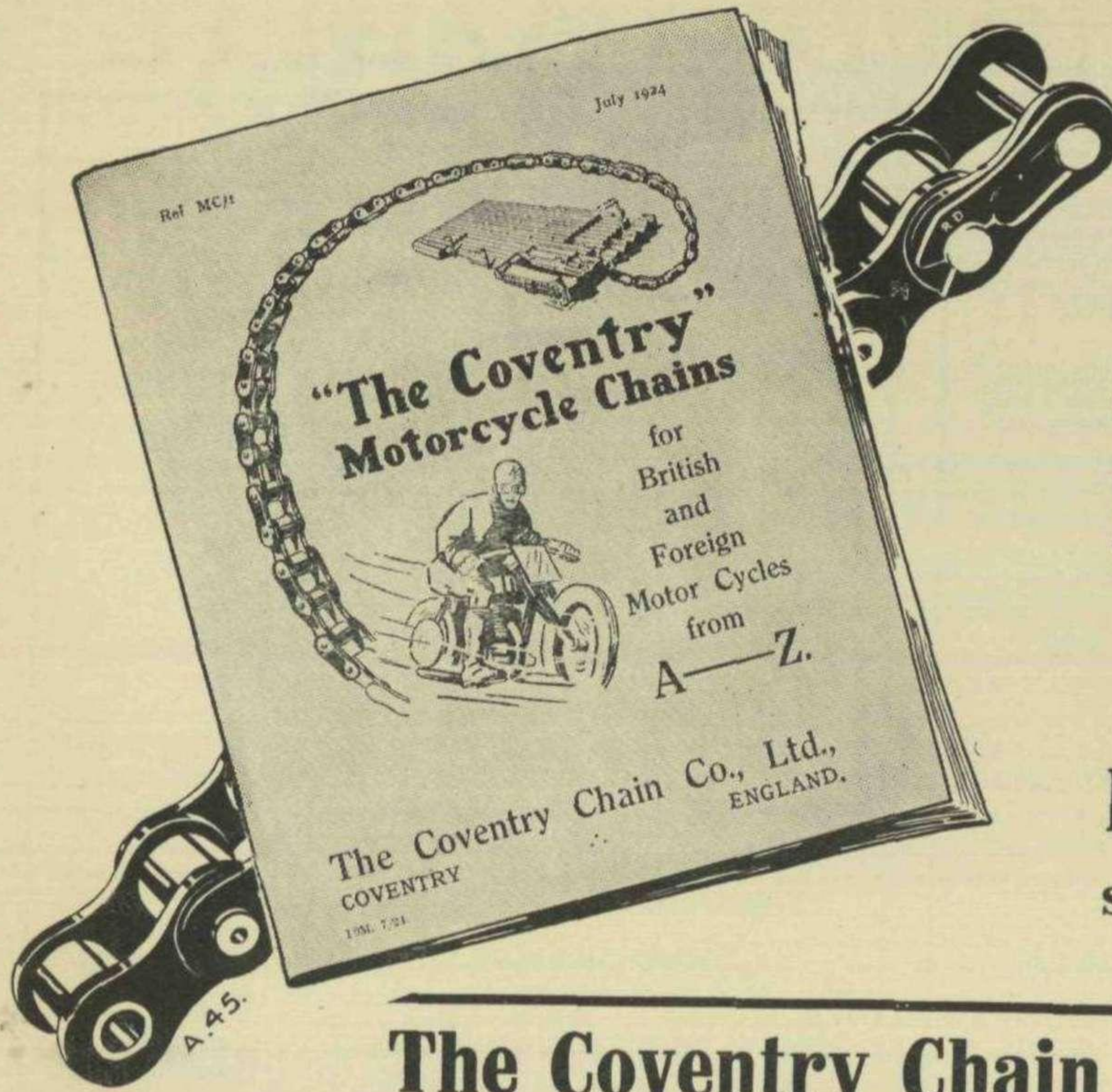
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The BROOKLANDS GAZETTE

No 6

DECEMBER, 1924

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NOTICE TO CONTRIBUTORS.

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

NOTICE TO CLUB SECRETARIES.

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

Editorial Notes.

Our Name.

As is unavoidable, perhaps, when as now, a change of editorship occurs, certain matters, already presumed to be finally settled, come up again for discussion. Our selection of a name for this journal has evidently been exercising the minds of a good many of our friends, and the question is frequently put, "Why THE BROOKLANDS GAZETTE?" "Surely you are not going to confine yourselves to sporting events which take place at Brooklands, on the Track, to the exclusion of road races and hill climbs, and other similar matters, and if you are not, surely the present title is misleading, and is likely to give outsiders and possible readers the erroneous impression that the scope of the journal is limited, too much so, perhaps to interest them, with the result that many pass it by who would otherwise take it."

Now while we appreciate that there may be a certain amount of sound argument behind this theory, and while we tender our best thanks to those of our friends who have evinced so much interest in us as to trouble to bring this matter before us, we nevertheless continue to hold the opinion that, in choosing the name THE BROOKLANDS GAZETTE, which we did only after long and careful consideration, we have done the right thing. Brooklands is the head and front of all motoring sport which takes place in this country. Brooklands sets the lead, and it is on Brooklands that track records are made which are recognised in this country as official. Brooklands is to the sporting fraternity what Westminster, and the Houses of Parliament, is to the country at large. The title THE BROOKLANDS GAZETTE no more limits our sphere of interest to the Brooklands track itself than does the name *Westminster Gazette* signify

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

EDITORIAL NOTES—continued.

that the whole interest of that paper, its editorial staff, and its readers is confined to what goes on in Parliament. The scope of the *Westminster Gazette* in that regard, is world-wide, and the scope of The BROOKLANDS GAZETTE is equally world-wide, in its own field, that of motoring sport, and in motoring wherever it is allied to sporting events in any shape or form.

Our Aim.

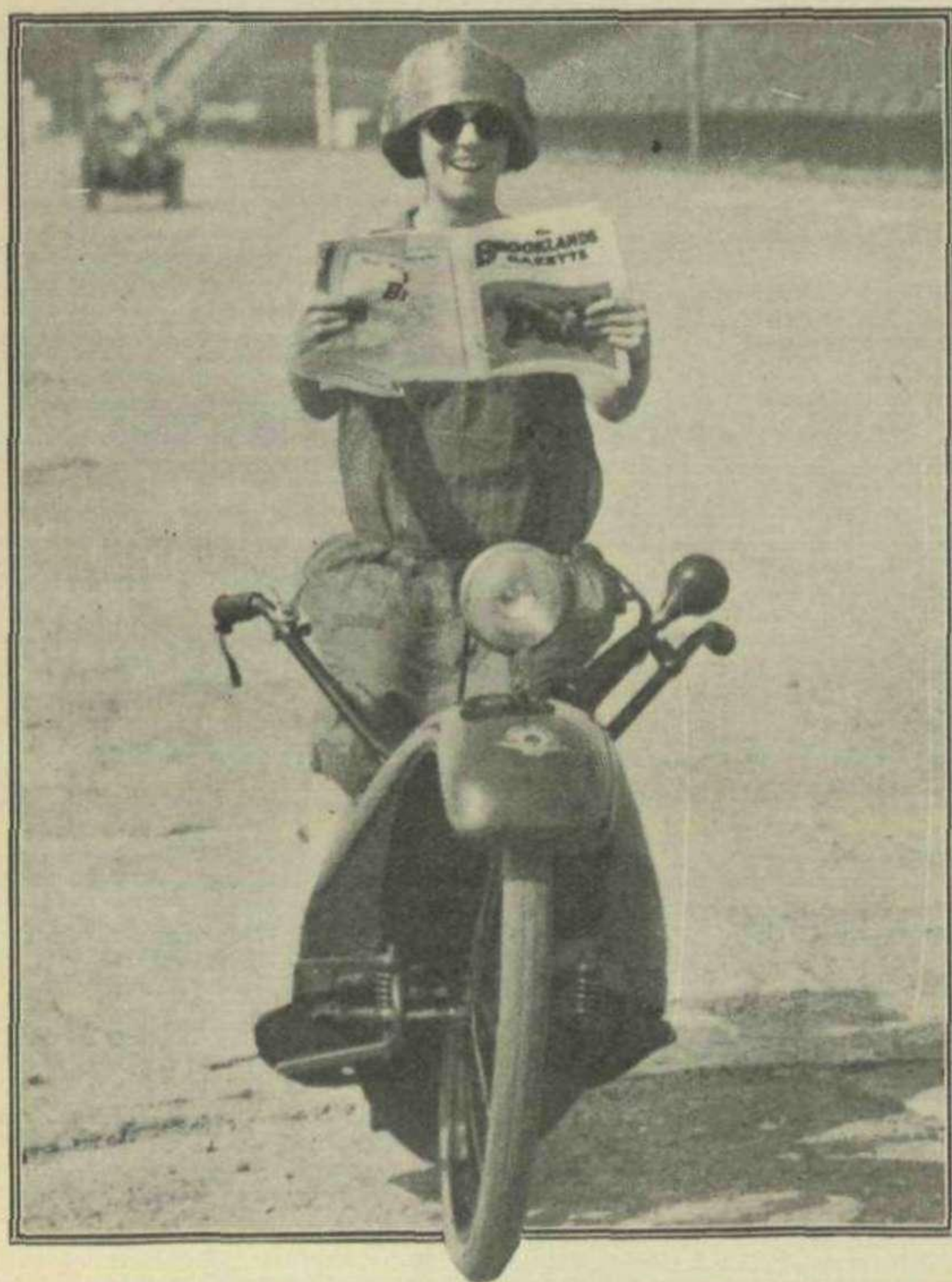
Having thus defined our sphere of action, or, as is nearer the truth, having explained that we recognise no artificial limits, our objective, an indication of the niche which we are to fill in motoring journalism, is of complementary interest. We may best introduce it by stating our views and beliefs in the matter of motor sports and its place in the general scheme of progressive motoring. We are firm believers in the value of racing for improving the breed of cars. Every branch of motoring sport has its proper station in this field, nor is pride of place to be given to any one branch. Neither Hill Climbs, Road Races, Reliability Trials, nor Races at Brooklands may claim to be exclusive in their usefulness in eliminating the unfit, except in so far as extraneous circumstances, the adventitious limitations which the law of the land puts upon road races, compel us to rely on Brooklands for the performance of real strength and power-testing speed events. On that account, that is, for a reason which is beyond our control, we look upon Brooklands as the primary testing ground of all motor vehicles. It is on Brooklands that their weak

points of construction, their springing, braking, and their durability can properly be disclosed, and only on Brooklands can they be properly tested in all those departments at once. We therefore pin our faith to Brooklands. We opine that no car which has not, in some form or other, been put through the mill on that track, has acquired the Hall Mark by which a good car is known.

Believing, as we do, that no manufacturer goes to the trouble and expense of periodically submitting his productions to the ordeal of speed on that track without immediately, or at any rate as soon as may be, incorporating the results of the lessons learnt on the track into his regular models, believing that, we are justified in our faith that, in the long run, the car which persistently shows to advantage on the track is the best car for the road, the car which the man in the street should be recommended to buy. We shall, in this journal, therefore, serve a double purpose, we shall foster and encourage to the best of our power the sport of motoring. We shall also, incidentally, but as a matter of course, be continually indicating in our columns, those cars which are the best on the market, and in course of time it will be a recognised thing for car and motor-cycle purchasers to look to The BROOKLANDS GAZETTE as the paper in which can be found, unbiassed, because determined by matters of actual fact, untinged by any matters of opinion, in any sort of faith, information concerning the relative values of motor vehicles of all types, cars, motor cycles, or cyclecars. That, therefore, is our aim, to become the car users and motor cyclists' guide to all that is best in the market, the proof being afforded by actual test, and by no other criterion.

The Clubs.

In performing our functions, as set out here above, we shall inevitably work hand in glove with those who organise sporting and racing events, the proper reporting of which shall be our especial charge. We shall become the recognised medium in which the programmes of the clubs can be published, and in which each club member may read of the doings of his own club, and those of others of a like nature. By fostering the spirit of competition and encouraging the natural tendency, on the part of smaller and less well-placed clubs, to emulate the larger and more influential bodies, we shall help to raise the standard of the Motoring Clubs throughout the kingdom, as well as that of the performances of the club members at the sporting events in which they take part. In order that we may successfully achieve this portion of our programme, which is an essential and inseparable part of the whole, we must have the whole-hearted co-operation of the Secretaries of all the clubs. We already have the encouragement which accrues from the assistance and sympathy of very many of them. We must have it from all. We presume we need not point out that our columns, open as they are for discussion of all matters relating to motoring, and particularly the sporting side of it, are particularly free to Club Secretaries, or to any who may be able faithfully to write as representing the clubman and his point of view.



HANDS OFF A NER-A-CAR, AND EYES ON THE BROOKLANDS GAZETTE.

Motoring Sportsmen

by the Editor

No. 5. B. S. Marshall.

WE rather fancy we placed Mr. B. S. Marshall on the horns of a dilemma. He didn't want to be interviewed—he dislikes publicity of any kind, and particularly personal publicity—and he very flatly told us so, or tried to, being, as a matter of fact, prevented by his other outstanding characteristic, the other horn of the dilemma, his gracious personality and will to please. It may be that a little of our ultimate success was due to our own powers of persuasion, but a proper modesty forbids us to claim it.

Mr. Marshall's interest in motors, motoring sport and, ultimately, motor trading, commenced to be real and concrete in 1912, when he joined Argylles, being known as a "Helper." The term does not convey much information as to the kind of work upon which Mr. Marshall was actually engaged, but he tells us, and we can well believe him, that he had a great deal to do with the tuning of Argylle cars, and that his training there was the best that could possibly be had, for the kind of motoring which he has since made his speciality. It is of interest to note that in those days Argylles were fitting sleeve valve engines—as of course they are to-day—and front wheel brakes of the Perrot type. In fact, Mr. Marshall was acquainted with Mr. Perrot then, before his name became the household word amongst motorists that it is to-day. Many of us remember the controversy which raged concerning these brakes and their arrangement—diagonal braking it was then called.

After the war, Mr. Marshall started in business on his own account. He had already, even before the war, acquired a leaning towards the small car, his imagination being fired, to a considerable extent, by the performances of some of the early Singers and Bugattis, in the hands of such stalwarts as Haywood and H. Lambert. He foresaw, even so long ago, that the time would soon come when the vast majority of motorists would look to the small economical light car as their means of locomotion and of enjoying the sport and pleasure of motoring. He therefore made his own plans accordingly, and decided to devote himself to this type of car both as a medium for sport and for trade.

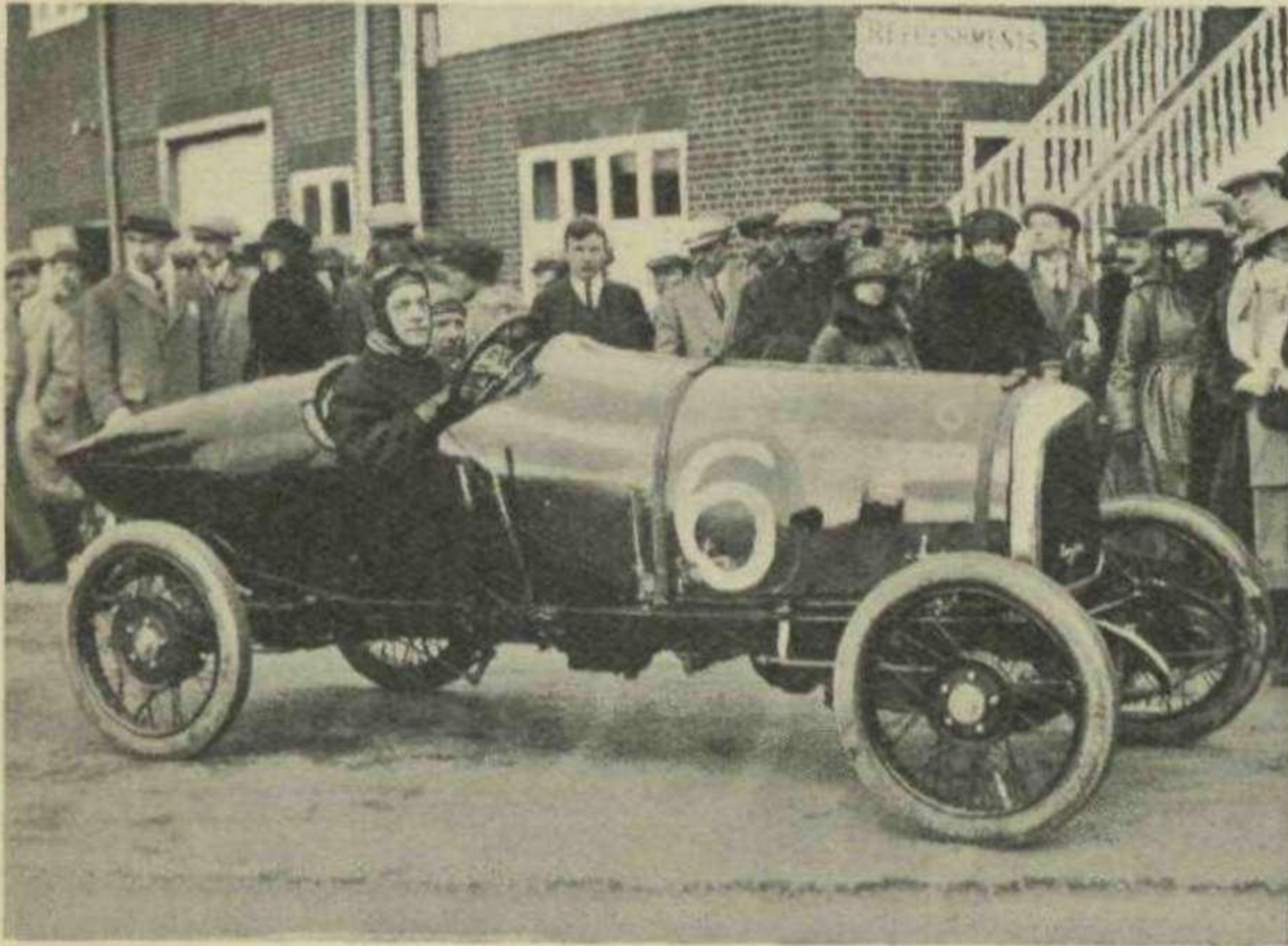
After the war, therefore, when the time came for him to strike out for himself, as it were, in business, he took



up the small car, making it his work to sell them, and his pleasure and sport to ride them in races and competitions of all kinds. Of his success in the former department, there is as little doubt, amongst those who have no more even than an inkling of the facts, than there is of the latter, which is, by its very nature, more easy to discern, since the results of competitions and the like are there for the world to see, which those of industry are not. The way to succeed in after-the-war business, he foresaw, would be to have some special line, and some special way of proceeding, and he chose to deal in cars which, although of the sporting type, and excellent in their way in that department of motoring, would also be equally good for the purposes of the ordinary motorist. Mr. Marshall's views are particularly interesting to us because, in a way his methods are in line with the policy of this paper, which is being conducted in the belief that, in time to come, those makes of cars which are well and properly entered as sporting cars and which come to have the best reputations on the road and track in competition with like machines, will eventually be known as the best cars for the ordinary user, for reasons which should be fairly obvious.

Ultimately, as the natural outcome of this train of thought, he established the principle that he would never race a car, or enter a car for any competitive trial, which was not in every way a type which he could sell, as it competed, to the general public. He would not race cars which were specially built for competition work, or which had to be coddled and cossetted in order

MOTORING SPORTSMEN—continued.



WINNER OF THE 75 M.P.H. LONG HANDICAP, ON A HAMPTON.

that they should give of their best in competitions. Every trial that Mr. Marshall has entered, for example, with Bugatti cars, has been run using a car which has travelled under its own power from London to the course for the test, the distance covered that way being sometimes as many as two hundred miles. It has then competed and has subsequently been driven back to town again.

It is in this spirit, so far as circumstances will allow, that he has entered for, and taken part in the following races: The Grand Prix des Voiturettes, at Le Mans, 1920 and 1921; the 200 miles J.C.C. Race of 1921; the last T.T. race for cars, in the Isle of Man, 1922; the Grand Prix des Voiturettes, 1922; the 200 miles J.C.C. race of 1922; the Grand Prix des Voiturettes, Boulogne, in 1923; and again the 200 miles race of the J.C.C. in the same year: the Grand Prix des Voiturettes this year, again at Boulogne, in which race Mr. Marshall was successful in winning the cup. Stress of business interfered with his programme this year to the extent of compelling him to scratch from the J.C.C. 200 miles race and, as matters are now trending, and as it



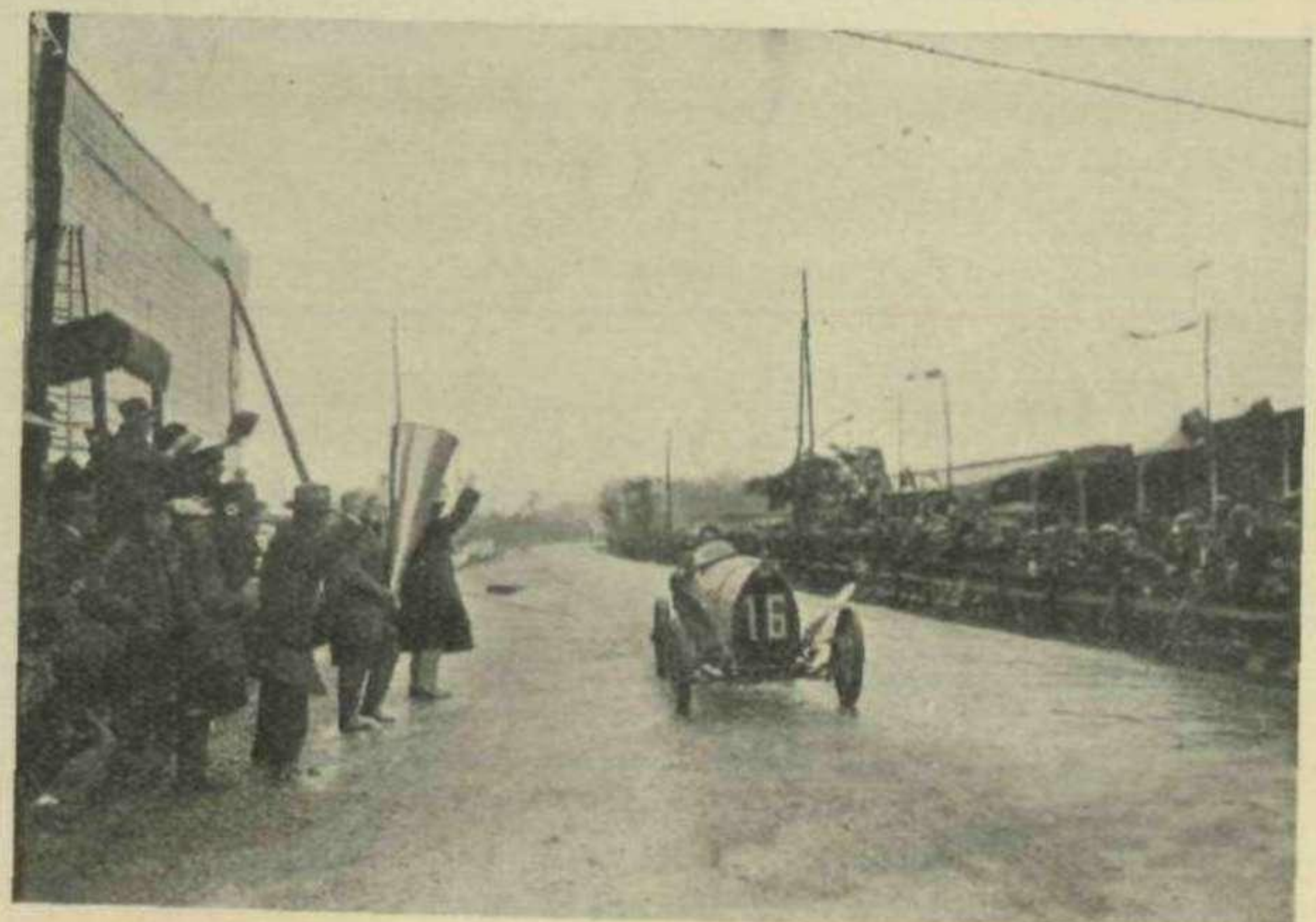
WINNER OF THE GRAND PRIX DES VOITURETTES, BOULOGNE.

becomes more and more impossible for any ordinary car to compete with even the remotest chance of success at Brooklands, in such races as the 200 miles, then Mr. Marshall, true to his principles, will have to regard that race and others like it, as outside his sphere of operation.

In the above list of events we have confined ourselves, of course, to mention only of the big things in the world of motoring sport. Mr. Marshall is a familiar figure at all the principal hill climbs all over this country, Scotland, and on the Continent. In all of them he uses, not a racing car, but one which is saleable for use on the road in just the condition in which he uses it for competitions.

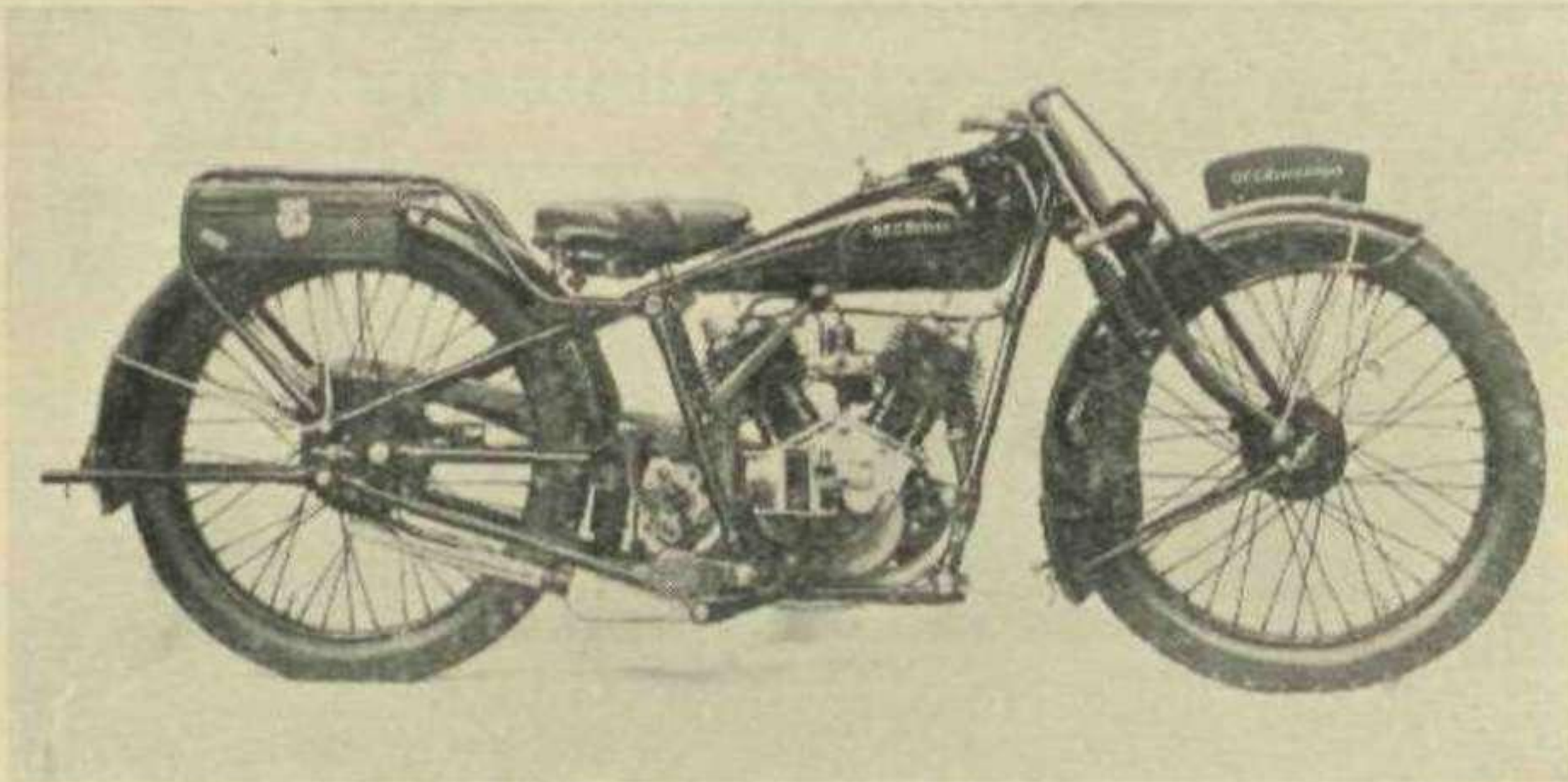
Although at the present time, most of Mr. Marshall's competition work is being done on Bugatti cars, that has not always been the case, as may be seen by reference to some of our illustrations. He has been successful also on the Mathis, Aston Martin, Hampton, and Crouch, to mention a few, and he still preserves his interest, both from the business and competition points of view, in all those makes of car.

Mr. Marshall confirms, from an entirely different standpoint, the views already expressed by Mr. Edge, through the medium of our columns, as to the benefit which racing confers on that make and type of car which is bred up on it, as it were. Mr. Marshall finds that his competition experience is extremely valuable in enabling him to assist his clients in diagnosing mysterious troubles which they encounter with their own cars. All that happens in racing eventually occurs to the touring car in the ordinary course of use. Racing and competition work is merely ordinary car use speeded up, as it were, or compressed, so that quite a long spell of normal use is covered in a very short time. Facts about springing and steering soon come to light in connection with a car which is so used, while other less direct matters, less directly concerned with the racing aspect, such as ignition troubles, quickly come to the notice of the racing driver. Mysterious loss of power in a certain make of car has been shown, as the outcome of racing experience, to be due to overheated plugs, causing pre-ignition, and depriving the engine of power.

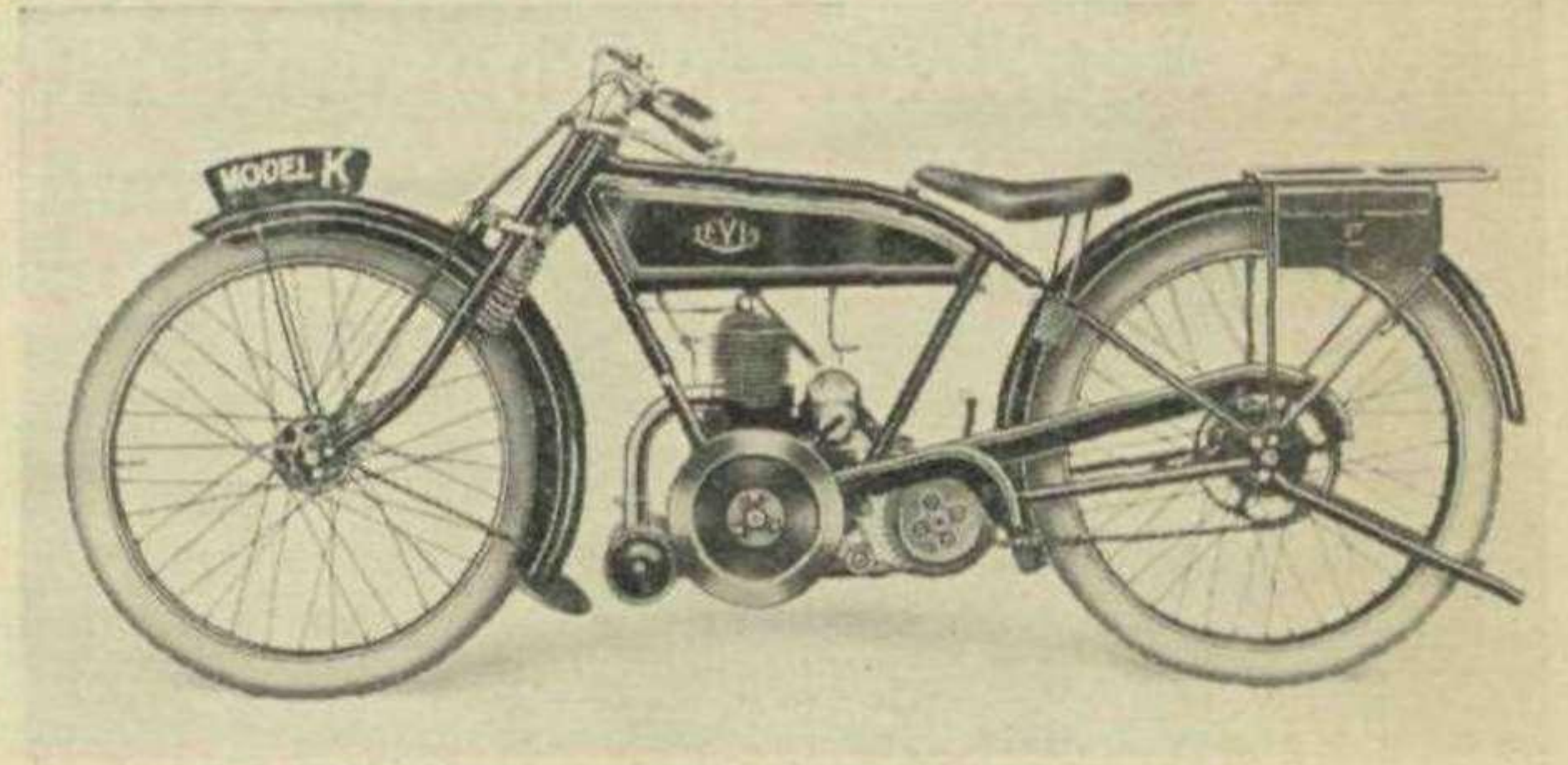


ON A CROSSLEY-BUGATTI IN THE LAST I.O.M. RACES.

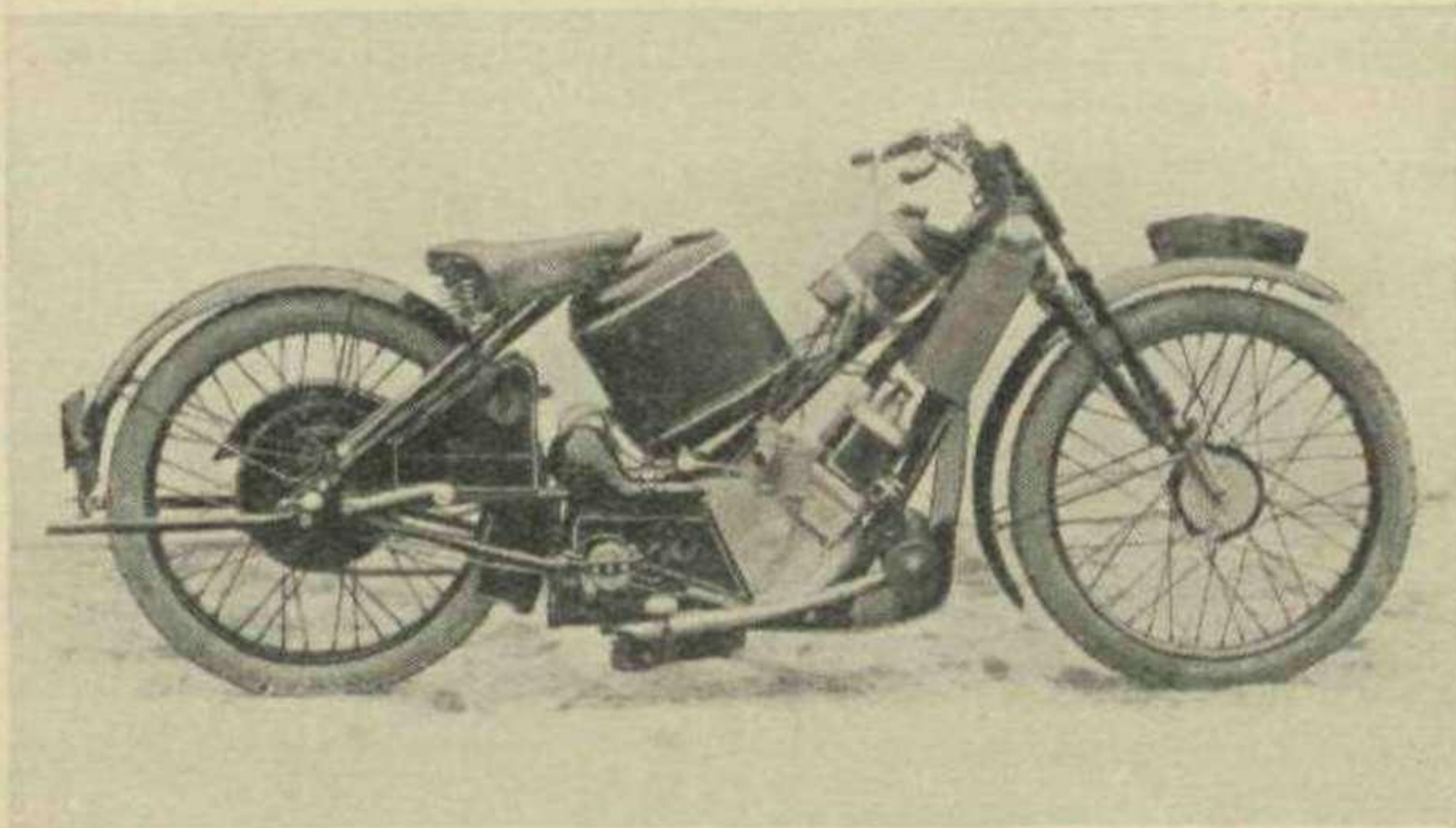
SOME 1925 MOTOR CYCLES.



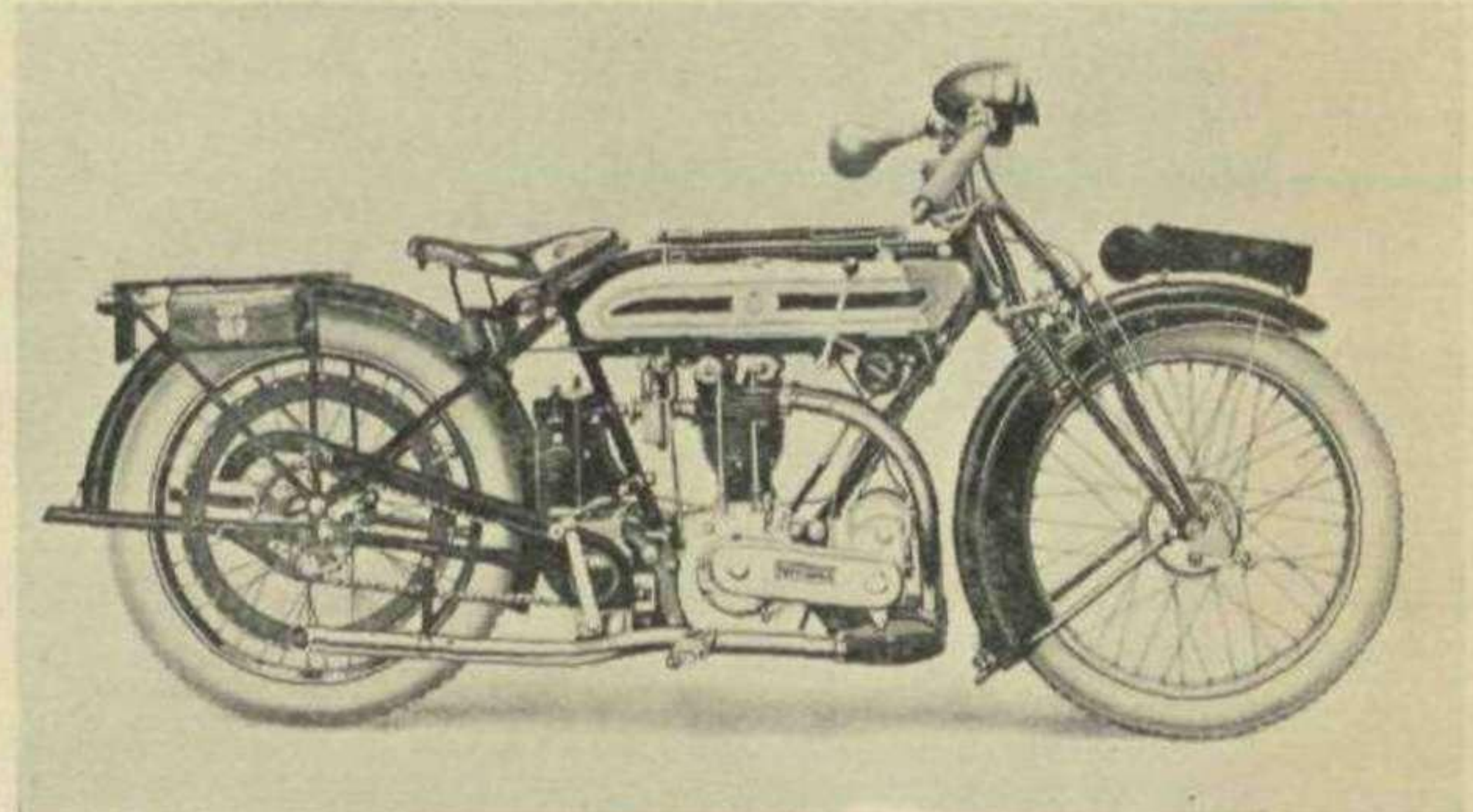
THE O.E.C.-BLACKBURNE TWIN.



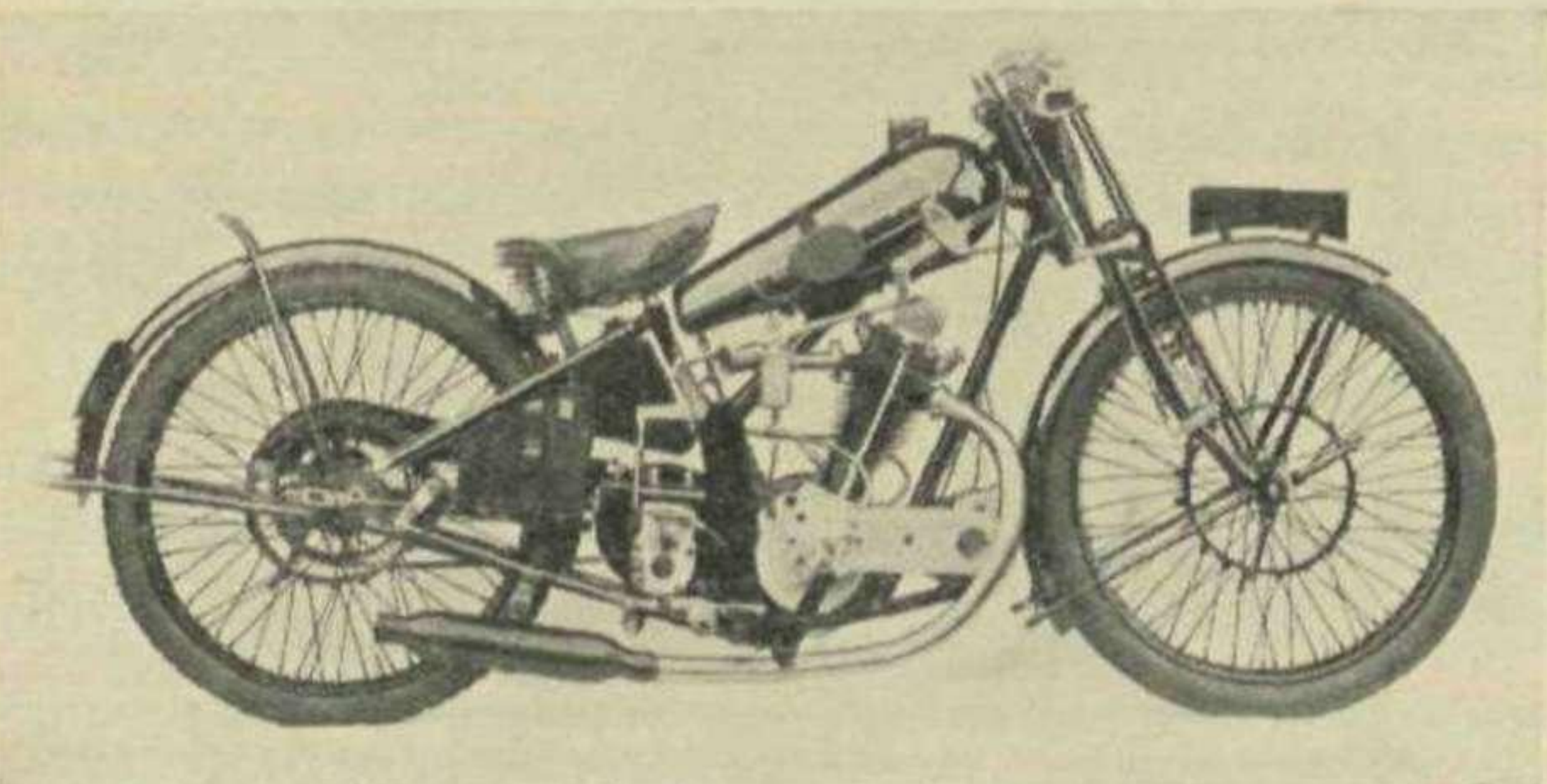
THE LEVIS TWO-STROKE, MODEL K.



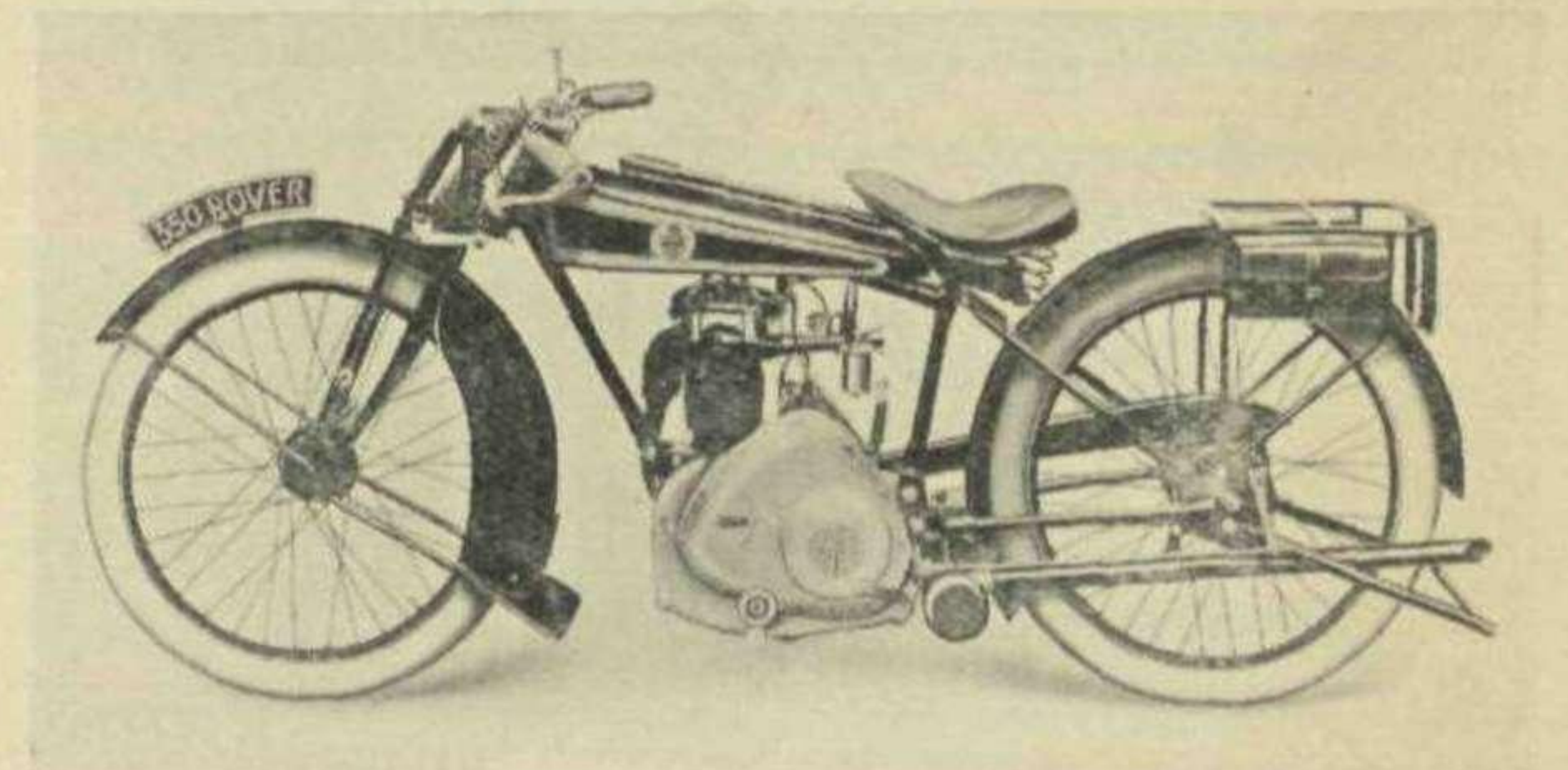
ONE OF THE SCOTT-SQUIRRELS.



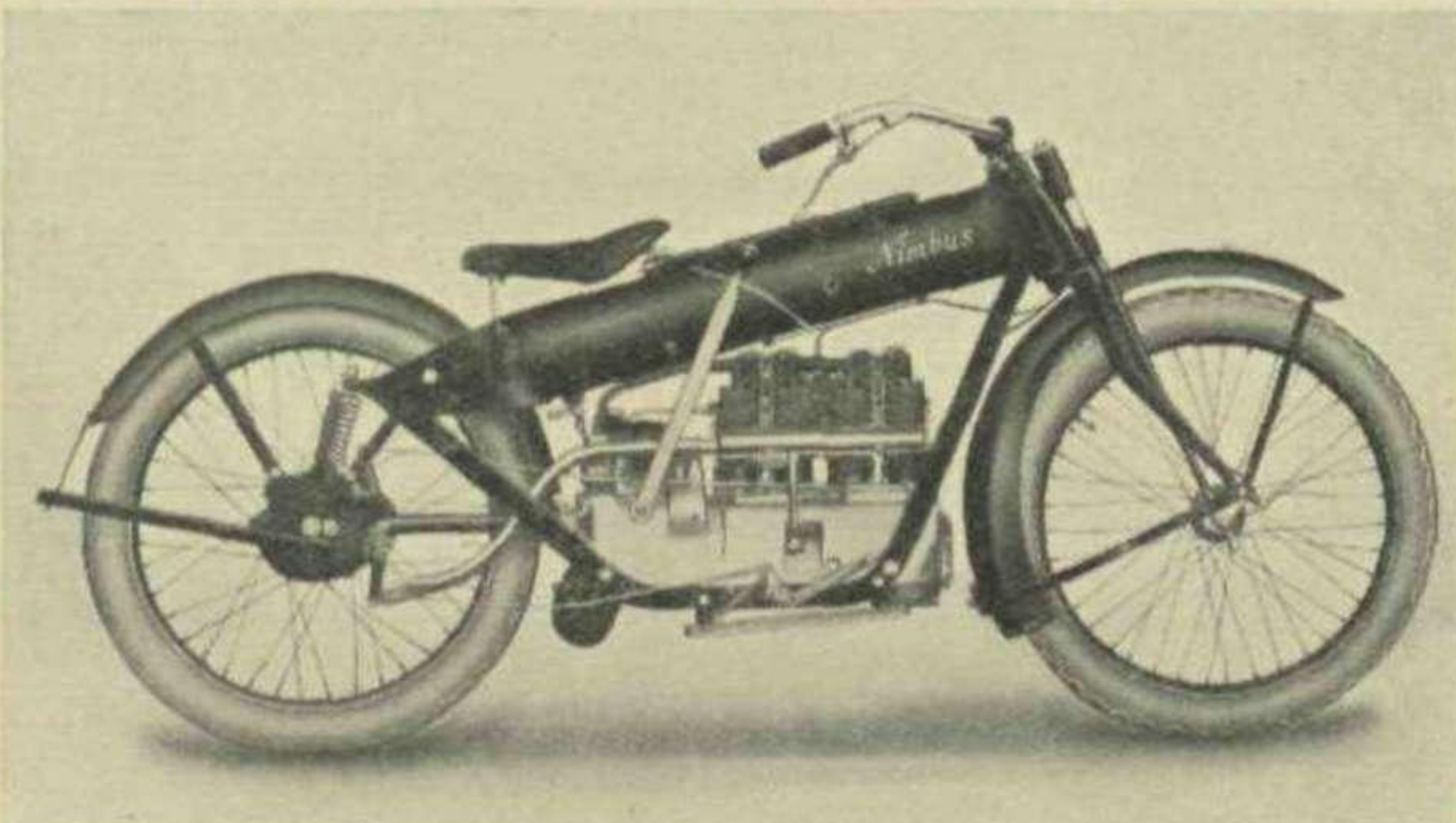
THE 3 1/2 H.P. (4'99) TRIUMPH.



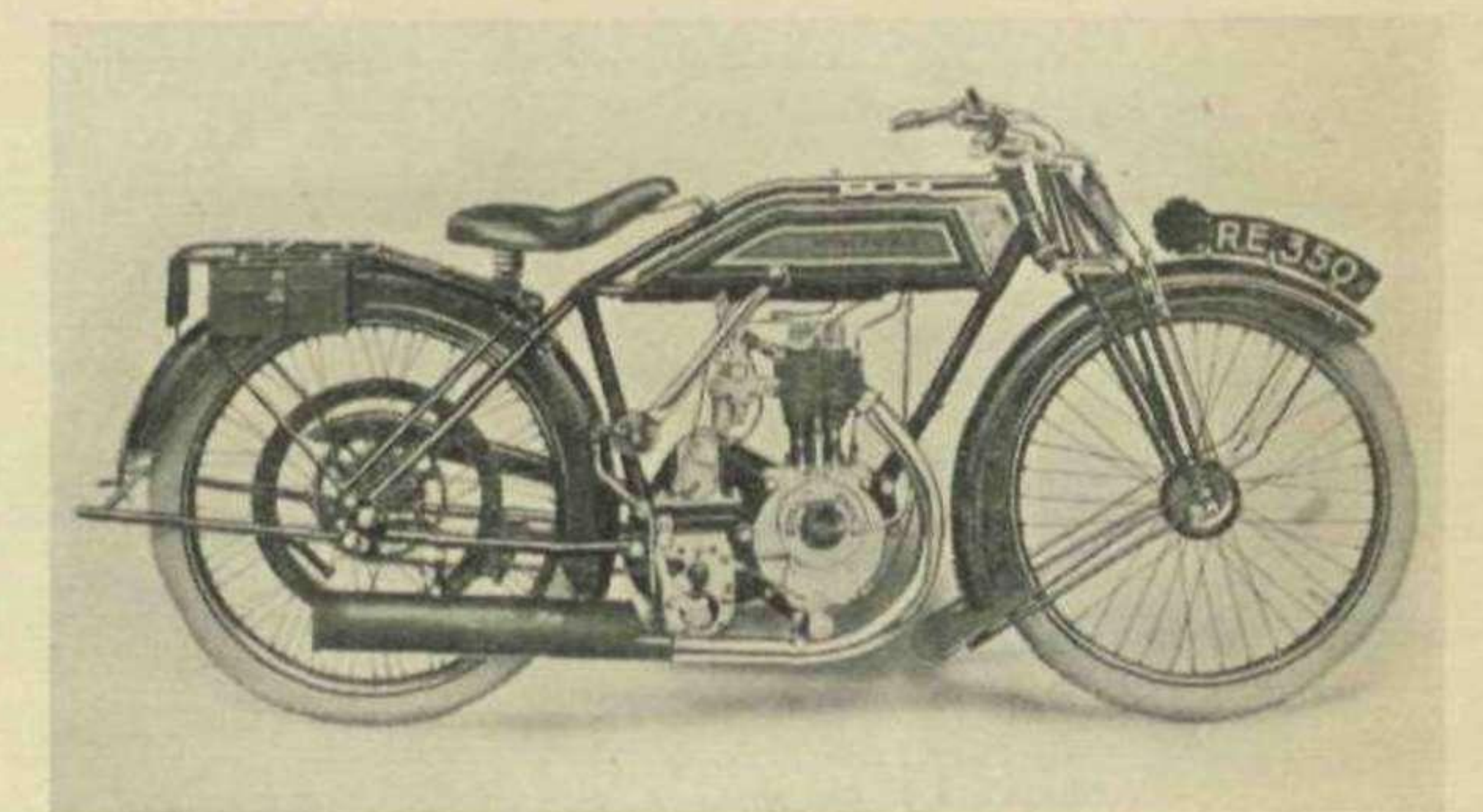
246 C.C. T.T. BEARDMORE-PRECISION.



THE 350 C.C. ROVER.



THE NIMBUS, AN UNORTHODOX DESIGN.



THE 350 C.C. ROYAL ENFIELD.

SPECIAL FEATURES OF THESE MACHINES: in the O.E.C.-Blackburne, the frame construction: in the Levis, also, the frame (curved top tube): in the Scott-Squirrel, the general arrangement of one of the best road-holding machines of to-day: in the Triumph, the arrangement of the four overhead valves. The Beardmore-Precision, shown, is an entirely new model, as is also the Rover. The Nimbus is a newcomer from Denmark, and the feature of the Enfield is its clean design and straight-through arrangement of the exhaust piping.

SPRINGING FOR SPEED.

Mr. J. G. Parry Thomas's Idea for Improving the Suspension of Road Vehicles.

Springs and Torque Eliminated.

IN nearly all ordinary systems of suspension as employed on motor cars, use has been made, in some form, of the original laminated spring so familiar on horse-drawn vehicles. This type of spring is open to several serious objections, chief amongst which are:— (a) Springing cannot be obtained without a considerable amount of friction between the leaves; frequently rust and dirt accumulate to such an extent as to prevent proper freedom of action of one leaf over another and ultimately hard riding results. (b) With systems of suspension of this type, it is necessary to provide an external means to take the torque re-action of the driving and braking forces on the axles. If no such means is provided then the spring leaves are relied upon to perform the function in question and, in order that they shall be suitable and strong enough for that purpose, they have to be made stiffer than would otherwise be the case and the result is again hard riding. (c) In the case of the front axles of motor vehicles which

are equipped with the ordinary type of laminated springing, the movement is such as to cause the steering pivots continually to change position, thus affecting the steering and increasing the wear and tear of all the moving parts of the steering gear and front axles and also of the tyres. A further objection to laminated springs is their weight, which adds considerably to the unsprung weight of the axles, while they are also expensive, particularly bearing in mind the number and variety of fastenings which are required in order to effect suitable connections between the axles and the springs on one hand, and between the springs and the chassis on the other.

Mr. Thomas's own design, which he has patented, does away with these springs and objectionable features at one stroke, and his system provides definite means for taking the torque of the rear axle, and in the case of the front axle for maintaining the steering pivots always in the correct position even when front wheel brakes are

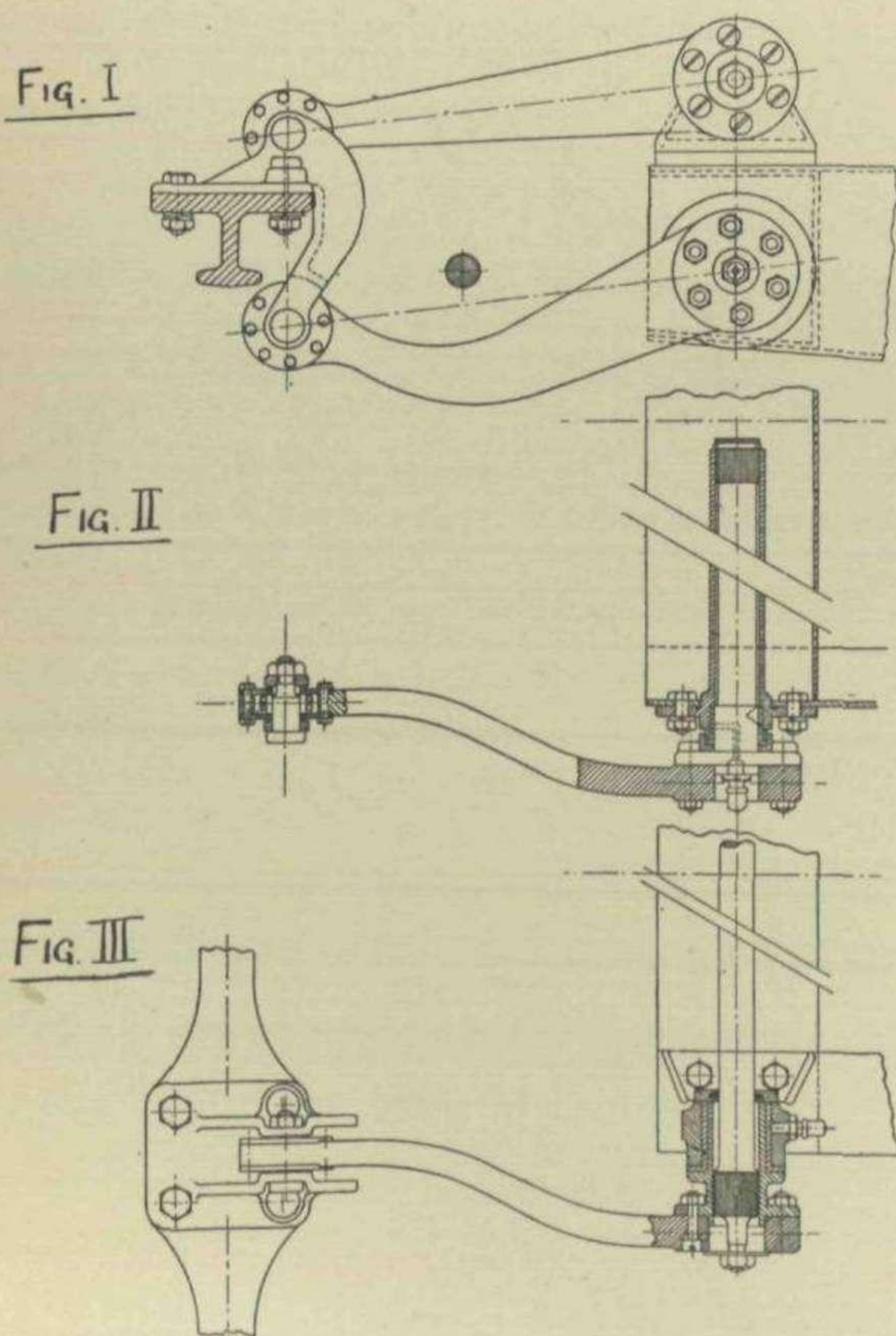
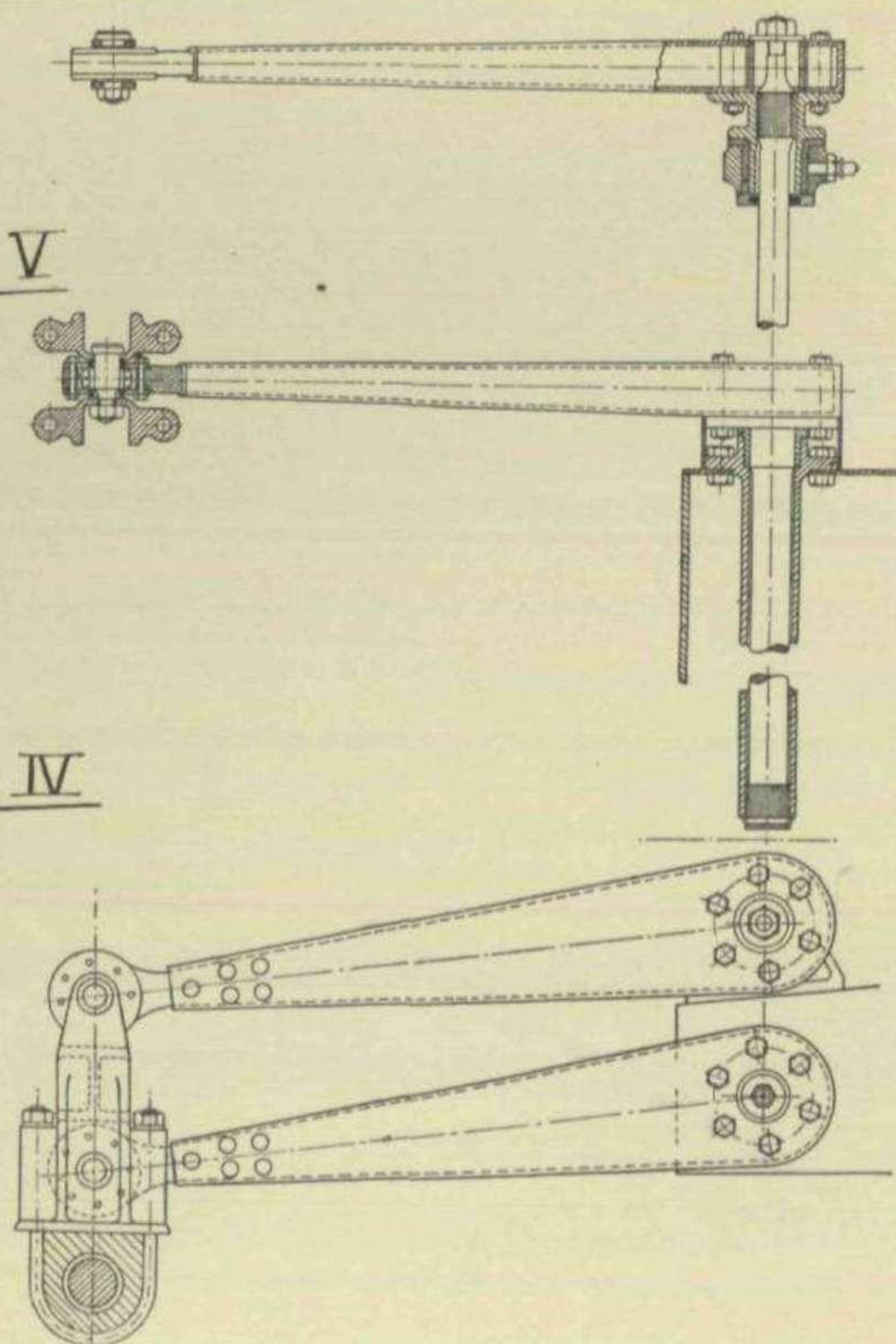


FIG. VI

FIG. V

FIG. IV



MR. PARRY THOMAS'S SUSPENSION: FIGS. I, 2 AND 3 SHOW IT APPLIED TO A FRONT AXLE, AND FIGS. 4, 5 AND 6 AS FITTED TO A REAR AXLE.

SPRINGING FOR SPEED—continued.

fitted. His method also prevents rolling of the vehicle when riding round corners. He claims that it generally performs its function in a more satisfactory manner than any known system of suspension and that it is comparatively cheap and simple in construction.

The springing of the vehicle is obtained by the sole use of several torsion members, and these are so disposed, relatively to each other, that the suspension arms connecting them to the axles act as torque rods and prevent rotation of the front axle and the rear axle casing.

The chassis frame is suspended on these arms which are supported on the axles by means of some kind of universal joint and spherical ball bearing. The arms are such in number and so disposed that they prevent the axles from turning and in that way act as torque rods. They are connected to the frame of the vehicle through the medium of torsion parts which act as the springs and some of them may be connected to anti-rolling rods.

The detail of Mr. Thomas's invention may best be understood if reference be made to the accompanying illustrations in which figures 1, 2 and 3, show the details of this form of suspension, as applied to a front axle, and figures 4, 5 and 6 indicate how it may be applied to the rear axle. Figure 7 shows the springing arranged on a car the centre portion of which has been removed for the sake of clearness. Referring to figures 1, 2 and 3, it will be observed that there are two arms near each end of the axle, each pair of arms taking the place of one of the usual springs. The lower arm is shown in section in figure 2; its inner end is bolted to a flange on the end of the shaft or spindle which is so long as almost to reach to the centre of the chassis. At the end remote from the lever this shaft is splined, and the splines register with grooves cut in the interior of a torsion tube. The tube is also flanged, but is bolted to the side member of the frame. The inner spindle is enlarged somewhat at the end nearest the lever and a bush is fitted in the tube in which its enlarged end may take a bearing, suitable provision being made for

adequate lubrication at this point. The other end of the lever is attached by means of a spherical ball bearing to a bracket which is bolted to the axle and it will be appreciated that, as the axle rises and falls owing to the wheels encountering various road obstructions, the tendency is for the shaft to which the lever is coupled and the tube to which that shaft is splined, to twist and untwist, thus absorbing the shocks.

The object of securing the shaft only at its innermost end, is to ensure that, in the first place, the whole length of the shaft is utilised as a torsion member, and secondly, that the whole length of the tube surrounding it is also similarly utilised. The upper levers serve the purpose of an anti-rolling device. Each is mounted on the end of the long spindle which couples the two sets of torsion members together and thus ensures that in the event of one wheel rising or falling, its motion is to a large extent transmitted through the anti-rolling device to the wheel at the other side of the chassis.

The upper levers are connected to the cross shaft in the manner similar to that employed for the lower lever. The lever itself is bolted to a tubular part which takes a bearing in a bracket on the frame. The inside of this tubular piece is key-wayed to accommodate the splined end of the anti-rolling shaft. The outer end of the lever is coupled to the bracket on the axle by a spherical ball bearing and it is important to note that the two levers and other connections to the frame and axle form a parallelogram so that whatever relative motion occurs between the frame and the axle there can never be any rotation of the latter. This ensures that the steering pivots are always maintained substantially in their correct positions. Moreover, if front wheel brakes are fitted to the chassis embodying this form of suspension, no additional torque member is required as the arms themselves will act jointly in that capacity and will prevent rotation of the axle when the brakes are applied.

The mechanism as applied to the rear axle is precisely the same in principle as that which has been described in

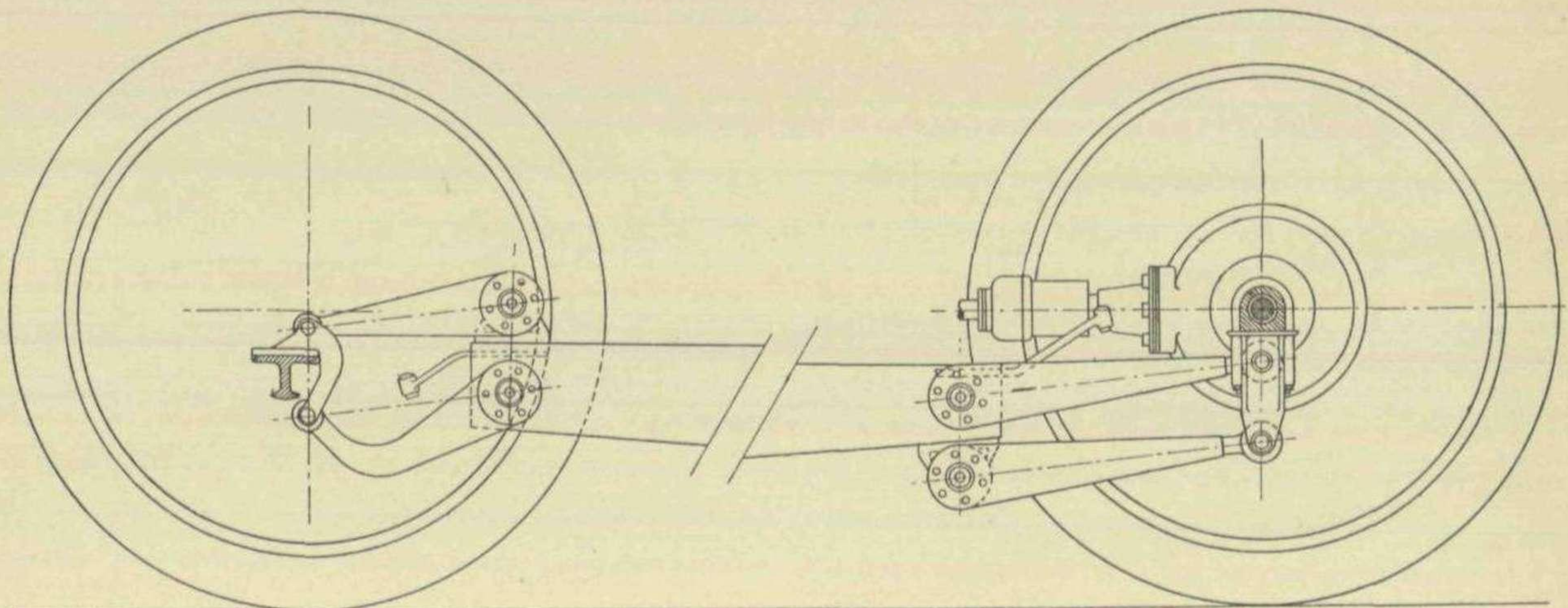


FIG. 7. FRONT AND REAR ENDS OF A CHASSIS TO WHICH THE THOMAS' SUSPENSION IS FITTED: NOTE THE ABSENCE OF ALL ORTHODOX SPRINGS.

SPRINGING FOR SPEED—continued.

relation to the front axle. The arrangement of the levers and connections in parallel form is the same, and oscillation of the rear axle, under spring movement, is thus prevented, reducing the tyre wear, a matter of equal import both to the ordinary user and to the sporting motorist.

An important feature of the invention is the facility which the construction affords for adjustment of the height of the frame above the ground. To effect such adjustment, all that is necessary is that the torsion rods should be disconnected from the tubes to which they

are splined, being then moved round a tooth or two in one direction or the other according to whether the height is to be increased or decreased.

It is also possible to vary the springing of the vehicle to which this device is fitted, merely by altering the length of the torsion members, or their diameters.

Further, in order to strengthen the springing, the anti-rolling members may be utilised as torsion members by splining them at their centres, and keying them to tubular members in the same way as has already been described.

A NEW SPORTING RISK.

A LEGAL case of considerable interest to motor sportsmen was decided last month, when, in the High Court of Justice, King's Bench Division, a Mr. Davill brought an action against a Mr. Cotgrove, claiming damages in respect of personal injuries suffered as a result of the defendant knocking him down with his motor cycle in the course of a hill climb. The accident occurred on October 20th of last year, during the Essex A.C.'s hill climb at Thundersley.

The plaintiff was walking up the hill and stopped at a curve to talk to two friends. They stood on the grass border of the road. While conversing, the defendant came round the bend, but did not slacken his speed, which was from 40 to 50 miles an hour. The motor cycle suddenly shot across the road and charging against the plaintiff, pushed him against the bank. As a result both his legs were broken by the ankle, and his right wrist was fractured. The defendant had pleaded that the police had been given notice of the intended contest and that warnings had been posted, indicating the fixture to the public. The plaintiff by his presence had presumably accepted the risk. It was further pleaded that the accident was due to a latent defect in the motor cycle. It could not be said, however, that the defence of accepted risk was open to the defendant because he was engaged in the commission of an unlawful act. With regard to the defect, no accident would have occurred if undue strain had not been put on the machine.

Mr. Davill, the plaintiff in evidence, said he had not been warned that it was dangerous to stand in the position he had taken up. A notice had been posted on the opposite side of the road warning people not to stand there. He saw a motor cycle come round the curve at about 40 to 50 miles an hour, when the wheel of the sidecar attached to the cycle was lifted off the ground, the machine then dashed across the road and knocked him down.

His Lordship said that in the absence of clear statutory authority, the police had no right to restrict the use of the highway to any of His Majesty's subjects. People had a right to pass and repass along the highway and to make a reasonable delay on it, but no one had the right to use a highway for racing. It had been laid down in a previous case that a right of highway did not include

a right to race, and therefore it might well be unlawful for other reasons to carry out races at a maximum speed.

The Chief Constable of Essex said he was present at the contest and that he had given permission for the event to be held, saying at the same time that he had no authority to allow hill climbing contests, but that the police would not take action for excessive speed, providing the contests were carried out on a by-road which was little used, that the permission of the local authority responsible for the upkeep of the road had been obtained and that residents in the neighbourhood raised no objection.

His Lordship in summing up said that there was no authority to turn a highway into a race course, but every effort had been made not to impair the rights of anyone who desired to use the road. This, however, did not absolve the defendant from the duty of exercising reasonable care.

The jury returned a verdict for the plaintiff for £420.

The outcome of this case must induce a good many motoring sportsmen seriously to reconsider their own position. The sport itself is sufficiently expensive without there being added the ever-present risk of having to meet a bill for damages running well into three figures. In the ordinary way a motorist makes provision for such an occurrence by taking out a policy of insurance and it may be that many of those who take part in hill climbs and similar events on the highway are under the impression that such an ordinary insurance policy would cover them against any such risk of that described above. It is very doubtful, however, whether that is actually the case. In the majority of instances we imagine that enquiry will show that such an accident would not be accepted by the insurance company as reasonable risk and it therefore behoves every motorist who takes part in such competitions to overhaul his insurance policy beforehand, to make quite sure that in the event of an accident of this kind he is suitably covered. In this connection, special interest attaches to the article which appears on the opposite page. It is written by an insurance expert who advises that such enquiries should be made direct to the head office of the insurance company concerned, so as to obviate the risk of a misunderstanding arising through taking the dubious statement of some more or less unauthorised agent.

INSURANCE AND MOTOR SPORTSMEN.

Limitations of the Application of this Safeguard to Riders in Sporting Events, and some of the Reasons for them.

By J. H. ROGERSON.

"The liability of the Company under this policy does not extend to nor cover damage caused by"

IT has been said, with some degree of truth, that the average Accident Insurance Policy bristles with exceptions. These are in addition to the common law of public policy which is to be read into every contract of insurance.

To the layman the reason for these exceptions may not be very obvious, and to those readers of this Journal who occasionally permit their cars or vehicles to take part in road contests, speed competitions, reliability trials and even track racing at Brooklands, they may appear unnecessarily irksome.

There is a perfectly reasonable explanation for them, however, or, to forestall possible criticism, perhaps I ought to say there is an explanation which is reasonable from the Insurance Company's point of view.

This explanation which applies with equal force to policies of insurance of all kinds, be they accident insurance policies or policies of life insurance over a racing driver, briefly summarized is that,

"Insurance is a matter of averaging and collecting risks, such risks being pre-supposed ordinary first class ones."

A well-known mathematician who was illustrating the Theory of Probability by referring to insurance, put the case very well when he said "If the Insurance Office took my risk, and mine only, they would indeed be gambling, but if—as they do—they collect thousands of such risks, classify them and in the light of their experience, charge corresponding premiums, they entirely eliminate the element of gambling and the transactions become such as prudent men may reasonably enter into." The maxim is one upon which all reputable insurance offices act, and it accounts for appearance, in policies, of such clauses as the one which is quoted at the head of this article, and, in the case of Life Assurance, for the rejection of some proposals which are put forward for consideration.

The importance of these special exceptions is of interest to readers of this journal because it arises in connection with racing cars and motor cycles. The Motor Insurance Companies, were they offered at one and the same time a large number of racing risks, would probably be prepared to quote a reasonable premium rate, but they do not care to quote for one or two isolated risks on any kind and, naturally enough, least of all for those which—like racing—are not improperly described as hazardous.

Readers may ask if there exist any facilities for the insurance of such risks. Well, there are facilities available for certain of them, but probably none for racing cars purely and simply.

For motor vehicles used occasionally for road racing and trials events, a limited amount of cover, principally

third party, can be obtained from first class insurance companies.

So far as life assurance is concerned, even there limited facilities are available. What are termed by actuaries "Pure Endowments" can usually be obtained and these give the person insured a fairly good return on his outlay if he lives, and ensure the return of all premiums paid by him, sometimes with added interest, should death (either naturally or by accident) overtake him before the policy matures.

In conclusion, I would like to offer a word of advice: Never rely upon verbal statements made by broker's agents, or even gentlemen who describe themselves as Managers for London! The usual policy does not cover any hazardous risks at all: it is based upon certain statements made on the proposal form either by or on behalf of the person insured and misleading or untruthful or even innocently incorrect statements are by insurance law made binding upon the person insured, and almost always invalidate the policy. If, therefore, you are taking risks or subjecting your car to them, do not rely on your policy unless the clause corresponding to the one at the head of this article is waived by written endorsement signed by that official of the Company who alone has the legal right to waive conditions, or if you are engaged in racing, see that your life assurance policy properly describes you as a racing motorist.

Otherwise your policy is so much worthless paper.

ABOUT WELDING.

He is either a very fortunate or a very clever man who is able to compete the year round in sporting motor events, and get through without a smash of some kind. Inevitably the motor sportsman comes, some time or other, to need the aid of the welding expert, and so it has become the case that Barimar is a household word in motoring circles, particularly amongst sporting men.

It is interesting to note that the Barimar Services now undertake either to effect a perfect repair, reinforcing the part by welding to prevent a recurrence of breakage or to make no charge for the work. This shouldering of the responsibility by the welder has a great effect on the man who, not having experience of the effect of welding has some doubts as to the advisability of submitting some important portion of his car for treatment by this process.

While on the subject of welding, we may usefully direct attention to a little booklet on the subject, entitled, "Send to Barimar." It deals fully with the complete Barimar repair service, and a copy will gladly be sent to any reader of THE BROOKLANDS GAZETTE if he makes application to Barimar, Ltd., 14/18, Lamb's Conduit Street, London, W.C.1, mentioning this journal.

SOME FAVOURITE HILL CLIMBS.

Information obtained from the Secretaries of many of the leading Motor Clubs, tabulated below, showing the gradients of the hills, and some of the records which have been established on them.

RECORDS.

Name of Hill.	Locality.	Average gradient	Max. gradient	Length of trial part.	Description.	M. S.	Solo Motor Cycles. Driver and Make of Motor Cycle.	M. S.	Motor Cycles & Sidecars. Driver and Make of Motor Cycle.	M. S.	Cars up to 1,500 c.c. Driver and Make of Car.	M. S.	Cars of any size. Driver and Make of Car.	
Barrowden ...	Lines.	... 1 in 7	—	¼ mile	Straight climb.	11½	G. North	—	—	—	—	—	—	
Redhill ...	Lines.	... 1 in 7	—	470yds	Right angle bend 150 yds. up.	21½	3½ Brough O. F. Collier	—	—	—	—	—	—	
Langdon ...	Essex	... 1 in 10	1 in 7	½ mile	Practically straight	28½	3½ Sunbeam K. Duncan	28½	A. Frazer Nash, G.N.	—	—	—	—	
Thundersley	Essex	... 1 in 8	1 in 5	400 yds.	Sharp bend beginning and end	—	3½ Sunbeam	—	—	—	—	17½	Lord Invernairn	
Bottledown	Essex	... 1 in 9	1 in 6	420 yds.	Nearly straight, one slight bend near end	—	—	—	—	—	—	22	13.9 Beardm're H. F. Oates 12.8 Ansaldo D. Taylor 14 Sports Sunbeam	
Llangar ...	N. Wales	... 1 in 10	1 in 6½	816 yds.	Four bends, 3rd rather tricky.	35½	Simister Norton	41½	Davenport G.N.	—	—	—	—	
Yearby Bank	Redcar	... 1 in 12	1 in 7	1 km.	Slight bend only	27½	F. W. Dixon Harley-Davidson	31½	F. W. Dixon Harley-Davidson	—	—	—	—	
Spreadeagle	Dorset	... 1 in 10	1 in 6	1100 yds.	Two easy bends	—	—	38½	Raymond Mays, Bugatti	—	—	—	38½	Raymond Mays, Bugatti
Dean ...	Hants.	... 1 in 20	1 in 6	1540 yds	Three S bends, one very difficult one at steep portion of hill	—	—	7	3	—	—	—	—	
Strickens Lane	Garstang	1 in 14	1 in 8	660 yds.	Two bends	—	Cawthorne Norton	—	—	—	—	—	—	
Brock Close	Garstang	... 1 in 4	1 in 2½	110 yds.	Freak hill for solo motor cycles only.	35	Turner Matador	—	—	—	—	—	—	
Kop ...	Near Aylesbury	1 in 10	1 in 5	902 yds.	Two easy bends	24½	F. W. Dixon Harley-Davidson	28	F. W. Dixon Harley-Davidson	26½	J. A. Joyce A.C.	—	26½	J. A. Joyce A.C.
Angel Bank	Nr. Ludlow Shropshire	1 in 9	1 in 8	½ mile	Straight	23½	V. Anstice Douglas	28½	V. Anstice Douglas	27½	Raymond Mays, Bugatti	—	27½	Raymond Mays, Bugatti
Bank Head	—	1 in 8	1 in 4	¼ mile	300 yds. gradient curve, rest straight	17	Cawthorne Norton	—	—	—	—	—	—	
Sutton Banks	Yorks.	... 1 in 7	1 in 3.9	1 mile	Several bends	—	—	1	18½	E. R. Hall Aston-Martin	—	18½	E. R. Hall Aston-Martin	
Aston Clinton	Tring	...	—	1 in 8.5	1400 yds. Two sharp bends	—	—	—	—	—	—	44½	D. Resta Sunbeam	
Shelsley Walsh	Worcester	...	—	1 in 6.26	1100 yds. S. bend	—	—	—	—	—	—	50½	Cyril Paul Beardmore	
Caerphilly ...	Caerphilly	1 in 8.6	1 in 6.2	1194 yds.	Sharp bend	—	—	—	—	—	—	1½	H. K. Moir Bentley	
Sth. Harting	Midhurst	...	—	1 in 6	1 mile Several bends	—	—	57½	Raymond Mays, Bugatti	—	—	57½	Raymond Mays, Bugatti	

Travel the Sunbeam way All-the-Year-Round.

THE SUPREME SUNBEAM

THE 20/60 h.p. six-cylinder Sunbeam with open touring body is an "all-the-year-round" car in which Sunbeam quality extends even to the smallest details.

The deep, well upholstered seats provide ample accommodation for five occupants. When protection against rain or cold is needed, the all-weather equipment can be brought into use immediately. The hood is raised *easily* by one person, and the side curtains, which have unusually large celluloid lights, are fixed by simple attachments. Hood and curtains overlap so that all draught is excluded. Thus, in a few

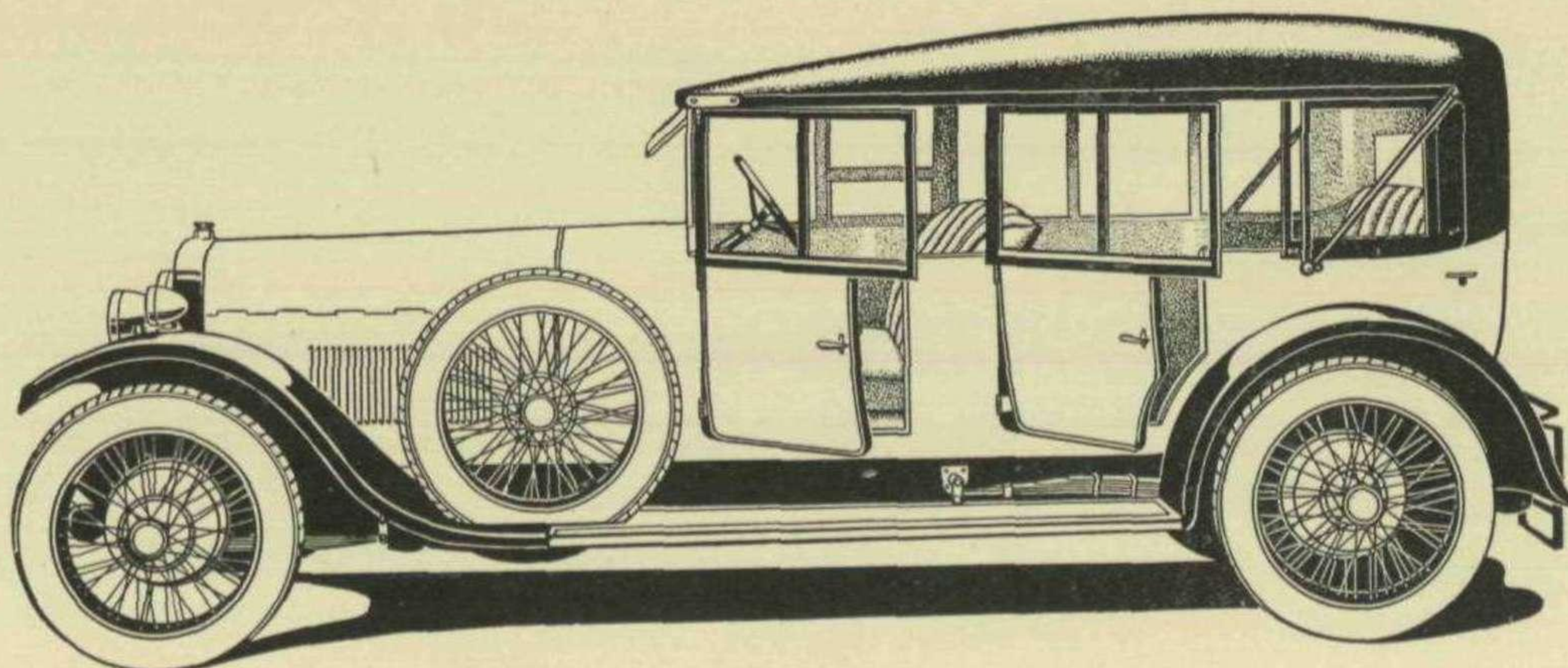
moments, the open car becomes perfectly enclosed—ready to face any conditions of road and weather.

In performance the 20/60 h.p. Sunbeam is unexcelled—even by larger, heavier and more expensive cars. It costs but £21 a year in tax. Complete with the Sunbeam four-wheel braking system (comprising six brakes in all) and all equipment, including the hood and side curtains illustrated below, the price of the five-seater open touring model is £950. There has never been better value offered in any other high-grade car—British or foreign.

THE SUNBEAM MOTOR CAR CO., LTD., WOLVERHAMPTON.

London Showrooms and Export Dept.: 12, PRINCES STREET, HANOVER SQUARE, W.1.

Manchester Showrooms: 106, DEANSGATE.



20/60 h.p. Six-cylinder Sunbeam Open Touring Car with Hood and Side Curtains in position.

A.C. SPORTING CARS.

The Touring Models, Sports Models, and Racing Chassis.

THE A.C. Sporting car is naturally a direct descendant of the A.C. Touring car. The specification of the two are, as regards externals, identical.

The Sports chassis embodies certain modifications in design and materials so as to enable it to put up better performances on both road and track, but more especially, of course, on the former, as for track work the A.C. Racing model, which is a separate machine from the sports model, is more generally used. It is perhaps unnecessary, in these days of such wide knowledge of things that go to confer speed and power on a car, to specify the details of these modifications. Briefly enumerated they include alterations in the timing gear and perhaps also in the design of the camshaft so as to ensure the engine getting a full charge of mixture at high speeds, and reduction in the weight of some of the reciprocating parts. As regards the rest of the chassis, the difference between the sports and touring models is not great. A few opportunities are taken for weight reduction which may be made possible by the use of special materials for certain parts. Weight in the touring car chassis itself is already reduced so very nearly to the absolute minimum that these opportunities are very few and far between.

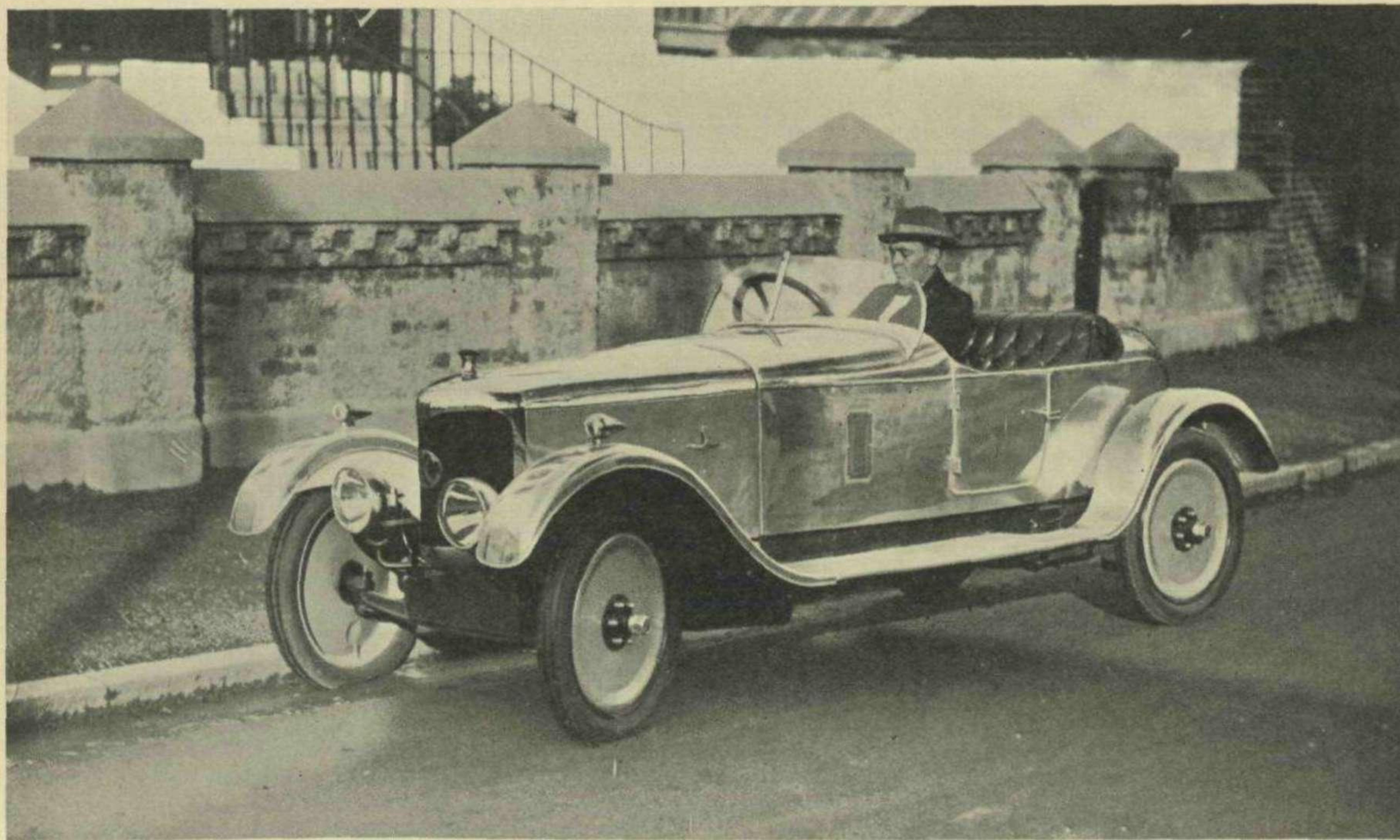
There are, of course, differences in the body work, and to this brief reference will be made in the course of what follows: the same remark applies to the racing car chassis.

A.C. One of the Original Light Cars.

Dealing then in the first case with the A.C. Touring car chassis, it may be worth while to commence by pointing out that the A.C. was amongst the earliest of light cars. It was developed as a real car, with all the essential details of such, at a time when the majority of cars of its capacity were of the cyclecar type. Since those days its designers have kept in the forefront of their programme, one essential requirement, that of keeping the A.C. a real light car all the time, and they have never failed to realise that the true way of attaining economy of motoring, is by aid of scientific reduction of weight, to which end, however, no sacrifice either of comfort or quietness or any other desirable quality is tolerated.

Importance of Weight Reduction.

Looking at it from the motorist's point of view, whether he may be a sporting or touring enthusiast, this matter is of outstanding importance. Every pound of unnecessary material in his car involves a constant drain from his pocket. Not only does it demand a greater consumption of fuel and tyres, but also implies increased wear and tear with a subsequent, and consequent, falling off in performance, as time goes on. When that expensive pound of weight is eliminated, the costs to which it inevitably gives rise are eliminated too.



A FINE PICTURE OF THE 1924 MODEL A.C. SPORTS, WITH J. A. JOYCE IN THE DRIVER'S SEAT.

A.C. SPORTING CARS—continued.

To the sporting motorist this matter, however, makes a most pressing appeal, for he always has in mind the fact that by reducing the weight of the chassis, while maintaining the power of the engine at a maximum, his speed and performance factor is proportionally increased.

A "Virtuous" Circle.

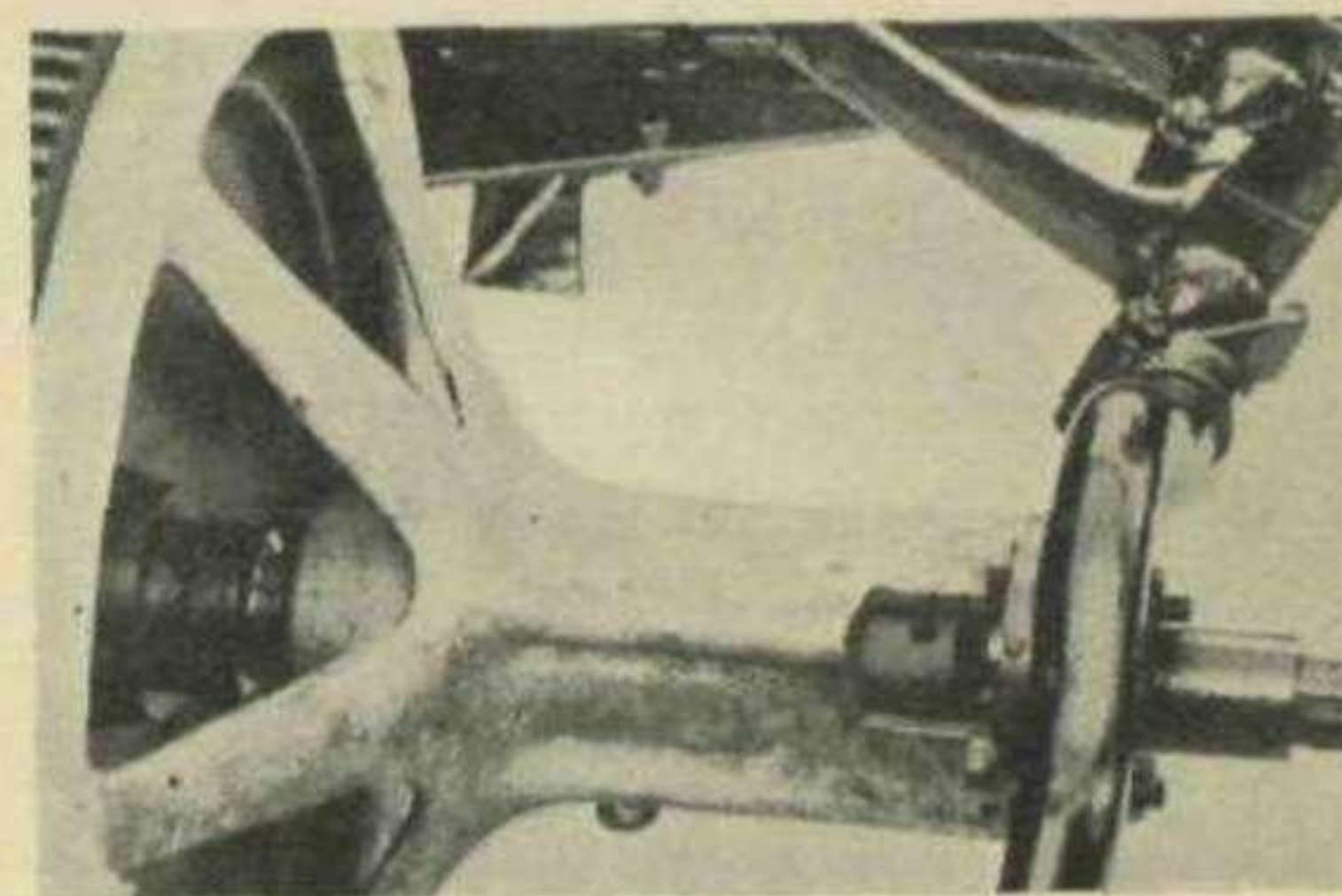
Mr. S. F. Edge, in drawing attention to this matter, has pointed out that the engineer who addresses himself to the problem of making a car lighter enters upon a "virtuous" circle. For example, if he saves half an ounce in the piston the probabilities are that as a direct result of that economy he will save not less than 10 pounds throughout the engine as a whole. A lighter engine in its turn will mean a lighter chassis so that in the end the economy of material will be considerable. Again, a lighter chassis means less load upon the engine, so that, apart from the sports necessity of improving the power-weight ratio, it is possible to follow the circle round again by diminishing the size of the engine, lightening its weight, and again lightening the chassis to suit, and so on.

There is, of course, a limit to the possible rational progress round this "virtuous" circle, otherwise there is a risk of emulating the coster who, by gradually reducing the daily allowance of food to his donkey, had at last got it almost to the point when it would be subsisting on nothing at all, when unfortunately it died. However, the fact certainly stands, that very considerable success has been met with by the designers of the A.C. car in this matter of weight reduction, as may be evidenced by consideration of the fact that the cheapest model A.C. is the "Soveriegn," and this complete and ready for the road, all on, as it were, weighs only 14 cwts.

The Four-Cylinder A.C.

The general design of the four-cylinder model with which we are first dealing, embodies monobloc-cast cylinders, with separate air cooled exhaust manifold, and equipped with detachable head and end cover. The valves are totally enclosed and the camshaft, which

SHOWING PRO-
VISION FOR
ADJUSTMENT OF
CLUTCH SPRING.



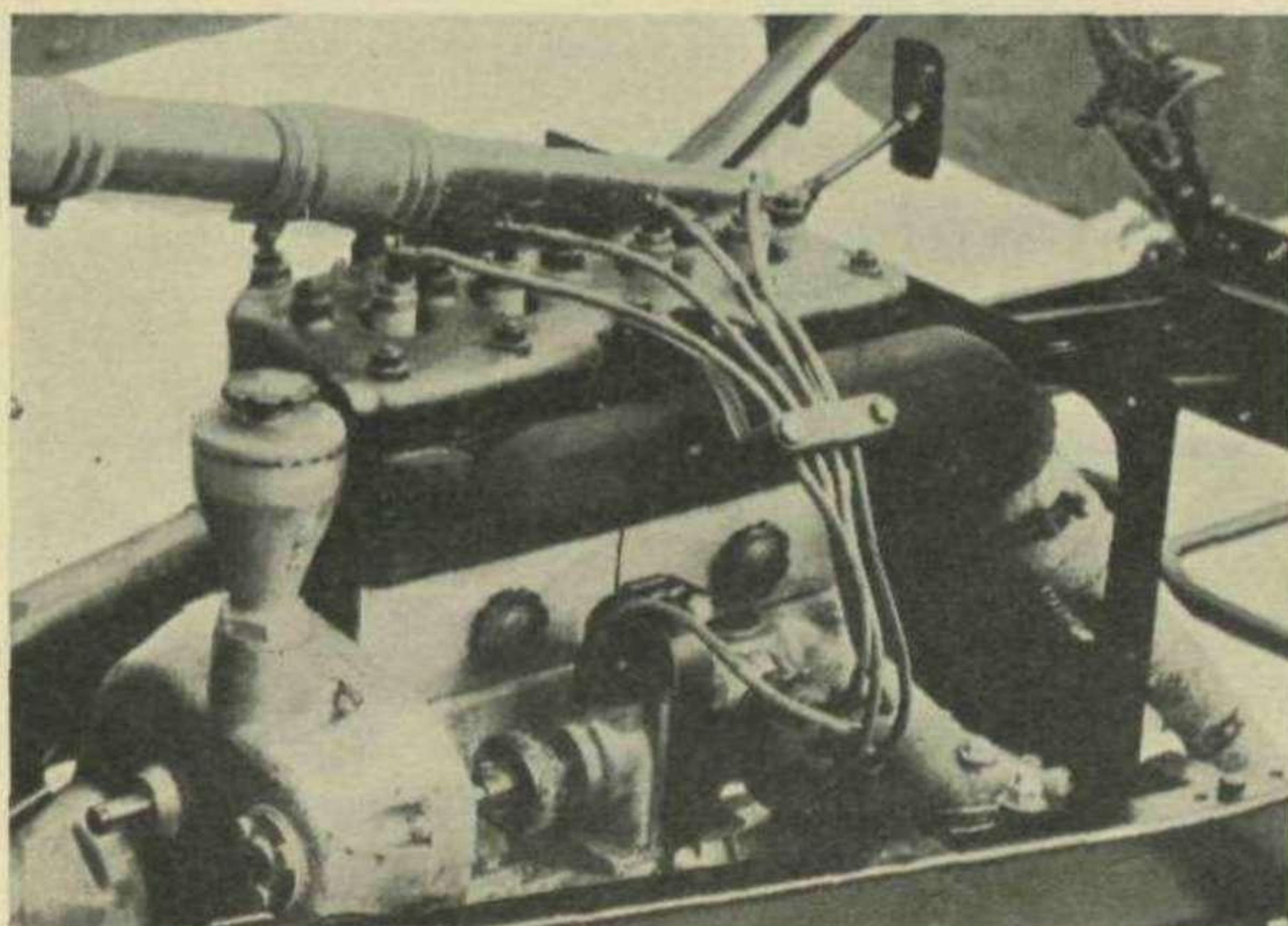
is lubricated by oil, fed under pressure, runs in three bearings. The tappets are fitted with rollers and have ample bearing surfaces to the guides. The tappet adjustment is carried out by screw and lock nuts.

Particular care is taken with the balance of the crank shaft, as also with that of all the reciprocating parts, so as to ensure freedom from vibration at nearly all speeds. The brackets for the starter and dynamo are somewhat ingeniously designed. Lubrication is by pressure through a crank pump, to all engine bearings through a drilled crank shaft, the piston and gudgeon pins being lubricated by splash in the usual manner.

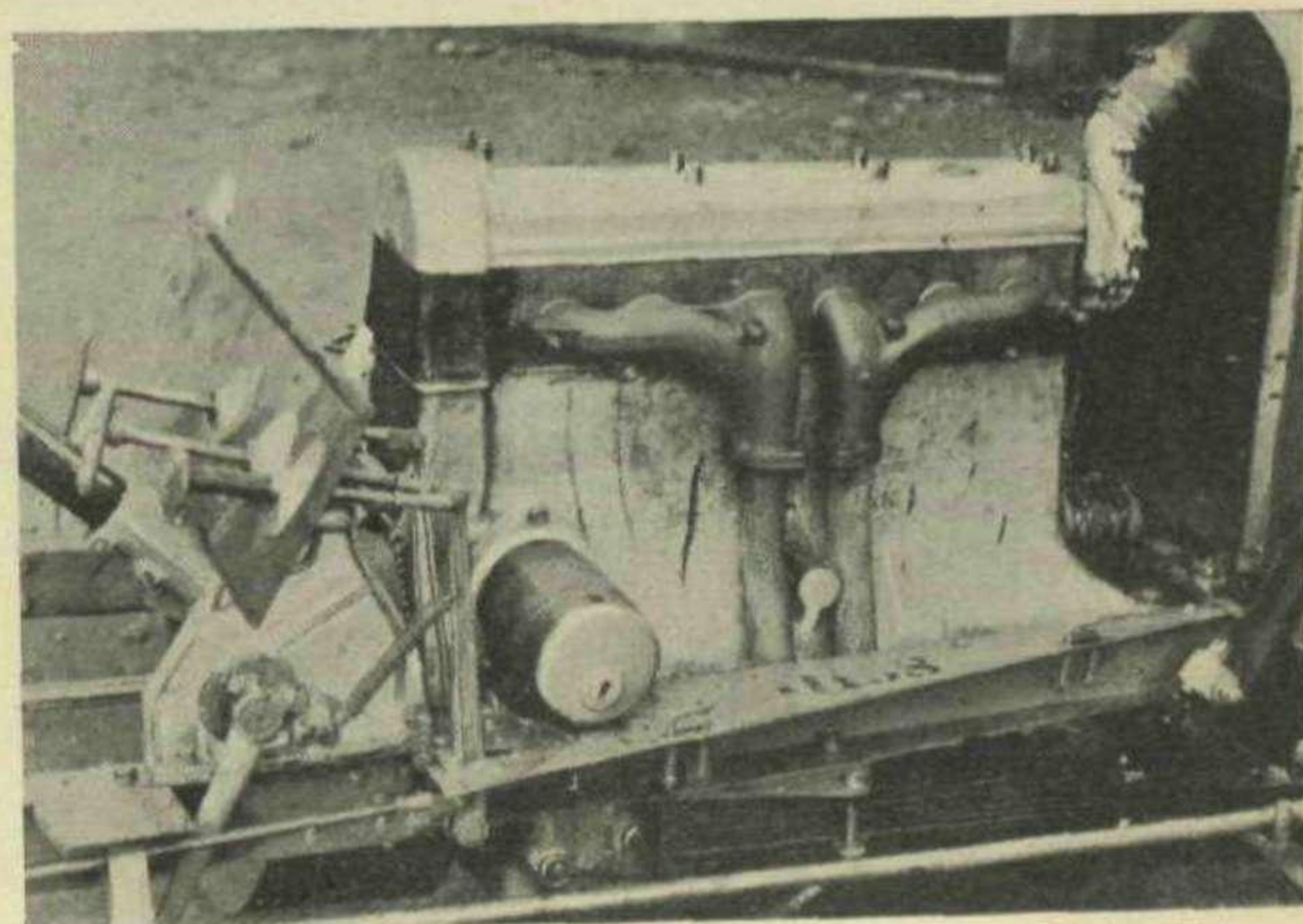
Unusual Arrangement of Transmission Gears.

The arrangement of the transmission gear of A.C. cars is along unusual but not, of course, unique lines, in that the gear box is mounted in one with the rear axle casting. A fabric lined clutch transmits through a long propeller shaft to this gear box which is actually situated above the differential casing. The tube which surrounds the propeller shaft, the rear axle casing, and the gear box, are all of a special aluminium alloy which is claimed to be unusually strong, yet particularly light.

The brakes are arranged, one as a transmission brake, operated by hand, the other in drums and the rear wheels operated by foot. The location of the hand brake drum is unusual: it is in line with usual practice, in that it is behind the gear box. The main shaft of the gear box is prolonged and carries a disc which is mounted behind the rear axle. Actually, therefore, this drum, or disc as it really is, lies behind the rear axle.



NEAR SIDE OF FOUR-CYL. ENGINE.



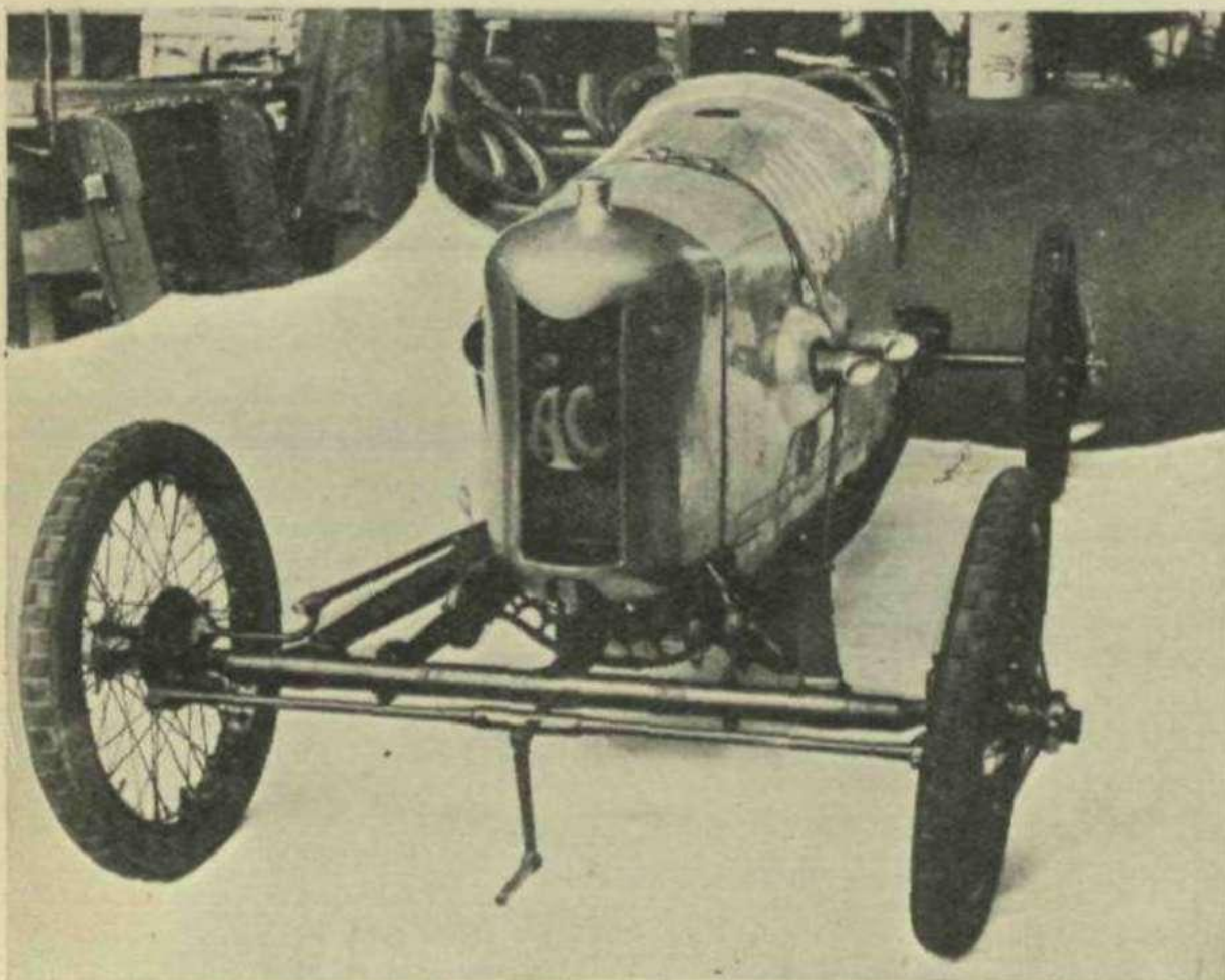
OFF SIDE OF SIX-CYL. ENGINE: Note the twin exhaust pipes.

A.C. SPORTING CARS—continued.

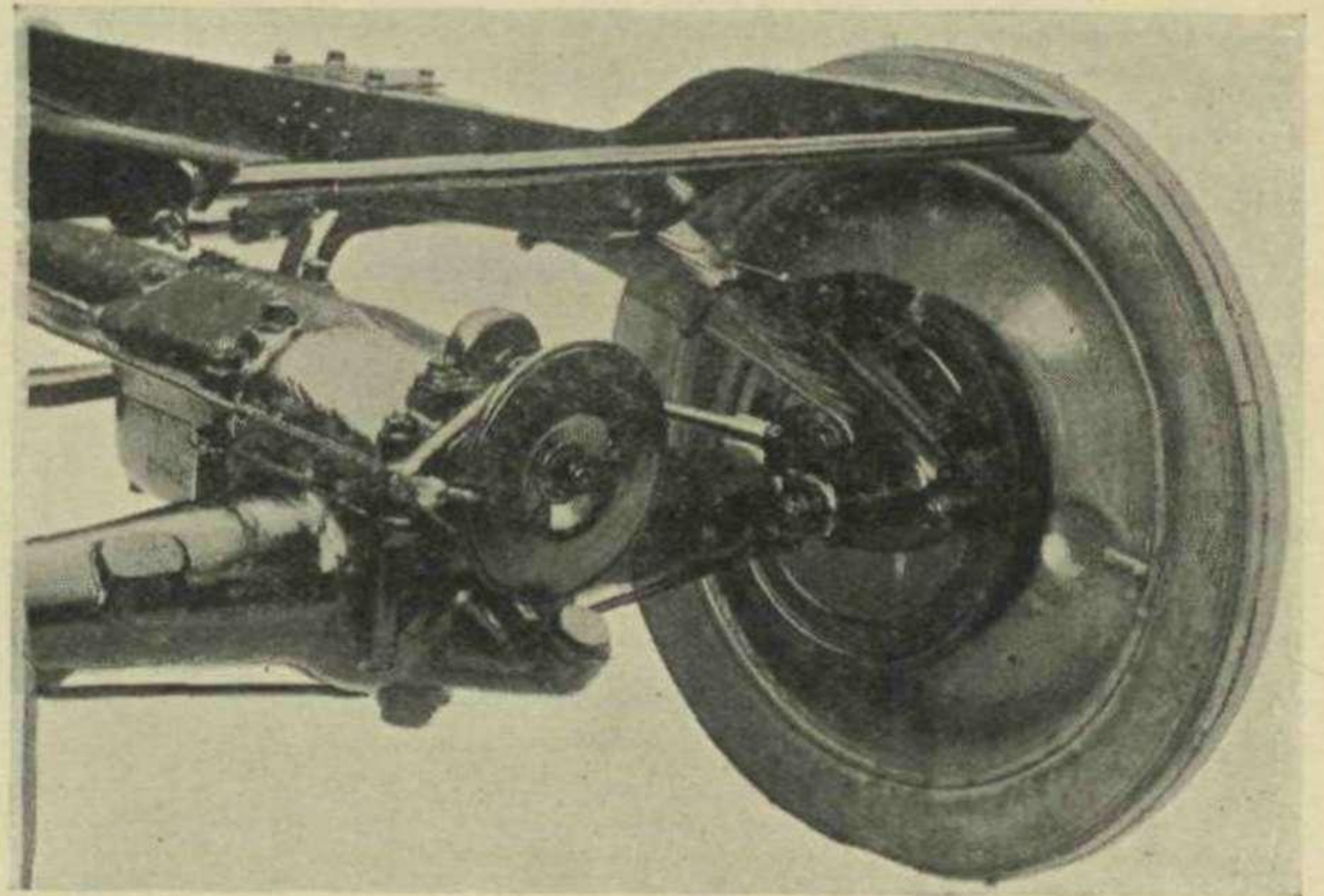
The drums in the rear wheels are 12" diameter and the brake gear, operated by the pedal, is designed for use as a service brake. The hand brake, however, will hold the car in any reasonable circumstances. Adjustment of the brakes is simple, that for the hand brake being by means of a nickel-plated nut which is accessible from the rear of the car. The foot-brakes are adjusted by other nuts which are easily accessible just in front of the rear wings at both sides of the car.

The Six-Cylinder Chassis.

As regards the six-cylinder chassis, this differs in its general design from the four-cylinder model in a good many respects. The design of the engine is largely based on war-time experience of aero-engine construction, due regard, however, being had to the fact that an ordinary owner-driver of a car requires an engine which is as docile as it is lively, and capable of retaining its tune for long periods without attention. The six cylinders are set in a monobloc aluminium casting which is an open rectangular water jacket, making no direct contact with the cylinder wall except at their lower ends. The upper ends are spigoted into a combustion chamber formed in the detachable monobloc cylinder head. This system is a decided improvement in the usual practice, since the cooling water is in direct contact with the cylinder walls through their entire length. Moreover, on removal of the cylinder head, the water jacket can be cleaned as readily as the combustion chambers. The latter are dome-shaped and are machined and polished inside, thus reducing heat loss to a minimum and giving an exact equality of compression as between one cylinder and another. The overhead camshaft and rocker gear for the overhead valves are encased in the upper section of the cylinder head. The induction and exhaust passages are short and the valves are large and are so situated as to open directly into the spherical dome of the combustion chambers. A silent chain is used for the drive to the camshaft, and provision is made for automatic adjustment of its



FRONT VIEW OF A.C. RACING MODEL.



THE GEARBOX ON THE REAR AXLE AND DISC BRAKE.

tension. It is possible to remove the cylinder head without disturbing this chain.

Particular attention has been directed to the design of the aluminium manifold, so that practically equal distribution of the inlet gas is maintained. Furthermore, the inlet manifold is water-jacketed. Two exhaust pipes are provided leading to a large common silencer and the exhaust is correspondingly quiet.

The transmission on the six-cylinder model is through a patent disc clutch to a three-speed and reverse gear box with right-hand control. An enclosed propeller shaft is used and carries the drive to an overhead worm-driven rear axle. The brakes take effect, one on a disc at the end of the wormshaft, the other on the rear wheels. Quarter-elliptic springs are used for front and rear.

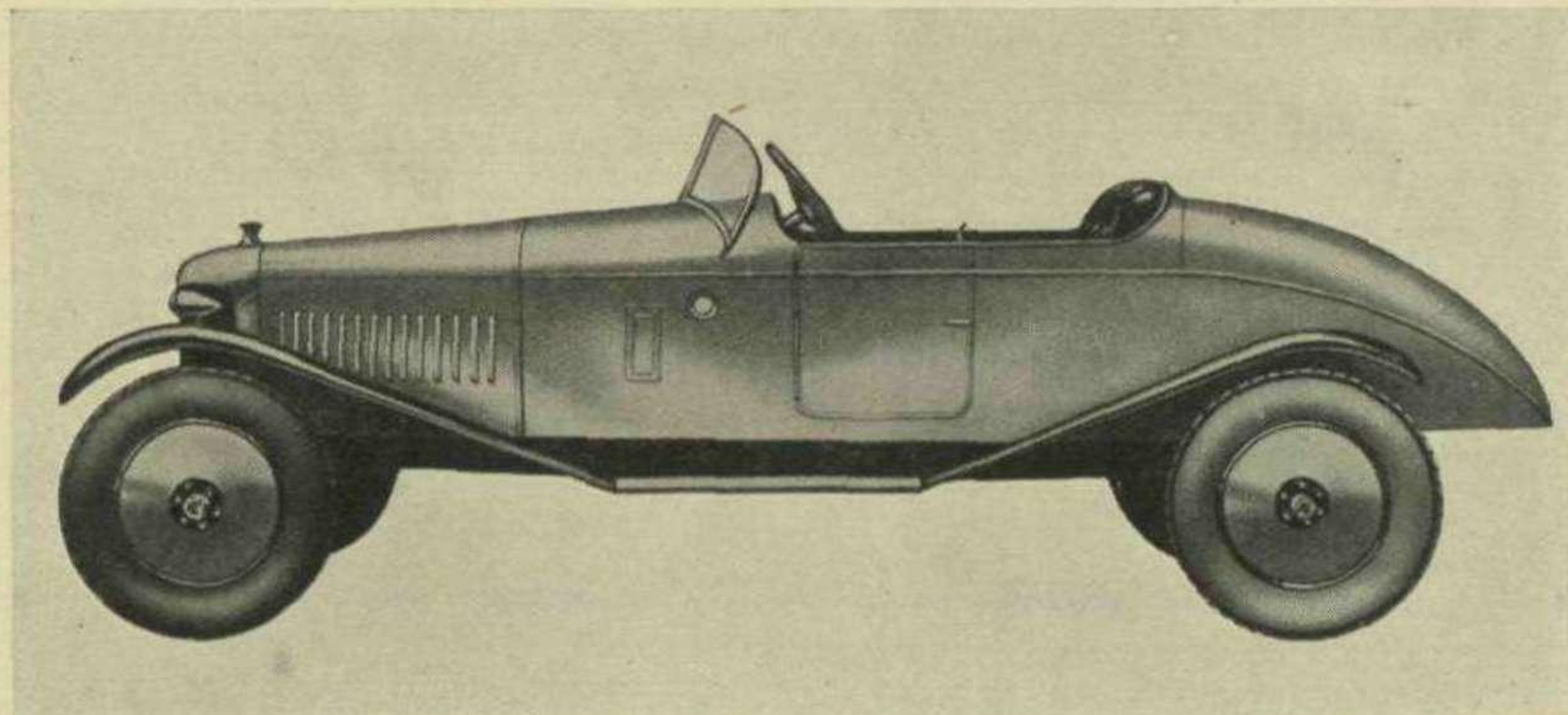
Gear Ratios of A.C. Cars.

The gear ratios of A.C. four-cylinder touring car chassis are top 4.5, second 8.2, first 16.2. In the sports model these are respectively 3.8, 7 and 14. In the six-cylinder chassis the top gear ratio is 4.33, the second 8.31 and the first 15.4. In the sports model the corresponding figures are 3.28, 6 and 12.

Amongst the main improvements which have been effected in A.C. cars for 1925 the following are worthy of special mention. Alteration has been made in the design of the cylinder water jackets and pipe, so that the effective cooling thus ensured, which is increased by the use of a slightly larger radiator, obviates the necessity for a cooling fan except in an abnormally hot climate. No cast iron is used anywhere throughout the chassis, except for the cylinder and combustion head. Every part taking a load or strain is made from steel forgings. The gear box has now more robust bearings and wider gears. The brake drums on the rear wheels are larger in diameter and the braking surface is now a combination of asbestos fabric and cast iron.

Oilless bushes are now fitted to the spring shackles and brake operating gear, leaving only three greasers on the whole car to have attention. Both axles are now provided with pads to receive the head of the

A.C. SPORTING CARS—continued.



NEW MODEL SPORTS A.C. IN
SIX-CYLINDER CHASSIS. THE
HOOD IS HIDDEN UNDER THE
BACK SQUAB.

lifting jack, and stays are fitted between the rear axle casting and the tie rod to prevent accidental deformation of the axle when jacking up. The switchbox on the instrument board now incorporates the ignition switch and plug holes for an inspection lamp. A longer wheelbase has been provided for four-seater bodies and the driving position has been improved so as to afford a better view of the road.

Body Design.

The body design of the sports model has been considerably improved so as to reduce wind resistance. This will be apparent on comparing two of our illustrations, one of which shows the 1924 sports model with the comparatively short stubby tail and the other a 1925 one, which has a longer and more gradually tapering rear portion. A patent disappearing hood is now fitted, which when not in use lies entirely hidden beyond the rear seat. A sloping "V" type windscreen is fitted, the lower edge of which is shaped to follow the contour of the scuttle-dash, thus providing a perfect low line of vision. All the four springs on the sports model are bound with tape or whipcord. The body is finished in polished aluminium, and is equipped with disc wheels which are painted A.C. grey. The upholstery is in blue antique real leather and the usual equipment of tools and accessories is included.

The guaranteed chassis speed of the four-cylinder sports model on Brooklands Track is 70 m.p.h. over the flying half mile. If the purchaser is willing to pay the cost of the certificates issued by the Brooklands authorities, the speed will be demonstrated before delivery. The price of the four-cylinder sports fully equipped is £500.

The six-cylinder sports model is guaranteed correspondingly to give 85 m.p.h. and its price is £630.

The Racing Model.

As regards the racing A.C. this, as has been stated, is special in a good many particulars. The combustion head of the engine is of bronze instead of cast iron, and the valves are carried in rocking guides which are the patent of Mr. Sydney Smith. Coil return springs are added to the rocking levers which now no longer

move across the stem of the guide as used to be the case.

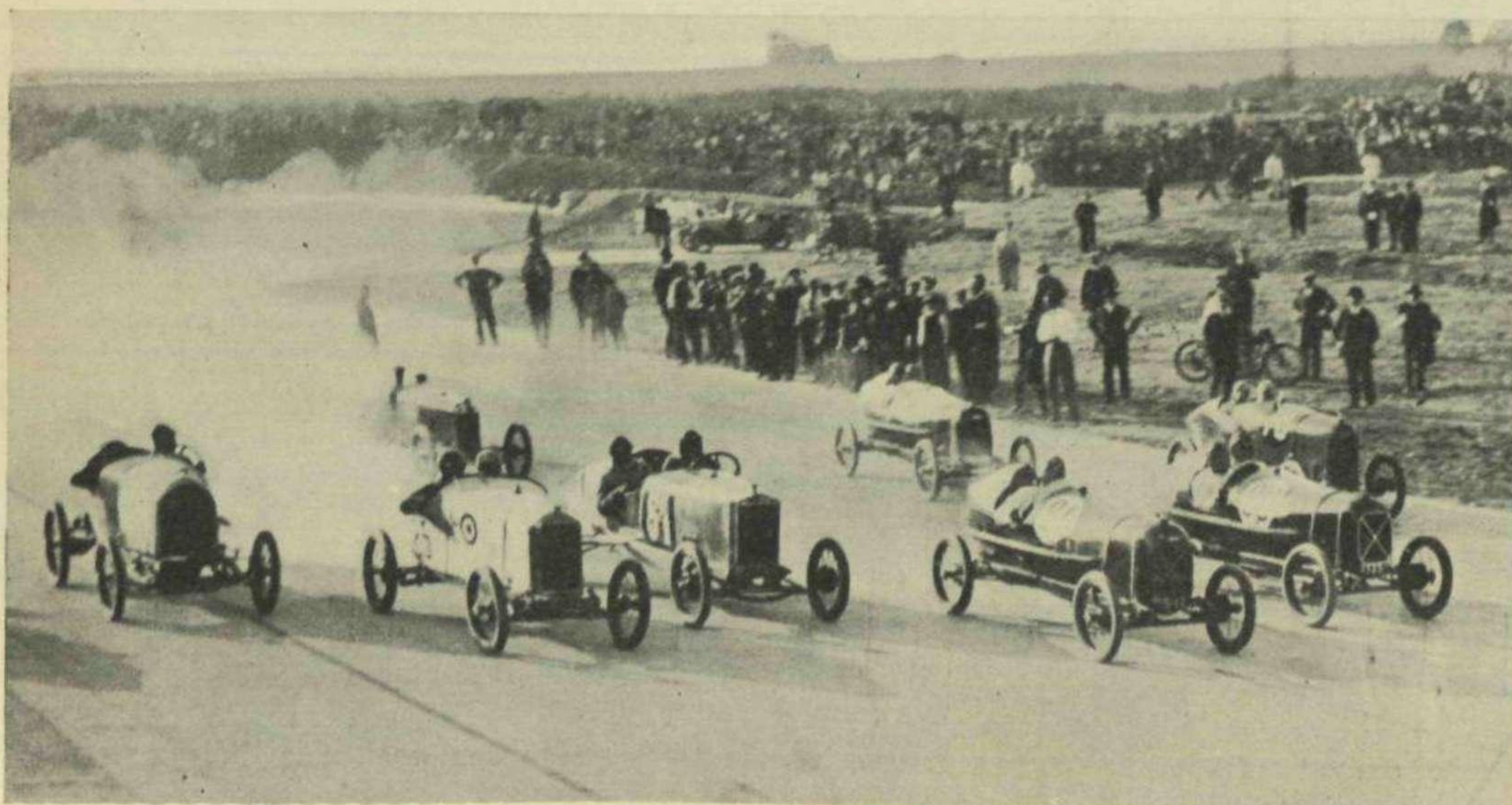
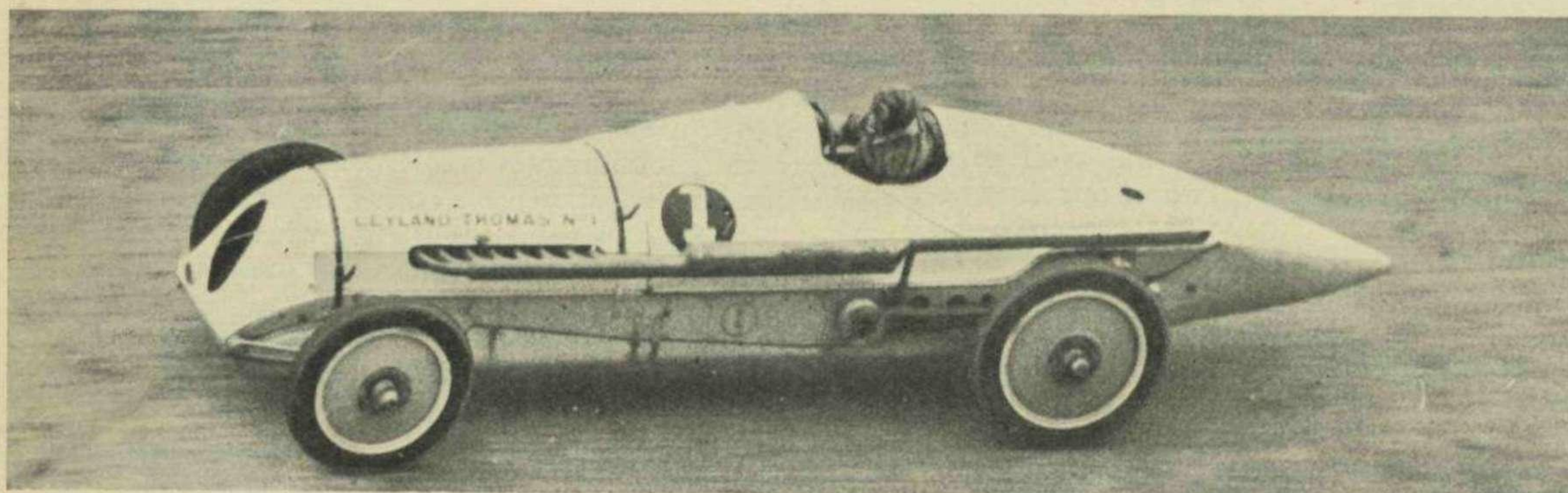
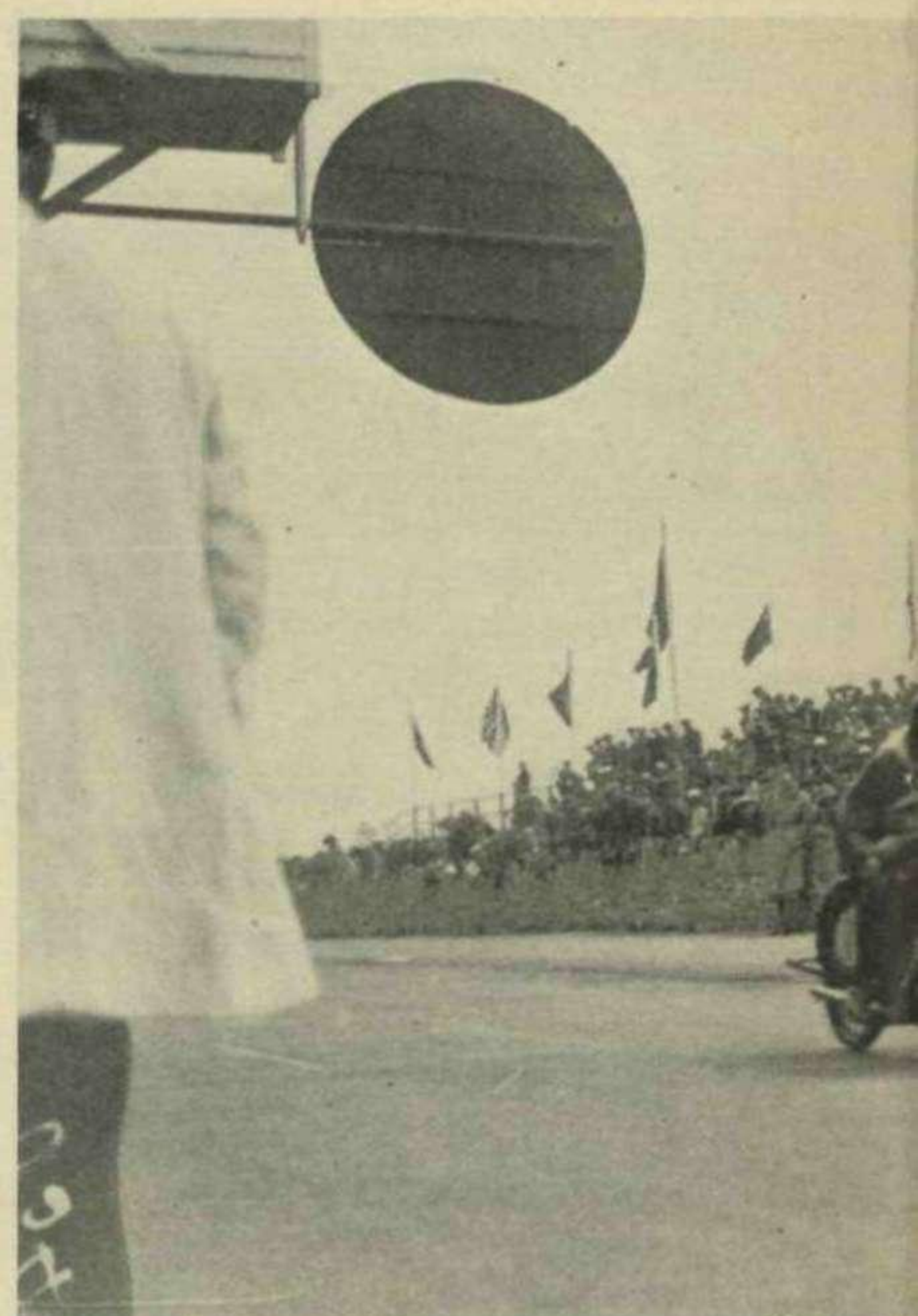
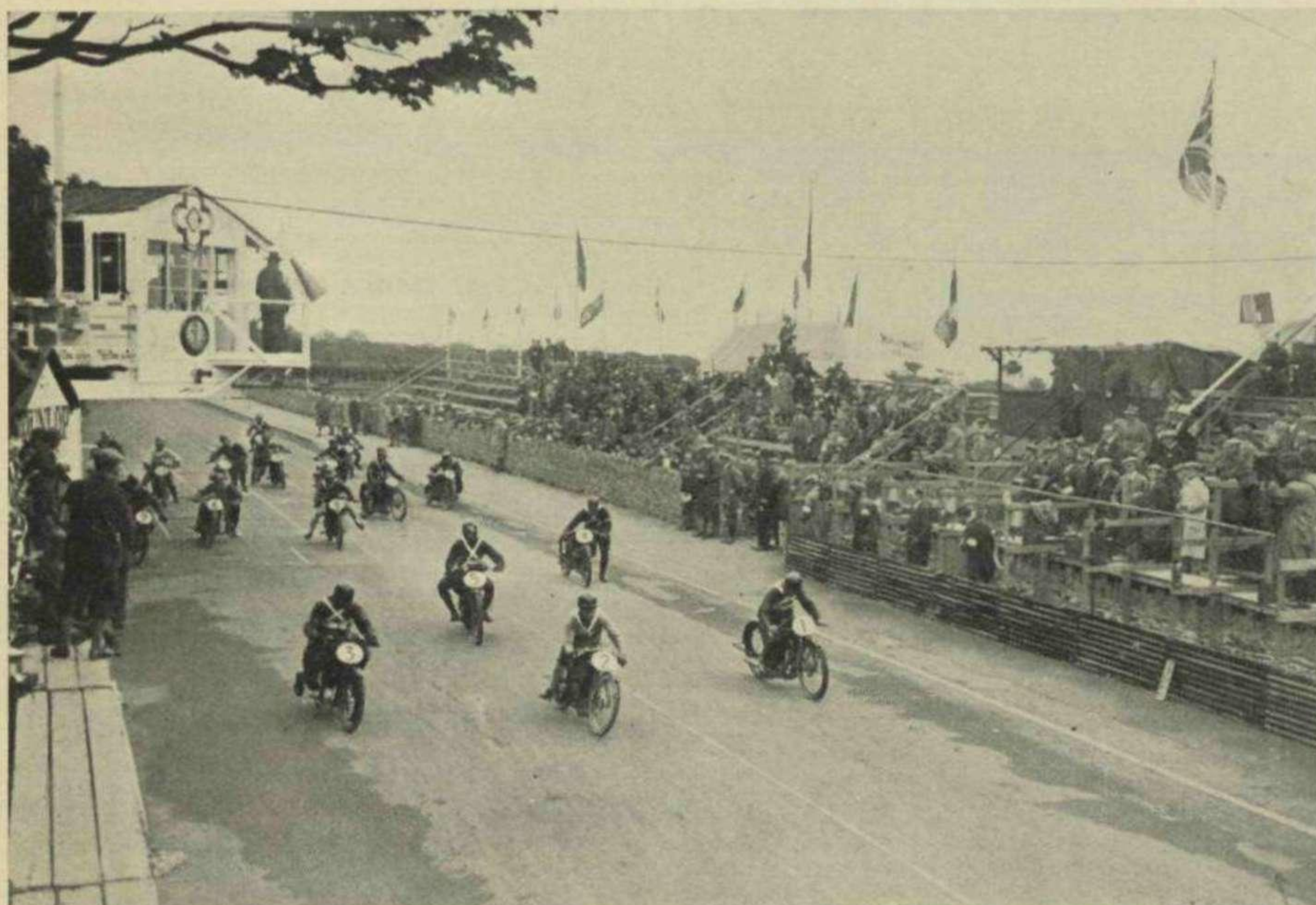
A centrifugal water pump with intake at the centre through two pipes and delivering to the radiator through one is now fitted.

Everything that can be drilled to ensure lightness is so drilled, and some of the brackets and wheels seem to be, on examination, more holes than metal. Very free use is made of aluminium castings throughout the chassis, wherever its employment is at all practicable. The dimensions of the casting for the rear axle are reduced to a minimum, the shafts for the rear wheels projecting some distance on each side, instead of the casing being taken right up to the wheels as usually happens. The front axle has a torque tube which has a ball joint in the front of the crank case. The axle itself is tubular and its front steering tie rod is split to pass on either side of the starting handle-shaft.

Recent Performances of A.C. Cars.

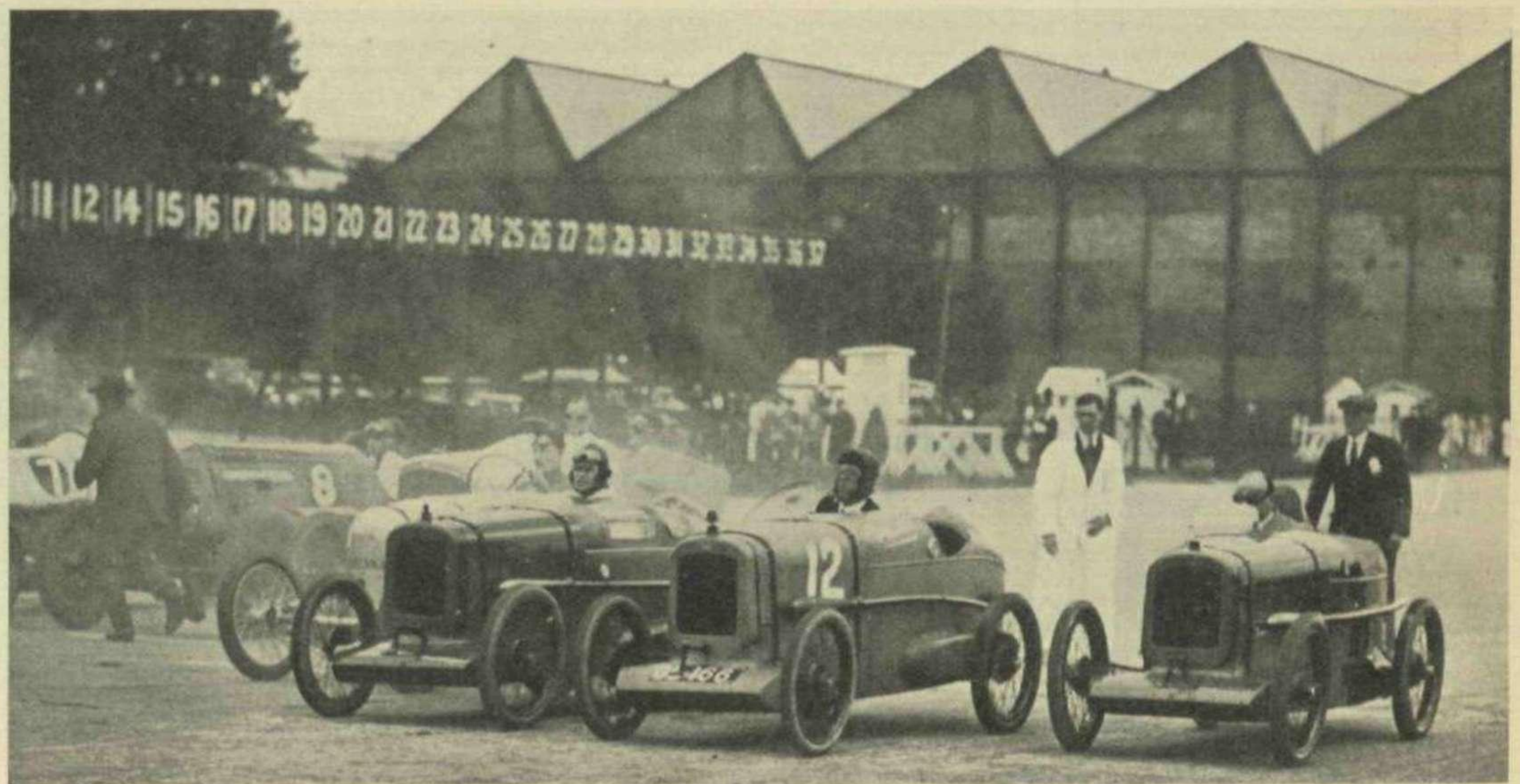
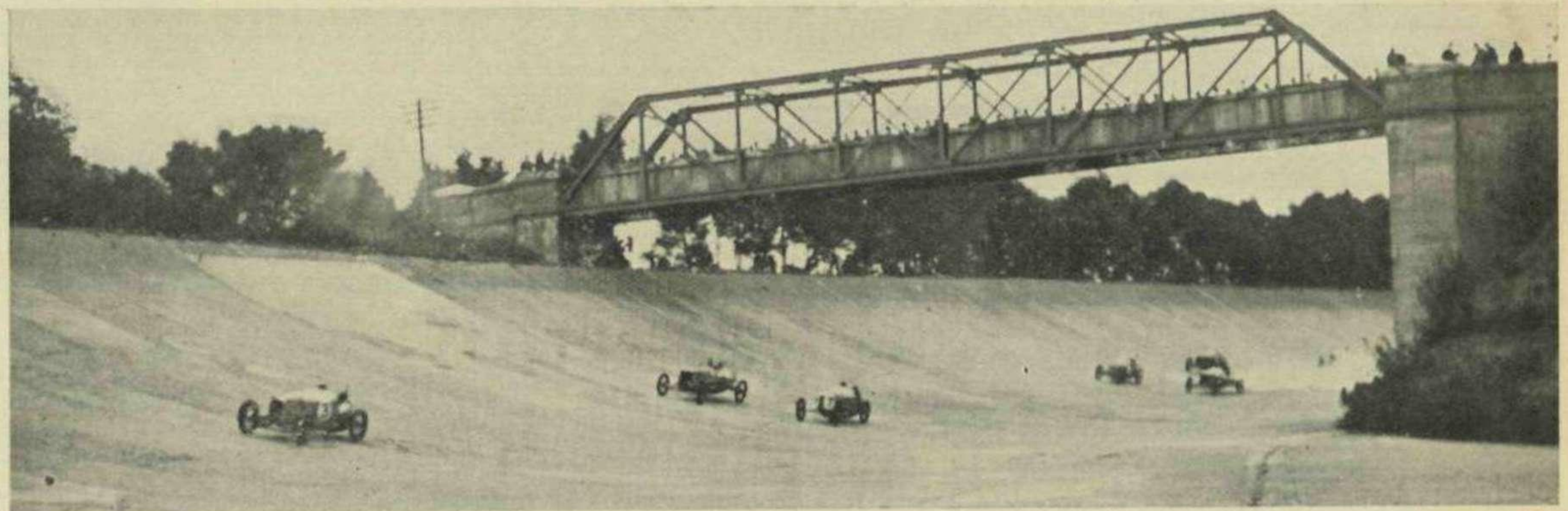
It will be clearly remembered, by all readers of this journal, that an A.C. car ran well in the 200 miles race this year at Brooklands, being only beaten by the super-charged Darracqs. The latter, by their performances in that race, established several new records, including that for 100 miles, which had hitherto been held by the A.C. The opinion was expressed by many, at the time, that Mr. Edge would not long be content to allow that record to remain in other hands than his own, and it is interesting therefore, but not in the least surprising, to learn, just as we are going to press with this page, that J. A. Joyce, driving a 1,500 c.c. A.C. racing car, has again captured the 100 miles record, amongst many others of almost equal importance, if not so well sounding.

The hundred miles was covered in 57 min. 35.30 sec., which is equal to 104.19 m.p.h., or 167.67 km.p.h. The hour record was broken at a speed of 104 miles 321 yards per hour, and the fastest lap, the 22nd, was covered at 105.52 m.p.h. One mile, one kilo, two miles, and five kilos, were all covered at 105.97 m.p.h. These and other records were established by a car the engine of which was not aided by a super-charger.



SPORTING EVEN

Top Row : Start of the Senior T. Ultra-Lightweight ; and a typical
 On the Left : J. G. Parry Thomas c ing driver and car of the year ; an opening of the Monthéry Track.
 On the Right : The 200 miles J.C.C Short Handicap at Brooklands.
 Centre : The race and the spectat the progress of the first 100 m.p.l



EVENTS OF THE YEAR.

T. Race, I.O.M.; Porter winning the crowd at a Brooklands meeting. on the Leyland-Thomas, the outstanding the start of the Cyclecar Race at the Race, and the start of the 75 m.p.h. : a typical picture, taken during n. Short Handicap at Brooklands.

SPORTING NEWS OF THE MONTH.

Monza, Liverpool, Coventry, Montlhery.

On this and the following pages are reproduced photographs of some of the leading racing motorists of the year. Particulars are given of some of their principal successes. Readers will not need to be told that neither the photographs nor the successes enumerated thereunder are comprehensive.



Mr. K. LEE GUINNESS won the 200 miles race, the Swiss Grand Prix, and the Grand Prix at San Sebastian. These are his outstanding successes during 1924, amongst a long list.

Monza.

The Italian Grand Prix at Monza proved a triumph for Alfa Romeo cars, which now have the credit of winning both the French and Italian Grand Prix this year.

Four of these cars as well as two Chiribiri's, four Mercedes and two Schmid cars took part. The Alfa Romeos took the lead from the start and maintained it to the end. Ascari created a new lap record for the course, which he rounded at 104 miles per hour. On the 44th lap Count Zborowski, as has already been reported, was killed, and the remainder of the Mercedes team withdrew.

The winning time for the 500 miles was 5 h. 2 m. 5 s., which is equivalent to an average speed of 99 m.p.h. and this over a course which is partly track and partly a road, with several sharp corners. Ascari was first, Wagner second, Presenti third and Minoia fourth. The Schmids came in fifth and sixth.

Montlhery.

In the second meeting at the Montlhéry track there were two races for cars, one for those having engines of a capacity up to 1½ litres and the other up to a maximum of 6 litres. The field for the 1½ litre race included three Darracq's which came in first, second and third in this year's J.C.C. 200 mile race, two Austin Seven's, two Bugatti's, one Chiribiri and a Thomas-Special.

The distance was 300 kilometres, approximately 200 miles, and the result was almost a repetition of the J.C.C. 200 miles race here. The Darracqs, or Talbots, as they appear variously to be called, came in first, second and third, being driven by J. Scale, H. O. D. Segrave and Bourlier. Their performance was very similar to that at Brooklands, as they reeled off mile after mile with almost automatic precision, keeping their stations with no more than a dozen yards or so between first and second and second and third. The winner's speed was 100.5 m.p.h.

Cushman's Bugatti came in fourth, but was several laps behind.

In the six litre race there was a field of four: Vizcaya on a Bugatti, Hawkes on a Ballot, Racowsky on a Peugeot and J. G. Parry Thomas on a Leyland-Thomas. Actually the Leyland-Thomas engine was outside the minimum of 6 litres, and in order to be able to race, Thomas removed the rockers from the valve gear



MR. J. G. P. THOMAS, sometimes described as the "Ace" of racing drivers. Records innumerable with famous Leyland-Thomas. One example: hundred miles at 108.67 m.p.h. another 109.09 miles in the hour.



CAPT. MALCOLM CAMPBELL, driver of fastest car in the world, the 350 h.p. Sunbeam which has exceeded 150 m.p.h. Fastest time at Skegness and at Saltburn. 8 firsts at open B.A.R.C. meetings, on Sunbeam (3), Itala (1), Star (2) and Ballot (2).

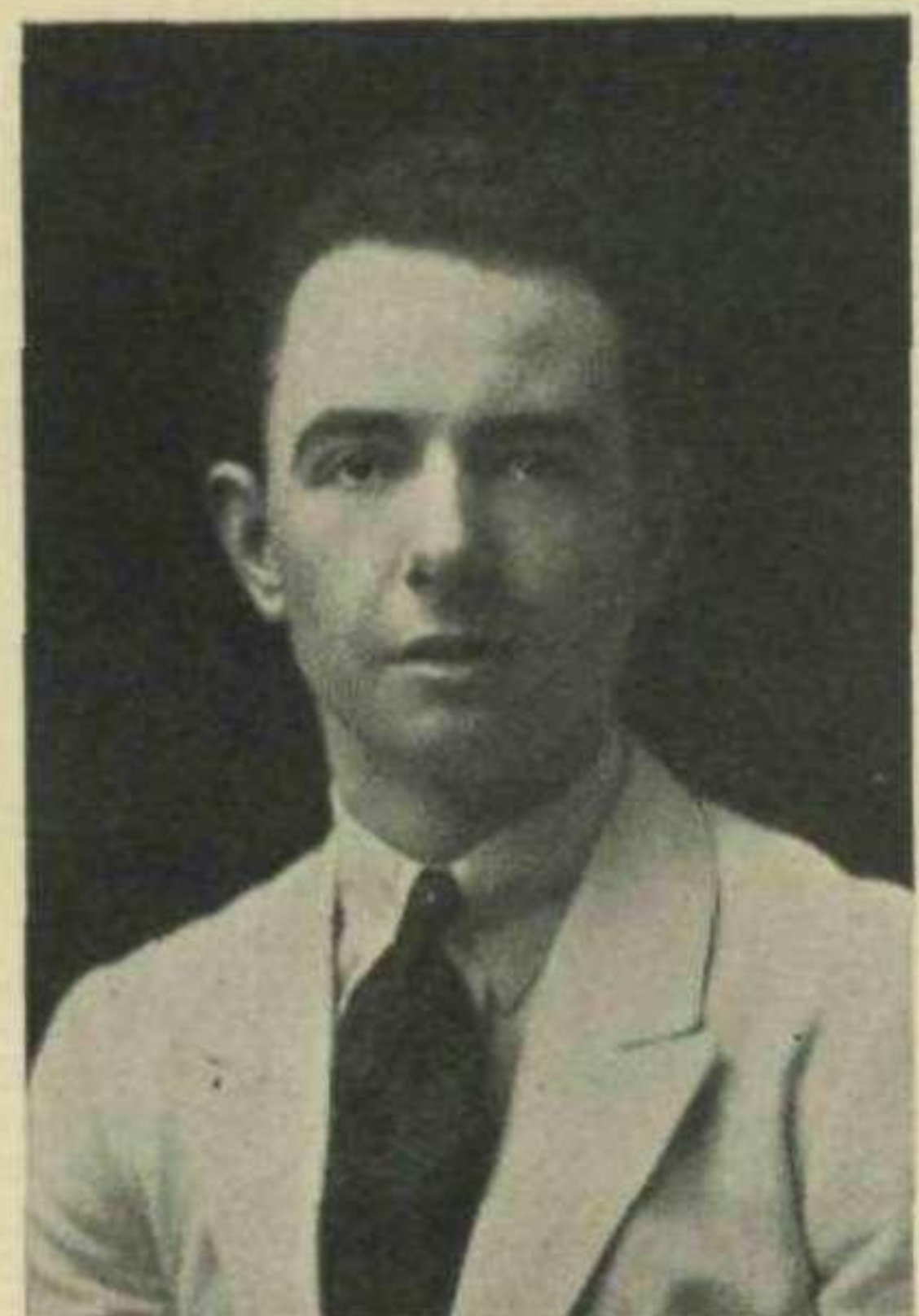


Mr. J. A. JOYCE, the A.C. driver. Just broken all records for 1,500 c.c. class. Made fastest time of day, Porthcawl, Colwyn Bay, Bexhill, etc. Holds record for Test Hill, and drove first 1,500 c.c. car to cover 100 miles in the hour.

SPORTING NEWS OF THE MONTH—continued.



Mr. E. C. GORDON ENGLAND, famous as tuner and driver of Austin Seven cars. Made 21 world's records in 750 c.c. class, from 5 to 600 km., and from 1 to 4 hrs., from 50 to 300 m. etc. Winner of 200 mile race this year.



MR. RAYMOND MAYS, famous for his performances with a 1,500 c.c. Bugatti. Holds records for eleven important hills, including Shelsey Walsh.



Capt. A. WAITE, on an Austin Seven, 1st in 31st 75 m.p.h. long handicap. 1st in Huddersfield Hill climb (formula). 2nd in French Grand Prix for Cyclecars of 750 c.c. (winner also drove an Austin), fourth with 750 c.c. Austin, in Grand Prix Voiturette, 1,100 c.c.

through the two end cylinders, thus reducing the capacity by 25 per cent. Notwithstanding the handicap this alteration must inevitably have involved, in that he had to carry round a couple of passenger cylinders, he nevertheless won by over half a mile from Vizcaya at an average speed of 178.977 km.p.h. (111.7 m.p.h.)

The Reliance Cup Trial of the Liverpool Motor Club.

As usual the Reliance Cup Trial proved to be one of the outstanding events of the sporting season now rapidly drawing to a close. The course followed was from Liverpool to the Vale of Llangollen and back, including such important sections as the Colonial portion from Boundary Stone to Cilcain, Maes-y-Safn, Allt-y-Bady, Bryn-Eglys and Bodsari.

The Shotton watersplash reached within a few minutes of the start was the first observed point. Most of the sidecar machines got through without any trouble and of the soloists only C. H. Fox appeared to be in trouble, apparently through skidding. Some little difficulty was encountered after descending Old Horse Shoe and in passing through a farmyard and woodland path near Pentre-Dwr where, as a result of insufficient marking, several riders went astray. Wade, for example, on a 799 A.J.S. and sidecar, got about two miles out of his course before discovering that he was wrong. A couple of watersplashes which had to be negotiated before entering Llangollen caused trouble to W. Edwards (798 Raleigh and sidecar), H. J. Marston (348 A.J.S.) and Miss Cottle (348 Raleigh).

After lunch, which was taken at Llangollen, several competitors were found to be missing, including G. Dance (495 Sunbeam), G. Hollowell (348 A.J.S. and sidecar), S. Parker (799 A.J.S. and sidecar), E. W. Hodge (998 Brough Superior), J. E. Wade (348 A.J.S.), Miss E. Foley (499 Triumph), N. Brey (499 Triumph), J. Spencer (732 Brough Superior and sidecar), J. J. Chipman (490 Norton) and S. Dowered (349 Matador). In the majority of cases it was discovered that the absence of these competitors was due to minor causes such as sump plug, slight clutch trouble or brake failure.

Allt-y-Bady was the first difficult stretch to be encountered after the lunch stop and it was in a particularly bad state. In the event it accounted for a great many failures. Outstanding performances were made by F. T. Sibley on a 346 Rudge, R. L. Galloway (348 c.c. Black), Dwarf (Bradshaw), Giles (348 A.J.S. and sidecar), H. J. Marston (348 A.J.S.) had trouble in having to avoid the many failures which strewed the hill.

A perfect climb was made by C. H. Fox (557 c.c. B.S.A.), while Bert Kershaw (Cotton-Barr and Stroud) touched only once and that for a very short time. Other good ascents were made by F. W. Viles (399 c.c. Raleigh), E. Damadien (550 Triumph), H. J. Willis (346 Montgomery) and S. A. Crabtree (348 Raleigh). In the finish the following riders checked in.

SIDECARS.—H. Gibson (798 Raleigh), G. Harvey (346 Rudge), W. Channing (346 Rudge), F. T. Sibley (346 Rudge), H. Cook (732 Sunbeam), R. L. Galloway (348 B.D-Bradshaw), O. Wade (799 A.J.S.), W. Edwards



MR. VICTOR E. HORSMAN, famous as a consistent rider of Triumphs. Holds records for hour, mile and km. 5 m. and 10 m., 50 and 100 m., all in 500 c.c. class, 5, 10, 50, 100 m., and 1 hr. in 750 c.c., and many others. Winner of aggregate cups in Classes C and F.



MR. FRED W. DIXON, needs no reference. Firsts at Kop, Foxholes, Doncaster, Saltburn. Made fastest lap in Senior T.T. and Sidecar T.T. Favourite machines: Douglas and Harley-Davidson.



MR. E. C. E. BARAGWANATH. Two firsts and fastest time of day, N. London Hill climb, 3 firsts Bicester Speed trials. Winner of 1 lap and 10 lap scratch races, Wallingham Club meet at Brooklands. Two firsts on Kop.

SPORTING NEWS OF THE MONTH—continued.



Photo by Temple Press.

CAPT. J. F. DUFF, wonderful win in 24 hours Grand Prix d'Endurance at Le Mans, in a field of 41 cars, driving a Bentley. Average speed, including stops, 57½ m.p.h.

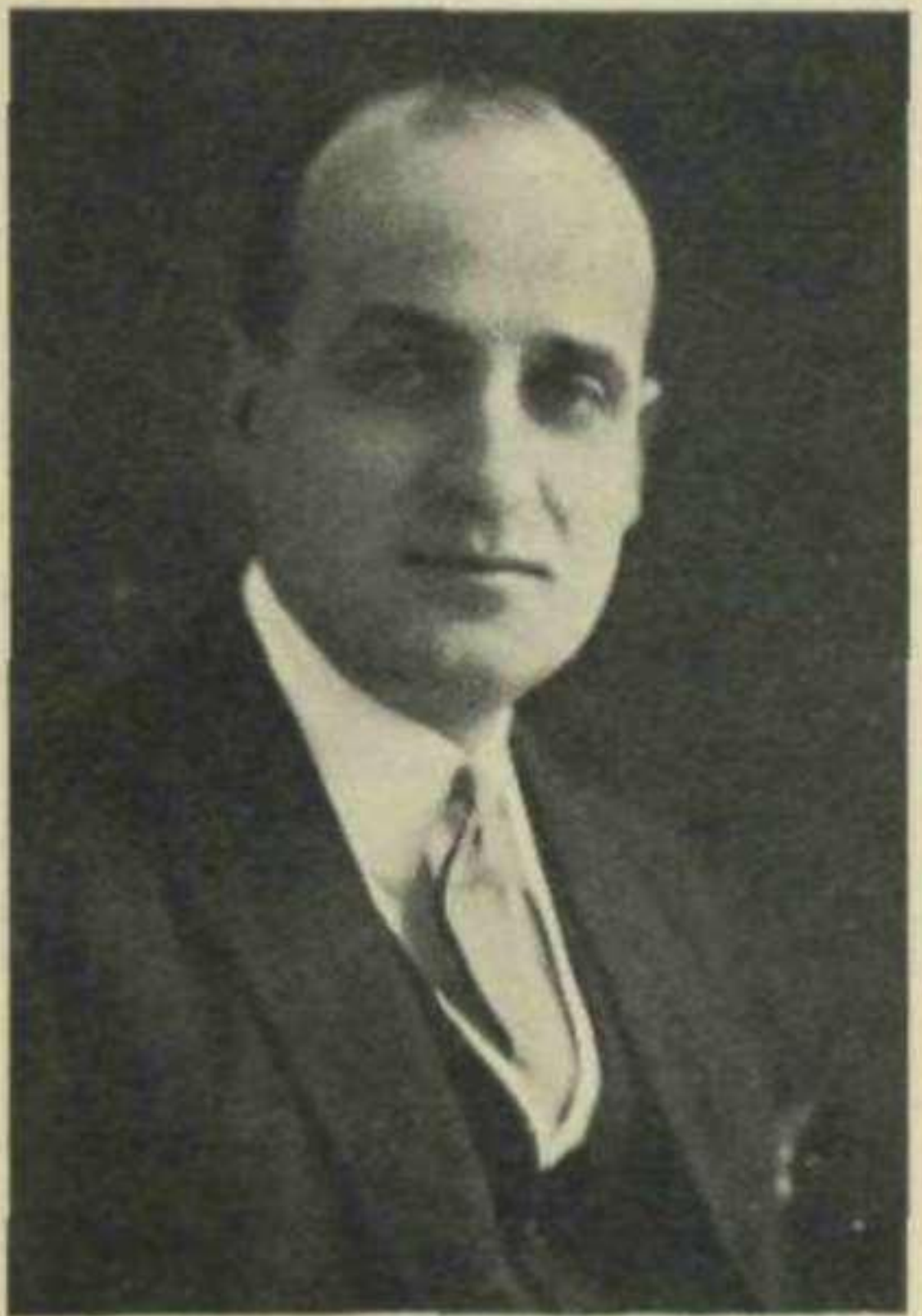


Photo by Elliott & Fry.

DR. J. D. BENJAFIELD, popular driver of Bentley cars. Winner of Private owner's handicap, B.A.R.C. also 40th 100 m.p.h. short handicap. Fastest time at Worcester Club trials, (S.T.D. cup). Won 41st 100 m.p.h. short handicap, Essex Club's senior long handicap, and 30 m. handicap, last at 99.6 m.p.h.



CAPT. WOOLF BARNATO, winner of 27th 75 m.p.h. long handicap and 17th 90 m.p.h. short handicap, in both cases on a Wolseley. Made 300 m. and 500 km. records on Hispano Suiza at 92.2 and 92.43 m.p.h.

(798 Raleigh), N. P. O. Bradley (599 Sunbeam), E. F. Dackers (624 Quadrant), F. W. Giles (348 A.J.S.), and H. Roberts (596 New Hudson).

SOLO MACHINES.—H. C. Marston (348 A.J.S.), W. J. Kellett (499 Sunbeam), C. H. Fox (557 B.S.A.), L. K. Ward (348 Raleigh), N. C. Sclater (499 Triumph), E. L. Boston (348 A.J.S.), P. G. Thomason (398 A.B.C.), L. Crisp (349 Humbert), G. E. Addinsell (349 Dot-Bradshaw), B. Kershaw (349 Cotton-B. and S.), Marjorie Cottle (348 Raleigh), H. G. Grassby (349 B.S.A.), F. W. Viles (399 Raleigh), E. Damadien (550 Triumph), W. Brockbank (492 Sunbeam), H. J. Willis (349 Montgomery), J. W. Jones (349 Ivy), S. A. Crabtree (348 Raleigh), J. G. Muir (346 Zenith), J. Howard Davies (492 Sunbeam), R. Leicester (399 Raleigh), L. Randles (492 Sunbeam), P. F. G. Bradley (492 Sunbeam), C. Edge (499 Sunbeam), H. Poole (348 A.J.S.), W. H. Hadfield (348 Raleigh), G. Warbrick (499 Sunbeam), A. I. Wynne Williams (486 Scott), F. E. Nash (596 Scott), J. H. Simpson (348 A.J.S.), G. W. Lowe (498 Scott), H. Hesketh, jun. (348 Raleigh), J. B. Clegg (490 Norton), H. Leigh (499 Sunbeam), H. G. Thomas (349 Montgomery), S. Ollerhead (346 Dot-Jap), F. R. Marston (550 Triumph).

The Reliance Cup for the best performance of the day was awarded to F. W. Viles; the Burns Amateur Cup, for the best performance by an amateur (Private Owner) to L. Randles; the Butterworth Trophy, for the best performance by a Liverpool Club member, resident within twenty miles of Liverpool, to H. Gibson; the Mogridge Memorial Cup, for the best performance of a Liverpool Club Member who served in His Majesty's Forces during the late War, to B. Kershaw, and the Wembley Trophy, for the best performance on a passenger machine, by a Liverpool Club member residing within twenty miles of Liverpool, went to H. Roberts. Gold Medals went to eight who finished with 95 marks or over, and Silver Medals to seventeen, with 85 or over.

Ace Club's Rodeo.

This Club held a most successful "Rodeo" in the Coventry Memorial Park recently, in the presence of the Mayor and many other leading citizens.

The first event of importance was a football match between the Coventry and Warwickshire Club and the Ace Club, the former winning by two—nil. Afterwards the Coventry and Warwickshire experts met a team of Triumph riders, again winning, this time the score being three—nil. Both games were very fast and exciting.

Admirable displays of trick riding were then given by Messrs. Jervis (349 B.S.A.), D. Brandish (348 A.J.S.), and W. Evans (499 Triumph). Jervis's performance was almost miraculous. He seemed to be able to ride the machine in almost any position. Brandish replaced his saddle by a pair of aluminium footboards and his most striking stunt was that of riding round the field standing up on these footboards and lighting a cigarette while so doing. The long jump was won by Savage on a 349 overhead valve B.S.A., after tying with Boyce (499 Triumph), he covered 42 ft. 6 in. Other good performances in this event were D. Brandish, W. Evans, Jervis and Banks-Williams. A relay race was won by a Coventry and Warwickshire team, and this was followed by a kangaroo race over see-saws and jumping ramps. The proceeds of these events were devoted to the Coventry War Memorial Fund.



MAJOR COE, popular driver of Vauxhall cars. Winner of 100 and 90 miles races at Brooklands. First in his class at Boulogne speed trials, and winner of Cup at Concours d'Elegance.



MR. C. W. JOHNSTON, winner of Belgian Grand Prix. B.M.C.R.C. champion, 250 c.c. class, two years in succession. Holder of world's records in 175 c.c. class.



MR. C. G. PULLIN, a well-known rider of Douglas machines; held the mile record in class C, which he established on a 499 c.c. Douglas at 99.58 m.p.h. Designer of the ingenious Pullin Motor Cycle.

CURRENT CHAT.

Sporting Gossip from all Parts of the World.

By "ACCELERATOR."

I NOTE that some interesting proposals are to be laid before the Association Internationale des Automobile Club Reconnus, with the object of arrangement for motor car records to be distinguished in the same way as those on motor cycles. That is to say, in accordance with the engine size. At the present time world's records for cars are wanted irrespective of engine capacity. Tentative proposals for qualifications dividing cars up according to the following figures:—The smallest class up to 750 c.c., next comes 750 c.c. to 1,100 c.c., then from 1,100 c.c. to 1,500 c.c., from 1,500 c.c. to 2,000 c.c.—2,000 c.c. to 3,000 c.c.—3,000 c.c. to 5,000 c.c., 5,000 c.c. to 8,000 c.c. and over 8,000 c.c.

* * * *

It is interesting to note that a Triumph rider was able to secure the most points in the Amateur Class in the motor cycle endurance test organised this year by the Toronto Motor Cycle Club. The team prize fell to Harley-Davidson competitors, whilst amongst individual trade riders Henderson's did best. The course covered 386 miles, the start being made from Toronto and running to London (Ontario) and back; then again from Toronto to Coburg and back. It was intended that there should be 10 secret controls and 7 official check stations. Unfortunately the official at one of the checks fell asleep, so that in actual fact there were only nine. The results were as follows:—B. Byles, C. Millet and W. Ward, all on Hendersons, tied for first place with 998 marks each. E. Anderson and B. Kennedy, both on Harley-Davidsons, obtained 996 marks, H. Aldice, also on a Harley-Davidson, obtained 995 marks, as did C. Moore on a Triumph.

* * * *

It has apparently now been definitely decided that the venue of the Grand Prix next year shall include the new racing track at Montlhéry. One of the straight sides of the track will be produced for four kilometres in a line, and the course then follows a semi-circular turn and returns to the track over a very zig-zag route, including two very sharp hairpin bends. Provision is being made by the authorities for additional stand accommodation for the very large crowds of spectators which invariably attend these French motor sporting affairs.

* * * *

A sporting event of unusual and special type was exemplified in the performance of a Capt. Bertrand, who, stationed in Kabul, desired to get to Teheran. In the ordinary course of events this is a three months journey by camel, or using camel, rail and steamer, two months. Capt. Bertrand did the journey by Citroen-Kegresse car covering 1,500 miles of difficult and dangerous country in less than a month. Only the one car was used throughout the journey and we understand that the Captain was only accompanied by one mechanic.

The 1,000 mile Stock Machine Trial this year is to start from Birmingham and will finish in the Scarborough area.

* * * *

In connection with the T.T. Races, which of course will again take place in the Isle of Man as the prospect of the Bill legalising road racing in England being passed in time is too remote for consideration, will provide an interesting innovation in the special trophy which is to be awarded for motor cycle combinations in the 350 c.c. class.

* * * *

As indicating the very wide interest which is now taken in motor sport matters of all kinds, it may be mentioned that there are proposals afoot for the construction of two motor racing tracks, one at Cardiff, where the Corporation have acquired 100 acres of land close to the boundary which, we understand, would be suitable for such a track, and another at Skegness.

* * * *

Arising out of the calendar of sporting events for 1925 which are published on another page, it is interesting to note that the A.C.U. propose to hold a competition to decide which is the champion motor cycling district of Britain. This will be run off in conjunction with the International Six Days' Trial. The eighteen chief Centres into which the country is divided for trial purposes will each be asked to select a team for the events. The winning team will be awarded a trophy. As the professional riders will be fully engaged with the International Competition, it follows that these subsidiary events will be contested mainly amongst amateurs. London and Yorkshire will be, I imagine, first favourites.

* * * *

The Automobile Club of Italy has formulated a scheme to enable the world's championship of motor racing to be decided each year. Points are to be awarded, one to the winner of the race, two to the second man in, and three to the third. The maker of the car which has secured the minimum number of points will be claimed the champion. The Club proposes to award a sum equivalent to 50,000 francs and the trophy to the maker of the world's champion car, while the driver will receive the equivalent of 20,000 francs in cash.

* * * *

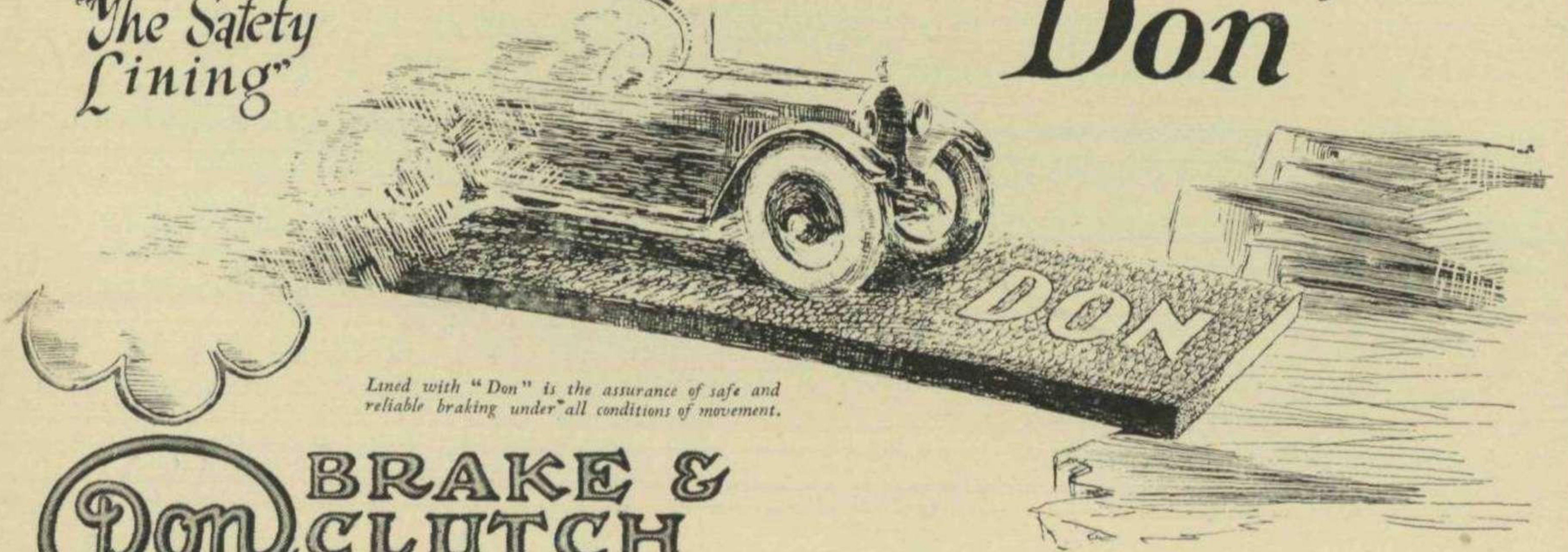
A six-cylinder Chrysler touring car taken from stock and driven by Ralph de Palma recently, covered 1,000 miles in 1,007 minutes, the total time including stops for fuel oil, tyre changes and meals. The nett running time was 875 m. 10 s., which is equivalent to an average speed of 68.38 m.p.h.

* * * *

A Cubitt car was also entered for a somewhat similar test by Lieut.-Col. John S. Napier, O.B.E. In this

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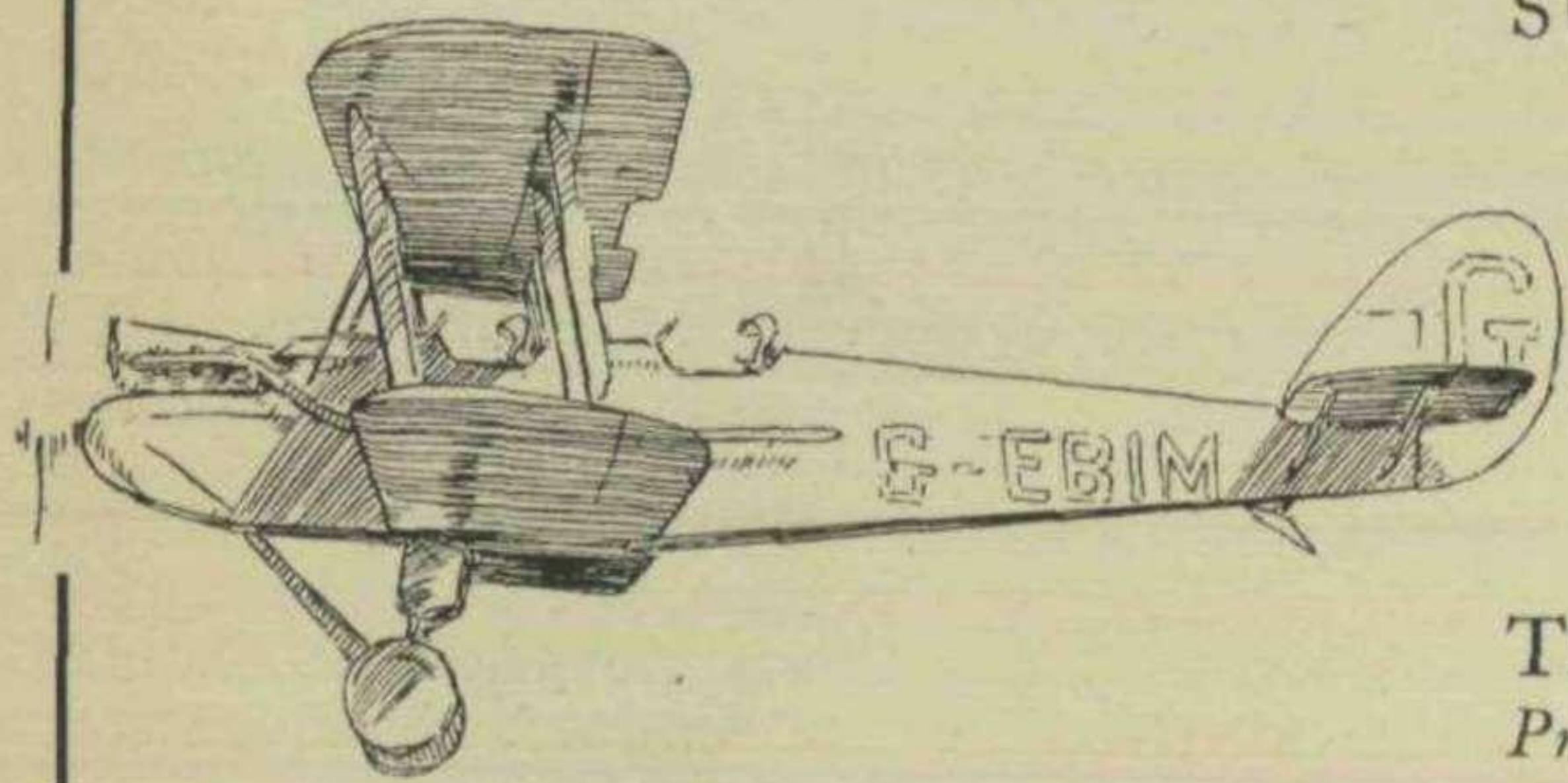
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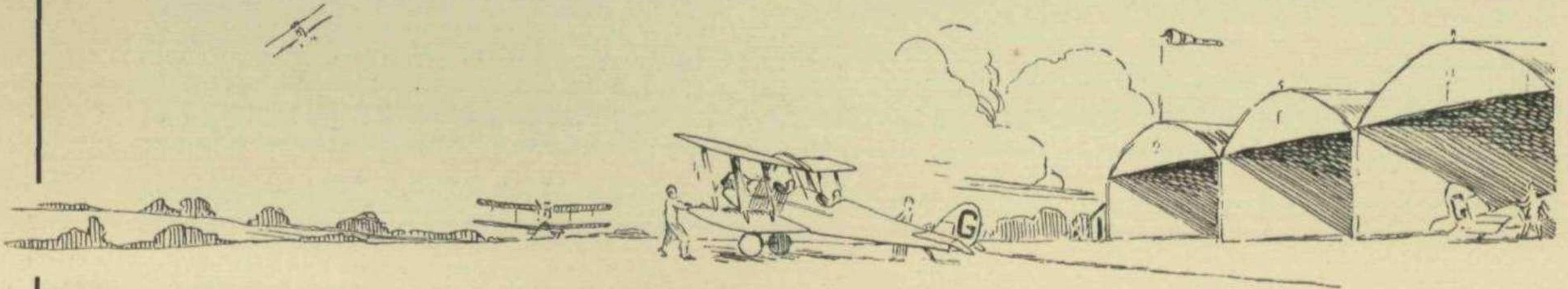
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CURRENT CHAT—continued.

case, however, no provision was made for determining the fuel, oil or water consumption. The distance covered was 1,088.7 miles. On the first test run a new coil had to be fitted owing to the car having stopped in a flooded area, the water putting the coil out of action. No accidents were recorded on the 2nd, 3rd and 4th days, while on the 5th day the only adjustment was the replacement of the speedometer belt. The car was not a new one: according to the report the condition was most satisfactory at the end of the trial, slight play in the front steering joint being all that called for comment.

* * * *

A 12-h.p. A.C. car was recently entered by Mr. S. F. Edge for a special trial at the hands of the Royal Irish Automobile Club. The object of the trial was to demonstrate the all-round reliability, brake efficiency, petrol, oil and water consumption, and also the general condition of the car at the conclusion of the trial. The total distance covered was 1,044.58 miles, the petrol consumption was 27.31 m.p.g. (38.24 ton miles per gallon), the water used $6\frac{1}{4}$ pints, and oil used $\frac{1}{4}$ gallon. On three days out of the five which were occupied in the test non-stop runs were made during the other two. A dynamo belt coming off the near-side wheel was tightened. At the conclusion of the test, both front wings were loose but otherwise the car was in excellent condition. The only adverse criticism was to the effect that the under shield was not adequate for the state of the roads as mud and water found their way into the interior of the bonnet.

* * * *

The following dates have been selected for the outstanding motor sporting events of 1925:—Grand Prix

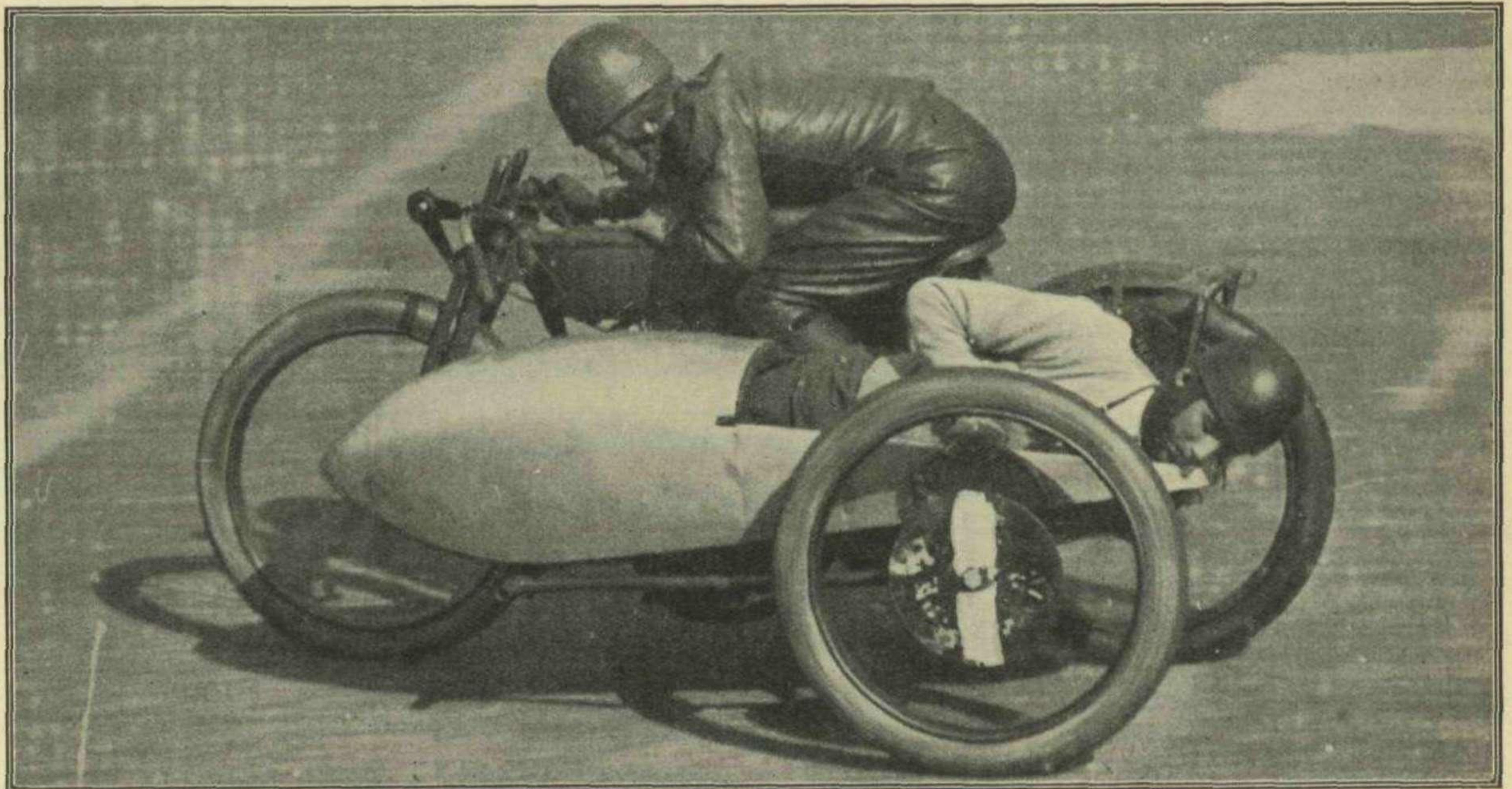
of Indianapolis, May 30th. Grand Prix of Europe, July 5th. Grand Prix of France, July 26th. Grand Prix de Tourisme of France, July 19th. Grand Prix of Italy, September 6th. Grand Prix of San Sebastian, September 15th, and Grand Prix de Tourisme of San Sebastian, September 14th. It is expected that the Grand Prix of Europe will be held in Belgium on the Francorchamps circuit near Spa, while the French Grand Prix will, as is reported elsewhere, be run over a special course which will embody a portion of the new track at Montlhéry.

* * * *

At the B.M.C.R.C. dinner it transpired that over 97 per cent. of the world's records were held by members of the Club. It was also reported that a wonderful response has been received to the appeal for trophies for 1925 events.

These include the following:—

Mr. J. A. Prestwich, through his son, offers three cups for the best aggregate performances of 350 c.c., 500 c.c., and 1,000 c.c. machines respectively, ridden by private owners; and other offers of cups or prizes were made by the following:—Messrs. G. E. Tottey (£10 10s.), C. Hughes, G. Buckley (Dunlop Rubber Co., Ltd.), J. Linton, C. C. Wakefield & Co., Ltd., C. F. Temple, The Proprietors of *The Motor Cycle*, T. Harris, — Bales (Messrs. Dobson & Sons), E. J. Anderson, L. Cade, F. A. Longman, L. G. Pearce, Quintin Nicol (on behalf of the Northern Clubs), H. R. Harveyson, R. N. Judd, West Kent M.C.C., R. G. Spikins, Graham Walker (a cup for private owners), R. A. Mallet and J. E. G. Harwood (an aggregate cup for the best performance of a member of the Universities of either Oxford or Cambridge), C. G. Pullin (£15 15s. cup for a five lap 500 c.c. race), and R. M. N. Spring (a cup value £21).



FREDDIE DIXON IN TYPICAL ATTITUDE ON A HARLEY-DAVIDSON.

NOVEMBER RECORDS AT BROOKLANDS.

Many Motor Cycle Records.

As is usually the case, a good many motor cycle manufacturers utilized Brooklands during November for establishing records with their machines. This year the Coventry Eagle, Douglas, Triumph, Zenith and Morgan, all established new records for the particular types of machine in which they are interested.

Coventry Eagle.

R. Harte and S. Glanfield filled up by a long series of world's records on 980 c.c. J.A.P. engine, Coventry Eagle Flying-8 with sidecar. These records are enumerated below.

300 miles	4 h.	28 m.	37.21 s.	...	...	67.00 m.p.h.
400 "	6 h.	1 m.	10.79 s.	...	...	66.45 "
500 "	7 h.	35 m.	54.08 s.	...	...	65.80 "
600 "	9 h.	8 m.	38.15 s.	...	...	65.61 "
4 hours	267 miles	1,183 yards	...	...	...	66.92 "
5 "	330 "	1,457 "	...	...	...	66.16 "
6 "	398 "	1,187 "	...	...	...	66.44 "
7 "	462 "	1,068 "	...	...	...	66.09 "
8 "	524 "	1,482 "	...	...	...	65.60 "
9 "	590 "	1,707 "	...	...	...	65.66 "
10 "	603 "	315 "	...	...	...	60.31 "
11 "	603 "	315 "	...	...	...	54.83 "

It should be noted that the 11 hours record was broken simultaneously with the 10 hours and that is the reason why the figures for the two periods are the same. The sidecar used was a Milford, Castrol oil was used for lubrication, the plugs were K.L.G.'s, the driving chains Renolds, the saddle a Terry, magneto an M-L, tyres Dunlop, shock absorbers Hartford, and the fuel used was B.P. motor spirit.

Triumph Records.

Victor Horsman on a 599 c.c. Zenith and sidecar put up the following new figures in Class F (600 c.c. sidecars). Kilometre (flying start) 27.30 seconds in one direction and 26.40 seconds in the reverse, the average speed being 83.31 m.p.h. or 134.07 km.p.h. For the mile with flying start the distance was covered in 44.11 seconds in one direction and 43.13 seconds in the reverse, the average speed being 82.52 m.p.h. or 132.82 km.p.h. These are both world's records. Subsequently Victor Horsman recaptured from Denly the hour record in Class C, his figures being 50 miles in 34 min. 5.88 sec., which is equal to 87.98 m.p.h., or 141.58 km.p.h. The 100 miles was covered in 1 hr. 7 min. 59.33 sec. at 88.25 m.p.h., or 142.02 km.p.h. In the hour he covered 88 miles 367 yards, which is 88.21 miles or 141.95 km.p.h. Further he made another attack on the flying kilometre and flying mile in the same class, raising the figures given above to 95.63 m.p.h. and 95.72 m.p.h. These, subject to confirmation, stand as world's records.

Zenith-Blackburne.

In Class G. (1,000 c.c. sidecars) I. P. Riddoch on a 988 c.c. Zenith-Blackburne covered the kilometre from a standing start in 33.54 seconds in one direction and 30.24 seconds in the other, this being equivalent to an average speed of 70.14 m.p.h. or 112.87 km.p.h. The mile was covered in 49.54 seconds one way and 47.06

seconds the other way. Average speed 74.53 m.p.h., or 119.94 km.p.h. Both of these are again world's records.

Six-Cylinder Sports A.C.

It is interesting to note, in conjunction with the description of A.C. cars which appears on another page in this issue, that the new six-cylinder sports model has been introduced in a particularly interesting way, that is to say, by the establishment of a number of new records by a car of that type at Brooklands. Mr. T. Gillett drove one of these cars for six hours and maintained an average speed of 88.14 m.p.h. for the whole period, establishing no fewer than 23 class records. The car only stopped at the end of the six hours because darkness had fallen. It is important to note that these records were made on a chassis which is identical in every respect with that which is shown to the public, except that the gear ratio is a little higher. The performance is set down in schedule form below. For purpose of comparison the previous records are shown in the right hand column of the table.

PARTICULARS OF CAR :

Engine No. B.1,000. Chassis No. 11,558. Bore 65. Stroke 100. c.c. 1,994. Weight 14 cwt. 2 qrs. 13 lbs. Class B.

		New A.C. Hr. Records.		Previous Records.	
		m.p.h.	k.p.h.		
1 Hr.	91 miles	91.63	147.45	R.	89.26
2 Hrs.	183 "	91.94		R.	80.64
3 Hrs.	268 "	89.37	143.82	R.	80.24
4 Hrs.	351 "	87.89		R.	79.99
5 Hrs.	437 "	87.57		R.	78.20
6 Hrs.	528 "	88.14	141.84	R.	78.88

		New A.C. Mile Records				
		Hrs.	Mins.	Secs.	m.p.h.	k.m.p.h.
50 miles in	0	32	58.39	90.98	146.41	R. 89.25
100 "	1	5	27.92	91.65	147.49	R. 89.27
150 "	1	37	59.55	91.84		R. 80.54
200 "	2	15	57.04	88.26		R. 80.69
300 "	3	20	38.15	89.71		R. 79.91
400 "	4	31	32.44	88.38		R. 78.49
500 "	5	40	59.50	87.97	141.57	R. 78.29

		New A.C. Kilo Records.			
				k.p.h.	
50 kms. in	0	20	40.19	145.14	R. 143.02
100 "	0	40	52.29	146.80	R. 143.03
150 "	1	1	2.27	147.45	R. 144.71.
200 "	1	21	14.97	147.69	R. 129.12
300 "	2	6	54.48	141.83	R. 129.80
400 "	2	47	21.77	143.40	R. 128.39
500 "	2	33	14.78	140.68	R. 128.67
600 "	3	13	50.95	141.81	R. 128.67
700 "	4	58	4.76	140.90	R. 126.67
800 "	5	39	4.00	141.56	R. 125.98

Morgan.

H. Beart, on a 1096 c.c. Morgan-Blackburne, established records in Class H2, two-seater cyclecar with engine capacity not exceeding 1,100 c.c., covered the kilometre from a flying start in 24 seconds in one direction and 23.22 seconds in the reverse. His average speed was 94.74 m.p.h. or 152.46 km.p.h. The mile was covered from a flying start in 39.25 seconds one way,

NOVEMBER RECORDS AT BROOKLANDS—continued.

and 38.07 seconds the other way, the average speed being 93.11 m.p.h. or 149.84 km.p.h. These again are world's records.

Alvis.

Major C. M. Harvey established the following 39 new records with a 1,653 c.c. Alvis.

Laps.	H.	M.	S.	m.p.h.
10	0	18	21.8	90.40
Miles.	H.	M.	S.	m.p.h.
50	0	32	36.00	92.02
100	1	4	13.82	93.41
150	1	35	33.31	94.18
200	2	6	44.90	94.67
300	3	11	8.10	94.17
400	4	31	57.94	88.24
500	5	39	30.78	88.36
600	6	44	38.70	88.96
700	7	56	47.38	88.08
Hour.	Miles.	Yds.	m.p.h.	
1	93	460	93.26	
2	189	317	94.59	
3	282	1,757	94.33	
4	348	790	87.11	
5	444	1,357	88.95	
6	531	585	88.55	
7	621	998	88.79	
8	704	588	88.04	
9	704	588	78.26	
10	704	588	70.43	
	Mins.	Secs.	m.p.h.	
½ Mile (f.s.)	0	18.58	96.90	
Kilometre (f.s.)	0	23.08	96.90	
Mile (f.s.)	0	37.15	96.90	
2 Miles (f.s.)	1	14.30	96.90	
5 Miles (f.s.)	3	5.75	96.90	
10 Miles (f.s.)	6	11.74	96.84	

All records from 50 kilometres to 1,100 kilometres (13 in all) were also broken.

Hispano Suiza.

The following records in the 8 litre class were created by Capt. Woolf Barnato on the 18th ult. driving a 45 h.p. Hispano Suiza.

Record.	Distance.	Time.	Av. m.p.h.	Av. km.p.h.
	Miles. Yds.			
250 Kms.		1 h. 42 m. 27.72 s.	90.96	146.39
2 Hours	182 1090		91.31	146.94
200 Miles		2 h. 11 m. 12.49 s.	91.46	147.19
300 Kms.		2 h. 2 m. 26.67 s.	91.34	146.99
400 Kms.		2 h. 42 m. 31.64 s.	91.75	147.67
3 Hours	276 664		92.12	148.25
300 Miles		3 h. 15 m. 12.74 s.	92.20	148.38
500 Kilos		3 h. 21 m. 40.68 s.	92.43	148.75

Royal Enfield J.A.P.

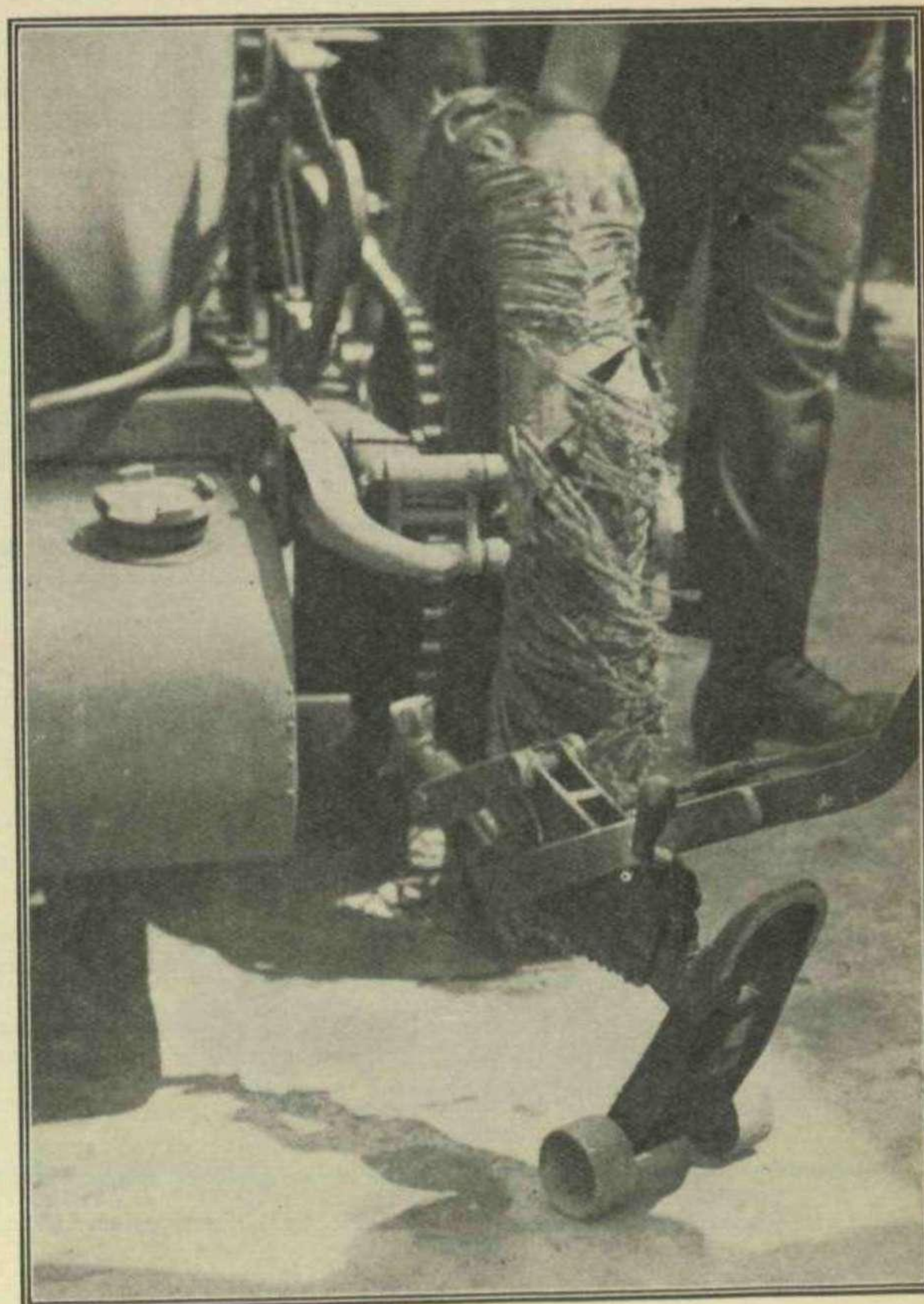
Another series of records in Class B/s was put up by S. N. Greening and E. S. Prestwich, driving in turn a 344 c.c. Royal Enfield J.A.P. and sidecar, as follows:

200 miles	5 h. 12 m.	45.68 s.	57.55 m.p.h.	92.61 km.p.h.
400 "	7 h. 2 m.	44.48 s.	56.77 "	91.34 "
400 km.	4 h. 21 m.	35.70 s.		91.74 "
500 "	5 h. 25 m.	1.27 s.		92.32 "
600 "	6 h. 35 m.	4.25 s.		91.01 "
700 "	7 h. 42 m.	7.10 s.		90.87 "
4 hours	227 miles	150 yds.	56.76 m.p.h.	91.28 km.p.h.
5 "	287 "	637 "	57.47 "	92.48 "
6 "	337 "	1,245 "	56.28 "	90.58 "
7 "	397 "	569 "	56.76 "	91.34 "
8 "	452 "	25 "	56.50 "	90.93 "
9 "	452 "	25 "	50.22 "	80.82 "
10 "	452 "	25 "	45.20 "	72.74 "

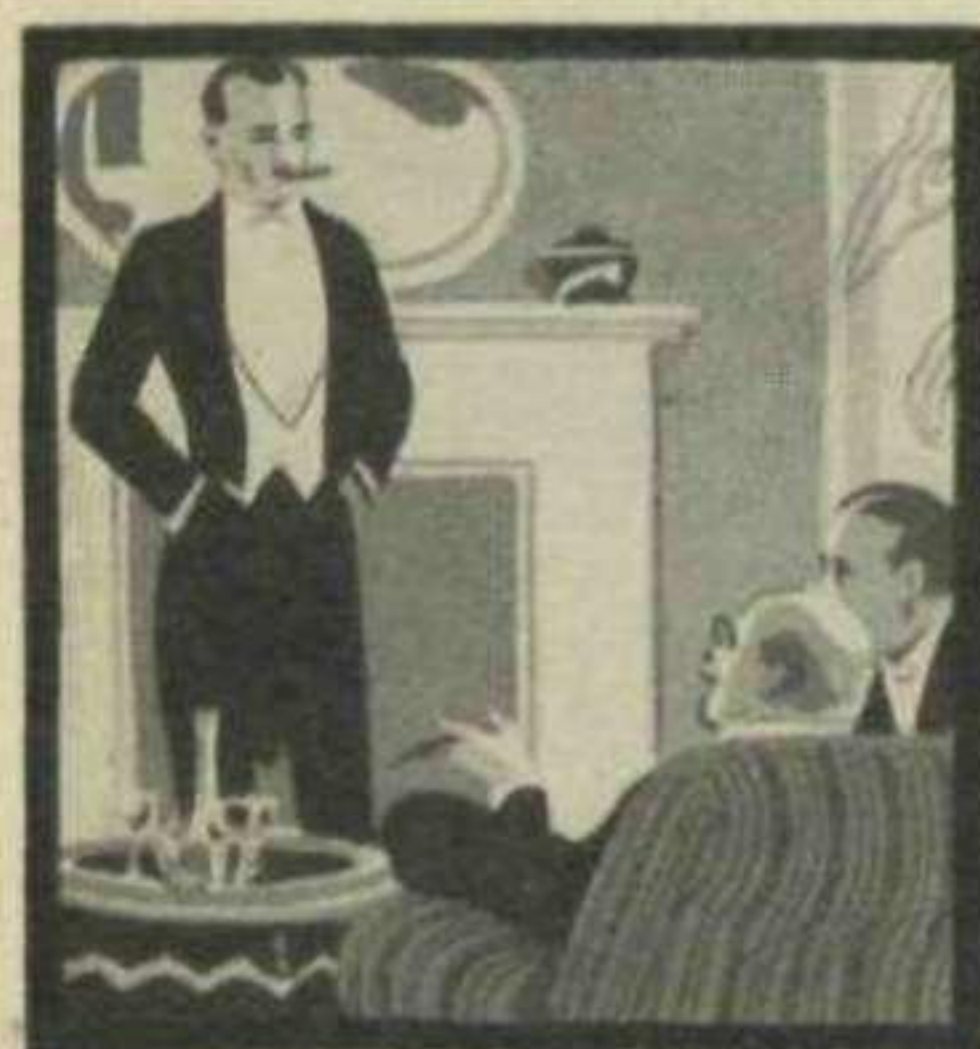
The 9 and 10 hours records, it will be noted, were broken in 8 hours. Moreover, all the records from 200 miles upwards to 8 hours were broken, not only in Class B/s which is for motor cycles and sidecars up to 350 c.c., but also in Class F up to 600 c.c. These are all world's records subject to confirmation. The motor cycle was equipped with K.L.G. plugs, Dunlop tyres, M-L magneto, B. & B. carburetter, Coventry chain, Hartford shock absorber. The sidecar was a Hughes, the fuel used Pratt's spirit; and the lubricating oil, Castrol.

Douglas.

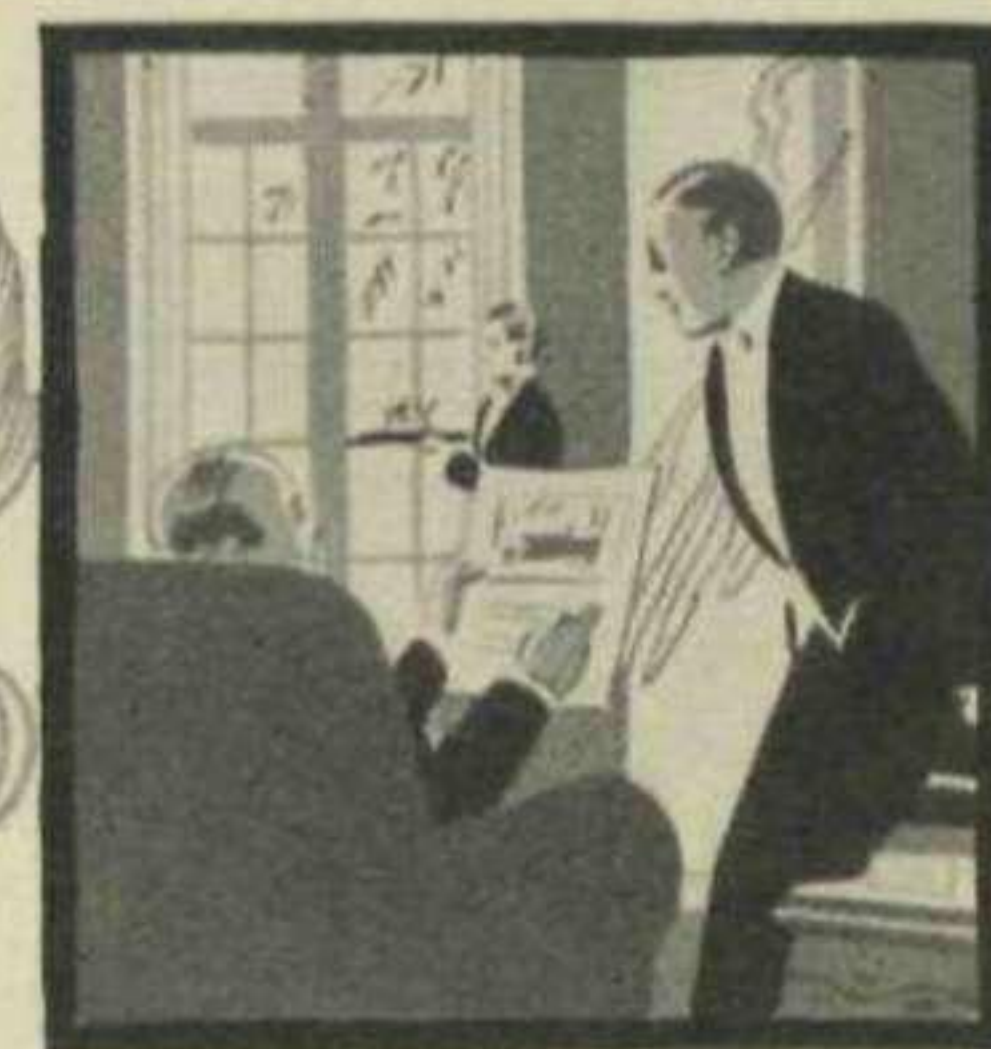
Two British records were set up by R. N. Judd riding a 744 c.c. Douglas, when he covered 100 m.p.h. His record established in Class B. for solo motor cycles up to 760 c.c. are as follows. Over the flying kilometre 98.92 m.p.h. or 159.22 km.p.h. For the flying mile 98.22 m.p.h. or 150.06 km.p.h. In one direction for both of these records he covered 100 m.p.h., covering the flying kilometre in 103.46 m.p.h., and the flying mile in 102.47 m.p.h. The equipment included K.L.G. plugs, Hutchinson tyres, Coventry chains, E.I.C. magneto and Amac carburetter. The fuel used was B.P. spirit and the lubricating oil, Castrol.



WHAT THE TRACK CAN DO FOR A TYRE.



Round the Clubs



SALE & DISTRICT MOTOR CYCLE CLUB.

This Club's Annual Hill Cup Trial was run off recently, in an interesting way, on lines which the Committee of the Club have found to be most generally acceptable to the average member. There were no checks on those portions of the route which ran along good main roads. There were some stiff hills to be observed and some short stretches of colonial section had to be traversed in order to reach them. Checks were instituted over the Colonial Section and hills only. The route led over Helsley Bluff and Glyn Cieriog, and lunch was taken at Llangollen. After lunch Allt-y-Bady had to be negotiated and the run home from there was comparatively easy.

The start was made at 9.30 a.m. from the Sale Hotel. Out of 28 entries, 25 actually faced the starter. Helsley Bluff was the first observed Test Hill and up this one competitor failed altogether and four were penalised for foot assistance. It was at this point that J. B. Donaldson had the misfortune to lose his chance of retaining the cup, of which he himself was the holder, by putting his foot down in order to balance himself. The next hill, Glyn Cieriog, caused little trouble. E. White (Dot J.A.P.) stopped owing to a faulty plug, and, as events turned out, this stoppage lost him the cup. It is of interest, and somewhat significant, perhaps, to note that all competitors were on time at the lunch check.

After lunch an immediate ascent of Allt-y-Bady was made. The hill was in very bad condition indeed, the surface being a mixture of boulders and grease. E. White (Dot J.A.P.) was the only competitor to make a clean ascent, although D. Galloway (N. Scale and sidecar) had very hard lines indeed. No difficulty was encountered at Conquering Hero, the next hill, and subsequently the competitors had an opportunity of enjoying glorious scenery in the course of a sunny ride on the Llantysilis mountains. A clean and uneventful run home found 18 competitors at the finish.

Tribute should be paid to the careful organisation of the trial which, however, is rapidly becoming a recognised feature of events conducted under the auspices of this Club. One popular feature was the amount of the entry fee, which is 2s. 6d., and this we understand is to be the standard amount for all future reliability trials conducted by this Club.

In view of the almost total failure on Allt-y-Bady, no competitor qualified for an award, but the Trials Committee have made the following special awards: P. G. Thomasson (398 A.B.C.), Hill Cup. He lost 20 marks. A. R. Colling (499 Triumph), who lost 21 marks, Gold Medal. F. W. Hampson (348 A.J.S.), with a loss of 22 marks, Silver Medal, and Dr. R. L. Holloway

(348 New Scale Bradshaw and sidecar), Bronze Medal, with a loss of 23 marks.

The next event to be organised by this Club is the New Year's Day Main Road Reliability Trial. This was most successful indeed last year and attracted 50 entries. On the present occasion it is to be followed by a Social Evening at the Club Headquarters, Sale Hotel, and this is invariably the chief social function of the year.

The Hon. Secretary is Mr. E. C. Bramley, Landfield House, Hesketh Road, Ashton-on-Mersey.

WESSEX CENTRE A. C. U.

The Annual General Meeting was held on Thursday, 16th Oct., at the Old Red House, Bath. The Hon. Treasurer, Mr. C. B. Newman, placed his report before the meeting and commented on the satisfactory financial state of the Centre, having regard to the difficulties experienced during the year. Special attention was directed to Mr. A. B. Fuller's efforts in connection with the Open Hill Climb, held in August, which produced a profit of £52.

The Hon. Secretary stated that the Centre was in a healthy and flourishing condition, but in order that it should be maintained in that state, continuous keen interest on the part of each individual member was essential.

The result of the League Trials was as follows:—

	Rode.	Won.	Lost.	Points.
Bath	5	5	—	10
Devizes	5	4	1	8
Bristol	5	3	2	6
North Wilts	5	1	4	2
Bristol Sports... ..	5	1	4	2
Kingswood	5	1	4	2

The following Officers were elected for the ensuing season:—

President	C. E. Tytherleigh (Devizes).
Vice-Presidents	Philip Grout (Bristol). F. A. Simpson (Bristol). Arthur H. W. Taylor (Bath). T. H. S. Ferris (Devizes).
Chairman	Major G. Wright (North Wilts).
Vice-Chairman	C. W. Rankin (Bristol).
Hon. Secretary	Rex Foweraker (Bristol).
Hon. Treasurer and Hon. Asst. Secretary	C. B. Newman (Bath).
Hon. League Secretaries	W. A. Le Brun (Bristol). K. J. Woods (Bristol).
Hon. A.C.U. Representative... ..	Capt Noel Harbutt (Bath).

The Hon. Secretary is Mr. Rex Foweraker, Full Moon Hotel, North Street, Bristol.

ROUND THE CLUBS—continued.

BRISTOL MOTOR CYCLE & LIGHT CAR CLUB.

The Trials which this Club had arranged for the 4th ult., had, unfortunately, to be cancelled, and that was the last outdoor event of the year. A whist drive took place on the 24th ult., and another is to be held during the present month, although at the time of writing the precise date has not been fixed. The Annual Dinner takes place on Saturday, the 6th December.

The Hon. Secretary is Mr. Rex Foweraker, Full Moon Hotel, North Street, Bristol.

SURREY MOTOR CYCLE CLUB.

This Club's Annual Trial was held on Saturday, 18th Oct., amongst the Fox Hills near Pirbright and round Hindhead. A fine Saturday coming at the end of a fine week, had the effect of making the course much easier than might otherwise have been the case. The results were as follows:—

First Prize 2½ guineas to A. G. Battley (348 Matchless-Blackburne).

Second Prize 1½ guineas to P. J. Dyster (9¾ Montgomery-Bradshaw).

Third Prize 1 guinea to H. C. Mansell (348 A.J.S.).

The Hon. Secretary of the Club is Mr. A. C. Brooks, Lyngarth, Upper St. Michael's Road, Aldershot.

MIDDLESEX COUNTY AUTOMOBILE CLUB.

The Annual General Meeting of this Club was held at the R.A.C. and was followed by a lantern lecture on "Roman Remains in Britain," by Mr. G. Basil Barham, motoring editor of *The Financial News*.

A number of social events have been arranged to take place during the winter season, and of these the Annual Dance has already been held on the 8th ult. It was very successful indeed, there being a large attendance of members and friends.

The Annual Dinner is to take place at the Connaught Rooms on Saturday, December 13th; another dance is to be held at the Midland Grand Hotel on Saturday, February 28th, and a whist drive at the same venue on Saturday, March 19th.

The Hon. Secretary is Mr. W. J. Lendrum, 10, Leaside Avenue, Muswell Hill, N. 10.

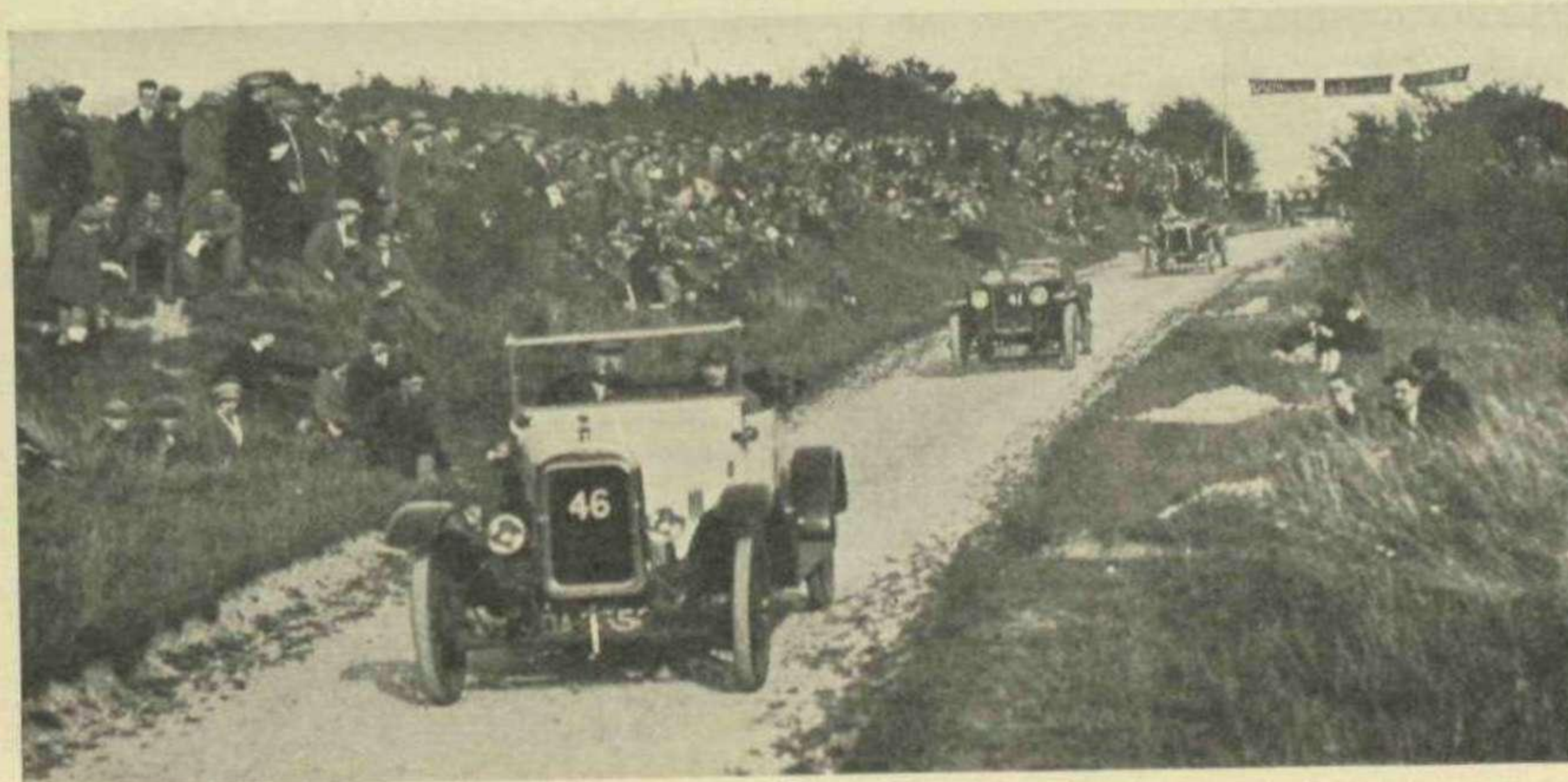
THE REDDITCH MOTOR CYCLE & CAR CLUB.

This Club held its Annual Open-Centre Trial for the Terry and Enfield Cups on Saturday, the 18th Oct. The course was of a sporting character and very few competitors had "clean sheets" at the finish. The notorious Sandy Lane and Mills Lane Hills did not on this occasion come up to their reputation, proving quite innocuous and causing only a couple of failures between them. Towards the end of the morning a flexibility test was held on Beacon Hill, good performances being put up by B. Kershaw (2¾ Cotton); F. Bicknell (8 Royal Enfield); B. L. Bird (2¾ B.S.A. and sidecar); and H. S. Perry (6 B.S.A. and sidecar). During the morning D. L. Dieters (2¼ New Imperial) and R. G. Beesley (4¼ Sunbeam and sidecar) retired with carburetter and clutch trouble respectively.

After lunch at the Unicorn Hotel, Butler's Hill was successfully negotiated by all riders. The water splash on the Bromsgrove-Stourbridge Road caused J. Moose (2¾ B.S.A.), C. Collins (7 A.J.S. and sidecar) and R. T. Horton (10 Morgan) to lose marks. Good performances were here made by Bicknell, Bird and H. G. Gibbs (6 B.S.A. and sidecar). Shut Mill and Walton Hills caused but little trouble. In the Stop and Restart test, Horton failed to pass the tape in the prescribed time. Collins came to a stop on the Gravel Pit at Rowney Green, while Hay caused loss of marks to Bird, R. J. Steele (2½ Royal Enfield) and Gibbs.

The results were: Terry Cup and Gold Medal for the best performance of the day: H. S. Perrey (6 B.S.A. and sidecar). The Enfield Cup and Gold Medal for the best performance by a Club Member: B. Kershaw (2¾ Cotton). The team prize went to the B.S.A. team. Gold Centre Medals were awarded to W. S. Bicknell (8 Royal Enfield), J. Knight (2¾ A.J.S.), K. J. Davis (2¾ B.S.A.), N. P. O. Bradley (4¼ Sunbeam and sidecar), A. Watson (4¼ Sunbeam and sidecar), H. S. Perrey (6 B.S.A. and sidecar), and B. Kershaw (2¾ Cotton). Silver Medals went to B. L. Bird (2¾ B.S.A. and sidecar), H. G. Gibbs (6 B.S.A. and sidecar) and R. J. Steele (2¾ Royal Enfield). Bronze Medals to C. Boulton (2¾ Royal Enfield) and C. Collins (7 A.J.S. and sidecar).

The Hon. Secretary is Mr. C. E. Spooner, Littleworth, Redditch.



COMPETITORS RETURNING DOWN KOP HILL: R. ABBOTT (Clyno), A. GRIPPER (Delage), R. OATES (Ansaldo), AND REX MUNDY (Delage).

ROUND THE CLUBS—continued.

THE LIVERPOOL MOTOR CLUB.

November has been a busy month for this Club. The Revenge Trial was held on the 16th, and the Reliability Trial for the Percy Butler Challenge Shield was held on Saturday and Sunday the 22nd and 23rd.

The former was open to members of the Committee of the Club, and any of those members failing to start had to pay a fine of £1. Additionally each starter was fined 3d. for each mile or part of a mile of the course not completed. It is only to be expected that a competition based on rules such as these, should offer possibilities of an unusual interest. A Club Silver Cup was offered to the competitor making the best performance on a car and a Silver Medal for the second best. A Silver Cup, Silver Medal and Bronze Medal were awarded to competitors making 1st, 2nd and 3rd performances on motor cycles or sidecars.

The Trial was run over a circuit of 40 miles, starting from Queensferry. The circuit had to be completed twice, the outward direction in the morning and the return in the afternoon. The Trial had to be run at 20 m.p.h., margin of one minute early or late being allowed, a deduction of one mark for each minute beyond that margin being made. Any competitor over 15 minutes late at any part of the route was deemed to have retired. Each check constituted a trial in itself, that is to say, a competitor checking in early or late, had to alter his mean time at all subsequent checks by that error.

Each competitor started at 100 marks and deductions were made as already noted in connection with regularity of running and according to efficiency of performance. Non-stop sections were marked on the route cards and penalties were imposed as follows:— for stopping, 5 marks; for foot-slogging, 3 marks; touching for balancing, 1 mark.

The Reliability Trial covered a distance of 130 miles altogether, of which 40 were run off on Saturday over a route starting from Bartley's Garage at Hooton, running from Queensferry, Mold, Cilcain, Mais-y-Safn, Mold, and finishing at Two Mills Garage. The Sunday course was 90 miles in extent, the start being made from Two Mills Garage at 10 o'clock in the morning and the route being Queensferry, Mold, Rhydymwyn, Ruthin, Llangollen, Berwyn, Bryn Eglwys, Mold, finishing at the Shrewsbury Arms, Hinderton.

The timing was by competitors' own watches and the average speed had to be 20 m.p.h. Competitors were given 100 marks at the start and 5 marks were deducted for failure on an observed hill or a stop in a non-stop section. 3 marks were deducted for foot-slogging, 1 for touching and 1 for each minute or part of a minute over the allowance of one minute each way at any ordinary time check.

In the case of sidecar machines, passengers had to be normally seated throughout the Trial, 5 marks being deducted in every non-stop or observed section where this rule was violated. A report appears on another page.

The Hon. Secretary is Mr. L. H. Lumby, of 10, Seaton Road, Wallasey.

ILKLEY & DISTRICT MOTOR CLUB.

There were 27 entries for the Winter Half-Day Reliability Trial on Sunday, November 9th, open to cars, three-wheelers, and solo machines. Starting at Ilkley, the course covered 63½ miles in the vicinity of Wharfedale and Washburndale, and though devoid of serious hills and splashes, it required somewhat careful attention. Kept secret until five minutes of starting time, it was divided into three independent sections, each timed and marked separately, with non-stop sections in the last three miles of each circuit. The "King Bros." Cup for cars was won by F. Jones driving an 11.9 Standard, with total error of 22 marks, the other successful competitors in this class being: 2, C. H. C. Batty, 11.9 Morris-Cowley, error of 34 marks; 3, A. L. Dawson, 11.9 Morris-Cowley, error 100; 4, A. Outtersides, 11.9 Morris-Cowley, error 105.

The "English" Cup for motor cycles and three-wheelers goes to W. Bradley on a 2¾ Raleigh combination, who had a total error of 11 marks. The three next best in this class were: J. S. Duxbury, 596 c.c. Scott combination, with error of 27; A. G. Briggs, 3½ h.p. Sunbeam, error 65; and C. Clark, 4 h.p. Triumph combination, error 72.

This Club's special reliability trial for the Brooks Trophy was thrown open to cars, three-wheelers, and solo motor cycles. The course covered about 80 miles, and a condition of the test was the maintenance, throughout the run, of an average speed of 20 miles an hour. As however, speedometers were disallowed, and as no mileage was shown on the route cards, competitors had to rely entirely on their own judgment of the speed at which they were going. Forty-nine entries had been received, but as a result of the dismal weather which prevailed when the event took place, only twenty-nine started. Out of these, however, no fewer than twenty-four completed the course. The winner was C. Thackray, Ilkley, riding a 3½ h.p. Triumph-Ricardo solo machine, with a total error of 184 marks. Second place was gained by W. H. Harrison, Otley, also riding a 3½ h.p. Triumph-Ricardo; his total error was 253 marks. H. Stephenson, Otley, was third on a 6 h.p. A.J.S., with sidecar, losing 272 marks; F. Marshall, Menston, was fourth, riding a 8 h.p. Royal Enfield with sidecar, losing 367 marks.

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

STALYBRIDGE DISTRICT MOTOR CLUB.

The annual Speed Trials proved to be one of the most successful events held by this Club during the season, there being a total entry approaching 200. As is customary, a large crowd of spectators was present and, as also seems to be usual in the case of events promoted by this Club, everything went off as arranged without delay or hitch of any kind. Even the electrical timing apparatus behaved itself. Several new class records for the course were put up, E. Searle on a 490 c.c. Norton making the fastest time of the day and making a new record for the course. The course itself is a private road with concrete surface. It is both wide and safe

ROUND THE CLUBS—continued.

with a gradient having an average slope of one in twenty-five. The fastest time for Motor Cycle and Sidecar was put up by H. Hudson, riding a Torando-Anzani, and for any car, by G. J. Jackson on a Sunbeam. The Solo Motor Cycle time was 16 11/16 seconds, which is 71.91 m.p.h. The sidecar time was 19 1/16 seconds (62.95 m.p.h.) and the car time 25 1/16 seconds. Another record was put up by W. Hawthorne on a 349 c.c. Sheffield Henderson, his time being 20 1/8 seconds which is 59.62 m.p.h.

The Honorary Secretary is Mr. A. B. Cliffe, Trinity Works, Trinity Street, Stalybridge.

THE MOTOR CYCLE CLUB.

The outstanding event of this month is, of course, the famous London—Exeter run, which will take place as usual on Boxing night, and the following day. Additional interest is lent to this year's event by the inclusion of a new hill, and a re-starting test on the greasy surface

of White Sheet Hill. The outward journey follows the same course as has been customary now for some years, but the return now includes Honiton, Marl pits Hill, which has a gradient of about one in five, Hatway Hill, Sid, Salcombe Hill, Colyford, Axminster, Secktor, Marshwood, Broad Windsor and Beaminster, where the course which was used last year is joined. On White Sheet Hill drivers are being asked to start from rest on a greasy surface and to cover 20 yards in not more than 15 seconds. We are informed that a special prize is being awarded for the most silent Solo Motor Cycle and another to the quietest Sidecar machine. Members wishing to enter should communicate as soon as possible with Mr. F. T. Bidlake, the Trial Secretary, at 84, North End Road, Golders Green, London, N.W.11. Non-members should get in touch with Mr. H. B. Browning, General Secretary of the Club, at 1A, Holland Mews, London, W. 14. The final date for receipt of entries is Saturday, December 13th.

A.C.U. MOTOR CYCLE COMPETITIONS IN 1925.

The principal motor cycling fixtures for 1925 have now been arranged by the Auto-Cycle Union, and in all thirty-four applications for permits to hold open competitions have been received from the various Centres. Of the events actually organised by the Union, the dates and preliminary particulars have been fixed in regard to four. The Silencer Trial, for which the regulations have already been issued and which was to have taken place in October last, has now been definitely set down for Wednesday, 25th March, at Brooklands. The 1,000 Mile Stock Machine Trial will take place from 27th April to 2nd May. The weighing in will be carried out in Birmingham, and the first day's run will consist of approximately 200 miles, over main roads from Birmingham to Scarborough, embracing many of the large industrial centres en route. This will serve to break the machines in for the remaining four days' running, which will be over routes radiating from Scarborough. It is proposed to make the first two of these moderately severe, stiffening up for the final two days; thus providing a thorough, but at the same time fair, test of the competing machines.

Practice for the Tourist Trophy Races commences on Whit Monday, 1st June, the actual races being on 15th, 17th and 19th June. The programme for 1925 is almost exactly similar to this year's; viz., four solo events for 500, 350, 250 and 175 c.c. motor cycles, and a sidecar race for machines with engines up to 600 c.c. The first three solo races will be over six laps of the course as usual, but the 175 c.c. race has been extended from three to four laps. In all probability the "250" and "175" races will be run concurrently, leaving the Senior, Junior and Sidecar to be run as separate events. A special award will be offered in this race for the first 350 c.c. machine to finish, and replicas awarded to all machines of similar capacity finishing within one-tenth of the leader's time.

Owing to the fact that England was the winner of the International Trophy in Belgium this year, the International Six Days' will be held in this country in 1925. No actual centre or route has yet been selected for the Trials, but the venue will be in the South and West of England, concluding with speed tests at Brooklands. The International Six Days' Trial is open to all countries affiliated to the F.I.C.M. and to any private or trade riders who may desire to compete. In addition, the A.C.U. is inviting teams from each Centre of the Union to compete for a Centre Championship. This will be run under the same regulations as govern the International contest.

No date has been fixed for the Arbuthnot Trophy Trial, and will not be, until it is ascertained from the Admiralty what will be the most suitable time.

LIST OF MOTOR CYCLE FIXTURES, 1925.

FEBRUARY.			
Date.	Promoter.		Event.
7th Sat.			
14th Sat.	Midland Centre	...	Colmore Cup Reliability Trial.
21st Sat.			
28th Sat.			
MARCH.			
7th Sat.	Midland Centre.	...	Victory Cup Reliability Trial.
14th Sat.	South Midland Centre		Southern Scott Scramble.
21st Sat.	B.M.C.R.C.	...	Members' Meeting.
25th Wed.	A.C.U.	...	Silencer Trial.
28th Sat.	Eastern Centre	...	Kop Hill Climb.
APRIL.			
4th Sat.	Western Centre	...	Reliability Trial or Hill Climb.
10th-11th Fri.-Sat.	M.C.C.	...	London—Land's End Reliability Trial.
11th Sat.	B.M.C.R.C.	...		Members' Meeting

A.C.U. 1925 PROGRAMME—continued.

APRIL—continued.

<i>Date.</i>	<i>Promoter.</i>	<i>Event.</i>
11th Sat.	Yorkshire Centre ...	Reliability Trial.
18th Sat.	Wessex Centre ...	Hill Climb.
13th Easter Monday	Northern ...	Hill Climb.
25th Sat.	East Midland Centre	Speed Trial.
26th Sun. to 2nd May, Sat.	A.C.U.	{ Standard Stock Motor Cycle Trial.

MAY.

2nd Sat.	North Eastern Centre	Travers Trophy Trial.
2nd Sat.	South Eastern Centre	Surbiton Amateur Inter-Club Team Trial.
9th Sat.	South Eastern Centre	Reliability Trial.
16th Sat.	North Wales M.C.C.	Hill Climb or Speed Trial.
16th Sat.	B.M.C.R.C. ...	Members' Meeting
17th Sun.	Budapest (Hungary)	Tourist Trophy.
21st Thurs.	Barcelona (Spain) ...	24 Hours.
22nd-23rd Fri.-Sat.	{ Southern Centre (M.C.U.I.) }	24 Hour Trial
23rd Sat.	Yorkshire Centre ...	Reliability Trial.
29th-30th Fri.-Sat.	M.C.C. ...	London-Edinburgh.
30th Sat.		

JUNE.

1st. Whit. Mon.	T.T. practising commences, I.O.M.	
6th Sat.	North London M.C.C.	London Rally.
13th Sat.	B.M.C.R.C. ...	Members' Meeting.
15th, 17th, 19th Mon., Wed., Fri.	A.C.U. ...	Tourist Trophy Races.
27th Sat.	M.C.C. ...	Inter-Club Team Trial.
27th Sat.	Cheshire Centre	Speed Trial or Hill Climb.
30th to 3rd July Tues. to Fri.	M.C.C. ...	{ Land's End to John O'Groats Reliability Trial.

JULY.

2nd Thurs.	Manx M.C.C.	Manx Motor Cycle Amateur Championship Road Race.
4th Sat.	Northern Centre	Reliability Trial.
11th Sat.	Eastern Centre	Reliability Trial.
11th Sat.	Yorkshire Centre	Saltburn Speed Trials.

JULY—continued.

<i>Date.</i>	<i>Promoter.</i>	<i>Event.</i>
18th Sat.	Midland Centre ...	Alec Ross Reliability Trial.
18th Sat.	B.M.C.R.C. ...	200 Mile Race.
18th Sat.	Southern Centre (M.C.U.I.)	Leinster "100" Road Race.
25th Sat.	M.C.C. ...	Brooklands Meeting.

AUGUST.

1st Sat.	East Midland Centre	Clipstone Speed Trials
3rd Mon. Bank H'day	West South Wales Centre	{ Pendine Sands Speed Trials.
4th Tues.	West South Wales Centre	Pendine Sands Speed Trials.
8th Sat.	North Wales M.C.C.	Reliability Trial.
15th Sat.	B.M.C.R.C. ...	Members' Meeting
17th-22nd Mon.-Sat.	A.C.U. ...	{ International Six Days' Trial.
22nd Sat.		
29th Sat.	Yorkshire Centre ...	Doncaster Speed Trials.

SEPTEMBER.

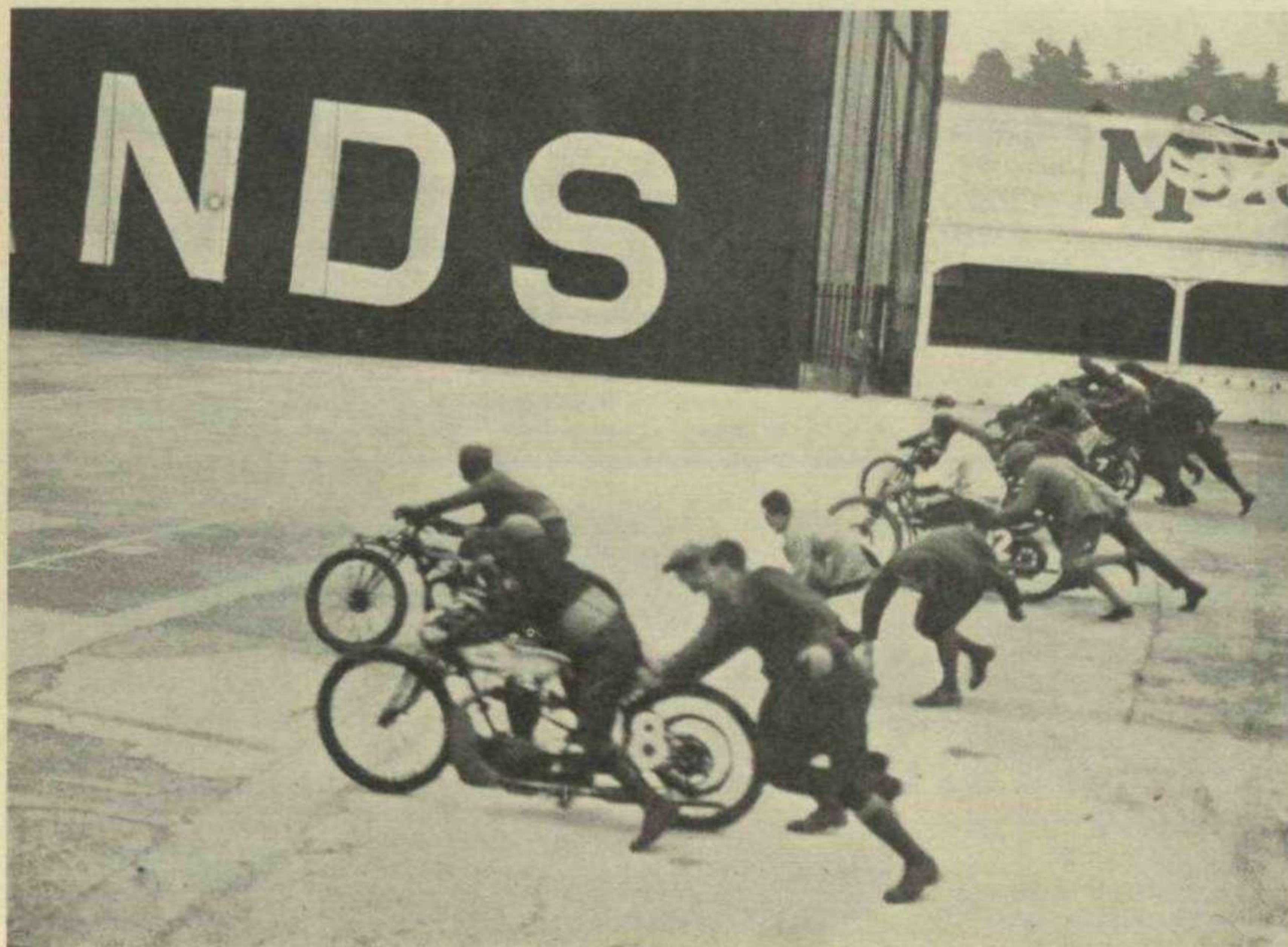
5th Sat.	Ulster ...	Grand Prix.
6th-13th Sun.-Sun.	S.I.A.S. (Italy) ...	{ II° Campionato Motoc. d'Europa.
12th Sat.	South Eastern Centre	Reliability Trial.
12th Sat.	North Western Centre	Southport Speed Trials.
19th Sat.	B.M.C.R.C. ...	Members' Meeting.
19th Sat.	Wessex Centre	Kickham Memorial Reliability Trial.
26th Sat.	M.C.C. ...	One Day Sporting Trial.
26th Sat.	North Western Centre	Blackpool Speed Trials.

OCTOBER.

3rd Sat.	Midland Centre (M.C. & A.C.)	Reliability Trial.
10th Sat.	B.M.C.R.C. ...	Championship Meeting.
17th Sat.	Eastern Centre	Reliability Trial.
24th Sat.		
31st Sat.	Cheshire Centre	Reliance Cup Reliability Trial.

DECEMBER.

12th Sat.	South Midland Centre	London-Gloucester - London Reliability Trial.
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START OF THE 500 C.C. CLASS
IN THE
B.M.C.R.C. CHAMPIONSHIP SOLO
RACES.



The Editor, THE BROOKLANDS GAZETTE.

DEAR SIR,

The BROOKLANDS GAZETTE just to hand. I shall always look forward to each new number, and I wish you every success.

Yours faithfully, H. W. N.

Leeds.

The Editor, THE BROOKLANDS GAZETTE.

DEAR SIR,

Having obtained No. 1 of The BROOKLANDS GAZETTE at Saturday's B.A.R.C. meeting, and being thoroughly interested in it, I have pleasure in enclosing 10s. 6d. for one year's subscription. Will you kindly forward copies to me at the above address.

Yours faithfully, H. G. W. K.

London.

The Editor, THE BROOKLANDS GAZETTE.

DEAR SIR,

As a reader of your new journal, The BROOKLANDS GAZETTE, I think I should write and tell you that in my opinion it is the most interesting motor paper I have ever read. It is my intention to keep on reading it.

The Editor states in his Editorial Notes that he will at all times appreciate suggestions for articles and criticisms of those which have appeared. One point has struck me in the article headed "Prominent Brooklands Cars" in the August issue. Three were briefly described with but one picture of one car. My suggestion is that one car a month should be described, and that fully. The description should be accompanied by photographs, not only of the complete car, but of details.

I would like to suggest too, that records should be published each month of the performance of famous racing drivers all over the world, enumerating the successes which they have given at various meetings during the month and stating the name of the car in each case.

Wishing The BROOKLANDS GAZETTE the best of luck

Yours faithfully, H. C. BENDALL.

Westcliff-on-Sea.

FROM ADEN.

The Editor, THE BROOKLANDS GAZETTE.

DEAR SIR,

I request you to kindly send me a specimen copy of your Gazette and would ask you kindly to let me know the yearly subscription.

Hoping to hear from you soon with my request.

Yours very faithfully,

MENAHM YAHOODA JOSEPH

2nd Commercial Street House,
Camp, Aden, Arabia.

The Editor, THE BROOKLANDS GAZETTE,

DEAR SIR,

Enclosed please find 10s. 6d. to cover subscription for one year's BROOKLANDS GAZETTE. I should like to say how much I appreciate the paper, which should fill a long felt want.

Yours faithfully, J. E. G.

Glasgow.

The Editor, THE BROOKLANDS GAZETTE.

DEAR SIR,

Having purchased a copy of The BROOKLANDS GAZETTE, I think I should write and tell you that I think it is one of the most interesting papers I have ever read. I have always been of opinion that such a paper should be published containing reports and pictures of Brooklands, and I am sure you have fulfilled a long felt want in the motor sporting world. Wishing your excellent paper every success.

Yours faithfully, M. V. CAVE-BROWNE-CAVE.
Harborne.

The Editor, THE BROOKLANDS GAZETTE.

DEAR SIR,

I notice in the third number of your excellent journal mention of the Meyrowitz Type Goggles. I believe this is the type that I have long been trying to obtain, and I should be obliged if you would tell me from whom I can get them.

When I bought my first copy of The BROOKLANDS GAZETTE I realised that here at last was a paper that I, amongst many others, had been waiting for, and I wish you the best of luck with your enterprise.

Yours faithfully, H. E. COSTON.

Southampton.



The following are the principal Records as they stand at present. A full statement of all Car and Motor Cycle Records is contained respectively in The Brooklands Year Book for 1924—1925 and in the B.M.C.R.C. Handbook.

WORLD'S CAR RECORDS.
(Established at Brooklands.)

Record.	Date.	Entrant.	Car.	Cubic Capacity.	Speed: m.p.h.
(s.s.) 1/2 mile	31/10/23	E. A. D. Eldridge	Fiat (6)	21,714	77.68
(f.s.) 1/2 mile	17/ 5/22	L. Coatalen	Sunbeam (12)	18,322	136.05
(s.s.) 1 km.	17/ 5/22	L. Coatalen	Sunbeam (12)	18,322	83.67
(f.s.) 1 km.	17/ 5/22	L. Coatalen	Sunbeam (12)	18,322	133.75
(s.s.) 1 mile	17/ 5/22	L. Coatalen	Sunbeam (12)	18,322	96.63
(f.s.) 1 mile	26/ 6/24	J. G. P. Thomas	Leyland (8)	7,266	134.33
(f.s.) 5 miles	10/ 7/24	J. G. P. Thomas	Leyland (8)	7,266	123.81
(f.s.) 10 miles	22/ 5/24	J. G. P. Thomas	Leyland (8)	7,266	120.46
(s.s.) 50 miles	14/11/24	J. G. P. Thomas	Leyland (8)	7,266	111.67
(s.s.) 100 miles	17/11/24	J. G. P. Thomas	Leyland (8)	7,266	108.72
					Mls. Yds.
(s.s.) 1 hour	17/11/24	J. G. P. Thomas	Leyland (8)	7,266c.c.	109 160
(s.s.) 2 hours	19/11/24	J. G. P. Thomas	Leyland (8)	7,266c.c.	208 150

BRITISH RECORD. (Irrespective of size of Car.)

DOUBLE 12 HOURS RECORD. Two periods each of 12 Hours, separated by a period of 12 Hours, during which the car was in the hands of the R.A.C.

Record.	Date.	Entrant.	Car.	Cubic Capacity.	Speed: Mls. Yds.
Double 12 hours	27-28/9/22	J. F. Duff	Bentley (4)	2,996c.c.	2,082 1,726

BROOKLANDS STANDARD CLASS RECORDS.

CUBIC CAPACITY CLASSES (Instituted 1912).

LIGHT CAR CLASS.—Capacity not exceeding 1,500 cubic centimetres.

Record.	Date.	Entrant.	Car.	Cubic Capacity.	Speed: m.p.h.
(s.s.) 1/2 mile	13/ 8/24	S. F. Edge	A. C. (4)	1,496	66.69
(s.s.) 1 km.	13/ 8/24	S. F. Edge	A. C. (4)	1,496	69.92
(s.s.) 1 mile	13/ 8/24	S. F. Edge	A. C. (4)	1,496	77.13
(f.s.) 1/2 mile	24/11/22	S. F. Edge	A. C. (4)	1,496	108.04
(f.s.) 1 km.	17/11/24	S. F. Edge	A. C. (4)	1,496	105.97
(f.s.) 1 mile	17/11/24	S. F. Edge	A. C. (4)	1,496	105.97
(f.s.) 2 miles	17/11/24	S. F. Edge	A. C. (4)	1,496	105.97
(f.s.) 5 miles	17/11/24	S. F. Edge	A. C. (4)	1,496	105.66
(f.s.) 10 miles	17/11/24	S. F. Edge	A. C. (4)	1,496	105.54
(s.s.) 10 laps	17/11/24	S. F. Edge	A. C. (4)	1,496	102.79
(s.s.) 50 miles	17/11/24	S. F. Edge	A. C. (4)	1,496	103.98
(s.s.) 100 miles	19/11/24	S. F. Edge	A. C. (4)	1,496	104.19
(s.s.) 500 miles	13/ 7/22	A. J. McCormack	Wolseley (4)	1,260	82.22
(s.s.) 1,000 miles	24/ 5/22	L. Martin	Aston-Martin(4)	1,487	75.61
					Mls. Yds.
(s.s.) 1 hour	19/11/24	S. F. Edge	A. C. (4)	1,496	104 321
(s.s.) 12 hours	24/ 5/22	L. Martin	Aston-Martin(4)	1,487	910 144
(s.s.) Double 12 hrs.	24-25/5/22	S. F. Edge	A. C. (4)	1,496	1,709 1,234

CLASS "K."—Capacity not exceeding 1,100 cubic centimetres.

Record.	Date.	Entrant.	Car.	Cubic Capacity.	Speed: m.p.h.
(s.s.) 1/2 mile	8/11/23	Miss I. Cummings	Frazer-Nash (2)	1,086	60.84
(s.s.) 1 km.	6/11/23	Miss I. Cummings	Frazer-Nash(2)	1,086	61.79
(s.s.) 1 mile	6/11/23	Miss I. Cummings	Frazer-Nash(2)	1,086	68.58
(f.s.) 1/2 mile	7/10/20	Capt. Frazer-Nash	G. N. (2)	1,086	86.29
(f.s.) 1 km.	17/ 8/22	R. Bovier	Salmson (4)	1,097	91.31
(f.s.) 1 mile	17/ 8/22	R. Bovier	Salmson (4)	1,097	88.97
(f.s.) 5 miles	17/ 8/22	R. Bovier	Salmson (4)	1,097	87.12
(s.s.) 10 miles	17/ 8/22	R. Bovier	Salmson (4)	1,087	82.99

Class K.—continued

Record.	Date.	Entrant.	Car.	Cubic Capacity.	Speed: m.p.h.
(s.s.) 50 miles	13/10/23	R. Bovier	Salmson (4)	1,087	87.85
(s.s.) 100 miles	13/10/23	R. Bovier	Salmson (4)	1,087	88.30
					Mls. Yds.
(s.s.) 1 hour	13/10/23	R. Bovier	Salmson (4)	1,087	88 727

CLASS "L."—Capacity not exceeding 750 cubic centimetres.

Record.	Date.	Entrant.	Car.	Cubic Capacity.	Speed: m.p.h.
(f.s.) 5 miles	19/ 6/24	E. C. G. England	Austin (4)	746	80.71
(f.s.) 10 miles	6/ 9/23	E. C. G. England	Austin (4)	746	78.57
(s.s.) 50 miles	6/ 9/23	E. C. G. England	Austin (4)	746	78.51
(s.s.) 100 miles	20/ 9/24	E. C. G. England	Austin (4)	746	75.99
(s.s.) 200 miles	13/10/23	E. C. G. England	Austin (4)	746	76.84
					Mls. Yds.
(s.s.) 1 hour	20/ 9/24	E. C. G. England	Austin (4)	746	75 1,369

BROOKLANDS TEST HILL RECORDS.

Record.	Date.	Entrant.	Car.	Cubic Capacity.	Speed: m.p.h.
Motor Car	7/11/13	S. F. Edge	A.C. (4)	1,496	29.01
Light Car	8/11/23	Capt. Frazer-Nash	Frazer-Nash(2)	1,086	28.39
Motor Cycle	15/10/23	Capt. Bashall	Sunbeam (1)	—	28.49

MOTOR CYCLE RECORDS.

☐ Denotes average mean speed records taken both ways of course—Average speed of the two runs normal and reverse.

CLASS 6.—For Motor Bicycles of which the cylinder capacity does not exceed 175 cubic centimetres.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) kilometre	29/ 5/24	W.D. Marchant	Ariel Blackburne	173	74.09	119.23
(f.s.) mile	29/ 5/24	W.D. Marchant	Ariel Blackburne	173	72.42	116.55
(f.s.) ☐ kilometre	29/ 5/24	W.D. Marchant	Ariel Blackburne	173	73.22	117.83
(f.s.) ☐ mile	29/ 5/24	W.D. Marchant	Ariel Blackburne	173	72.38	116.48
(f.s.) 5 miles	24/ 9/24	W.D. Marchant	Excelsior	173	71.01	114.28
(s.s.) 10 miles	24/ 9/24	W.D. Marchant	Excelsior	173	69.60	112.01
50 miles	19/ 8/24	C. W. Johnston	Cotton Blackburne	173	57.43	92.42
100 miles	28/ 5/24	W.D. Marchant	Ariel Blackburne	173	51.73	83.25
					Miles.	Yds.
1 hour	19/ 8/24	C. W. Johnston	Cotton Blackburne	173	56	1,256

CLASS A.—For Motor Bicycles of which the cylinder capacity does not exceed 250 cubic centimetres.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) kilometre	6/ 7/24	H. Le Vack	New Imperial J.A.P.	248	91.54	147.30
(f.s.) mile	6/ 7/24	H. Le Vack	New Imperial J.A.P.	248	92.06	148.17
(f.s.) ☐ kilometre	6/ 7/24	H. Le Vack	New Imperial J.A.P.	248	89.09	143.03

MOTORING RECORDS TO DATE—continued.

CLASS A.—continued.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) \square mile	6/ 7/24	H. Le Vack	New Imperial J.A.P.	248	89.25	143.62
(f.s.) 5 miles	24/ 4/24	W.D.Marchant	Zenith Blackburne	248	85.20	137.12
(s.s.) 10 miles	24/ 4/24	W.D.Marchant	Zenith Blackburne	248	83.03	133.62
50 miles	26/ 8/24	H. Le Vack	Le Vack J.A.P.	248	75.36	121.28
100 miles	26/ 8/24	H. Le Vack	Le Vack J.A.P.	248	73.63	118.49
1 hour	26/ 8/24	H. Le Vack	Le Vack J.A.P.	248	75	756
12 hours	19/ 7/22	Mrs. R. N. Stewart	Trump J.A.P.	249	556	57
Double 12 hours	19/ 7/22	Mrs. R. N. Stewart	Trump J.A.P.	249	1,071	1,180

CLASS B.—For Motor Bicycles of which the cylinder capacity does not exceed 350 cubic centimetres.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) kilometre	1/ 4/24	W.D.Marchant	Chater-Lea Blackburne	348	100.81	162.23
(f.s.) mile	1/ 4/24	W.D.Marchant	Chater-Lea Blackburne	348	98.87	159.11
(f.s.) \square kilometre	9/ 9/23	H. Le Vack	New Imperial J.A.P.	346	96.50	155.30
(f.s.) \square mile	27/ 5/24	H. Le Vack	New Imperial J.A.P.	346	89.11	143.40
(f.s.) 5 miles	26/ 5/24	H. Le Vack	New Imperial J.A.P.	346	91.05	146.53
(s.s.) 10 miles	26/ 5/24	H. Le Vack	New Imperial J.A.P.	346	89.13	143.44
50 miles	2/11/23	H. Le Vack	New Imperial J.A.P.	346	85.09	136.93
100 miles	24/ 9/24	H. Le Vack	New Imperial J.A.P.	346	83.19	133.88
1 hour	24/ 9/24	H. Le Vack	New Imperial J.A.P.	346	84	1,104
12 hours	20/ 9/20	J. S. Holroyd	Blackburne	348	602	658

CLASS C.—For Motor Bicycles of which the cylinder capacity does not exceed 500 cubic centimetres.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) kilometre	1/ 4/24	W.D.Marchant	Chater-Lea Blackburne	348	100.81	162.23
(f.s.) mile	23/ 3/22	C. G. Pullin	Douglas	499	99.58	160.25
(f.s.) \square kilometre	4/11/24	V. Horsman	Triumph	498	95.64	153.91
(f.s.) \square mile	4/11/24	V. Horsman	Triumph	498	95.72	154.04
(f.s.) 5 miles	2/ 8/24	V. Horsman	Triumph	498	92.82	149.38
(s.s.) 10 miles	20/10/23	V. Horsman	Triumph	498	89.40	143.87
50 miles	6/11/24	V. Horsman	Triumph	498	87.98	141.58
100 miles	6/11/24	V. Horsman	Triumph	498	88.25	142.02
1 hour	6/11/24	V. Horsman	Triumph	498	88	367
12 hours	13/ 9/23	{ D.R.O'Donovan A. Denly R. M. N. Spring }	{ Norton Norton Norton }	490	769	270
Double 12 hours	4-5/9/22	{ D.R.O'Donovan V. E. Horsman R. N. Judd }	{ Norton Norton Norton }	490	1,447	839

CLASS D.—For Motor Bicycles of which the cylinder capacity does not exceed 750 cubic centimetres.

Excepting the undermentioned, the whole records in the above Class C also apply to Class D.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) kilometre	6/11/24	R. N. Judd	Douglas	744	103.46	166.51
(f.s.) mile	6/11/24	R. N. Judd	Douglas	744	102.47	164.90
(f.s.) \square kilometre	6/11/24	R. N. Judd	Douglas	744	98.93	159.22
(f.s.) \square mile	6/11/24	R. N. Judd	Douglas	744	98.22	158.06
(f.s.) 5 miles	15/10/24	V. Horsman	Triumph	607	97.33	156.63
(s.s.) 10 miles	15/10/24	V. Horsman	Triumph	607	93.86	151.05
50 miles	29/ 9/24	V. Horsman	Triumph	599	89.18	143.52
1 hour	29/ 9/24	V. Horsman	Triumph	599	89	440

CLASS E.—For Motor Bicycles of which the cylinder capacity does not exceed 1000 cubic centimetres.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) kilometre	6/ 7/24	H. Le Vack	Brough Superior	998	122.24	196.72
(f.s.) mile	6/ 7/24	H. Le Vack	Brough Superior	998	122.44	197.05
(f.s.) \square kilometre	6/ 7/24	H. Le Vack	Brough Superior	998	119.05	191.59
(f.s.) \square mile	6/ 7/24	H. Le Vack	Brough Superior	998	119.30	191.39
(f.s.) 5 miles	7/ 6/24	C. F. Temple	Montgomery Anzani	996	109.62	176.42
(s.s.) 10 miles	7/ 6/24	C. F. Temple	Montgomery Anzani	996	104.47	168.13
50 miles	21/11/22	H. Le Vack	Zenith J.A.P.	998	91.71	147.60
100 miles	17/11/22	H. Le Vack	Zenith J.A.P.	998	89.92	144.71
1 hour	17/11/22	H. Le Vack	Zenith J.A.P.	998	89	1,591
12 hours	4/ 9/22	{ D.R.O'Donovan V. Horsman R. N. Judd }	{ Norton Norton Norton }	490	741	431
24 hours	5-6/5/09	H. A. Collier	Matchless	862	775	1,340

CLASS B/s. For Motor Bicycles with Side-car of which the cylinder capacity does not exceed 350 cubic centimetres.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) kilometre	9/ 9/23	H. Le Vack	New Imperial J.A.P.	346	77.94	125.43
(f.s.) mile	24/ 7/23	W.D.Marchant	Chater-Lea Blackburne	348	70.25	113.07
(f.s.) \square kilometre	9/ 9/23	H. Le Vack	New Imperial J.A.P.	346	77.40	124.56
(f.s.) \square mile	6/ 7/24	R. N. Judd	Douglas	347	73.07	117.65
(f.s.) 5 miles	24/ 7/23	W.D.Marchant	Chater-Lea Blackburne	348	70.25	113.07
(s.s.) 10 miles	24/ 7/23	W.D.Marchant	Chater-Lea Blackburne	348	68.50	110.24
50 miles	8/ 8/23	W.D.Marchant	Chater-Lea Blackburne	348	66.77	107.40
100 miles	23/ 8/24	W.D.Marchant	Chater-Lea Blackburne	348	62.63	100.79
1 hour	8/ 8/23	W.D.Marchant	Chater-Lea Blackburne	348	67	384
12 hours	31/ 8/22	{ C. G. Pullin J. D. Marvin }	Douglas	346	510	1,623
Double 12 hours	31/ 8/22	{ C. G. Pullin J. D. Marvin }	Douglas	346	1,002	343

CLASS F.—For Motor-Bicycles with Side-car of which the cylinder capacity does not exceed 600 cubic centimetres.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) kilometre	12/ 9/24	V. Horsman	Triumph	599	84.73	136.36
(f.s.) mile	20/10/24	V. Horsman	Triumph	599	83.46	134.81
(f.s.) \square kilometre	20/10/24	V. Horsman	Triumph	599	83.31	134.07
(f.s.) \square mile	20/10/24	V. Horsman	Triumph	599	82.53	132.81
(f.s.) 5 miles	8/ 9/24	V. Horsman	Triumph	599	78.72	126.69
(s.s.) 10 miles	8/ 9/24	V. Horsman	Triumph	599	76.54	123.18
50 miles	12/ 7/24	V. Horsman	Triumph	599	76.95	123.84
100 miles	23/ 8/24	C. G. Pullin	Douglas	595	65.56	105.51
1 hour	7/11/23	V. Horsman	Triumph	599	69	31
12 hours	23/ 9/22	H. H. Beach	Norton	588	631	1,396

CLASS G.—For Motor-Bicycles with Side-car of which the cylinder capacity does not exceed 1000 cubic centimetres.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) kilometre	6/ 7/24	H. Le Vack	Brough Superior	998	103.04	165.82
(f.s.) mile	6/ 7/24	H. Le Vack	Brough Superior	998	103.00	165.76
(f.s.) \square kilometre	6/ 7/24	H. Le Vack	Brough Superior	998	99.80	160.60
(f.s.) \square mile	6/ 7/24	H. Le Vack	Brough Superior	998	99.73	160.50
(f.s.) 5 miles	31/10/23	H. Le Vack	Zenith J.A.P.	996	88.27	142.05
(s.s.) 10 miles	31/10/23	H. Le Vack	Zenith J.A.P.	996	86.14	138.62
50 miles	25/ 8/23	H. Le Vack	Brough Superior J.A.P.	996	79.37	127.73
100 miles	25/ 8/23	H. Le Vack	Brough Superior J.A.P.	996	77.82	125.24
1 hour	25/ 8/23	H. Le Vack	Brough Superior J.A.P.	996	77	1,303
12 hours	23/ 9/22	H. H. Beach	Norton	588	631	1,396

MOTORING RECORDS TO DATE—continued

CLASS J2.—For Two-Seater Cyclecars of which the cylinder capacity does not exceed 750 cubic centimetres.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) kilometre	19/6/24	E. Gordon	Austin	748	83.50	134.37
		England				
(f.s.) mile	19/6/24	E. Gordon	Austin	748	82.79	133.24
		England				
(s.s.) kilometre	19/6/24	E. Gordon	Austin	748	57.65	92.78
		England				
(s.s.) mile	19/6/24	E. Gordon	Austin	748	61.81	99.48
		England				
(f.s.) 5 miles	19/6/24	E. Gordon	Austin	748	80.71	129.89
		England				
(s.s.) 10 miles	13/10/23	E. Gordon	Austin	748	70.74	113.84
		England				
(s.s.) 50 miles	12/7/24	S. J. Bassett	Austin	748	77.70	125.04
(s.s.) 100 miles	20/9/24	E. Gordon	Austin	748	75.99	122.29
		England				
					Miles.	Yds.
(s.s.) 1 hour	20/9/24	E. Gordon	Austin	748	75	1,369
		England				

CLASS H1.—For Cyclecars of which the cylinder capacity does not exceed 1100 cubic centimetres.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) kilometre	9/9/23	R. Benoist	Salmson	1097	99.82	160.64
(f.s.) mile	11/9/23	W. D. Hawkes	Morgan Anzani	1078	90.38	145.45
(f.s.) kilometre	9/9/23	R. Benoist	Salmson	1097	99.55	160.21
(f.s.) mile	11/9/23	W. D. Hawkes	Morgan Anzani	1078	89.54	144.09

Class H1.—Continued.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) 5 miles	13/9/23	W. D. Hawkes	Morgan Anzani	1078	88.99	143.21
10 miles	13/9/23	W. D. Hawkes	Morgan Anzani	1078	86.52	139.42
50 miles	28/10/21	Frazer Nash	G. N.	1087	76.85	123.68
100 miles	28/10/21	Frazer Nash	G. N.	1087	77.24	124.35
					Miles.	Yds.
1 hour	28/10/21	Frazer Nash	G. N.	1087	76	1,655

CLASS H2.—For Two-Seater Cyclecars of which the cylinder capacity does not exceed 1100 cubic centimetres.

Distance.	Date.	Holder.	Machine.	c.c.	m.p.h.	km.p.h.
(f.s.) kilometre	20/10/24	H. Beart	Morgan Blackburne	1096	96.33	155.02
(f.s.) mile	6/11/24	H. Beart	Morgan Blackburne	1096	97.32	156.62
(f.s.) kilometre	20/10/24	H. Beart	Morgan Blackburne	1096	94.74	152.46
(f.s.) mile	20/10/24	H. Beart	Morgan Blackburne	1096	93.11	149.84
(f.s.) 5 miles	16/10/24	H. Beart	Morgan Blackburne	1096	94.33	151.81
(s.s.) 10 miles	16/10/24	H. Beart	Morgan Blackburne	1096	89.88	144.64
50 miles	13/10/23	R. Beuno	Salmson	1087	87.85	141.38
100 miles	13/10/23	R. Beuno	Salmson	1087	88.30	142.10
					Miles.	Yds.
1 hour	13/10/23	R. Beuno	Salmson	1087	88	72

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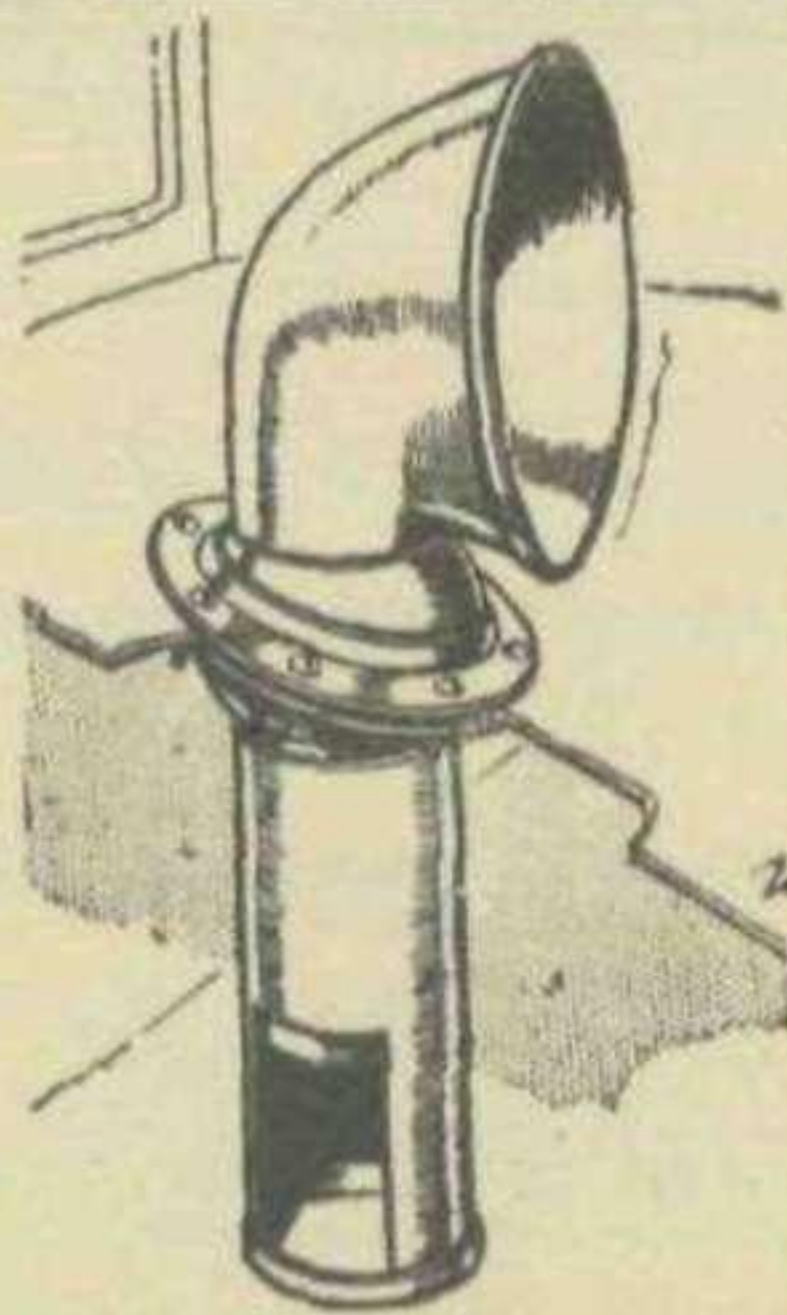
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Five and half inch .. PAIR	35/6	42/0

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