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Official Organ of the League of Motor Sportsmen.

MOTOR SPORT

Vol. 4 No. 11

July 1928

Incorporating
The Brooklands Gazette

THE LEAGUE OF MOTOR SPORTSMEN

THE SPORTING MOTORIST'S NEW LEAGUE OF FELLOWSHIP

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To promote the cause of Road Racing in this country.

To foster Motoring Sport in all its aspects.

To combat unjust Police persecution.

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

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

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

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

Fill in the form at the foot of this page, or write giving the required details.

Only those who, in the opinion of the Editor, are *bona fide* motoring sportsmen, are eligible for membership of the League. State what vehicle you own—car or motor cycle—or what interest you take in the pastime.

If you already are a subscriber to *Motor Sport* remit only 3/6 for the League Badge. If not yet a subscriber, remit 8/- extra to cover twelve months' subscription.

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I desire to become a member of the League of Motor Sportsmen.

I am not* already a subscriber to MOTOR SPORT, and enclose ..... to cover subscription,* and Badge of the League.

I will endeavour to further the objects of the League, and agree that the Editor may refuse me admission or cancel my membership at any time if he should consider this expedient for any reason whatsoever.

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Conducted by
R. B. RADCLYFFE.

Edited by L. A. HUTCHINGS.

Assistant Editor:
RODNEY L. WALKERLEY.

JULY, 1928.

HANDICAPS—"TYRESOME" AND OTHERWISE.

WE have always had an inherent dislike for any form of handicap in a speed event. To our mind there is no sport attached to a struggle against the arbitrary calculations of a mathematician, since a win depends on either somebody else's misfortune, a miscalculation by the handicapper or a successful hoodwinking of the latter by the competitor.

At Brooklands, where every driver is given his turn during the year, and where close finishes must be staged to please the public, we suppose nothing can be done, but it does seem a scandal that our one great road race, the Ulster T.T., should be marred by this pernicious system.

Here we have a long distance road race catering for five different sizes of car, yet the only important award is decided by an arbitrary handicap which credits the smaller cars with a number of laps at the start. There is no award for the fastest car, irrespective of class.

Now, on a tortuous road circuit, it is extremely doubtful whether a heavy car of some five litres capacity can lap as fast as a nippy 1,500 c.c. supercharged car, yet the latter is credited with a start of no less than 27 miles. The 1,100 c.c. cars have an even greater start, in spite of the acknowledged fact that on a circuit of this sort they should be almost as fast as any.

Another heavy handicap imposed on the large cars is found in the tyre regulations; only two spare wheels are allowed for each car and only one is to be on the car. This at once necessitates twice as many pit stops for the heavy cars, which do not stand an earthly chance of completing the whole 400 miles without changing at least both back tyres. The light cars, on the other hand, might quite easily run through with one set of tyres. Again, this regulation has caused the abstention of one most interesting team who find it necessary to use different size tyres on front and rear of the car, and who know from experience that all four wheels would have to be changed in a race of this length.

This is not an International Regulation, and it seems a great pity that our first great post war road race, which is announced as an International event, should be spoiled by such unfair and, withal, pointless conditions.

Though it is hardly credible, it certainly looks as though the organisers are trying to ensure a victory on the part of a certain type of car (admittedly popular in this country) by hopelessly handicapping its rivals.

By far the fairest way of running the race, though we suppose the organisers are adamant, would be for the premier award to go to the fastest car, irrespective of class, a secondary award to be decided by the existing handicap, and subsidiary prizes given to the various class winners, the whole race to be run on genuine International Rules.

The two complaints mentioned above have already caused the withdrawal of entries by two firms, who may safely be said to be the respective leaders of their particular branch of the industry, in Germany and Great Britain.

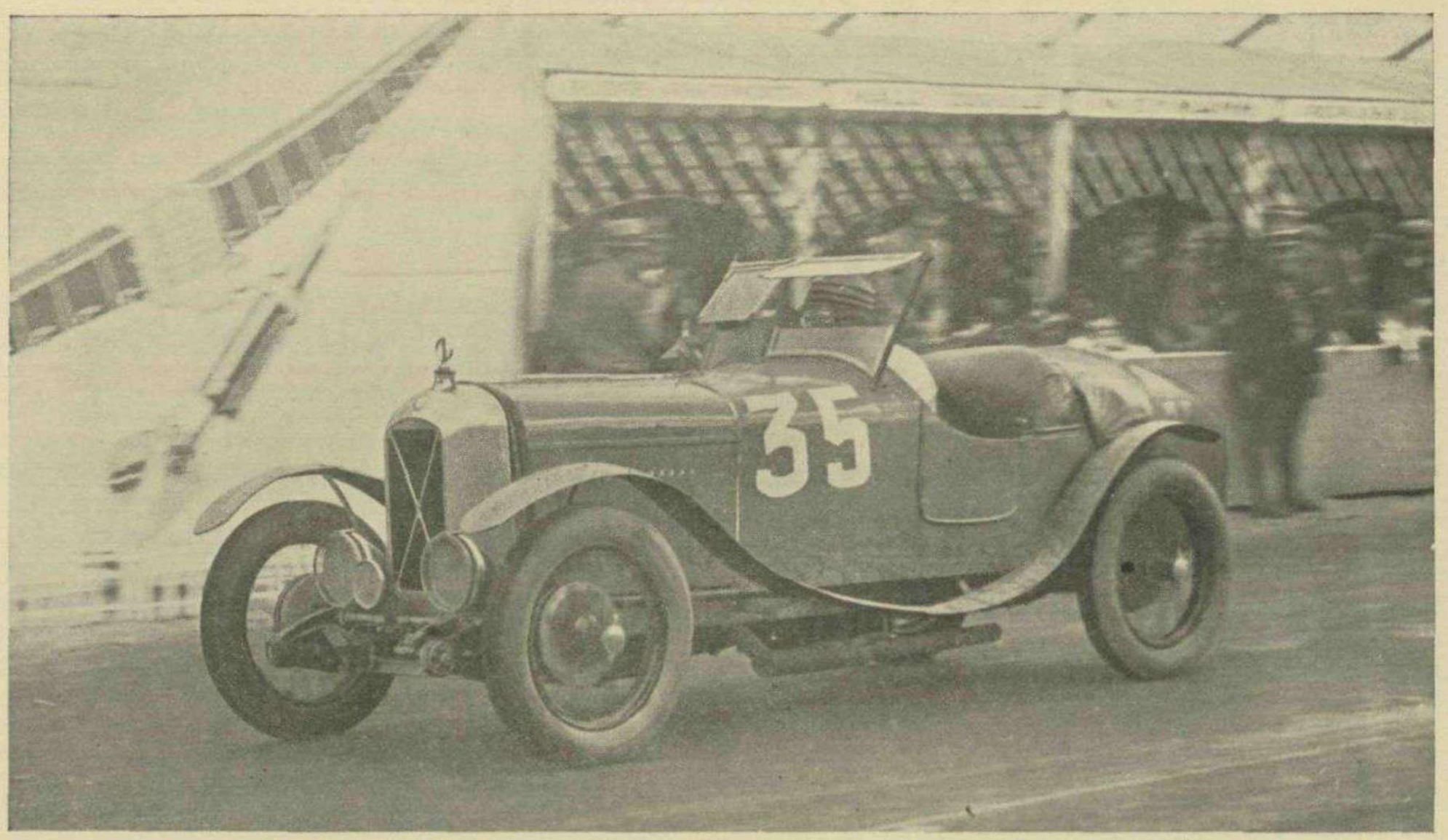
Thus, it would seem that our remarks are not unjustified, since such an element of interest has already been eliminated from what might be a very fine race.

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LE MANS.

4½ LITRE BENTLEY DRIVEN BY WOOLF BARNATO AND B. RUBIN WINS THE GRAND PRIX D'ENDURANCE AT RECORD SPEED. 1,100 c.c. SALMSON WINS THE FOURTH RUDGE-WHITWORTH CUP.



1,100 c.c. SALMSON, DRIVEN BY MM. CASSE AND ROUSSEAU, WINNING THE RUDGE-WHITWORTH CUP.

ONE of the finest road races ever staged on the Continent or anywhere else was run over the Sarthe circuit at Le Mans, on the 16th and 17th of June. The Sixth Grand Prix of Endurance and Twenty-Four Hour Race proved again a triumph for British cars, and what was probably the finest exhibition of driving and doggedness ever seen over this course was put up by an Englishman on an English car—Capt. H. R. S. Birkin, on the Bentley No. 3.

Bentleys again achieved first place, and put up the record for the course, at 69.11 m.p.h., while Birkin broke the lap record at 79.803 m.p.h.

Front wheel drive would appear to have been completely vindicated, in that all the front wheel driven cars—two Alvis and three Tracta—completed the course, the two English cars in sixth and ninth places, the Tractas twelfth, sixteenth and seventeenth. Moreover, there were five British cars in the first eleven places, which may be said to redound greatly to the credit of the British teams entered.

The American entries surprised everyone by their speed and reliability, the Stutz putting up a really remarkable performance, fighting a lone hand against the Bentley team, and it did well to finish so closely behind the winning car, having regard to the loss of top gear nine laps before the end. The two Chryslers, which ran into third and fourth places, also ran with complete regularity throughout the race, running sixth and eighth on lap one, fifth and sixth at the end of six hours—while the Stutz was in the lead—and third and fourth from then till the end of the race.

Other noteworthy features of the race were the winning of the premier award—The Fourth Bi-Annual Rudge-Whitworth Cup—by the 1,100 c.c. Salmson, the only *marque* to have secured this award two years running, and the performance of the 1,099 c.c. B.N.C., which finished in seventh place driven by MM. Doré and Treunet, having averaged 58.75 m.p.h. for the twenty-four hours.

The Race.

A truly immense crowd surged round the tribunes and the pits, and lined the whole circuit, and as usual, vast numbers spent the night at the course. The race began in excellent weather, which held throughout except for mist, followed by rain in the early hours of the next morning. This year it was not required to put up the hoods at the start, although the run across to the lined-up cars was employed. Brisson was first away on the low, black Stutz, followed instantly by

LE MANS—continued.

the Bentley team, the Chryslers, and then the rest. Baron D'Erlanger was unable to get going for a minute or two, and then he, too, was away, and the great race had begun

The first car past the pits was No. 3, the 4½-litre Bentley in the hands of Capt. H. R. S. Birkin having done the standing lap at 72.7 m.p.h., with the other two Bentleys second and third, then the Stutz, followed by Laly's Aries, the four Chryslers, and Samuelson's Lagonda.

On his second lap, Barnato, on No. 4 Bentley, averaged 74 m.p.h., and the Stutz put up 76.2! Veritably a battle of the titans.

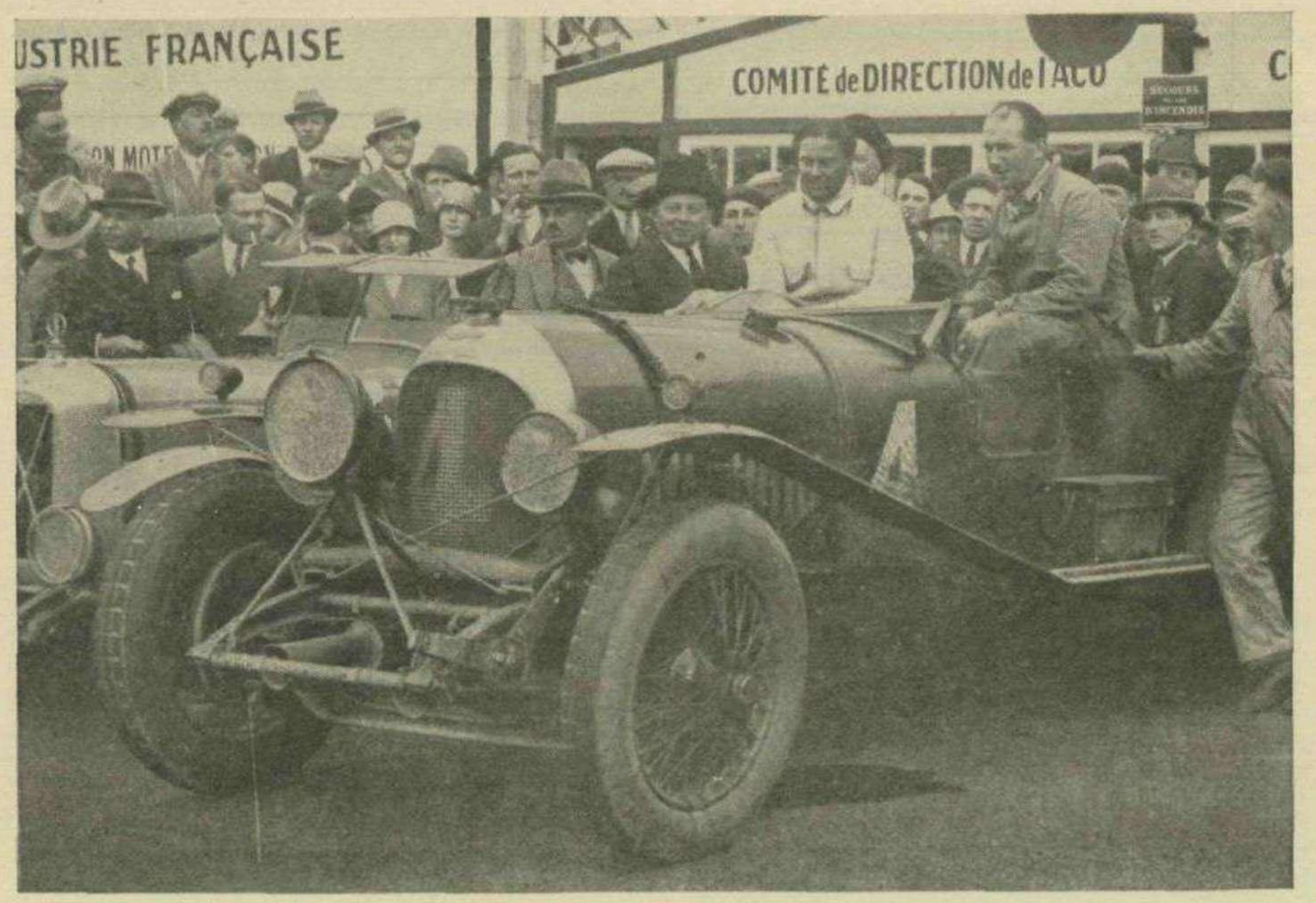
Trouble !

The second lap of Laly on the Aries was his last, and the next disaster was to Birkin's car. He punctured a rear off-side tyre just beyond Pontlieue, and after cutting the entangled cover and tube free of the wheel and brake drum, he continued on the rim, as the Bentley carried no jacks. Then, on the Arnage corner, the wheel gave way, and the drum bedded itself well and truly into the earth. There was nothing to be done but to run back to the pit, a good three miles along the course. When Birkin arrived at the pit in a state of collapse, Chassagne, his brother driver, slung two jacks over his shoulder, leapt over the counter onto the road, and set off back to the derelict Bentley. Then, after a passage of time the car arrived at the pits ; three hours had been spent *en panne*, a terrible handicap. From now on the car was driven in an inspired fashion ; after twelve hours it lay fourteenth, ninth after another six, and fifth in the final order!

Nor was this the full tale of British disaster. Samuelson, who really ought not to go about in this way, charged the sandbank on the Mulsanne turn, and, frenziedly reversing, was charged by D'Erlanger on a sister car, who was just behind. Samuelson was thrust deeper in the sand, and the other Lagonda sustained a fractured frame member on one side, making it unwise to use the front brakes. However D'Erlanger forged on with a badly cut face, and maintained a very creditable speed until the finish, despite these handicaps. Samuelson remained playing in the sand for over an hour, and then found his motor car too damaged to continue.

Retirements were now falling thickly and fast. Chrysler No. 6 fell out on his fourth lap, No. 18 Lagonda (Gallop and Hays) in the twenty-second, a Salmson on the twenty-ninth, and Aries No. 40 on the twenty-first. Bertelli (Aston Martin) withdrew on his thirty-first lap before six hours were gone, after being forced off the road and breaking the back axle casing.

After twelve hours, Bentley No 4 and Stutz were in that order, then came Chrysler (76 laps) and he other Chrysler (73 laps), Itala (73 laps), B.N.C. (71 laps) and two Alvis cars.



THE WINNING BENTLEY, WITH CAPT. BARNATO (left) AND MR. RUBIN.

At Eighteen Hours.

Eighteen hours gone, and still Bentley and Stutz fought it out grimly, with 116 laps each ; next ran the two Chryslers and the Itala. Harvey's Alvis had got ahead of the B.N.C., which was followed by Davis' Alvis, and the indomitable Birkin at last in the picture, while Casse and Rousseau were keeping their lead in the race according to the curve.

LE MANS—Concluded.

By this time there had been fourteen retirements, including No. 2 Bentley with radiator trouble (a pipe had broken, allowing all the water to escape) and the other Aston-Martin on its 82nd lap. At this point, Chassagne and Birkin arrived in ninth place.

At the twentieth hour misfortune overtook the Stutz, and it had to continue minus top gear, causing the car to fall further and further behind. Barnato, driving as one inspired, kept the Bentley in the front.

By this time, the dangerous morning mist and rain had given way to bright sunshine, and the multitude lining the course woke up and began to take notice—the end was near. Round and round thundered the Bentley, round and round swept the eight-cylindered Stutz; on and on roared the remainder of the field, lap after lap, lamps switched off, wings rattling, bodies covered in dirt, but the engines roaring as healthily as ever.

The Chassagne-Birkin effort had driven No. 3 into fifth place, which it held to the end.

The End.

After covering 1,658.6 miles, at an average speed of 69.11 m.p.h., Capt Woolf Barnato crossed the line, bringing in his Bentley to first place. Six laps behind came the Stutz, having averaged 66.42 m.p.h. Birkin's last lap was covered at the record speed of 79.803 m.p.h.

The Salmson driven by Casse and Rouseau, after an unspectacular and perfectly trouble-free run, won the Rudge-Whitworth Cup, having covered 1,372 miles, at a speed of 57.17 m.p.h.—an excellent performance. In the 2-litre class the Itala No. 12 covered the longest distance, with 1,403 miles at 58.46.

The finishing order was :—

Bentley (Barnato and Rubin)	...	...	69.11	m.p.h.
Stutz (Brisson and Bloch)	...	...	66.42	,,
Chrysler (Stoffel and Rosignol)	...	...	64.56	,,
Chrysler (Ghica and Ghica)	...	...	62.45	,,
Bentley (Birkin and Chassagne)	...	...	60.46	,,
Alvis (Harvey and Purdy)	...	...	59.19	,,
B. N. C. (Dore and Truenet)	...	...	58.75	,,
Itala (R. Benoist and Dauvergne)	...	...	58.46	,,
Alvis (Davis and Dykes)	...	...	58.20	,,
Salmson (Casse and Rouseau)	...	...	57.17	,,
Lagonda (D'Erlanger and Hawkes)	...	...	56.39	,,
Tracta (Benoist and Ballade)	...	...	53.42	,,
Lombard (Devaux and Goutte)	...	...	52.21	,,
E. H. P. (Bouriat and Bussienne)	...	...	51.67	,,
S.A.R.A. (Duval and Delano)	...	...	51.11	,,
Tracta (Bourcier and Vasena)	...	...	49.32	,,
Tracta (Gregoire and Wallon)	...	...	48.43	,,

Scap No. 24 and Scap No. 39, having done 93 and 91 laps each, respectively, did not qualify for the race next year.

THE PROGRESS OF DIRT—continued from page 299.

Phillips (well-known at Brooklands) and Gus Kuhn. The standard of riding at this track is much more uniform and, apart from these three, none seems to be very much better than his rivals.

Another big concern who have not really started work yet are Southern Speedways, who run, or will run, meetings at the Crystal Palace, Brighton and Bournemouth among other places. Their Australians include Charlie Datson and Sig Schlam, while the irrepressible Fay Taylour has shown that women or, at least that she, can do as well as most men.

Dirt Track Speedways have no track in London yet, but their riders have appeared at several of the other tracks by arrangement. However, they have held meetings at Glasgow, Edinburgh and Paris, where "Sprouts," St. George and Paddy Dean perform well, while Ivor Creek (England) and C. Williams (Wales) have attained astonishing proficiency.

Lastly, we have Greenford, which is in a class by itself; it is a half-mile track and speeds are much higher; the surface is very tricky and varies from day to day. The organisers are hampered by the locality of the track, which is difficult to reach, and they, perhaps, cannot yet afford to spend much money on improving the surface. As a track for riders (who should be the people who matter) Greenford is excellent sport. The whole atmosphere is less circus-like and more sporting, most of the riders being private owners. The star rider at present is Frank Dobson, whose record has only just been beaten by the lone-handed American, Art. Pechar, who put up a sensational ride on his Indian.

Other consistent winners are L. Dallimore who never, never slides but tears round the extreme outside edge, and the Sinclair brothers who provoke the most hectic broadsides until the "shifting sands" unseat them. Jimmie Sloman also consistently belies his name, either on an ancient A.J.S. or a New Hudson.

All the above mentioned tracks continue to draw good crowds, who seem to be intensely enthusiastic, which fact is refreshing, in that it shows that, for a time at least, Britishers can enjoy a sport which is entirely free from the artificial stimulus of betting.

THE ALGERIAN GRAND PRIX.

The Algerian Grand Prix, which took place on 6th May, over the Staonele circuit, provided yet another victory for Bugatti, the successful driver on this occasion being Lehonx. The race was for a distance of 220 miles, and Lehonx's average speed was 57.7 m.p.h.

Besides the Bugattis, the most formidable cars were the Amilcars. Meyer (Bugatti) took the lead at the outset, hotly pursued by Lehonx, who soon overtook him. The duel between the two Bugattis continued hotly until Meyer retired on the 37th lap. Thereafter Lehonx was never threatened, and the final result was as follows :—

1. Lehonx (Bugatti).
2. Cloître (Amilcar).
3. Dupont (Amilcar).
4. Seyfried (Salmson).
5. Mme. Peltzer (Bugatti).

The touring car race, held on the previous day, over the same course, was won by Boyriven on a 2-litre Omega-Six.

THE PROGRESS OF "DIRT."

A GENERAL REVIEW OF THE NEW SPORT.

BY THE EDITOR.

IT is now about two months since the "great Australian invasion" began and we have all had a chance to study every aspect of the business after personal experience.

In the first place, there is no doubt that, for the present, cinder racing is enjoying a tremendous and admittedly well-deserved "boom."

The first two or three meetings were perhaps a trifle tame, but once the invaders settled down to the somewhat "ready made" tracks even the most blasé speed merchant will admit that he is thrilled by the sensational neck and neck broadsiding spectacles which are provided.

Taking the tracks in order of magnitude, the most impressive shows are those organised by International Speedways, Ltd., who use tracks at Wimbledon, the White City and Harringay. Of these, general opinion seems to favour the White City, as being in the best actual condition, besides being a full quarter mile as opposed to the somewhat shorter circuits at the other two places.

The organisation at these tracks is remarkably efficient, being almost theatrical in its precision. All the officials wear white coats—the machines are wheeled out, pushed off, and picked up in the event of a crash, by a team of smart little men in (extravagent choice!) white flannels.

The announcer and the programmes keep everyone informed of every incident, while the slightest hitch in the proceedings is masked by an ever ready band which seems to burst into music, and still better, to lapse into silence exactly when required.

The riders themselves are mostly Australian, and all seem to be able to win at some time or other. Three riders, however, up to the present, stand out, each in his particular way. Frank Arthur, by cool, steady riding, with scarcely ever a fall, has scored a large number of wins for such trophies as the Golden Helmet, Silver Wheels, etc. Although he does not look sensational, his times show that he is probably the fastest of the bunch, and one hears that he is also an all-round rider of great merit besides a "cinder shifter." Vic. Huxley is another great winner, notable for a more spectacular style than Arthur, though not quite so certain to finish. Generally, he rides rather wider than the former, and, therefore, has to use more speed. Lastly, there is the inimitable Billy Lamont, whose one idea is speed with brute strength. He hurls his machine round at such velocity that he seems to use the outside fence as much as the actual track. When about to crash into the wire, he drops his A.J.S. on its side, and enters the straight, apparently on his left thigh, then with a kick he returns it to the vertical. All this is done at what looks like 50 m.p.h., and he is thus able to beat men who are doing 40 m.p.h. on the inside line. Sometimes these tactics come off, but more usually it is Billy! However, his riding rouses the large crowds to the wildest enthusiasm whenever he appears.

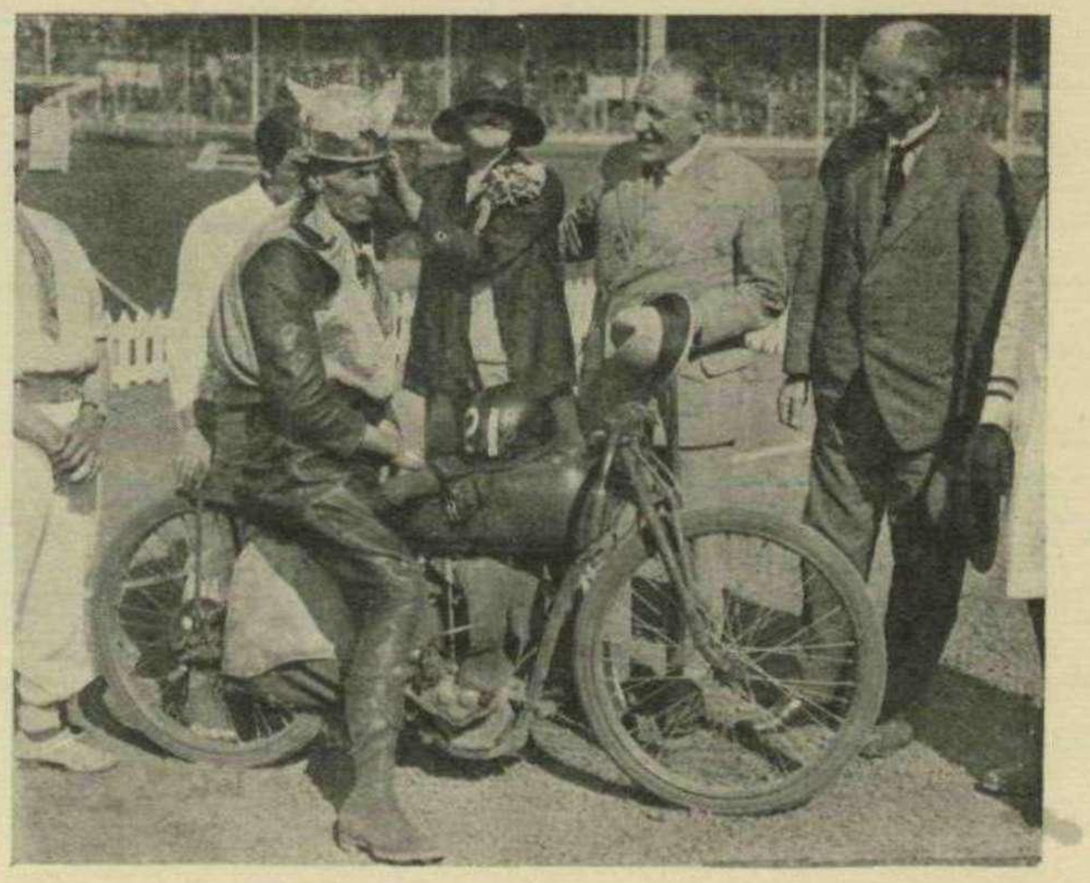
Of the English riders, Jim Kempster, by regular, serious endeavour, looks like becoming a champion, and Eric Spencer (of E. W. Douglas fame) is also rapidly improving with the aid of a very well tuned machine. Jack Parker, who won this year's Colmore Cup, has only appeared once or twice, but his riding is most sensational, and he looks as though he may one day be a second Lamont.

Other Tracks.

The first track to be used in this country was that at The King's Oak, High Beech, and this now seems to be regarded as a training ground for budding English amateurs, who like to teach themselves, without being overshadowed by Australian or American champions.

Stamford Bridge is in an excellent position for drawing large crowds and certainly provides tremendous thrills. However, the track is very narrow compared with the "I.S.L." Speedways, and the added risk of a nasty collision when a rider falls rather detracts from one's enjoyment. Here we are shown how to do it by "Sprouts" Elder, Spencer, Stratton and Art. Pechar, on Douglas, Harley and Indian machines, respectively. while the best British riders seem to be Frogley, W. H.

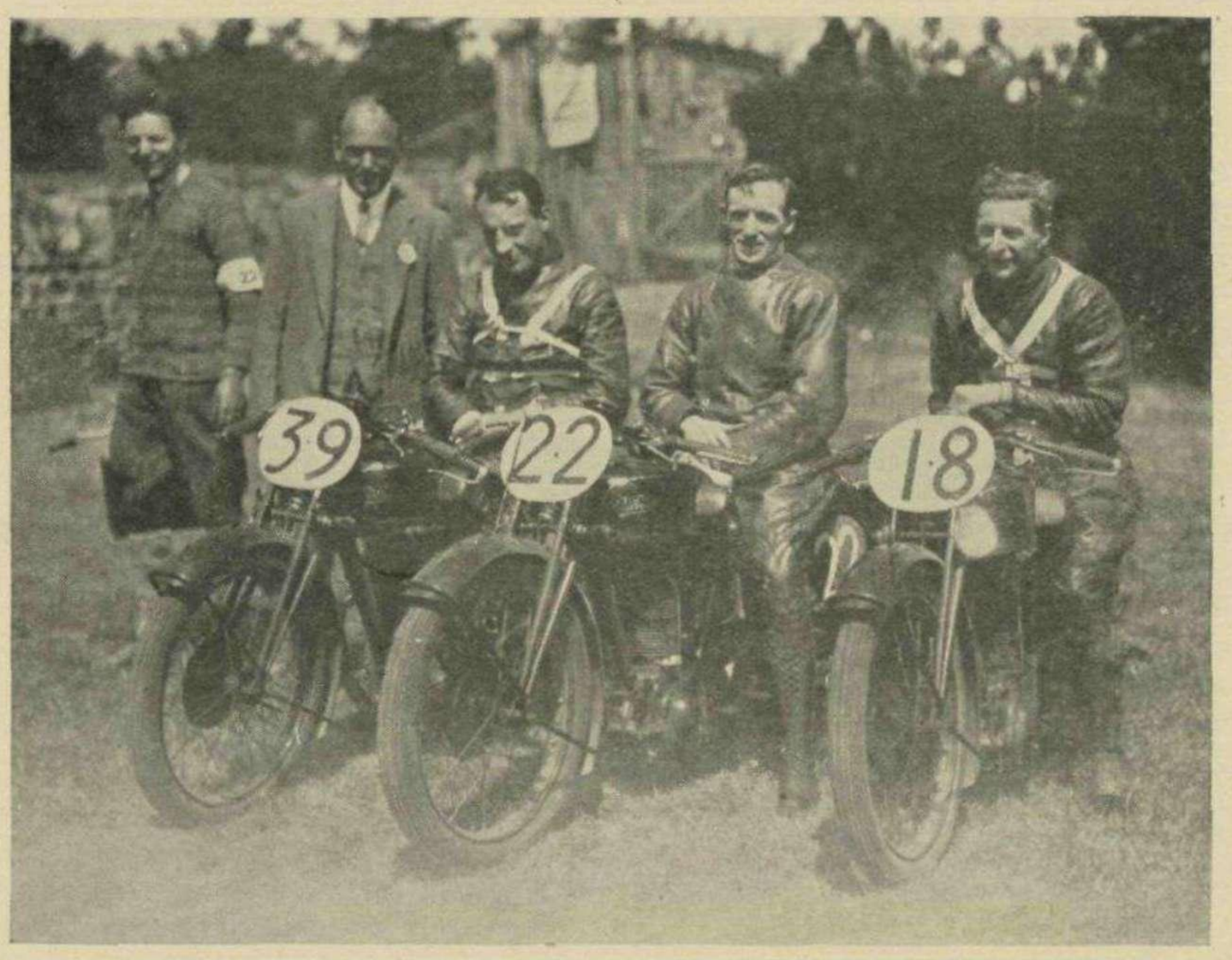
Continued on page 298.



FRANK ARTHUR, A CONSISTENT WINNER AT THE LONDON SPEEDWAYS.

THE 1928 TOURIST TROPHY RACES.

AMAZING PERFORMANCE BY VELOCETTE IN THE JUNIOR RACE.



H. J. Willis (39), Alec Bennett (22) and F. G. Hicks (18) with Mr. Percy Goodman after the Junior Race.

THE hors d'oeuvre of T.T. week, or more correctly, the Junior Tourist Trophy, was remarkable for the spectacular failure of several well-known I.O.M. racing *marques*, with reputations and lists of successes second to none. The unfortunate firms concerned were Nortons, who made their debut in this race with an untried 350 c.c. engine; Sunbeams, who seemed to have found extra speed at the expense of reliability, and A.J.S., who made a disastrous change of valve springs on the eve of the race. Not one machine of these three makes finished the course.

The race itself was not packed with excitement, though the speeds were incredibly high, and the conditions perfect. Handley disappointed everyone by not starting, owing to the alleged slowness of his Rex-Acme-M.A.G.

At the end of lap one a mild thrill was caused by the realisation that Dodson, Arcangeli, and Franconi, all on Sunbeams, were respectively first, second and fourth on time, while Alec Bennett (Velocette), with customary restraint, was lying sixth and allowing the "hares" to run themselves out. Sure enough, on the second lap, Dodson mysteriously ran out of oil at the Bungalow—an unexplained trouble which later assailed the other Sunbeams. Bennett opened his throttle ever so slightly and crept into the lead on this lap, having averaged 67.85 m.p.h. so far, and being closely followed by Simpson (A.J.S.). Arcangeli and Franconi (Sunbeams), Willis (Velocette) and Guthrie (Norton). The latter was the next important casualty, his machine being badly burnt in an exciting flare up at the pits, while Franconi also faded out from the picture on this lap.

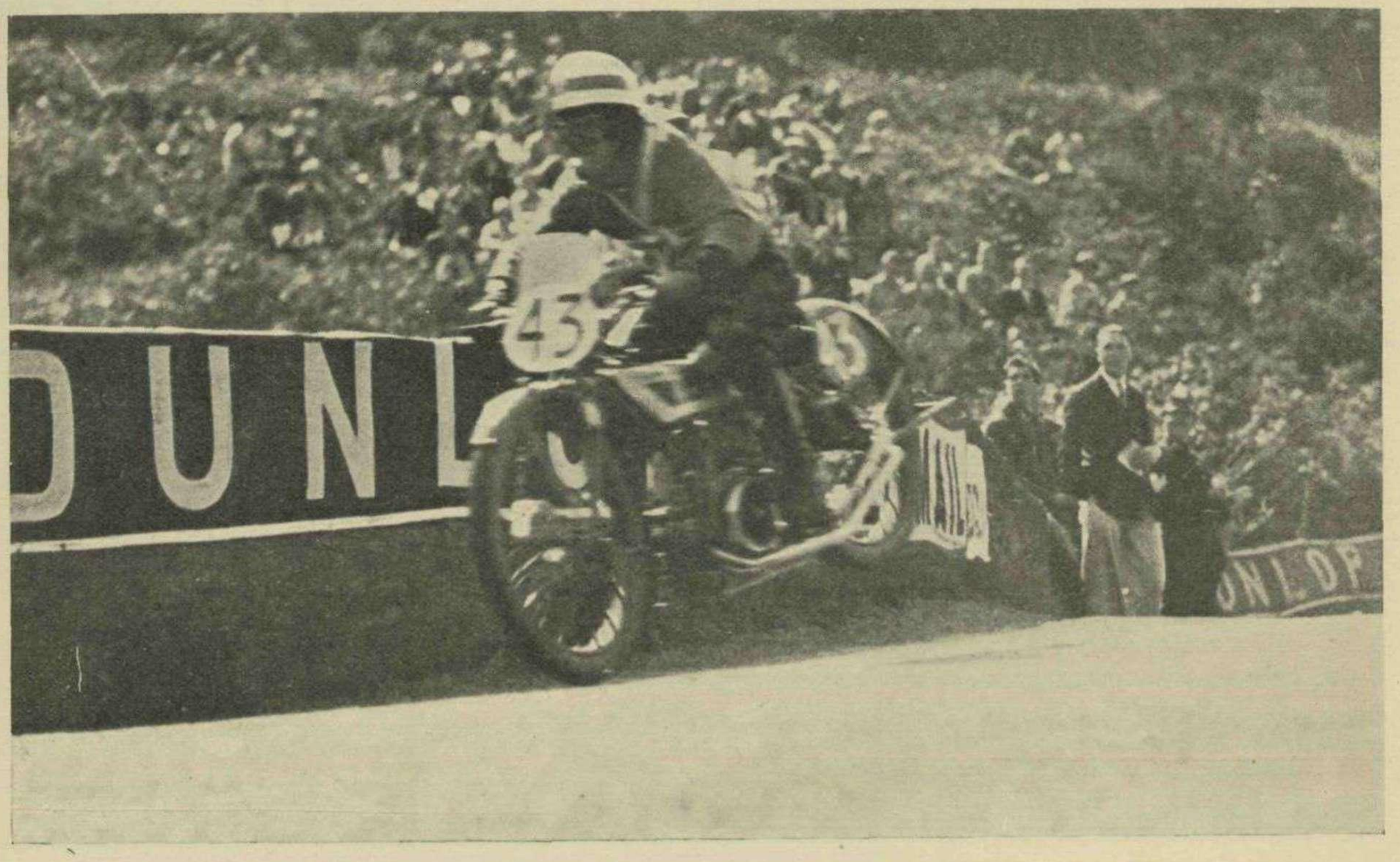
Up went Bennett's average to 68.49 m.p.h. on the third lap, and to show that there was no deception Willis brought his machine into third place by overhauling the dashing Arcangeli. Shaw (Norton) and Parker, the spectacular Douglas rider, completed the leading sextet.

During the next lap Simpson dropped back to fourth (only to retire on lap five), thus letting Willis into second place behind his impressive leader, Bennett. Kenneth Twemlow now appeared in the picture with the first proprietary engine to feature—a Dot-J.A.P., replacing Parker, who fell off at Quarter Bridge.

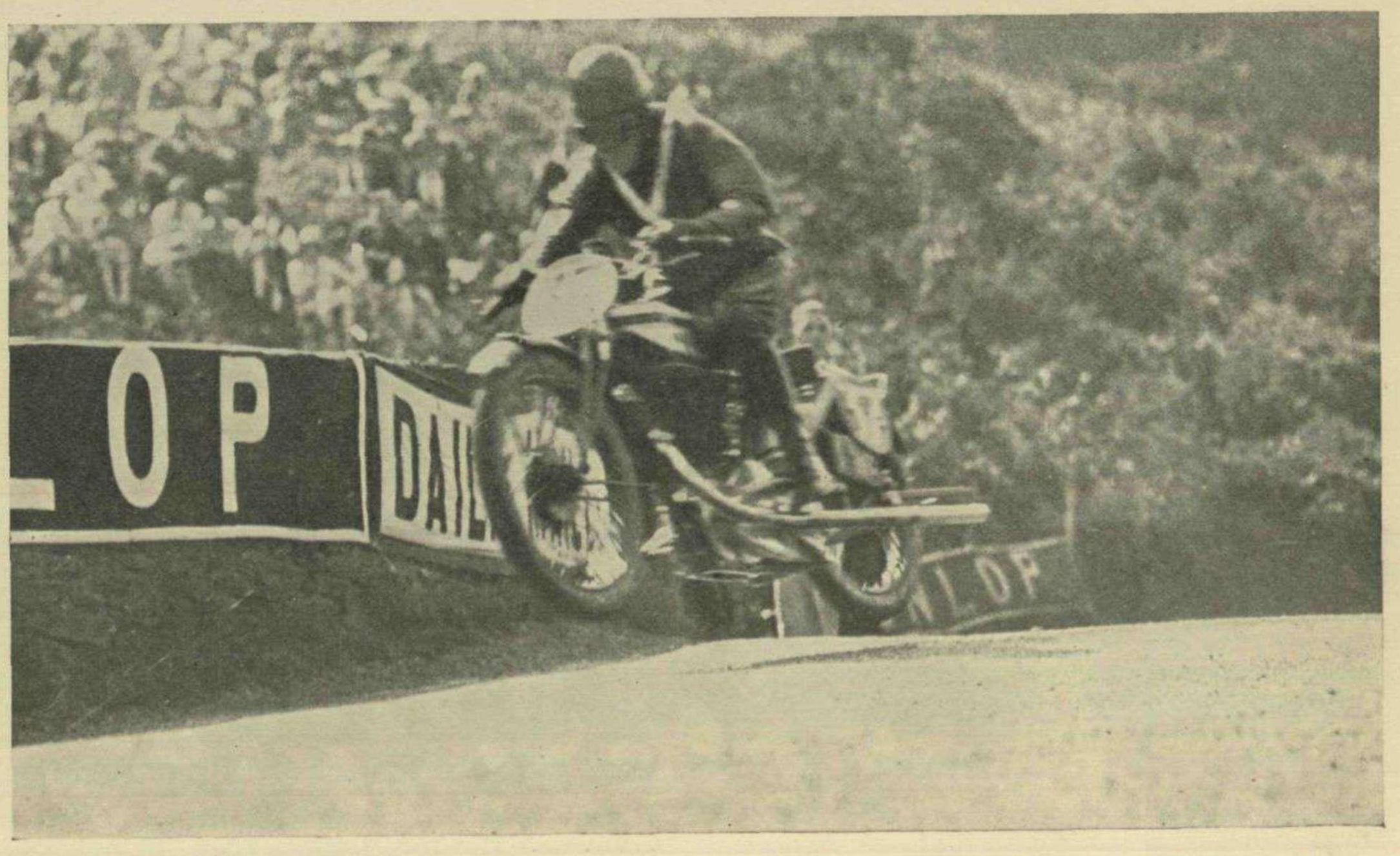
The fifth lap caused a great re-shuffle, for besides the retirement of Simpson with engine trouble, Shaw an Arcangeli were both eliminated by comparatively harmless crashes, thus Twemlow found himself in third place while Reynard (Enfield), Crabtree (Excelsior) and Jackson (Montgomery) occupied the next three places—all J.A.P. engines waiting for something to happen to the Velocettes!

However, the Birmingham machines continued to perform perfectly and, indeed, their position was strengthened when, at the end of lap six, it was seen that F. G. Hicks, the famous Brooklands rider, had displaced Jackson, the only other alteration in the leaders' order

JUNIOR TOURIST TROPHY RACE—continued.



LEN PARKER (350 c.c. DOUGLAS) LANDING HEAVILY ON HIS FRONT WHEEL AT BALLIG, IN DIRECT CONTRAST TO—



—J. W. SHAW, WHOSE NORTON IS ABOUT TO COME TO EARTH BACK WHEEL FIRST.

THE JUNIOR RACE—concluded.

being that Crabtree was 29 seconds ahead of Reynard instead of 10 seconds behind.

Bennett's fifth lap was at the astonishing speed of 70.28 m.p.h., comfortably beating 1928, and previous Junior records; his average speed for six laps was no less than 68.65 m.p.h., Willis being but 1½ m.p.h. slower, while Twemlow had averaged a beggarly 63.84 m.p.h.!

Incident was somewhat lacking during the last lap, but Hicks managed to pull up one more place as a fitting conclusion to a fine ride in which he steadily increased his speed from start to finish.

Looking back at the race, the performance of the three Velocettes is apt to overshadow everything else, though J.A.P. engines scored a high percentage of finishers. The high speed of the Sunbeams early in the race was rather a surprise to many, while several promising debuts were made (both mechanical and personal), namely, the Raleigh, which finished seventh, and F. G. Hicks and B. L. Hieatt (Cotton), who had not ridden in the I.O.M. before.

Special sympathy is due to Freddie Dixon (Douglas), who had exasperating delays on the first two laps, subsequently showing that he could have averaged a high enough speed to finish third, though actually arriving 18th!

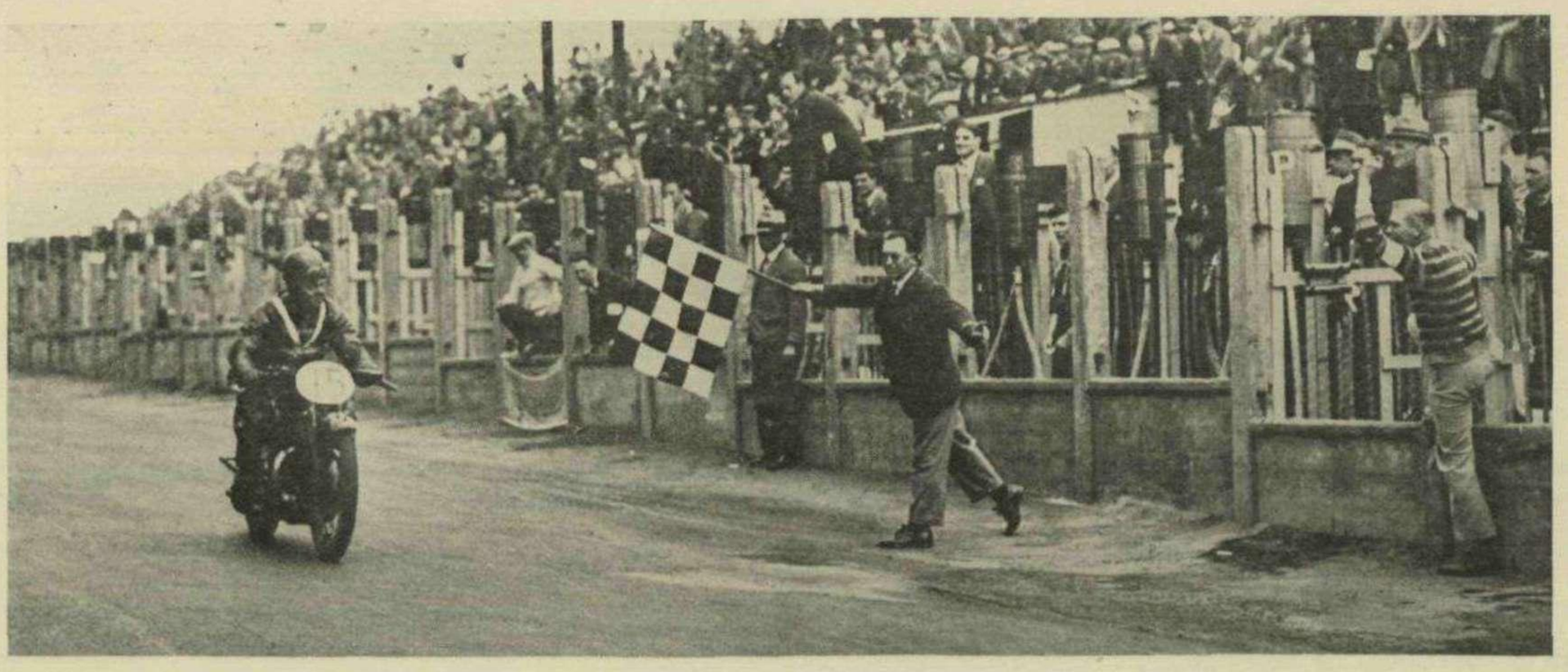
Twenty-one riders finished, the first nine gaining replicas, as follows:—

1. A. Bennett (348 Velocette)	68.65
2. H. J. Willis (348 Velocette)	67.16
3. K. Twemlow (346 Dot)	63.67
4. S. Crabtree (346 Excelsior)	63.16
5. F. G. Hicks (348 Velocette)	63.11
6. G. L. Reynard (346 Royal Enfield)	62.90
7. C. T. Ashby (348 Raleigh)	62.2
8. S. Jackson (346 Montgomery)	61.8
9. B. L. Hieatt (348 Cotton)	61.3

* * * *

THE LIGHTWEIGHT RACE

RUNAWAY WIN BY THE POPULAR FRANK LONGMAN.



F. A. LONGMAN (O.K. SUPREME) BEING FLAGGED IN AFTER WINNING THE LIGHTWEIGHT TOURIST TROPHY.

PURSUING the meal-time analogy, the 250 c.c. race should, perhaps, be described as the "soup" of T.T. week, though this year it would have been more appropriate if the Junior race were described as "cocktails," the lightweight as the hors d'oeuvres, and the Senior as the soup—in which element the riders were certainly involved!

The lightweight entry list promised a fierce tussle between Handley (Rex-Acme) and Bennett (O.K. Supreme), but during practice it became apparent that Frank Longman was seriously to be reckoned with, whereas Handley seemed to be treating this year's races with considerable diffidence.

As the starting hour approached, it was realised that a large part of the course was thickly covered with mist—a state of affairs familiar to "amateur" competitors, but strange to "pukka" T.T. riders. However, mist or no mist, the twenty-five riders were sent off on their race with time and each other.

During lap one the clocks showed that Handley, who elected to return to a Blackburne engine for this race, Porter, and Longman, were making good progress, each having overhauled one or more earlier starters. Handley completed the first lap first in just over 36 minutes, which seemed adequate in view of the poor conditions. However, when the whole field had passed,

THE LIGHTWEIGHT RACE—concluded.

it was found that Frank Longman was actually nearly ¾ minute ahead of the Rex-Acme, while another O.K.-(Vic Anstice) was running third. Barrow (Royal Enfield), Meageen (Rex Acme) and E. Twemlow (Dot) completed the leading sextet.

Alec Bennett had evidently experienced trouble as he was not in the leading dozen, and after a very slow second lap, he retired with baffiing ignition trouble.

Thus, the issue was simplified, and for five laps Longman drew steadily away from Handley who, in turn, drew slowly ahead of the field, led by the consistent Hampshire rider, C. S. Barrow.

Anstice, Twemlow, Meageen and Himing (O.K.) were the other riders in the picture while Handley was fighting his losing battle, all of whom were riding steadily at about 59 m.p.h.

A little rain fell during lap two, but in spite of this, Longman put in a record lap at 64.45 m.p.h., and from that time onwards the weather conditions steadily improved until visibility and road adhesion became practically normal.

Somewhere on the Mountain during the sixth lap Handley's motor ceased, and he coasted home to retire, thus leaving Longman with the substantial lead of 14 minutes over Twemlow, who, for the moment, was ahead of Barrow, whose engine was misfiring slightly. C. T. Ashby on his four-speed O.K. was now fifth, while Anstice who had run out of petrol at Governors Bridge yet managed to keep in the first six.

During the last lap, Longman still further increased his lead and Barrow's Enfield recovered sufficiently to repass Twemlow and finish second—by 25 seconds only.

Thus, Longman at last reaped his deserved and long-overdue victory by an almost unprecedented margin. The performance of the O.K.-Supreme was altogether remarkable, and but for Bennett's unfortunate retirement they would have won the team prize. Eleven finished, the following nine gaining replicas :—

	m.p.h.
1. F. A. Longman (246 O.K.-Supreme)	62.90
2. C. S. Barrow (246 Royal Enfield)	58.92
3. E. Twemlow (246 Dot)	58.83
4. G. E. Himing (246 O.K.-Supreme)	58.4
5. C. T. Ashby (246 O.K.-Supreme)	57.9
6. V. C. Anstice (246 O.K.-Supreme)	57.7
7. S. H. Jones (246 New Imperial)	57.1
8. J. A. Porter (246 New Gerrard)	56.8
9. S. Gleave (246 New Imperial)	56.4

A.C.U. One Day Trial.

The Auto-Cycle Union has now issued the regulations for the second annual One-Day Sporting Trial to be held on Saturday, 11th August, 1928, in the neighbourhood of Stroud or the Wye Valley. The course will naturally be of a sporting nature, and will be secret, only solo machines will be eligible, and no distinction will be made as regards engine capacity.

The Trial is promoted mainly in the interest of private owners, for whom the entry fee is £1 1s.; for manufacturers or agents the fee is £5 5s. The Trial will consist of two tests only, viz., running to schedule and hill-climbing. A schedule speed will be laid down having regard to the nature of the course, and a variation of two minutes, early or late, will be permitted. Competitors will be observed on certain hills and a clean ascent will demand feet on the rests throughout; for footing of any description five marks will be deducted, and for a complete failure ten marks.

The following prizes will be offered :—

To the private owner making the best performance, a motor-bicycle presented by the Motor Cycle Department of the R.A.C., to be selected by the winner, the list price of which shall not exceed £80. To the trade rider making the best performance, the Sporting Trial Manufacturers' Trophy, and to the lady driver, who is also a private owner, making the best performance, a fitted dressing case.

There will also be a team award for the best performance of any team of three private owners nominated by an A.C.U. Centre; and replicas will be awarded to every driver completing the course without losing more than a certain specified number of marks.

Entries close on Saturday, 21st July, 1928, and entry forms and particulars of the Trial may be obtained from the A.C.U., 83, Pall Mall, London, S.W.1. or from the Hon. Secretary of any affiliated club.

THE BOOK OF THE AUSTIN TWELVE.

By B. Garbutt and Richard Twelvetrees. (Pitman, 5s.).

The authors of this manual are to be congratulated on the excellent accomplishment of their task, and *The Book of the Austin Twelve* is a welcome and worthy addition to Messrs. Pitman's series of hand-books.

In his preface, the author says: "One is prepared to spend pounds on some small gadget to add to the equipment of the car, and yet a few shillings spent on acquiring knowledge may be a far better investment." In the case of the Austin Twelve, this remark is certainly true, and no owner driver of this make should be without his hand-book, which is certain to save time and money, not to mention anxiety and worry.

The book is written in roughly three sections. There is the first, which tells the new driver all he should know before he takes to the road. The second deals with maintenance and the treatment of the car while it is in service, and includes chapters on touring, legal knowledge, etc. The last section treats of faults, running repairs and adjustments.

Each part of the car has received exhaustive treatment in the book, with excellent diagrams and illustrations. H. M. Bateman has helped in the latter direction with some of his inimitable thumb nail sketches, which enliven the pages.

Chapter XV, on "Motor Driving as a Fine Art," should be learnt by heart by all new drivers. In this chapter, the author ranges from learning to handle the controls, to the motorist in civil proceedings, and he talks about driving fatigue, road sense, hills, night and wet weather driving, and expatiates at length on the law affecting the motorist.

The book is most handsomely produced, and printed on excellent paper, with some sixty illustrations.

THE SENIOR RACE RUN IN APPALLING WEATHER.

SLOWEST RACE SINCE 1924 RESULTS IN A WIN FOR C. J. P. DODSON (493c.c. SUNBEAM).

A SENSATIONAL race, full of surprises, fourteen riders out after one lap, and the "stars" eliminated before three—that is the Senior T.T. of 1928; sensational on account of the lack of great names in the first places, and surprising in the *debacle* of famous *marques*, and in the early retirement of those who were expected to lead the race.

The fastest lap of the race was put up from a standing start by Jimmy Simpson's A.J.S., as might have been expected. His retirement after two laps was one of the shocks in a sensational race, a retirement all the more dramatic on account of Dixon's crash in his first lap, and Bennett's retirement equally early. The race was not to the swift.

All the wiseacres and amateur prophets were confounded on the day of the race by the appalling weather conditions, for rain streamed down from a leaden sky, and thick fog obscured the mountain roads. It was certain no records would go by the board that day, and no laps would be accomplished in the neighbourhood of 74 m.p.h., as had been whispered here and there before the race. Moreover, the conditions were such that no one rider would have a great advantage over another—all would be on par in the race over the slimy roads and greasy bends.

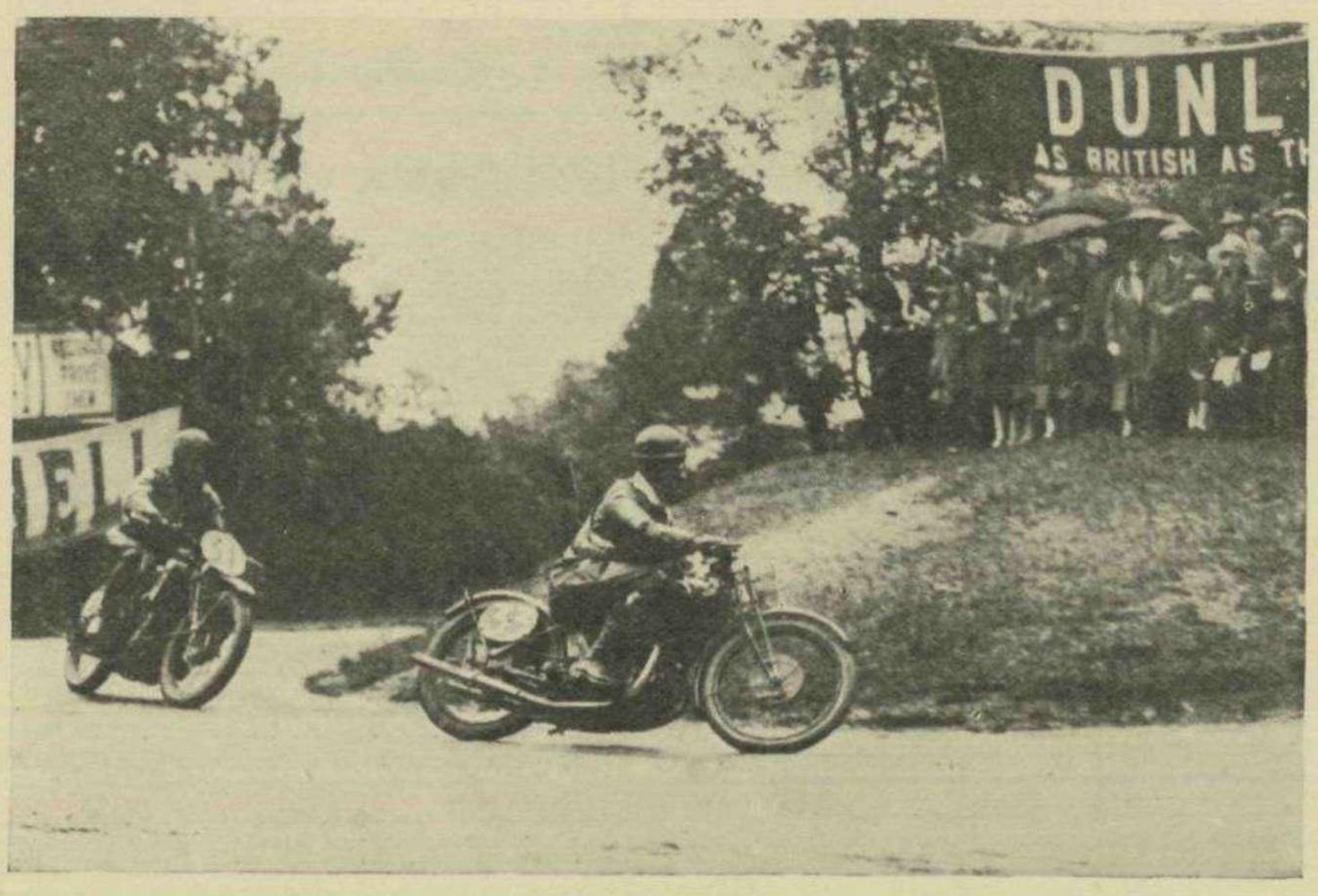
The rain eased up and actually ceased when the riders assembled at the start, but during most of the day it was raining, off and on, in some part of the island. Promptly at ten o'clock No. 1 got away—Brockbank on the Cotton, followed by O. Langton (Scott) on what proved to be his first and last lap. No. 13, Amott (Rudge), failed to get away until recourse was had to the tool case, and there is no doubt that, had he made a better start, his name would have been much higher in the final order.

Early Retirements.

The race was hardly in progress before news arrived that Langton had crashed at the Gooseneck—the first of many who fell by the wayside at this point. Bennett made no ground, and was next announced as retired, his trouble being a broken rocker arm, and Dixon, who never crashes, measured his length at the Gooseneck and retired. The race hardly begun, and two stars out!

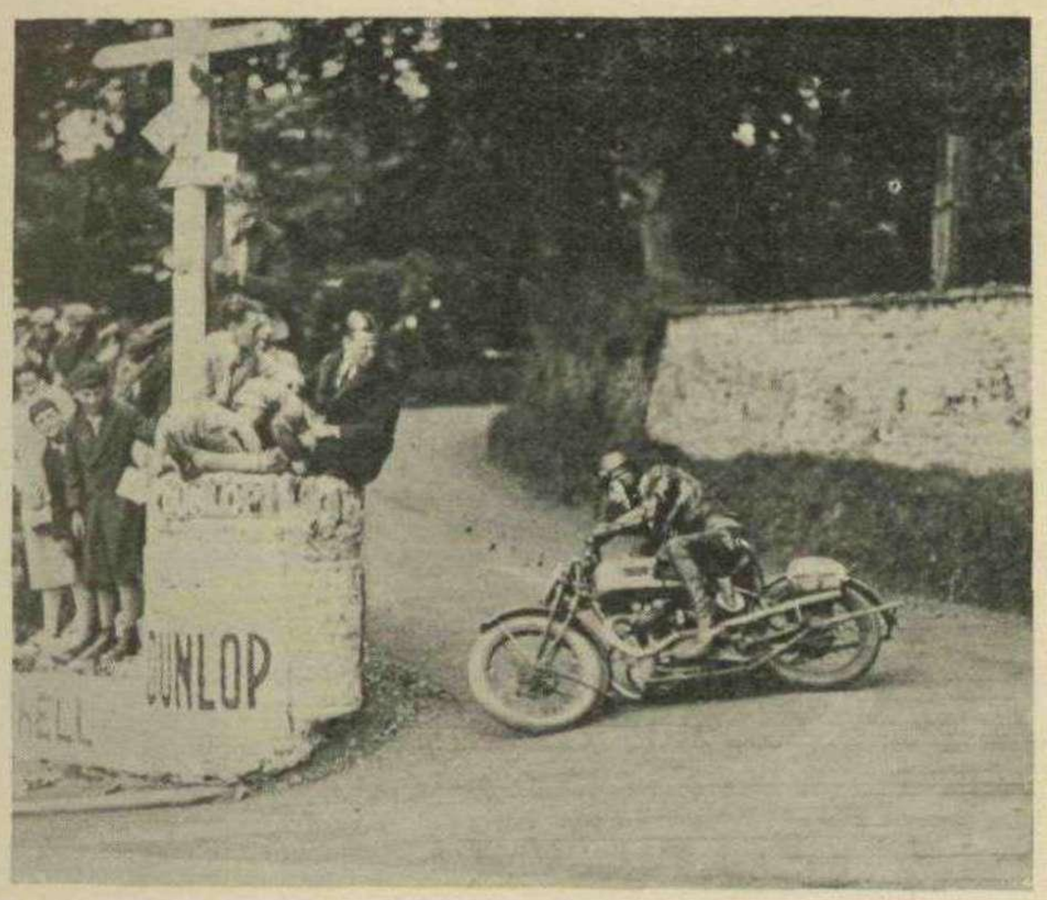
This sensational first lap found the leader in Simpson (A.J.S.), who had put up a lap from the standing start at 67.94 m.p.h., the fastest lap of the race, while Craig (Norton) lay second, with four Sunbeams roaring in his wake, running third, fourth, fifth and sixth.

The victims of that first lap, when the riders were unaccustomed to the terrible conditions of the course! Dixon and Langton were out with crashes, Evans (Triumph), after a collision with Lamb (Norton), and the list of Norton stoppages—Bennett, Guthrie, Shaw and Mathews!



G. W. WALKER (RUDGE) AND E. MAINWARING (SCOTT) AT RAMSEY HAIRPIN.

THE SENIOR RACE—continued.



A. D. Reid (Triumph) attempts to broadside round Governor's Bridge.

Six Leaders on Lap 1.

1. J. H. Simpson (A.J.S.), 67.94 m.p.h.
2. J. Craig (Norton).
3. E. A. Simcock (Sunbeam).
4. F. Franconi (Sunbeam).
5. C. J. P. Dodson (Sunbeam).
6. L. Arcangeli (Sunbeam).

Changes in Lap Two.

The second lap saw a re-shuffling in positions. Simpson still led the way, with Craig, the Norton hope, some way behind him. Handley now toured in, having retired with magneto trouble, and others who only managed to complete one lap were Johnston (Cotton) and Braidwood (P. & M.), who fell off just above the Gooseneck.

Now Dodson's Sunbeam came into fourth place, while Simister (Triumph) and G. W. Walker (Rudge) crept into fifth and sixth positions; Franconi's Sunbeam fell back to seventh, and Arcangeli's to tenth place, but Stanley Woods (Norton) could do no better than twelfth, although he shot past the stands on his third lap at terrific speed.

Lap 2 Leaders.

1. J. H. Simpson (A.J.S.), 67.37 m.p.h.
2. J. Craig (Norton).
3. E. A. Simcock (Sunbeam).
4. C. J. P. Dodson (Sunbeam).
5. T. Simister (Triumph).
6. G. W. Walker (Rudge).

Simpson Falls Out.

The third lap saw the exit of the meteoric Simpson, with mechanical trouble at Kirkmichael, followed immediately by Craig's Norton at Sulby, also with engine trouble, leaving Dodson to take the lead by a matter of seconds from Simcock. The leaders were so closely bunched together at this period that it was impossible even to guess at any results.

Leaders on Lap 3.

1. C. J. P. Dodson (Sunbeam), 62·98 m.p.h.
2. E. A. Simcock (Sunbeam).
3. H. G. Tyrell-Smith (Rudge).
4. G. W. Walker (Rudge).
5. T. Simister (Triumph).
6. E. Mainwaring (Scott).

During the next lap the weather conditions grew somewhat better. The rain stopped, and visibility improved, although the sun refused to appear. T. Spann (A.J.S.) was one of those who made hay while he could, and moved up from eighth place to fourth, and Graham Walker came into second, but Tyrell-Smith attempted to go a little too fast, and crashed, not, however, badly enough to force his retirement.

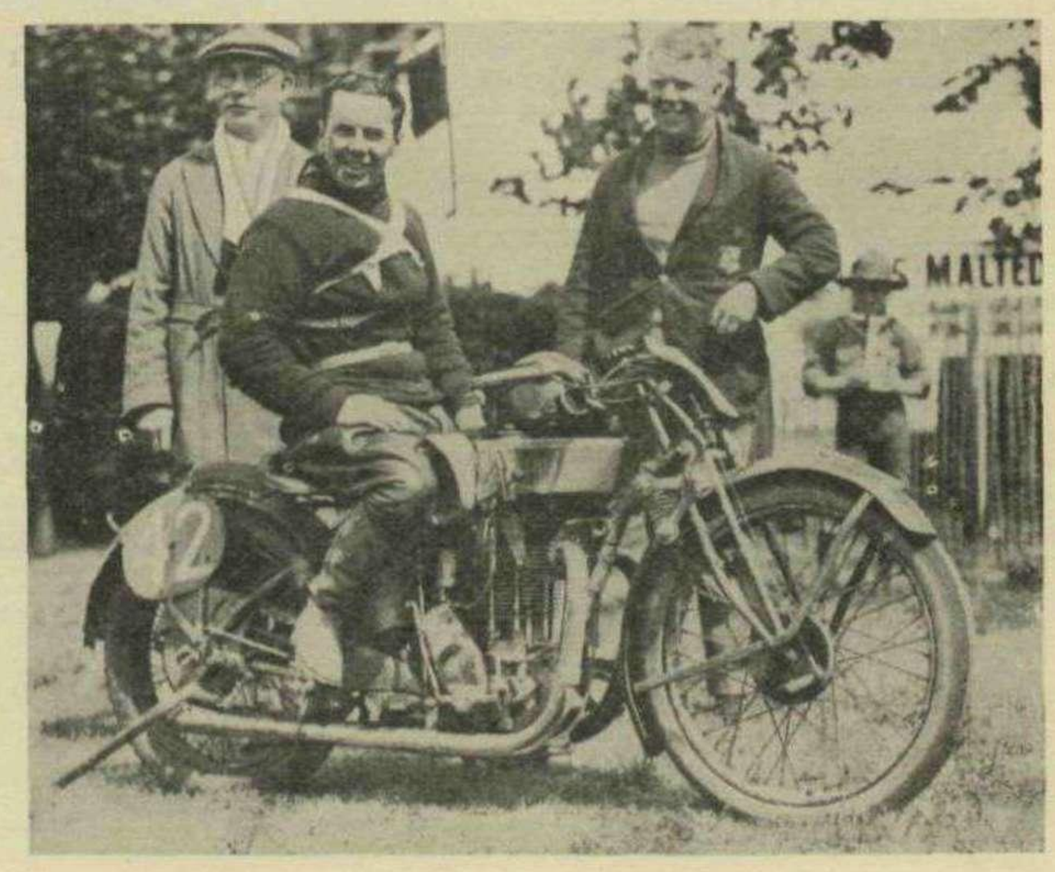
In this lap Stanley Woods came up to fifth place, with Franconi on his heels. The Scott hopes were shattered when Mainwaring retired with his engine *hors de combat*. Hobbs (Triumph) came off on the Mountain and E. K. Langton withdrew his Scott at Ballaugh. Tyrell-Smith reached the pits and began to bend his model straight again, but lost a great deal of time in the process.

Six Leaders of Lap 4.

1. C. J. P. Dodson (Sunbeam), 62.87 m.p.h.
2. G. W. Walker (Rudge).
3. E. A. Simcock (Sunbeam).
4. T. Spann (A.J.S.).
5. S. Woods (Norton).
6. F. Franconi (Sunbeam).

Improvement in the Weather.

The roads were now slowly drying, and the mist was dispersing over the mountain, with the result that higher speeds were beginning to be possible. The issue lay between Dodson and Graham Walker, and both men were doing all they knew. In this lap Rowley passed Hatch (Scott) and took ninth place, and Amott (Rudge), after his bad start, was running dead level with Tyrell-Smith, now going again after his crash, in twelfth position. Woods brought his Norton up to fourth, with Simcock 32 secs. behind him, while the two foreigners, Arcangeli and Franconi, held their Sunbeams in seventh and eighth places, respectively.



C. J. P. Dodson at the finish. With him are J. E. Greenwood, the Sunbeam designer, and W. L. Birch, the well-known amateur.

THE SENIOR RACE—concluded.

LEADERS LAP 5.

1. C. J. P. Dodson (Sunbeam), 63.51 m.p.h.
2. G. W. Walker (Rudge).
3. T. Spann (A.J.S.)
4. S. Woods (Norton).
5. E. A. Simcock (Sunbeam)
6. T. Simister (Triumph).

Lap six provided the next sensation ; Dodson crashed and bent his machine, and Graham Walker took the lead, with the damaged Sunbeam desperately striving to regain lost time. Woods fell back behind Simister, and Simcock failed to re-appear, while Rowley (A.J.S.) now came into seventh place.

LAP 6.

1. G. W. Walker (Rudge), 63.28 m.p.h.
2. C. J. P. Dodson (Sunbeam).
3. T. Spann (A.J.S.).
4. T. Simister (Triumph).
5. S. Woods (Norton).
6. L. Arcangeli (Sunbeam).

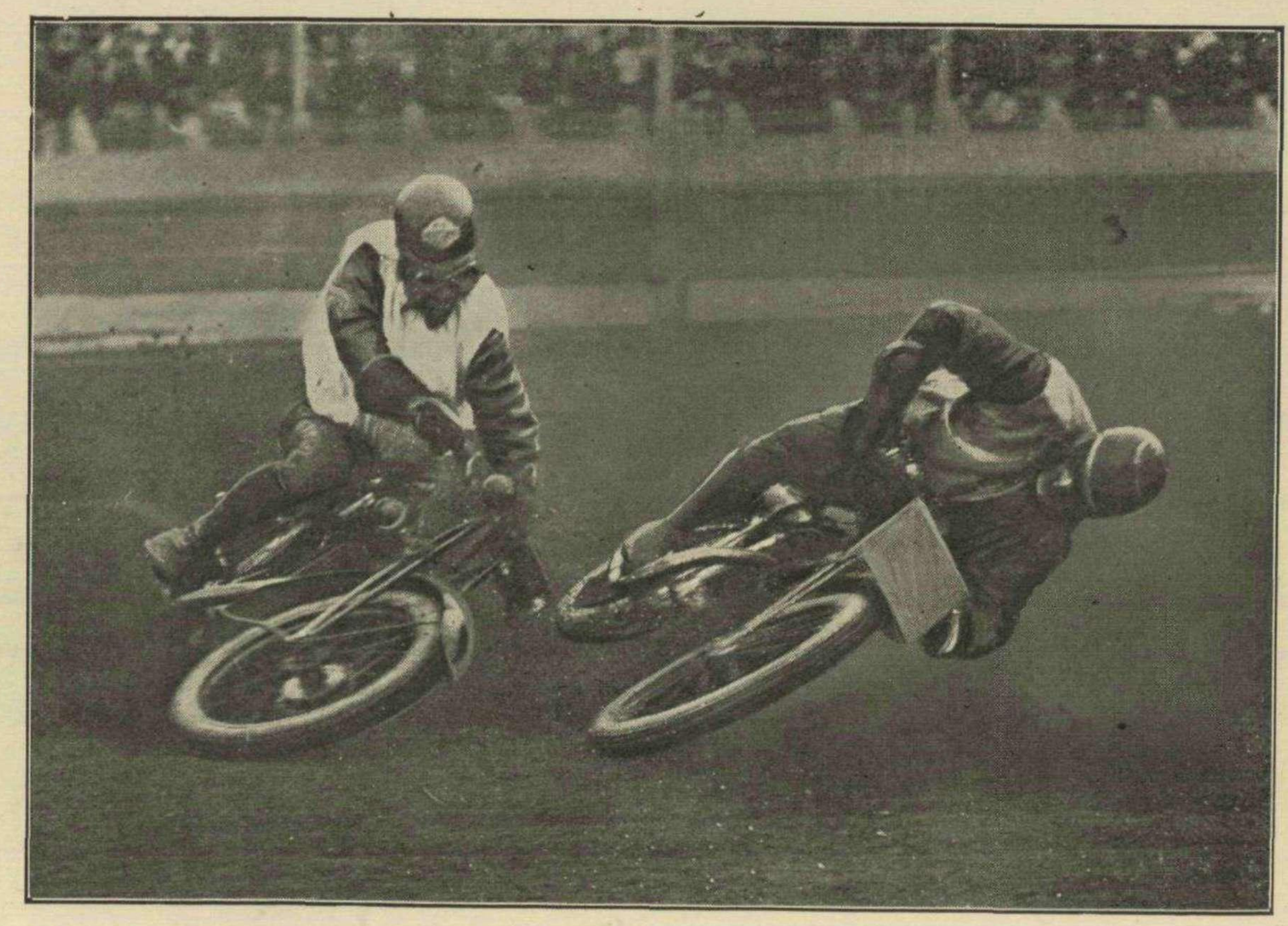
Walker's Bad Luck.

Then began the last and fateful lap, with much alteration in the aspect of the race. First, Simister fell out at Ballacraine with engine trouble, then Spann broke a chain which put him out of the running, although he got going again later. Then what was perhaps the worst stroke of bad luck in the whole race befell Graham Walker, whose engine blew up at the Gooseneck within twenty miles of the finish, and thus allowed the crippled Dodson again to take the lead, with Rowley running second, and Hatch in third place. And so they finished Dodson winning after a wonderfully plucky ride, while the sympathy of everyone went out to Graham Walker in his wretched luck.

TROPHY AND REPLICAS—FINAL ORDER

1.	C. J. P. Dodson (493 Sunbeam)	62.98	m.p.h.
2.	G. E. Rowley (498 A.J.S.)	61.27	,,
3.	T. L. Hatch (498 Scott)	60.89	,,
4.	H. G. Tyrell-Smith (499 Rudge) ...	60.52	,,
5.	S. Woods (490 Norton)	60.42	,,
6.	E. A. Mellors (490 Norton)	59.77	,,
7.	F. Franconi (493 Sunbeam)	59.61	,,
8.	J Duncan (498 Raleigh)	59.59	,,
9.	A. E. Warwick (490 P. & M.)	59.15	,,
10.	A. R. Quinn (498 Triumph)	59.13	,,
11.	J. H. Amott (499 Rudge)	59.09	,,
12.	H. Langman (498 Scott)	58.34	,,
13.	T. Spann (498 A.J.S.)	58.16	,,
14.	F. A. Longman (496 New Hudson) ...	57.36	,,
15.	L. Arcangeli (493 Sunbeam)	57.09	,,

The *Motor Cycle* Visitors Cup went to F. Franconi, and the Sunbeam manufacturers won the trade team prize.



A FAMILIAR SPECTACLE AT A CINDER TRACK MEETING—TWO RIDERS SLIDING TO EARTH.

EXPERIENCES WITH A 100 M.P.H. FRONTENAC FORD.

By D. and M. CONAN DOYLE.

SINCE dirt-track racing is becoming popular, we think readers of MOTOR SPORT might be interested in a description of the only real dirt-track racing car in England. This car is the Indianapolis type of Frontenac such as, driven by Joe Murphy, won the Indianapolis race of 1921 at an average speed of 87 m.p.h. In fact, the sister car of our bus, driven by Mr. A. E. Moss, came in 13th in the Indianapolis of two or three years ago, out of 42 starters, at an average speed of 84 m.p.h. for the 500 miles.

The car is different from the ordinary American Fronty-Ford racer, as although it has the same stroke and bore as the Fronty-Ford, the engine itself is not just converted by the cylinder heads, but was made as a Frontenac by Arthur Chevrolet, the American racing designer and brother of the famous manufacturer. Where we hope to score in dirt-track racing over here is by its colossal acceleration and enormous wheel track. The base chassis is only seven feet long, and the track is *five feet* wide. The overall length of the car is eleven and a half feet, including the petrol tank behind.

In appearance she is a very typical American speed car—long bonnet and well-cowled scuttle, flexible whipcord-bound steering wheel, outside brake and exhaust pipe, two bucket seats, no tail, but just a large 25 gallon petrol tank and a spare wheel.

With regard to the engine itself, a special oversize balanced crankshaft is fitted and connecting rods are lightened and balanced. The fly-wheel is dismantled, all magnetos and coils being removed, and is turned to 10 ins. diameter. If the full size wheel is used, it will fly to pieces when high revs. are reached. Special aluminium pistons are fitted and pressure oiling to all bearings through drilled crankshaft, a water pump being also fitted. The compression of the standard racing Fronty head is 80 lbs. The wheels used on dirt-tracks are 28 ins. × 4 ins. Standard spring is used throughout, but one flexible connecting shackle is substituted for a fixed shackle, front and rear. Special double radius rods are used for the front axle.

Acceleration.

Her acceleration is most extraordinary. With her engine de-tuned for road use, I can reach a speed of 75 m.p.h. in 25 seconds from a standing start. When this car was properly tuned, Mr. A. E. Moss, giving an exhibition run at the Cambridge University speed trials, covered the 600 yards, of Hatley Park Hill in 23 seconds from a standing start, thus making the record for the course. The car left the ground completely at the top.

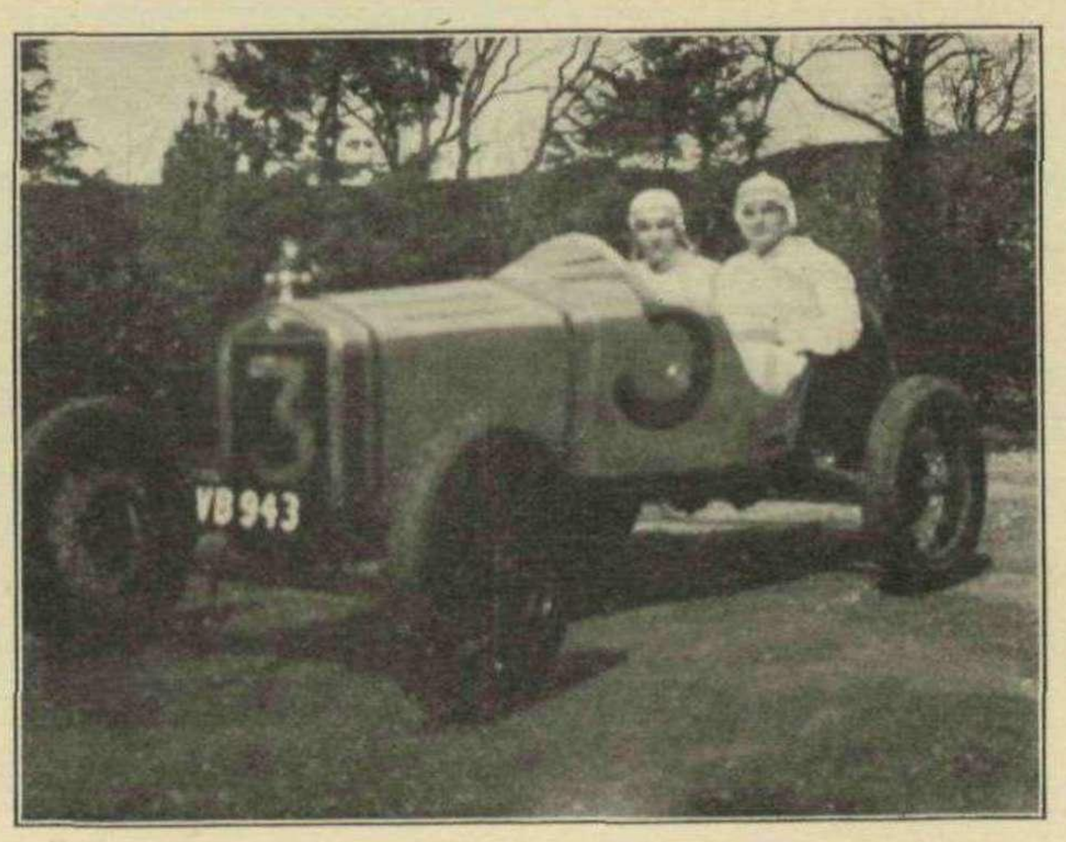
Top gear is seldom used on the road, except on very long straights, and as yet we have had no opportunity to test its maximum speed, but it must be fairly high, as just over 100 m.p.h. has been reached on top gear.

Driving our Frontenac on the road is a very mixed pleasure, for living at a certain popular, highly-situated Sussex golfing resort, where anything that is up-to-date is unpopular, the car is heartily disliked. The police of the neighbourhood are very good chaps, but the local elders are quite unable to distinguish between safe fast driving, and road-hogging, although, unfortunately, many of them favour the latter style when at the wheel themselves.

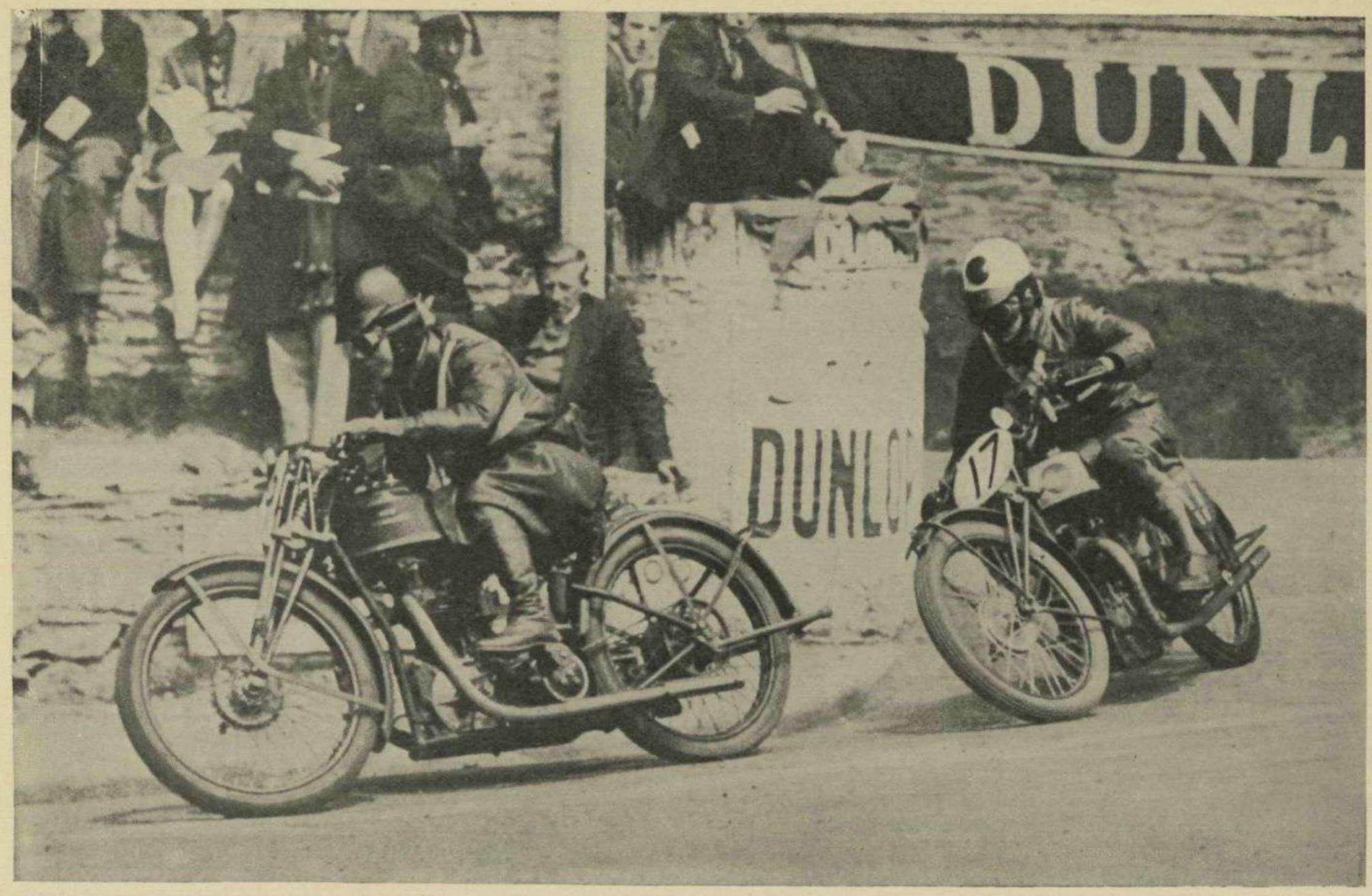
Starting Difficulties.

A great drawback to this car is the frightful difficulty experienced in starting it. We generally allow about two hours every morning in which to start her. Five or six of us assail the garage, drag the car out, and having ki-gassed her, etc., we swing her until we are all tired-out or until one of us has broken a knuckle. We then push her to a conveniently near hill, after having shoved her down it for or five times without result, we phone the local garage to send a lorry down, and in the meantime we stand on the side of the road, an oily and bad-tempered crew, surrounded by an interested crowd of tradesmen, telegraph boys, caddies, nurse-maids, etc., and we are entertained by such remarks as "Look'ere, Jarge, that be his steering," pointing to the speedometer cable. "I see 'im go by ole John's farm at three mile a minute yesternight." "Ole Jorkins'll 'ave 'im, 'e will. 'E's an 'ot un, 'e is!"

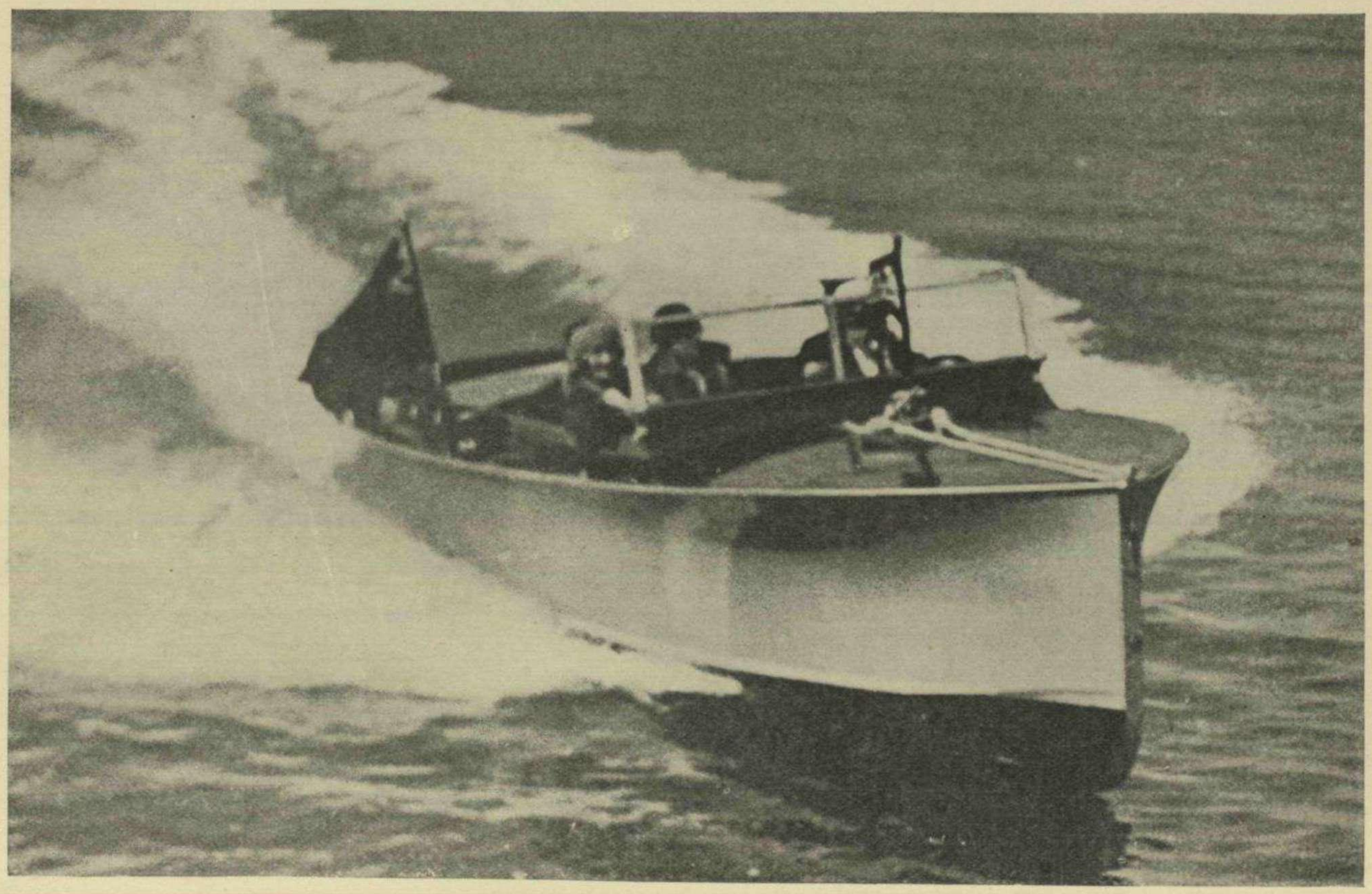
At last the lorry arrives, and we hitch the car on behind, and after about a mile of towing the engine starts, we cut her loose and then the engine stops. After about another half-mile of this the car gets going properly and away we hop.



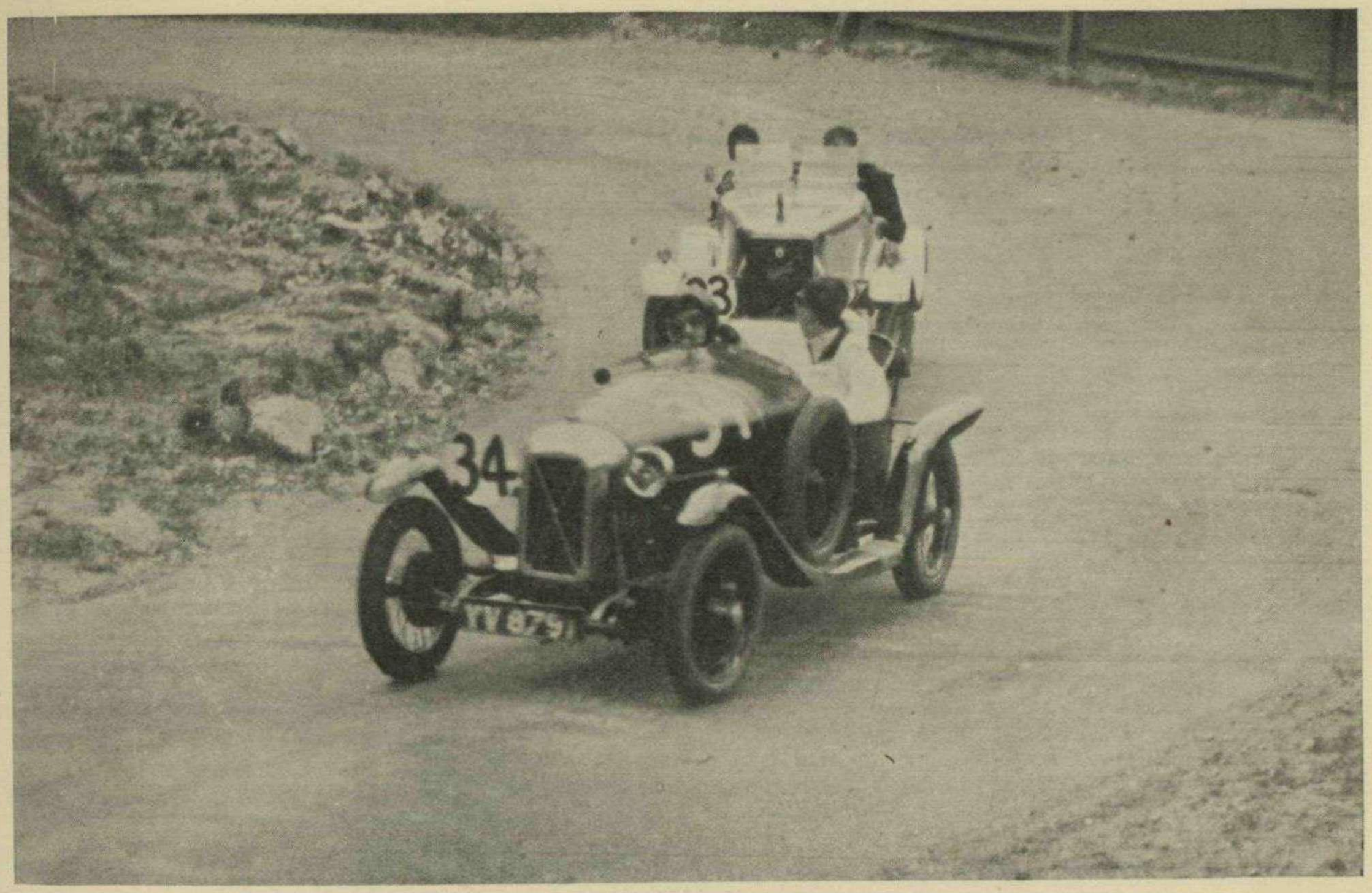
THE AUTHORS IN THEIR FRONTY FORD.



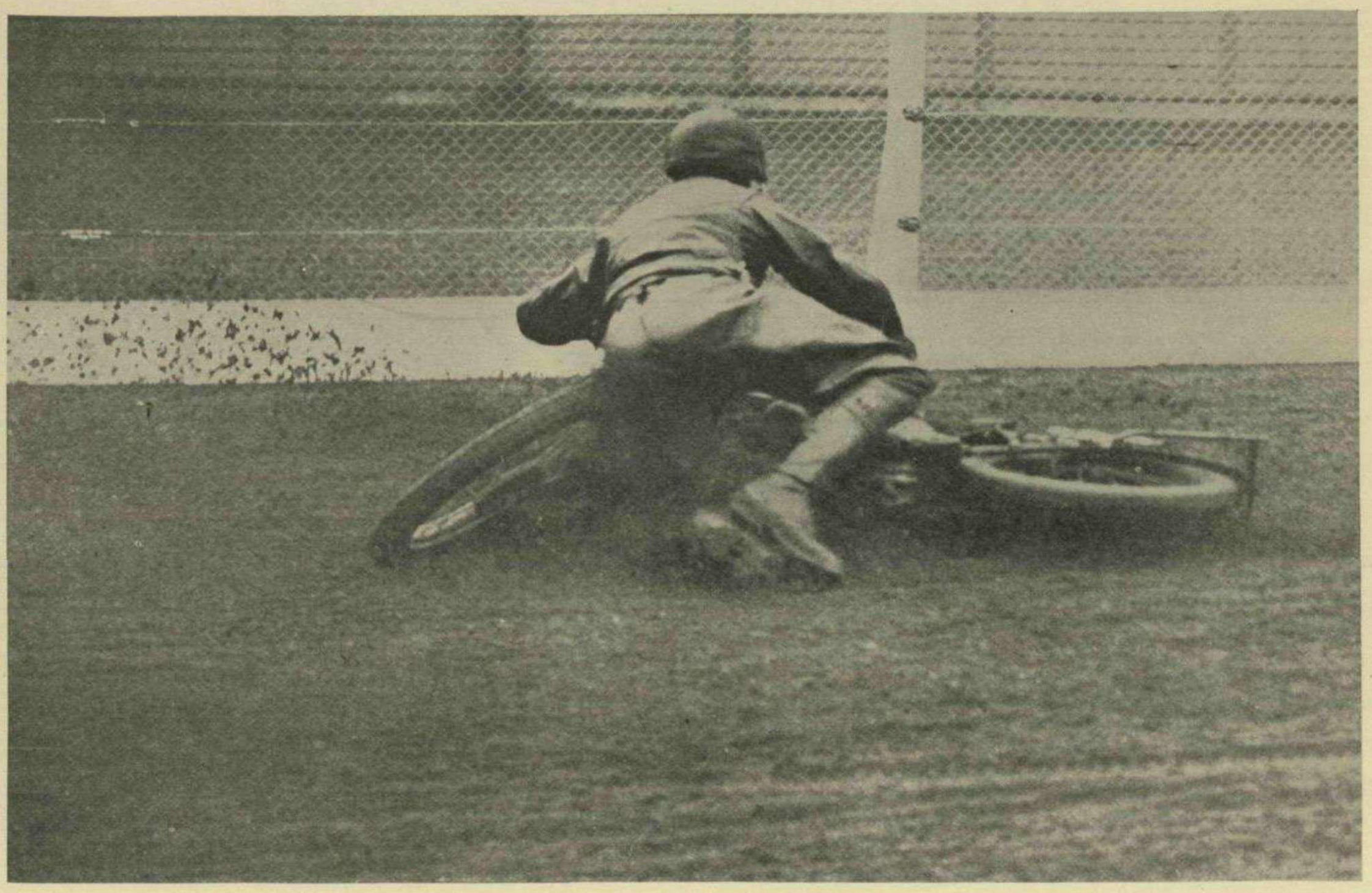
A SELECTION OF PHOTOGRAPHS SHOWING SUMMER MOTORING ACTIVITIES—ABOVE: J. A. PORTER AND E. TWEMLOW IN THE LIGHTWEIGHT T.T.—



MR. GRAHAM WHITE BELIEVES IN THE THRILL OF MOTOR BOATING AND IT CERTAINLY WOULD APPEAR MORE—



—WHILE HERE WE SEE TWO LADY DRIVERS, MISS MACHONACHIE (SALMSON) AND MISS WORSLEY (JOWETT) IN THE J.C.C. HIGH SPEED TRIAL.



—SUITED TO SUMMER WEATHER CONDITIONS THAN DIRT TRACK RACING, THOUGH THE LATTER SPORT DRAWS THOUSANDS OF SPECTATORS.

SPORTING CARS ON TEST.

THE 3-LITRE BUGATTI.

By THE EDITOR.

AT the last Olympia Motor Show, Ettore Bugatti departed from his previous practice of building only racing or sporting models, and surprised his many followers by introducing the first serious attempt at a Bugatti touring car.

This was the new 3-litre, 8-cylinder model, which differs in size and in certain features of design from any other type of Bugatti. To begin with, excepting only the formidable "Gold Bug," of some 15-litre capacity, this new car is the largest Bugatti (by some 700 c.c.) that has yet been produced.

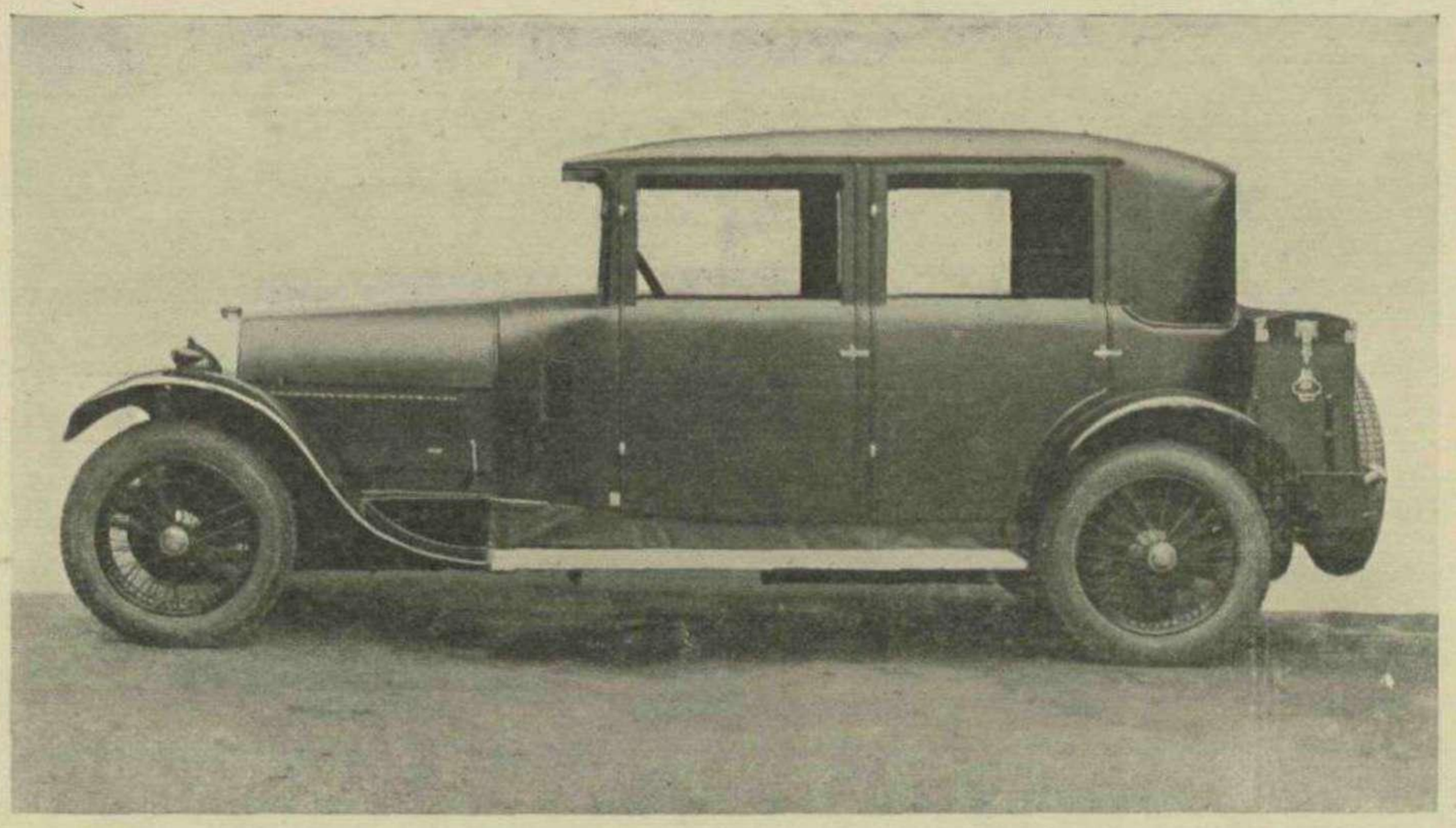
Secondly, in view of the larger size of the engine, and in order to ensure the minimum of vibration, the designer has wisely used the maximum number of bearings to the crankshaft, namely, nine, an interesting point when it is remembered that five bearings are considered sufficient for the 2,300 c.c. supercharged model.

In other respects the type "44" (as it is called) follows Bugatti practice very closely, having the unusual arrangement of three overhead valves per cylinder) two inlet and one exhaust, operated by an overhead camshaft, and forced feed lubrication by a pressure pump. The standard Bugatti chassis layout is followed, consisting of semi-elliptic front springs passing through the circular front axle, and quarter elliptic rear springs anchored at the extreme end of the chassis, running forward to the back axle casing.

Central control four-speed gearbox and cable operated four-wheel brakes complete the general specification of the new model.

In the past there have been many enthusiasts who were prepared to sacrifice docility and flexibility for the undisputed "pep" common to all Bugatti models' but even the most enthusiastic could not claim that their cars were comfortable touring vehicles. The 3-litre model was introduced to remedy this state of affairs and, with a view to testing its success or failure in this direction, I was very pleased to accept the loan of Colonel Sorel's private car for a day's trial.

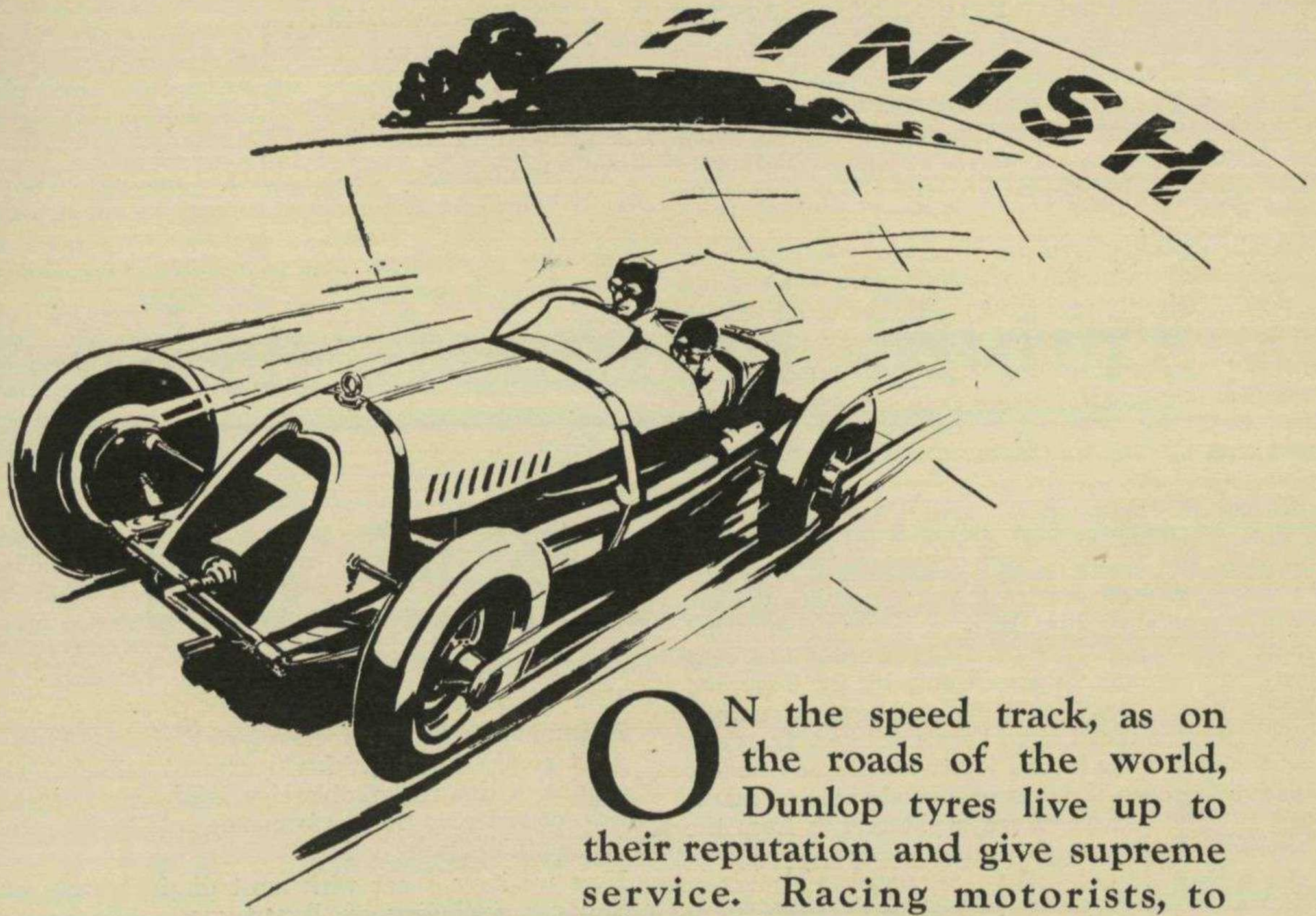
The car in question is fitted with a low built fabric saloon body of a type which is becoming increasingly popular among sportsmen who realise that the extra comfort more than outweighs the almost imperceptible sacrifice of performance.



THOUGH NOT SPORTING IN APPEARANCE THE SALOON BODY DOES NOT CRAMP THE PERFORMANCE OF THE BUGATTI.

Although, personally, I deprecate the fitting of a saloon body on a sports car, there can be no doubt that this class of body is of greater utility than the open type, and on a car of such definite "dual personality" as the new Bugatti, or for that matter, on any high grade sports model, there is no serious objection to its use.

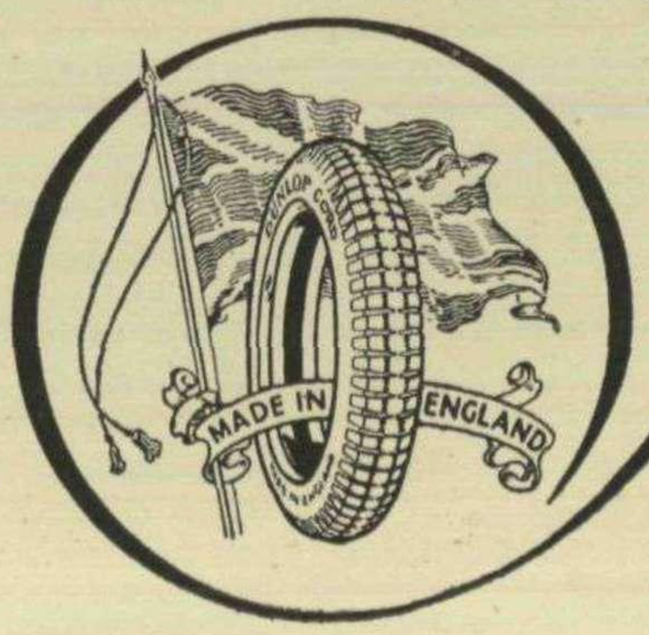
Settling ourselves aboard in the heart of London, we, driver and crew, at once realised that a comfortable day was before us, for seating accommodation, suspension and ventilation seemed to be extremely adequate. Having a peculiar fad for sitting right up to the steering wheel, I was disappointed to find that the front seats made this impossible without the aid of a rolled-up overcoat at my back. However, this makeshift worked well—I found all the controls handy and my view of the front wings unobstructed.



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SPORTING CARS ON TEST—concluded.

I was immediately impressed by the ridiculous lightness of the major controls and in particular of the clutch pedal. The latter was almost incredible and suggested those Olympia models in which a special (and quite useless) clutch spring is fitted to gull the unsuspecting buyer.

That the spring pressure was perfectly adequate we soon discovered on moving off—in fact the car was apt to " judder " slightly as the clutch was engaged, suggesting a certain fierceness in the latter.

In traffic, the car proved a delight to handle as either the top gear crawl or the second gear " buzz and jump " method could be indulged in at will. It was soon realised that all the drawbacks of the more " racing " Bugattis were absent, giving place to real docility, smoothness and silence at low speeds and at the same time not excluding such desirable *traits* as splendid acceleration and deceleration. Although it is hardly likely that a top gear fiend will ever drive one of these cars, yet if such should be the case, he would find that the engine would readily respond to his crude and lazy methods, in a manner surpassed only by the large and woolly American. On the other hand, once the rapid changes of engine speed have been mastered, the gearbox artist will find the lever a joy to handle, as no effort is required and even if an error of judgment is made, the fact is only betrayed by a slight crunch from the machinery.

Good Acceleration.

On the open road it soon became apparent that we had a very lively speedometer in front of us, but as we were bound for Brooklands and had a stop-watch with us, its optimism did not deceive us. Subsequent tests showed that the corrected speeds on the various gears were approximately as follows:—1st gear, 30 m.p.h.; 2nd, 40 m.p.h.; 3rd, 60 m.p.h. All these speeds were obtained with great rapidity and without fuss or vibration; when accelerating or decelerating a period, lasting for about 1½ m.p.h. on the speedometer, is passed through at speeds corresponding to about 55 m.p.h. on top gear. This period was so short and withal so slight that it could not possibly be described as a fault, and seems to be an unavoidable feature of many high efficiency engines.

When we arrived at the track the fourth seat was filled by a " resident " and we attempted a few speedy laps. All went well until half way round the Byfleet banking, when the rear of the car swung from side to side in an alarming manner, indicating that the tyre pressures were more suited to road work than to high track speeds. After borrowing some of Mr. Dunlop's potted air for our Michelin Balloons, we motored a fast lap to test the behaviour of the car with the harder tyres. This time the steadiness was remarkable and the speedometer registered 95 m.p.h. for a considerable portion of the lap; unfortunately, the stop watch *did* stop on this run so the speed was not checked. On attempting a second lap the rather touring plugs showed acute signs of distress and we were compelled to stop to allow them a respite. We then restarted and the stop watch recorded a lap speed of 77 m.p.h., although the car was still suffering somewhat from tired plugs and failed to persuade its hopeful speedometer beyond the 90 m.p.h. mark.

There is little doubt that on the first lap over 80 m.p.h. was averaged, as the car was running infinitely better before the plugs " cooked "; we were very sorry not to be able to attempt some all out laps on a new set of " Bougies."

Our next adventure was a trip round the course used for the Essex Six-Hours race, when, without any particular effort (I did not know I was being timed) and in spite of violent spitting on the corners (due to the miserable plugs), we clocked 62 m.p.h. for the lap, which speed indicates, to a certain extent, the quality of the brakes and acceleration of the Bug.

We then forsook the speedway for the public roads once more and I was again impressed with the delightful running of the car. The lightness of all controls, the liveliness of the engine and the really powerful brakes made traffic driving and cross-country spurts equally joyous and enabled high averages to be maintained with a complete absence of effort or danger.

In summing up my impressions of the 3-litre Bugatti, I must emphasise the hitherto unmentioned fact that the price of this remarkable chassis is as low as £550, which, considering the performance and specification, is indisputably great value.

Here we have a car with most of the virtues of a racing car, including an honest maximum speed of 85 m.p.h., combined with economy (25 m.p.g.) and tractability to satisfy the most fastidious owner, and the whole selling at a price (including import duty) equivalent to that of the dull British medium powered tourer.

Monsieur Bugatti deserves sincere congratulations for this model and prospective car buyers should certainly apply to 12, Albermarle Street, or Brixton, for a trial run.

THIRTY CARS IN THE " 200."

Exactly thirty cars have been entered for the Junior Car Club's Eighth International 200 Miles Race, including representatives of Britain, France and Italy.

The race is to be run at Brooklands, on Saturday afternoon, July 21st, and there will be a massed start of all the competing cars at 2.30 p.m. prompt.

Prior to the start, there will be a display of " aerobatics " by two squadrons of R.A.F. planes, which will be in attendance throughout the afternoon to participate in the welcome to the winner of the Aerial Derby.

As usual, Brooklands Track will be laid out with road corners and acute turns for this annual 200 Miles Race.

Loud speakers will be installed at 32 different points so that news items regarding the race, the Aerial Derby, and the Air Force Display can be broadcast throughout the afternoon.

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SPORTING MACHINES ON TEST.

THE 172 c.c. COVENTRY EAGLE MODEL D25.

BY RODNEY L. WALKERLEY.

AMONG the most interesting and novel machines at the Show was the Coventry Eagle miniature, which embodied a pressed steel frame—a construction rare in this country, but which has been experimented with on the Continent for many years.

It was with great pleasure, therefore, that I undertook the road-test of the D25 Model *de luxe*, which is equipped with the well-known 172 c.c. Super Sports type Villiers two-stroke engine, three speed Albion gear-box —giving ratios of 6-1, 11-1 and 19-1—Terry saddle and 26 in. × 2½ in. Dunlop cords, on 26 in. wheels.

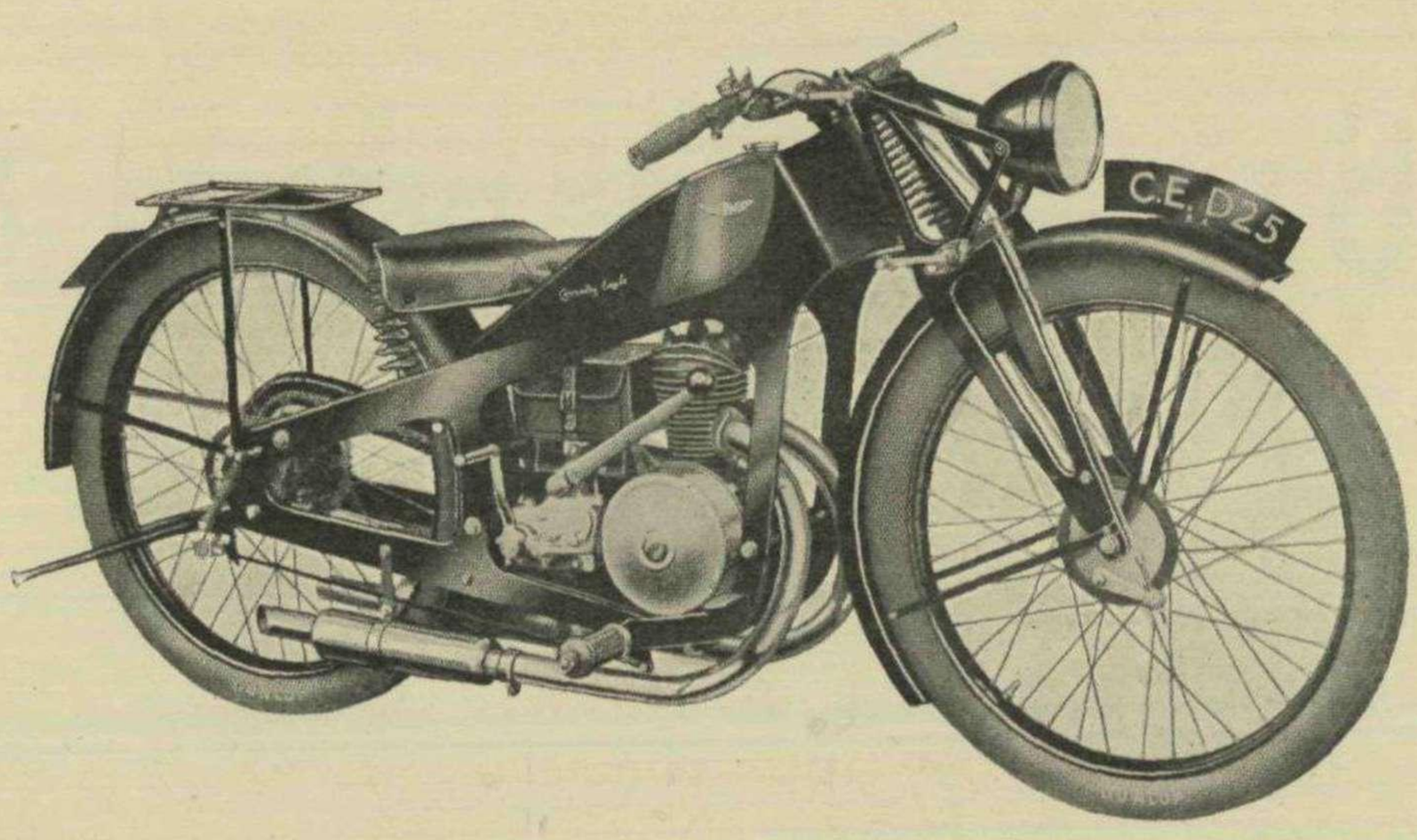
Certainly the appearance of the little machine is sufficiently attractive, and the welded steel tank, large enough to hold two gallons, is finished most impressively in black, with a carmine nose.

Astride the machine I was impressed immediately with its feeling of "bigness." There is absolutely no impression of being mounted on a miniature, and the riding position accommodated my six feet three with ease and comfort, despite the fixed foot-rests and saddle position.

The Coventry Eagle was just off the train, so I was pleasantly surprised to find that, after filling up with petrol, the engine burst into life at the first gentle depression of the kick-starter.

Buzzing along through London traffic towards the open country, I at once made up my mind that I liked the Coventry Eagle; it was, indeed, a delight to handle, steering with certainty and devoid of that disconcerting lightness often experienced with miniature motor-cycles. I was a little worried for the first mile or two by the large movement of the gear lever from notch to notch, as there appeared to be inches between top and middle, and m ddle and bottom. Actually, changing between top and middle is easily effected by one's foot.

Once out on the open road an easy cruising speed of thirty-five miles perhour could be maintained indefinitely, but it seemed to me that a h'gher average speed would be easily possible if close ratio gears were fitted. The ratios are much too wide for ordinary sporting purposes.



THE MODEL D25 IS SECOND TO NONE IN APPEARANCE.

Nineteen to one seems unnecessarily low, as the 172 c.c engine has ample power to pull a much high bottom gear up any ordinary gradient, likely to be met with in the usual club trial. On the road, top gear is quite adequate for such hills as Brockley (Middlesex) and Holywell Hill, St. Albans. For the needs of the sporting rider, I should suggest that ratios of 6-1, 9-1, and 14-1 would be quite adequate.

On the main road I found the steering to be all that my first impressions promised. It was possible to steer hands off at any speed, and if the footrests were placed higher the most fantastic feats of cornering could be performed. As it is, the angle at which the machine can be banked is limited only by the footrests striking the ground.

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SPORTING MACHINES ON TEST—concluded.

Excellent Steering.

Not only is the machine stable laterally, but there is an entire absence of fore and aft bounce, and an application of the rear brake does *not* result in a locked wheel and a "hopping" movement along the road, so common in modern low-saddle position design.

The 1928 Villiers engine seems to be even better than last year's specimens, and although driven fast with much usage of the gear-box, there was no tendency to seize, nor did the plug suffer from pre-ignition. This excellent state of affairs is without doubt due to the system of pressure lubrication, which is quite automatic in its functioning.

The supply of oil to the engine is regulated by an adjustable needle and a sight feed, which last, however, is not to show the rate of supply, but rather that the oil system is working satisfactorily. The system is simplicity itself. The oil tank being air-tight, the filler cap must be tightly screwed home; the engine pressure, conducted by a pipe to the tank, forces oil via another pipe to the crank case and bearings. The supply thus automatically varies with the speed of the engine and is perfectly satisfactory in use.

As it stood, I should estimate the machine could better fifty for short periods, when a tinkling in the cylinder suggests an easing up, although thirty-five to forty miles an hour is an effortless cruising speed.

It is over rough-stuff and the colonial sections of a sporting trial that the full fascination and delight of the Coventry Eagle is to be felt, for where a heavier machine flounders hub-deep in the mud, the Coventry Eagle can be driven through, or at the worst, pushed with no great expenditure of energy.

On the Trials Course.

I took the machine over such a course during the road-test, and I was delighted with the ease of handling, and the steady steering over the worst of bumps and the slimiest of mud. Some parts of the course were baked hard, and the machine underwent a tremendous buffeting, but at the conclusion of the eighty-miles course nothing had broken, nothing had fallen off and the engine was as healthy as ever, despite the miles of middle and bottom gear work inevitable in a course of this nature.

The only fault I have to find with the machine is the situation of the brake pedal, and the using of a single bar running right through the frame for the footrests, upon which the brake pedal is mounted.

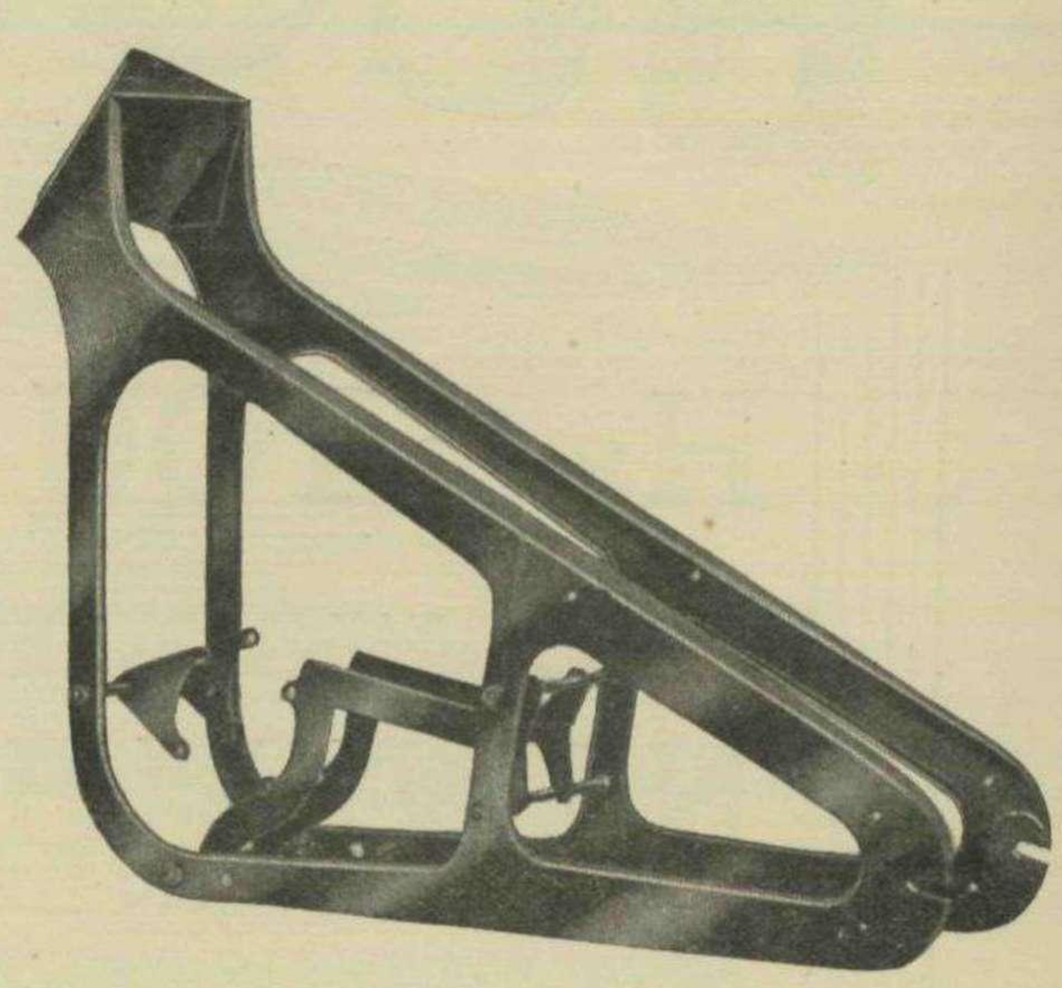
The rests became bent during the trial, caused by hitting them on corners and against petrified ruts. The result was that they became loose, and turned round and round in the frame, while the brake pedal naturally became inoperative.

The attention of the manufacturers might well be directed to this point, which detracts from an otherwise excellent production.

The only other point worthy of criticism is the position of the tool-case, which, as will be seen from the illustration, is tucked away, very neatly, under the tank, behind the engine, just over the gear-box. Although this position has much to recommend it on the score of neatness, it is exquisitely inaccessible, and conducive to shortness of temper, accompanied by bad language.

The brakes, of the internal expanding type, are six inches in diameter, and quite up to their work, the front brake being especially noteworthy in this respect.

I did not accurately ascertain the rate of fuel consumption, it being the usual procedure to pour half-a-gallon into the tank every fortnight or so. The consumption seems to be well in excess of 100 m.p.g., and oil was used in the same proportion.



THE CLEVER PRESSED STEEL FRAME DESIGN OF THE 172 C.C. COVENTRY EAGLE.

Without doubt, the Coventry Eagle Villiers is one of the best designs embodying this well-known power unit, and should have an instant appeal to the sporting rider, and the clubman, whose delight is the rough-stuff trial.

The makers of this fascinating mount are the Coventry Eagle Cycle and Motor Co., Ltd., Bishopsgate Green Works, Foleshill Road, Coventry, and the price complete with electric lighting set is £37 10s., the tax being 30s.

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MOTOR BOATING NEWS.

THE THIRD B.M.C. RACE MEETING AT HENDON.

SUCCESSFUL MEETING IN ROUGH WEATHER.

At the third race meeting for outboard craft organised by the British Motor Boat Club, at the Welsh Harp, Hendon, and held on Saturday, June 9th, it was at once apparent that the Club has made great strides in its organising ability.

The course was the usual one for these meetings, triangular, three laps to be covered in each race, amounting to three miles. The events were run to time, the starts were, on the whole, good, and the big starting dial was in perfect working order. The band had been dispossessed to advantage by gramophone broadcasting, similar to the Brooklands system, but installed by Peto-Scott and Co., in conjunction with S. G. Brown, Ltd. The resultant music was excellent and audible.

The afternoon was free from rain but windy, the Harp being very rough, especially at the two top turns of the triangular course. It was obviously going to be an exciting afternoon.

Event 1 was for amateurs, B class motors, and seven starters got away at the gun. The craft bucked and bounced in a hair-raising manner, and S. Yano was promptly flung out of "Bullet" (347 c.c. Watermota), his hull being blown ashore, the race being eventually won by C. Livesey in "Buckoh" (347 c.c. Watermota) in 8 mins. 45 secs., which is a fraction over 20 m.p.h.

Event 2 for B class motors was won by Colin D. Fair on British Maid II, after a remarkable "all-but" at the start. His speed was 22.9 m.p.h.

The third event was for lady drivers, and was won by the slowest boat in the race, owing to Miss Livesey's "Buckho" being holed by Miss Downes-Martin's "Bug" at the top bend. "Zip," driven by Mrs. A. G. Burton, was blown ashore, leaving the race to Miss Shillan's "Wow" (322 c.c. Elto), who averaged 9.6 m.p.h.

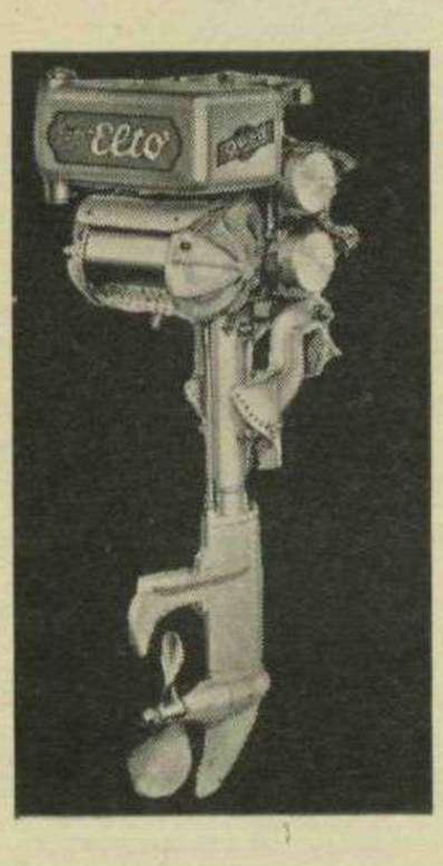
Event 4—amateurs, C Class—was interesting in that George Newman, of Brooklands fame, shot ahead, but overturned on the home turn, as did Joan Spicer's "Flash," and K. Morrice in "Bunkie," one after the other as they came round. F. W. Bontor's "Miss Chief" eventually won, averaging 22.5 m.p.h. in spite of the strong wind.

The fifth race, for C Class motors, was won in convincing fashion by R. O. Clark's "Ace" (486 c.c. Evinrude) who, in the rough water, averaged 21.9 m.p.h.

The last race was open to unlimited class motors, and again "Ace" came home first. Early in the race, "Hush" (644 c.c. Elto) turned over and Mr. C. H. Harrison got wet.

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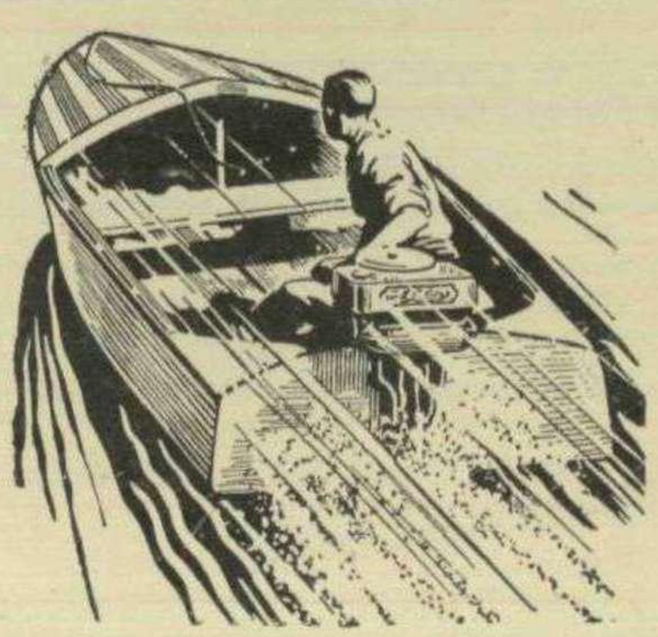
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OUTBOARD MOTOR BOATING.

A NEW AND FASCINATING SPORT FOR MOTORISTS.

By J. W. SHILLAN.

FOR years before the war motor boat racing attained a certain degree of popularity, but its appeal was of necessity very limited owing to the great expense involved. The war practically killed this sport, but now it has appeared again, although in an entirely new guise. Whereas, previously, it was restricted to the few who had unlimited money to spend, it is now open to the man of moderate means. This is due to the enormous development that has taken place during the past two or three years in the design of outboard motors and hulls.



MOTORING WITHOUT DUST: AN OUTBOARD 'CRAFT IN ACTICN.

Of course, outboard motors have been on the market for a good many years as the motive power for rowing boats, punts, etc., which was the purpose for which they were originally designed.

Until about three years ago, ten miles an hour was considered to be the maximum speed obtainable with an outboard driven boat. Research on the part of the engine manufacturers, however, resulted in the evolution of the high-speed outboard motor. With this engine better speeds were made, but it was soon found that the motor was superior in efficiency to the hull. It was then up to the boatbuilders to produce an article which could utilise the maximum efficiency of the motor. The result was an outfit capable of a speed very much greater than any that had been previously obtained, and from that point the development was very rapid, the design of motors and hulls progressing simultaneously; with the result that there are now on the market outboard craft capable of speeds of thirty-five miles per hour, and even more. Whereas, in the old days, boats to give this performance would run into something like four figures, such a craft can now be purchased for little more than £100.

Boats powered by smaller motors giving speeds of twenty-five miles an hour or so can be purchased for very much less than even this modest figure, and the result is that outboard motor boat racing is becoming exceedingly popular.

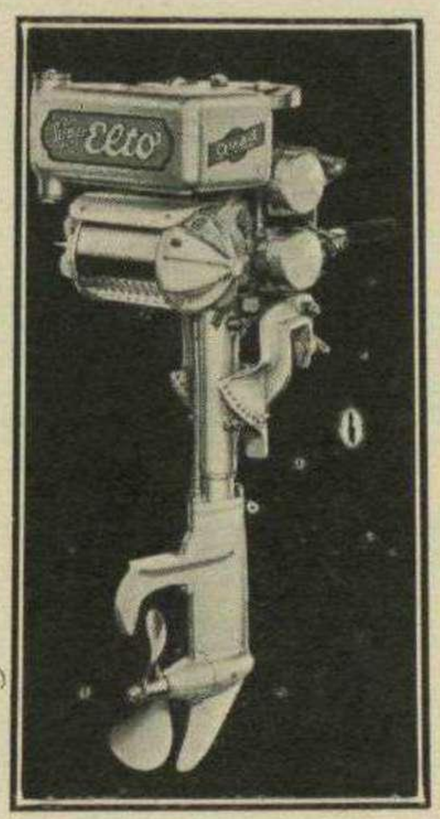
At present, all outboard races, held under the auspices of the B.M.B.C. and the I.M.Y.U., are scratch races. It is found that these give very much better sport—both from the competitors' and spectators' points of view.

For racing purposes, outboard craft are divided into four classes and races are held for each of these. Class "A" is for boats powered with engines of not more than 250 c.c. capacity. Class "B" is for boats powered with engines having a capacity of 250 to 350 c.c., and Class "C" is for boats having an engine capacity of 350 to 500 c.c., while Class "D" is for boats powered with engines of unlimited capacity.

At present, hulls are unrestricted in all classes and any design may be used.

Race meetings are now organised in most of the boating centres in the country. In London, they are held on the "Welsh Harp," Hendon, once a month during the season. Meetings at the "Welsh Harp" always attract very large fields and provide most exciting sport. The thrill of driving a bouncing hydroplane or skimmer at 30 miles an hour is far greater than that of blinding along the road at sixty, and, of course, scorching on the water is very much safer than on the road both for the participants and the onlookers. The worst trouble that can befall a competitor or in an outboard motor boat race is an involuntary dive due to his overturning his craft by attempting to take a corner a little too finely in an effort to overhaul a rival.

OUTBOARD MOTOR BOATING—concluded.



AN EXCELLENT EXAMPLE OF OUTBOARD MOTOR—THE ELTO QUAD

With regard to the conduct of the actual racing, the start is always a flying one. Five minutes before the race a gun is fired upon which the competing boats run round behind the starting line, and the idea is to open out and make a dash for the line so that it is crossed immediately after the starting gun is fired. To see a dozen or more boats dash over the line in a cloud of spray is a wonderful sight, and it is easy to appreciate that these meetings are attracting a rapidly increasing number of spectators.

The types of hulls used are hydroplanes or skimmers of from eight to 14 feet in length. When such boats are driven by powerful motors they plane along the surface and draw no water at all, thus offering a very slight resistance and allowing high speeds to be attained. Many weird and wonderful designs of hull have been experimented with, but designs are now becoming more standardised.

The motors are self-contained units which can be instantly attached to the boat by screwing up a pair of thumb-screws. They are, almost without exception, of the two-stroke type, and until recently have been either single cylinder or twin cylinder jobs. The motor illustrated herewith, however, marks a new departure in outboard design. The "Free for All" Race at the meeting at Hendon on the 12th May was won easily by a boat powered with a motor of this type. This is the Super Elto "Quad," which is marketed by the Elto Motor Sales Company, 24, Harrison Street, Grays Inn Road, W.C.1. It will be seen that the arrangement consists of one pair of cylinders superimposed on another pair. Each pair of cylinders fires simultaneously, ignition being on the uni-sparker system served by dry battery and coil. This enables starting to be accomplished by a simple flip of the flywheel and prevents ignition trouble due to spray getting on to the motor. The makers will be very pleased to send full details of this motor to those interested, and to give an actual demonstration at the "Welsh Harp."

The design of the modern outboard is not greatly different from that of the two stroke motor cycle engine. The crank shaft is vertical and is coupled to a vertical drive shaft, having a bevel gear at its lower end. The drive is taken by a short horizontal shaft to which the propellor is secured.

Water circulation on most outboard motors is by means of a small plunger pump, but, in the case of the model illustrated, all troubles due to the sticking-up of the valves and so on have been eliminated by the introduction of the propellor pump system. In this system there are no moving parts, the water being driven through passages into the cylinder jackets by the force of the propellor, in the same manner as a train scoops water off the track.

One of the great advantages of the outboard craft is the fact that it can be transported with the greatest ease on a trailer behind a car. The motor itself is easily portable, and can be carried on the running board or luggage carrier. Many outboard racing enthusiasts transport their outfits in this manner, and attend race meetings in various parts of the country.

Of course, outboard motor boating is by no means confined to racing. A four-seater hull suitable for family cruising purposes can be transported in the same manner as a racing boat, and will be the source of endless enjoyment to the owner and his friends. A quiet voyage on river and sea makes a very welcome change from the dust and congestion of the roads.

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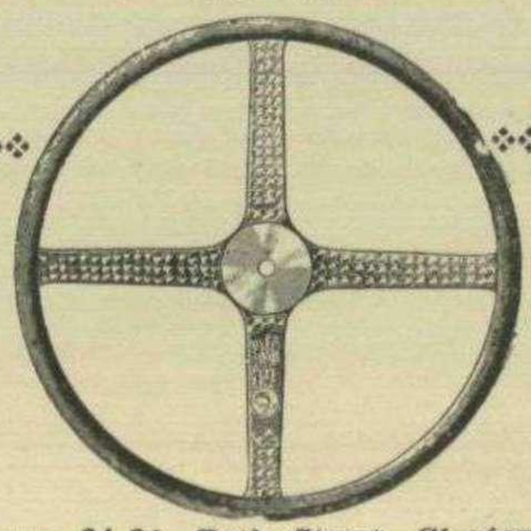
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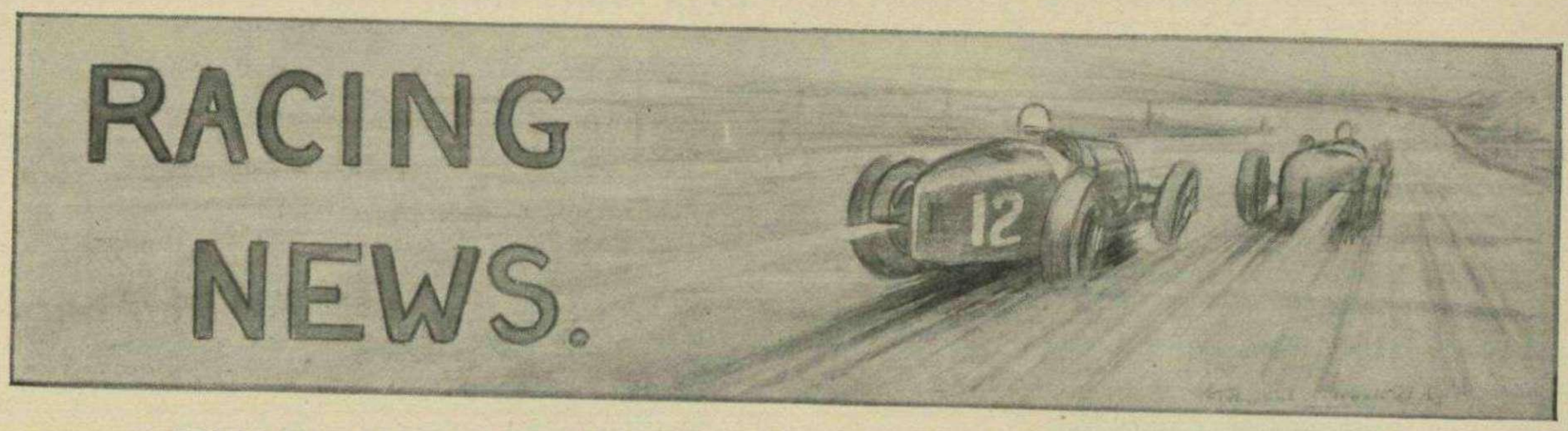
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THE BURGUNDIAN 4-HOURS RACE.

VICTORY FOR THE LADY DRIVER OF A BUGATTI.

The prowess of the lady driver is very much to the fore just at the moment, for after the wonderful performance of Madame Junek in the Targa Florio, the Burgundian 4-hours race was won by Madame Janine Jennky, who is also a Bugatti driver. In the four hours she covered 312 miles, averaging 76.5 m.p.h.

In the touring class, the victor was Laly on his veteran 3-litre Ariès, which in 1927 won the Florio Cup, the Georges Boillot Cup and the Circuit des Routes Pavées. In this race he covered 291 miles, and averaged 72.75 m.p.h., being very nearly as fast as the Bugatti.

The race which was run on 17th May, was on a circuit roughly 11 miles round in the neighbourhood of Dijon. In the racing class, the favourite was Louis Chiron, on a 2.3-litre Bugatti; in the 2-litre class, there were three cars of the same *marque*, driven by Madame Jennky, Baboin and Géjean; in the 1,500 c.c. division, two more Bugattis, one driven by another woman, Madame Scheel, and the other by Foc, had to meet a B.N.C. driven by Monnont. Another B.N.C., with Lobre as it driver, was entered in the 1,100 c.c: class, together with Guy (Lombard), de Rovin Chauson (Marguerite) and Tersen (Robru). A Grazide, driven by Communier, was the only car in the 750 c.c. division.

In the touring class, the most formidable cars were Laly's 3-litre Ariès, Stoffel's 5-litre Chrysler and two Georges Irats.

The start was given by Albert Divo, and almost immediately, Chiron (Bugatti) took the lead, followed by Madame Jennky (Bugatti). In the touring class, Laly (Ariès) was soon engaged in a duel with Michel Doré's Corre la Licorne. During a stop on Chiron's part, Madame Jennky took the lead, and the former, having given chase, had to retire on the 22nd lap. In the meantime, Laly (Ariès) was never headed and finally finished as winner of the Cup presented by the *Matin*, while Madame Jennky won the Burgundian Club's Cup. Final results were as follows:—

I. RACING CARS.

2-LITRE CLASS—
1. Mme. Jennky (Bugatti)
2. Baboin (Bugatti).

1,500 C.C. CLASS—
1. Mme. Scheel (Bugatti).
2. Foc (Bugatti).

1,100 C.C. CLASS—
1. Lobre (B.N.C.)
2. Chauson (Marguerite).
3. Guy (Lombard).
4. de Rovin (Rovin).

II. TOURING CARS.
1. Laly (3-litre Aries).
2. Stoffel (5-litre Chrysler).
3. Bugat (1,100 c.c. Derby).
4. Burie (2-litre Georges Irat).
5. Chabreirar (1,500 c.c. Gobron).
6. Namin (1,500 c.c. Bugatti).
7. Gabriel (1,100 c.c. Aries).
8. Cadet (1,500 c.c. Bugatti).
9. Colas (1,100 c.c. D.F.P.).
10. Treunet (1,100 c.c. B.N.C.).
11. Thelurson (750 c.c. Senéchal).

* * *

The Circuit of Sicily.

Two days after the Targa Florio, the start was given for the Circuit of Sicily, which was a race for touring cars. The cars had to cover one lap of the Madonie circuit, on which the Targa is held, and then make the Tour of the Island, a distance of 650 miles in all. The cars ran throughout the night, and finished on 10th May. The race provided yet another victory for the



MAGISTRI (ALFA-ROMEO), WINNER OF THE CIRCUIT OF SICILY AT 39.6 M.P.H.

RACING NEWS—continued.

1,500 c.c. Alfa-Romeo, this time driven by Magistri, which is in a fair way to proving itself the car of the year.

There were eighteen starters, of which the 1,100 c.c. division consisted of six 9 h.p. Fiats, driven by Piagga, Zagami, Frederico, Paladino, Cesarini and Tranchina; in the 1,500 c.c. class, the two Alfa-Romeos driven by Magistri and Gasperini had to meet Morra's 12 h.p. Fiat; the 2-litre class consisted of Carnazza on a Diatto and Francesconi on an O.M.; another Diatto, driven by Schermi, was in the 3-litre class, with three Lancia Lambdas, driven by Radici, Mangaus and Strazza, Silitti's Bugatti and Floreali's Bianchi; while the largest car in the race was a 5-litre O.M., diven by Mocciaro.

Strazza, who finished third in the Brescia 1,000 miles race, was the favourite for this event, but hit a wall early on and damaged his Lancia's front "axle" so that he had to withdraw. At the end of the lap of the Madoine circuit, the two Alfa-Romeos were in the lead, but thereafter Gasperini fell back, and Radice's Lancia was in second place at Messina. Magistri, however, was never headed, and the final result was as follows :—

		h.	m.	s.
1.	Magistri (1,500 c.c. Alfa-Romeo)	16	29	50
2.	Floreali (3-litre Bianchi)	17	57	48
3.	Moccario (5-litre O.M.)	20	53	40
4.	Tranchina (1,100 c.c. Fiat)	21	25	58
5.	Morra (1,500 c.c. Fiat)	21	26	54
6.	Frederico (1,100 c.c. Fiat)	21	37	17
7.	Paladino (1,100 c.c. Fiat)	22	51	2
8.	Carnazza (2-litre Diatto)	23	26	0

Magistri's average was 39.6 m.p.h., and besides the Alfa-Romeo, the performance of the little Fiats is especially praiseworthy.

* * *

The Circuit of Alexandria.

The circuit of Alexandria, which was unfortunately marred by the death of Pietro Bordino, during the practice period, provided yet another victory for Nuvolari and his Bugatti. The race was run on 22nd April, over a distance of 160 miles, on a triangular course between Alexandria, Valenca and San Salvatore. Besides the Bugattis, the fastest cars were Valpreda's 1925 2-litre Grand Prix Delage and Materassi's Grand Prix Talbot, which won the 1,500 c.c. class. The 1,100 c.c. class was won by a Derby, driven by Brivio. The final result was as follows :—

1.	Nuvolari (2-litre Bugatti)	63.45 m.p.h
2.	Varzi (2-litre Bugatti)	
3.	Valpreda (2-litre Delage)	
4.	Materassi (1,500 c.c. Talbot)	59.88 m.p.h.
5.	Beccaria (1,500 c.c. Bugatti)	
6.	Nenzioni (1,500 c.c. Bugatti)	
7.	Valle (1,500 c.c. Bugatti)	
8.	Brivio (1,100 c.c. Derby)	50.4 m.p.h.
9.	Alvera (2-litre Bugatti)	
10.	Clerici (1,100 c.c. Amilcar)	

* * *

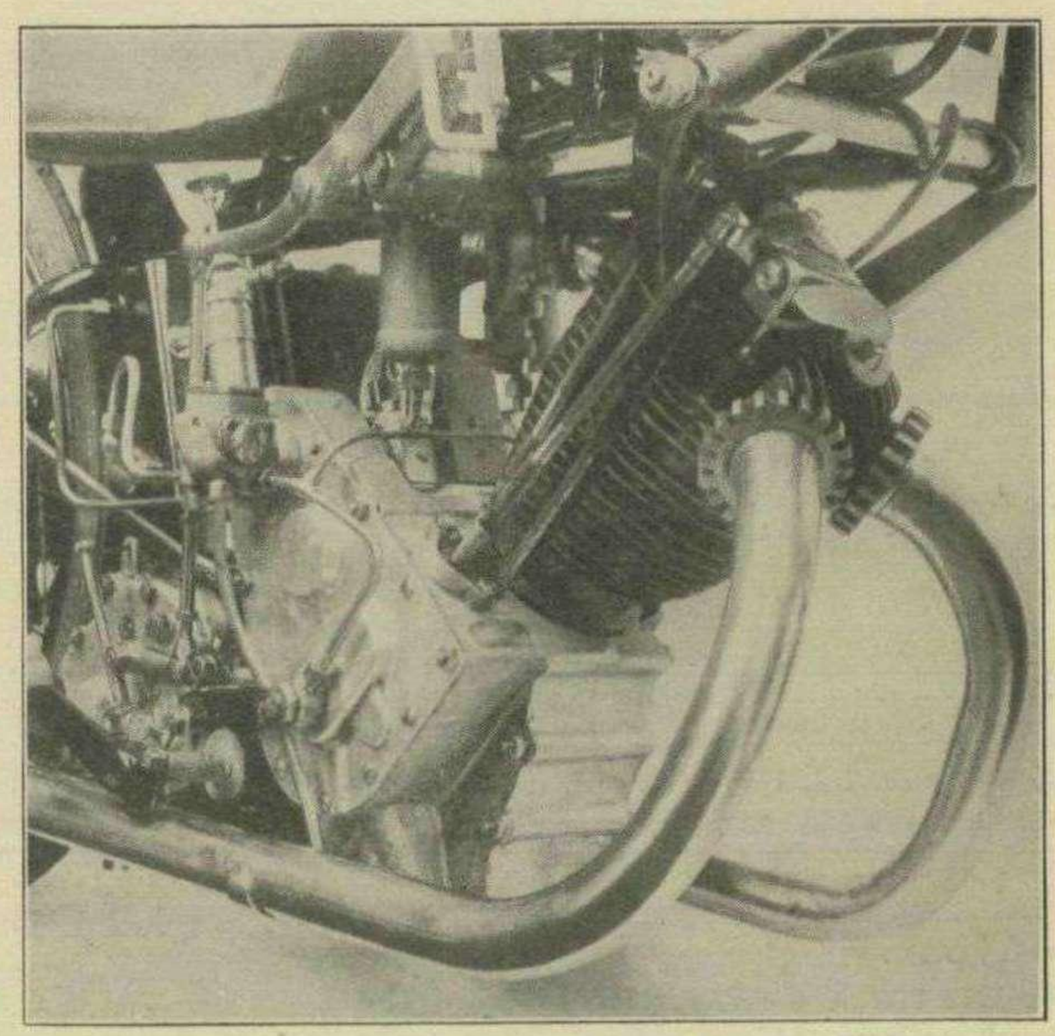
Targa Florio Notes.

Discussions as to next year's Targa Florio have already begun, and it seems probable that in the first place the 1,100 c.c. class will be abandoned, the cause of this being the poor measure of support which it has received. As well as this, it is almost certain that next year the cars will have to cover more than five laps of the Madoine circuit. The Chevalier Vincenzo Florio is of the opinion that the longer the race, the less need there is of special cars, and this alteration, will, therefore, encourage entrants of ordinary sports models. As the 1929 race will be the twentieth of the series, he wishes to make it more splendid even than its predecessors.

Albert Divo, the winner of this year's race, seems to have suffered from all the troubles of the builders of the Tower of Babel. In the first place, he was landed in the middle of the Bugatti équipe, where everyone was talking so much Italian that he suffered so much from home-sickness that he heartily wished himself back in France. This is especially amusing as he is always claimed as of Italian extraction.

Once started in the race, his troubles were not over, as he had as his mechanic a juvenile Alsatian rejoicing in the name of Benoist. The latter, however, although technically a Frenchman, could speak nothing but German; when, therefore, Divo asked him to give him a drink on one of the short "straights" of the circuit, Benoist took so long to understand that he only opened the thermos when they were on a corner, with the result that Divo got the contents full in the face.

* * *



THE T.T. P. & M. DIFFERED CONSIDERABLY FROM PREVIOUS DESIGN, AS THIS PHOTOGRAPH CLEARLY SHOWS.

Success, however, so far improved Benoist's linguistic abilities, that that evening, in Termini, he made everyone, French and Italian alike, understand that he could stand them a drink—to make up for Divo's loss.

* * *

The later, however, continued to be unlucky, for as he was filling up at the end of the third round, he got another shower bath, this time consisting of petrol He, therefore, drove the last two laps in his shirt sleeves.

* * *

Louis Chiron, who actually is not a Frenchman but a citizen of Monaco, was apparently not content when he had finished his five rounds, for, to the general

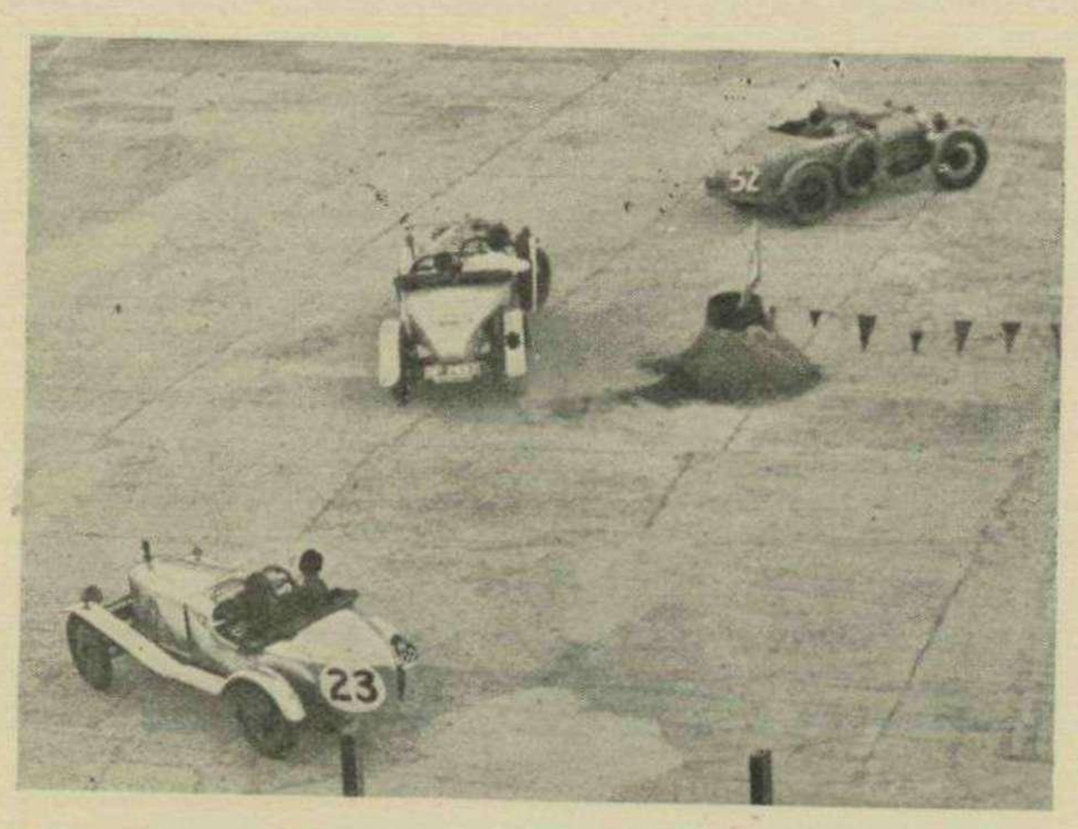
RACING NEWS—continued.

astonishment, he went on to do a sixth. Arrived at the Bugatti replenishment station at Polizzi, he found the place all packed up, and only realised that all his team, including himself, had finished, after thoroughly cursing Détilleux, who was in charge there.

Returning to the finish, he suggested to Vincenzo Florio that it would be a good idea to wave a flag when a driver had finished, to which the latter replied that, in the course of nineteen Targas, he had never before met a driver who after five rounds did not realise that he had done enough.

* * *

The J.C.C. High Speed Trial.



T. Rose Richards (Bugatti) leading G. Brown (Alvis) and Miss Worsley (Jowett) round the Fork Turn.

A most interesting event, more especially for the competitors, was held on Saturday, June 16th, when the Junior Car Club ran off the 1928 High Speed Trial.

The course was laid out so as to embrace as nearly as possible actual road conditions, and involved the use of the private road under the tunnel to the enclosure and over the Members' Bridge. The start was in the Finishing Straight, then the route lay through an S-bend onto the Byfleet banking, up the Railway Straight off the track by the gate on the right and so onto the road. Sharp left under the tunnel, round towards the Members' Entrance, and over the bridge, to the test hill, down the test hill, and so to the start. The lap was 2.89 miles long, forty laps constituting the course, 115.6 miles.

The classes had to cover the distance according to schedule, 850 c.c. at 29 m.p.h., 1,100 c.c. at 31 m.p.h., 1,500 c.c. at 34 m.p.h. Finishing to schedule won a silver medal, but a gold was awarded to those doing 15 per cent. better.

It was particularly noticed how steady were the Riley Nines, the Bugatti, and the Alvis. The small saloons rolled frightfully on the bends and appeared in danger of turning over.

No accidents occured, and only one incident, when A. T. G. Gardner (Salmson) hit the fence on the bend beyond the tunnel, fortunately without injury.

THE SURBITON "150"

Austro-Daimler Wins Fuel Economy Race at 72.34 m.p.h.

In very indifferent weather, eleven cars faced the starter in the Surbiton Club's 150 Miles Race at Brooklands on June 9th. The course was round the track in the reverse direction, turning down the Finishing Straight from the Vickers' sheds, rounding a mark forming a hair-pin, and then up the straight back to the Fork, and so round the Byfleet anti-clockwise.

The race was run in six classes according to size, each class being allowed a limited supply of fuel, the 750 c.c. class on a basis of 27.2 m.p.g., the 1,100 c.c. at 25 m.p.g., 1,500 c.c. 20 m.p.g., 2-litres 12.5 m.p.g., and the 3-litres 8.5 m.p.g. The event was run as a handicap, the calculation being 50 m.p.h. for the 750 c.c. class, and 60, 65, 68, 70 and 75 m.p.h. for the others.

The two Austin Sevens were the first away at 2.30 p.m., Dingle's lapping at just over 50 m.p.h.

Staniland and Peacock left next on Rileys, and after them came the 1,500 c.c. class, with Forest's Marendaz, and R. R. Jackson on his Frazer-Nash. The other classes were represented by Viscount Curzon driving his 2,300 c.c. Bugatti, W. B. Scott's Bentley, "Mr. J. Taylor" on the Austro-Daimler, E. L. Meeson's 30.98 Vauxhall, while Jack Dunfee drove the Earl of Kinnoull's Vauxhall.

Retirements began early. The Frazer-Nash accomplished but three laps, Jack Dunfee, after stopping on his first, withdrew after his fifth lap, and Staniland retired after six. In the 3 litre class, the Austro-Daimler was running splendidly, with the Bugatti close behind. The Bentley was running a lap behind the leaders. At this point Peacock's Riley looked a likely winner.

Dingle's Austin Seven was caught at 30 laps, and the Riley was held up with trouble in the fuel system. The Austro-Daimler continued to run strongly to the finish, with Lord Curzon running into second place. Peacock on the Riley, having overcome his trouble, made good time and gained third place.

Results :—

1. THE STANLEY GLIKSTEN CHALLENGE TROPHY AND 2ND SURBITON "150" CUP :—
   Mr. "J. Taylor," (2,940 c.c. Austro-Daimler), 72.24 m.p.h.
2. THE KINGSTON SILVER CUP :—
   Lord Curzon (2,260 c.c. Bugatti) 69.65 m.p.h.
3. THE THAMES SILVER CUP :—
   Mr. R. B. Waters (747 c.c. Austin), 46.39 m.p.h.

1,000 Miles a Day.

In every working day Singer cars cover 1,000 miles on the half mile test track which surrounds the company's new works at Birmingham. The track has several sharp bends and crosses two sets of railway lines. These lines are on embankments and the gradient of the track at the crossings is 1 in 4.

Every Singer Junior covers a large number of laps, and thus receives a thorough test for hill-climbing, brakes, springing and general performance. So great is the mileage covered, that, although the track was not in use a year ago, it has already "worn out." With his usual energy Mr. W. E. Bullock at once set Singer employees on to the work of repairing and tarring it.

RACING NEWS—continued.

THE B.A.R.C. WHITSUN MEETING.

Kaye Don breaks the Lap Record at 131.76 m.p.h.

THE Brooklands Automobile Racing Clubs' Whit-Monday meeting was distinguished by excellent weather, good racing, Kaye Don's record-breaking Sunbeam and friction between the stewards and Capt. Malcolm Campbell regarding handicapping. Dr. Benjafield also failed to see eye to eye with the handicappers over his new Panhard, and he scratched it from the racing. Capt. Campbell vowed he would never race at the track again till things were altered.

The racing was, on the whole, uneventful. The Cozette M.G.C. Special, entered by Mr. Ghica-Cantacazino failed to put in an appearance, which was disappointing.

The second race, for the Brooklands Gold Vase, was won in style by Mr. " J. Taylor " on Delage II, Kaye Don being a good third on the " Cub." Capt. A. G. Miller caused a certain amount of mirth by bringing out his antique Blitzen-Benz, which monster rotated solemnly round the track, trailing a clattering undershield, in the eighth race.

The last race of the day was not only the most interesting on the card, but was possibly the most thrilling ever seen at the track. The race was over nine laps, the Gold Star Handicap. It was a pity that the Panhard was scratched by Benjafield, and Campbell likewise was absent.

Kaye Don's " Tiger " (4-litre 12-cylinder Sunbeam) was on scratch, and Wilson's Austin Seven started 6 mins. 45 secs. ahead. The Marendaz-Special disappeared early in the race, followed by the Benz, the Laystall Special and Spero's Austin Special. Capt. Frazer-Nash got really going in good time, and successfully walked away from Datoit on the Bentley, who started level with him. The Nash, however, suffered tyre trouble and slowed. When Kaye Don started it was obvious that he was travelling faster than ever, although not very high on the banking. He at once began to run through the field, and he accomplished three laps at over 131 m.p.h., his best being 131.76, a record lap. On lap eight, he was leading from " Taylor " on the Talbot, with Dunfee lying third on the old Sunbeam. The "Tiger " crossed the line about half-a-mile ahead of " Taylor," having averaged 128.36 m.p.h., the record for a race.

What might have been a serious smash occured at the close of this event. R. F. Oats came flying round the Members' Banking, and found Turnbull's Bugatti broadside on at the top of the banking, nose downwards. Oats pulled his O.M. down to pass, when the Bug. rolled down the hill into him. When the cars had finished spinning, the O.M. was about fifty yards further on, with its front messed up, while the Bugatti had the inside front wheel pulled off, and the near-side bodywork ripped open. The only personal damage was Oat's, who cut his nose!

So ended a sensational race.

200 MILES SOLO RACES.

Le Vack averages 94.85 m.p.h. in the 500 c.c. Class

The B.M.C.R.C. 200 Miles Races were run off in good weather on June 23rd, when a fair entry competed.

The " 250 " Race.

Fourteen starters came to the line in the 250 c.c. event, including two 175's in an A.K.D. and a Cotton-Norman.

Staniland and Fernihough at once leapt to the front and stayed there throughout the race. Retirements began early and before two hours were up eight machines were out. The race was free from any suggestion of excitement, and the only incident of note was Fernihough's hurting his foot by knocking off the handle-bar with it, of a machine standing at the track side.

1. C. S. Staniland (246 Excelsior-J.A.P.) ... 74.34 m.p.h.
2. E. C. Fernihough (246 Excelsior-J.A.P.) ... 73.30 ,,
3. F. L. Taylor (246 O.K.-Supreme J.A.P.) ... 72.81 ,,

M. K. H. Bilney (248 Rex-Acme-Blackburne) averaged 70.49 m.p.h., and gained the Private Owners' Award.

The " 350 " Race.

This event was run concurrently with the 250 c.c. race, both classes making a spectacular massed start. Obviously, Hicks (348 Velocette) was miles an hour faster than anyone else, although Le Vack (New Hudson) and W. H. Phillips (Grindley-Peerless-J.A.P.) were running him close.

Early in the race another machine standing by the track was hit by a passing competitor : this time A. G. Walker (Chater-Lea) broke his arm against Thomas' Rex-Acme handle-bar and had to receive medical attention when he reached his pit.

Hicks lead the way until his 58th lap, when he fell by the wayside with a seized and oiless engine. Le Vack pursued him till the 38th lap, when he disappeared with valve trouble. Phillips now took the lead, and won easily, with Hopkins (Chater-Lea) a long way behind.

Results :—

1. W. H. Phillips (346 Grindly-Pearless-J.A.P.) 86.69 m.p.h.
2. R. H. Hopkins (348 Chater-Lea) ... ... 83.31 ,,
3. C. B. Bickell (348 Chater-Lea) ... ... 77.55 ,,

C. V. Crowther Smith (348 Rex-Acme-Blackburne) gained fourth place and the Private Owners' Award, averaging 73.45 m.p.h.

The " 500 " Race.

The 500 c.c. class race was the best of the day. Denly (Norton) shot off the mark, pursued by Le Vack (New Hudson), Lacey (Grindley) and Judd. The last-named, however, fell out after three laps, and C. J. Williams (Raleigh), having lapped at 99.61 m.p.h., followed with a drifting silencer.

Le Vack began to close in on Denly, lapping at 95.23 m.p.h., while Bullus (Raleigh) held third place. On his 23rd lap, Denly burst, and Nott (Rudge) came into third place. Many were strewn by the wayside, Emerson, Harris, Lewis all disappeared. Lacey was unable to get near Le Vack, who won with six minutes in hand.

RACING NEWS—concluded.

THE 200 MILES SOLO RACES—concluded.

Results :—

1. H. Le Vack (469 New Hudson) ... ... 94.85 m.p.h.
2. C. W. G. Lacey (498 Grindlay-Peerless-J.A.P.) 90.72 ,,
3. A. E. Nott (499 Rudge-Whitworth) ... 89.24 ,,

A. J. Bacon (490 Norton) took sixth place and Private Owners' Award.

The 1,000 c.c. Class.

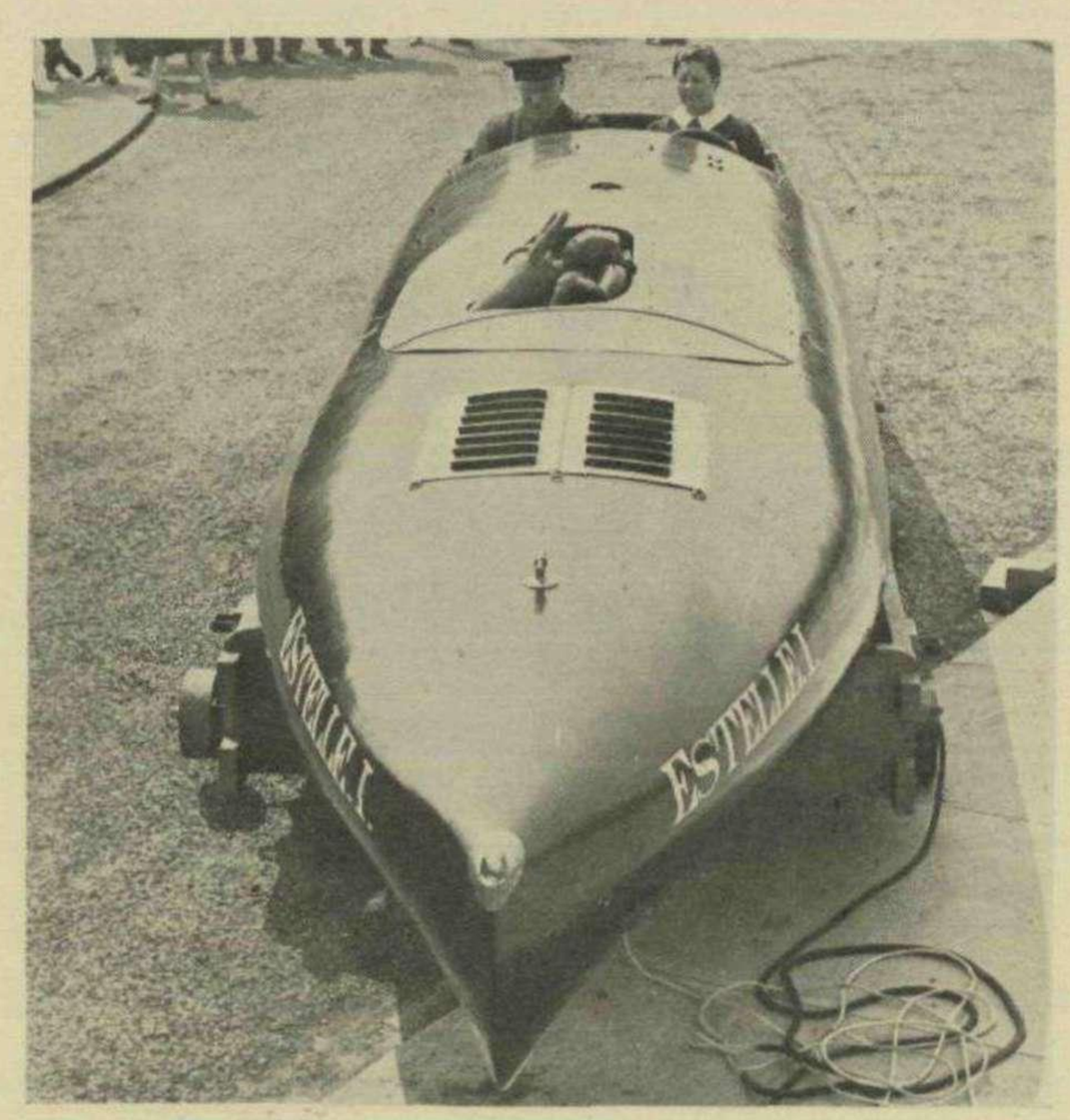
This race was, as usual, the most disappointing of all. There were but five starters, and only three finished, one of which was a big twin. Remarkable!

Baldwin's 998 Zenith-J.A.P. had plug trouble in the early stages and he never made up the lost time. Both Davies (980 Zenith) and Ashby (980 Zenith) were eliminated by mechanical trouble, leaving Driscoll (588 Norton), Baldwin, and L. A. Hutchings (596 Zenith-J.A.P.). This was the finishing order, Hutchings failing by 14 seconds to arrive within the schedule time.

Results :—

1. L. P. Driscoll (588 Norton) ... ... 87.07 m.p.h.
2. O. M. Baldwin (998 Zenith-J.A.P.) ... ... 85.56 ,,
3. L. A. Hutchings (596 Zenith-J.A.P.) ... 74.89 ,,

AN ATTEMPT ON THE BRITISH INTERNATIONAL TROPHY.



MISS CARSTAIRS IN "ESTELLE I."

What may be described as the last word in modern motor boat design is embodied in the two boats to be used by Miss M. B. Carstairs, in an attempt to regain the International Trophy for Britain, held by America since 1920.

The boats to be used are Estelle I and Estelle II, and Estelle III is contemplated, embodying the best points of I and II.

Both craft are equipped with the same type of power unit, namely, the 900 b.h.p. Napier 12-cylinder engine used by Flight-Lieut. Webster in the Schneider Cup, and by Capt. Malcolm Campbell in his Napier Bluebird at Daytona.

The engine is unsupercharged, and the compression is in the region of a 10 to 1 ratio. The cylinders are arranged in three blocks of four, radially disposed, and develop 900 b.h.p. at 3,300 revolutions.

Estelle I measures 26 ft. with a 5 ft. 6 in. beam, and is a single step boat. Direct drive is arranged for by tilting the engine, and louvres are arranged for ventilation, while part of the engine is exposed altogether as shown in the photograph. The total weight is about 2,900 lbs. The boat has been designed to attain 100 m.p.h., and the designer is Mr. F. P. Hyde-Beadle.

Estelle II is not quite so original in appearance as her sister craft. She measures 21 ft. in overall length, with a beam of 6 ft. An interesting feature is the arrangement for an efficient shaft angle by the use of a gear-box forward of the engine allowing the propellor to run at engine speed.

Estelle II is V-stepped transversely, rather deeper than Estelle I.

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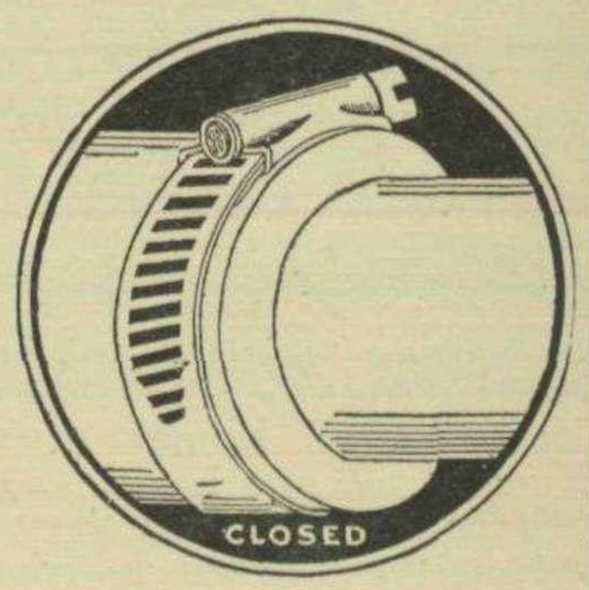
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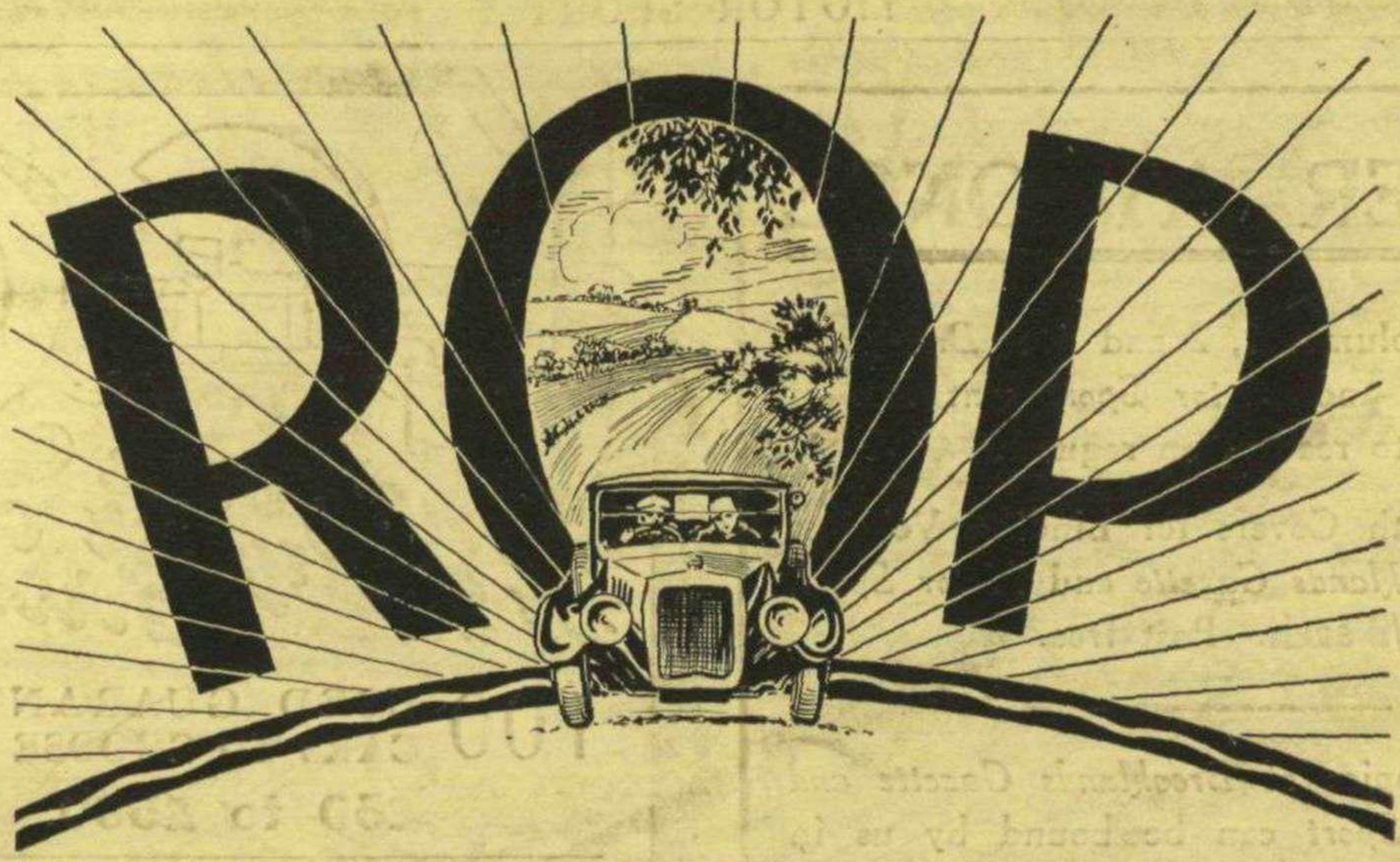
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