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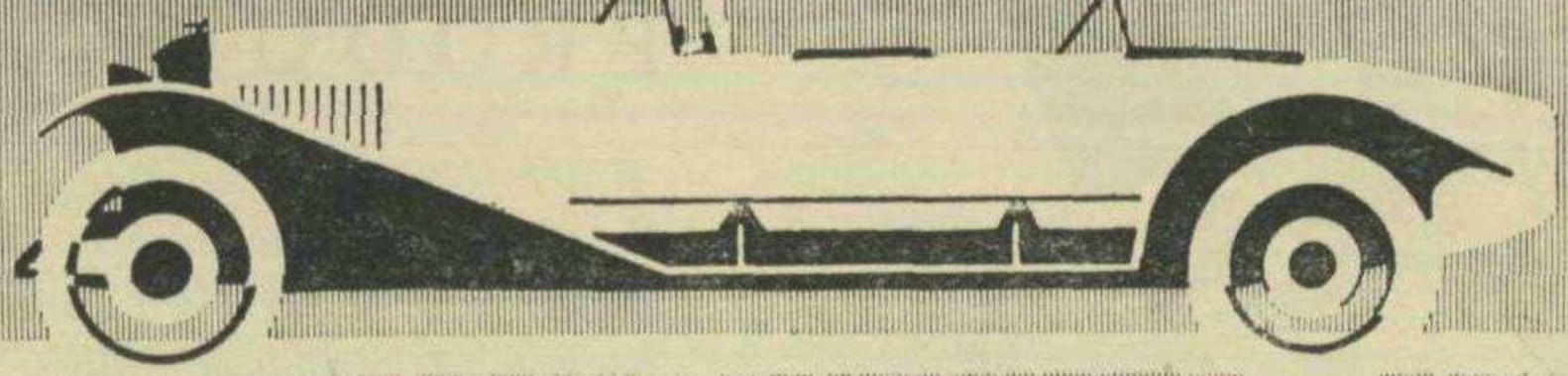
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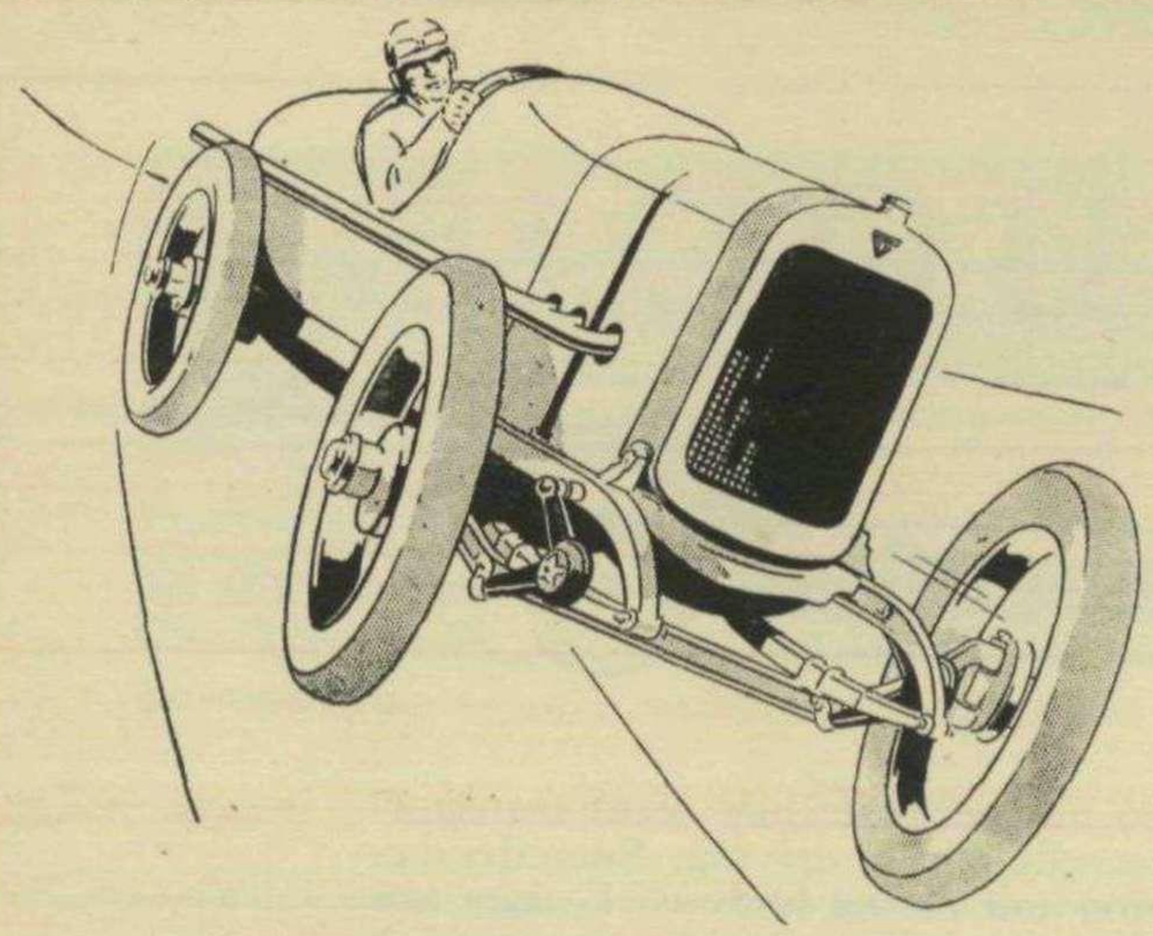
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No. 1.

VOL. 2.

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

JULY, 1925.

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EDITORIAL NOTES.

Twelve months ago, the first issue of THE BROOKLANDS GAZETTE made its appearance, and this is, therefore, our First Anniversary number. During the past year we have endeavoured to run the journal in the interest of all sporting motorists, and to throw our pages open to form a kind of universal club organ. This has naturally been a more or less difficult task, especially when one considers the uphill struggle to produce a new periodical where so many already exist. But we feel from the appreciation of our readers that we have a place to fill in the sphere of motoring literature, and to many THE BROOKLANDS GAZETTE is something to look forward to each month. The views of some of our readers will be found elsewhere in our issue this month.

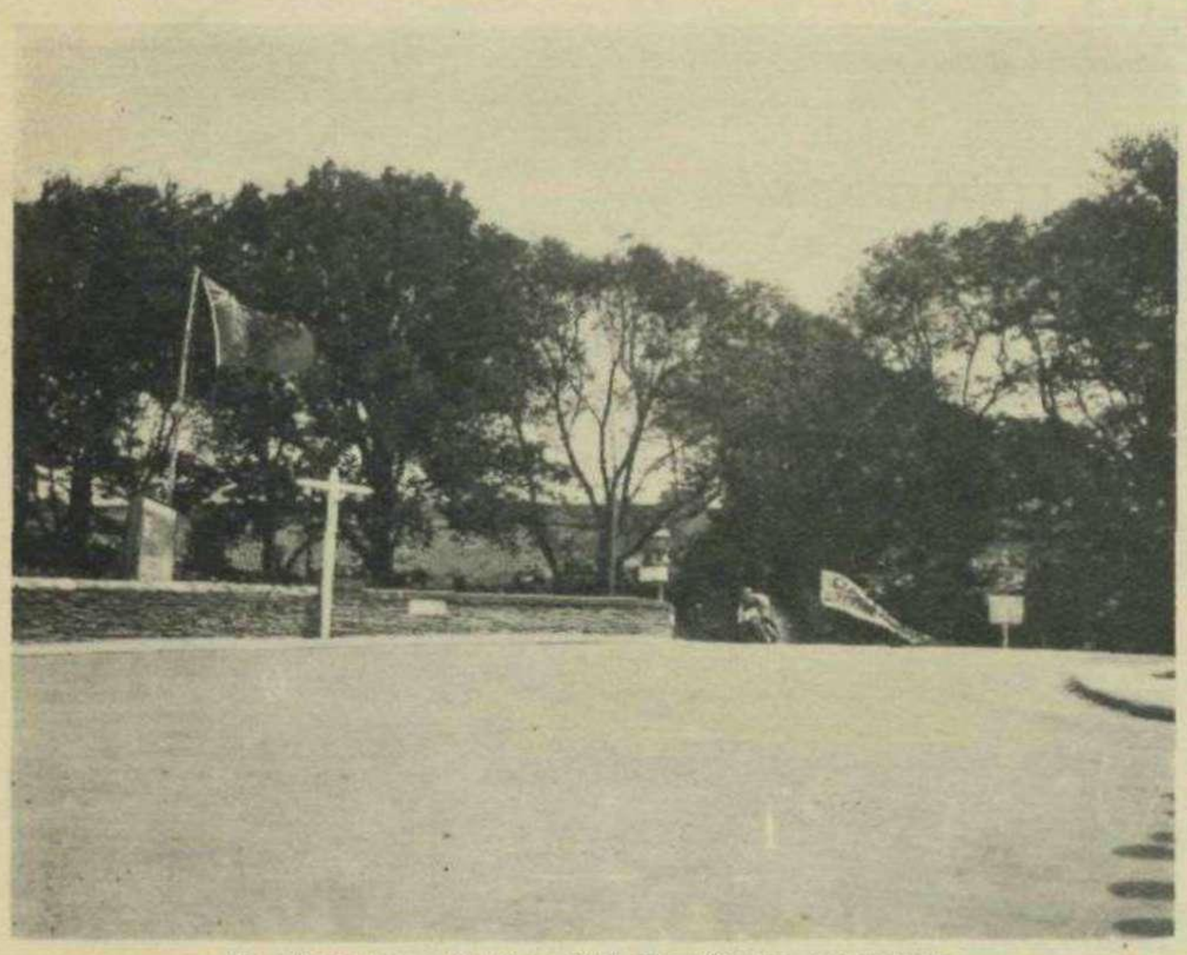
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The T.T. Races have now become a matter of history, and after all the months of preparation the fate of the entrants has been decided in a few strenuous hours. We congratulate the winners upon their wonderful successes, and sympathise with those who, after gallant attempts, failed to gain the coveted honours. It is interesting to observe how British machines ridden by British riders triumphed in this event, and doubtless the lessons of the race will go to still further improve the excellence of our own machines, the supremacy of which is admitted wherever motor cycles are ridden.

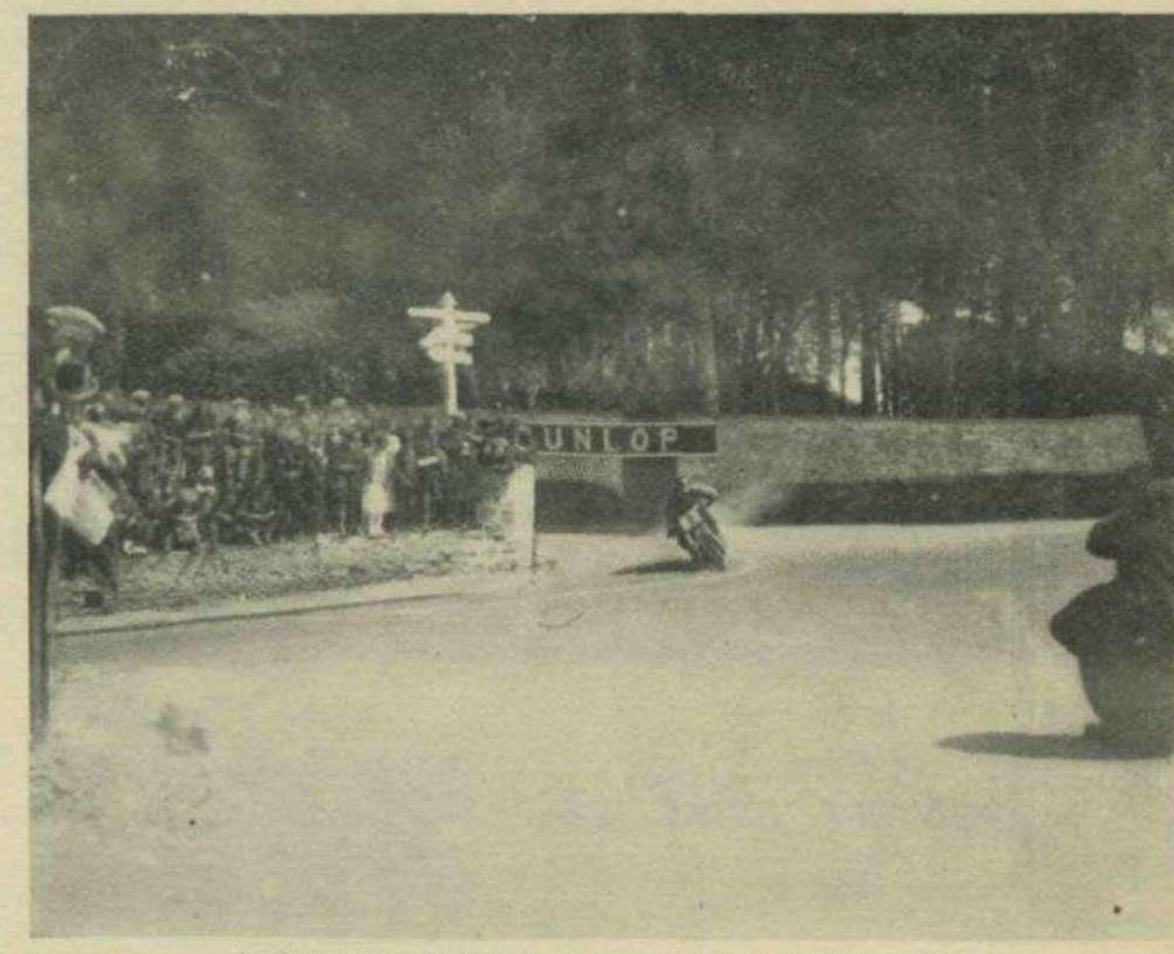
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Whilst the interest in sporting events is bound to be at its maximum during the summer months, we take this opportunity of reminding our readers that we have a live programme for what some sporting motorists describe as the "dead season," and we can assure our friends that our pages will continue to hold their interest throughout the year without any "flat spots" or falling off of "h.p."

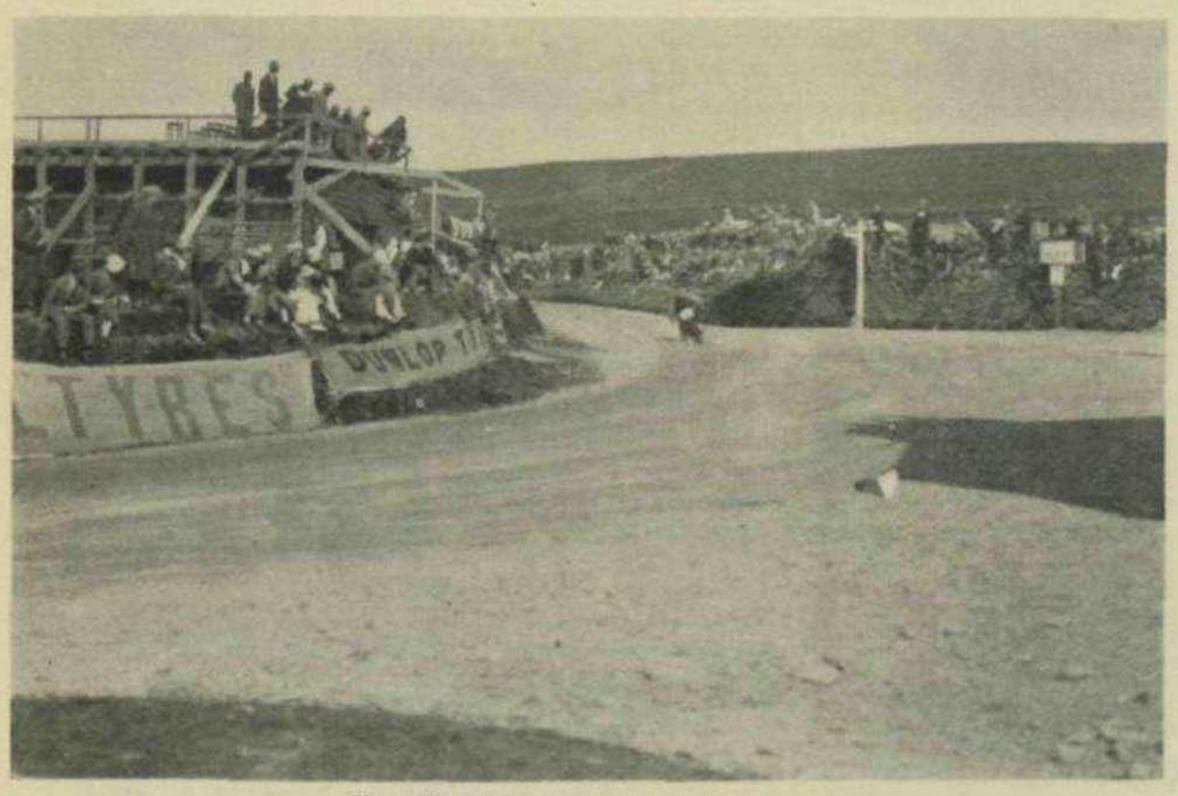
PICTURES OF THE T.T. RACES.



K. TWEMLOW AT QUARTER BRIDGE ON LAST LAP.



A COMPETITOR CORNERING AT GOVERNOR'S BRIDGE.



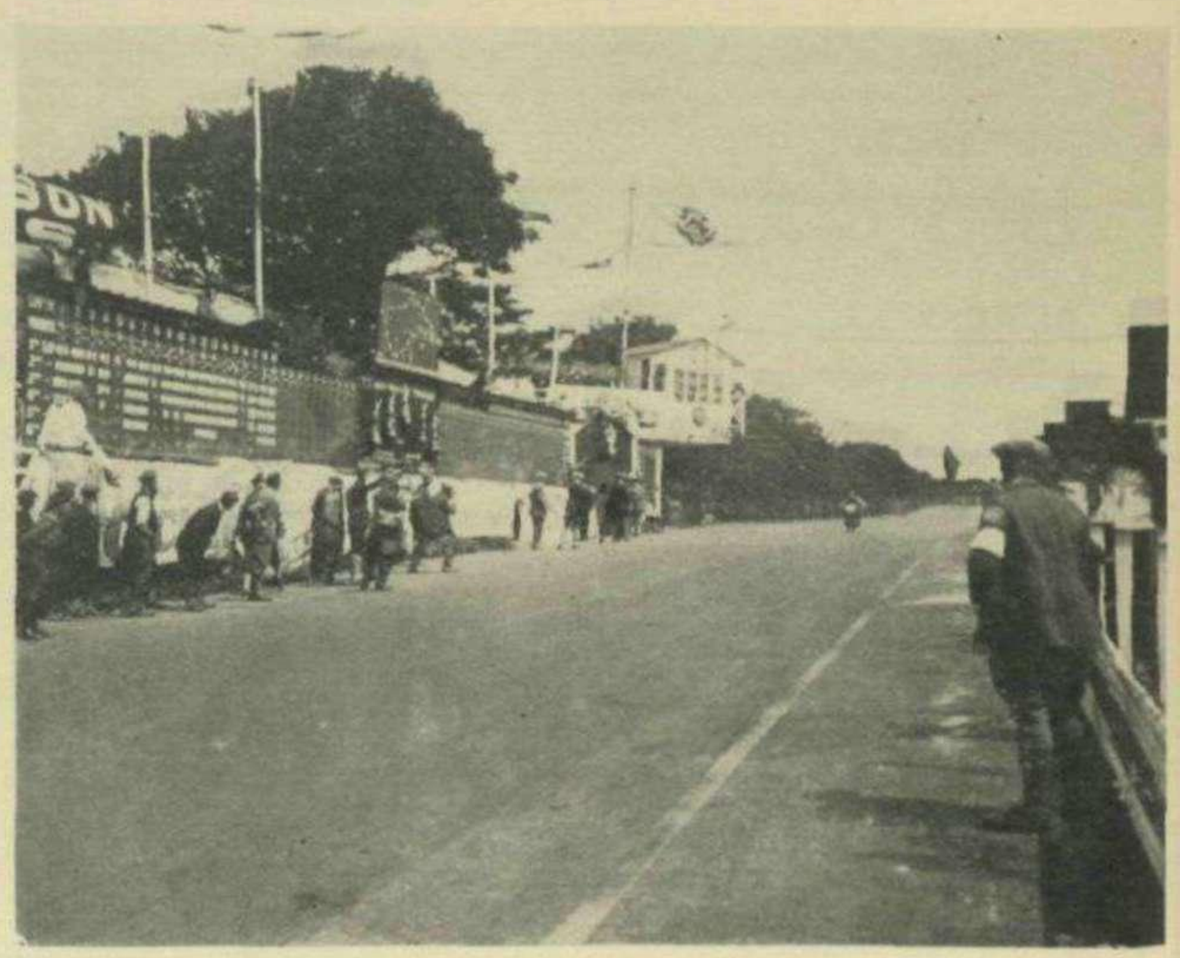
THE SCENE AT CRAIG-NY-BAA.



SPEEDING DOWN THE MOUNTAIN ROAD.



E. TWEMLOW AFTER WINNING THE LIGHTWEIGHT T.T.



THE WINNER OF THE LIGHTWEIGHT T.T. PASSING THE STANDS.

THE T.T. RACES: NOTES FROM THE COURSE.

By the ASSISTANT EDITOR.

THE JUNIOR TOURIST TROPHY RACE.

A MORE popular win could hardly be imagined than W. C. Handley's triumph on the Rex-Acme. Both the rider and the firm deserve every bit of praise we can give them. Handley, who is only 22 years of age, had ridden in four other T.T.'s and he finished sixth in 1922. He is just the type of rider whom we all like to see win a big race of this class. Quiet, unassuming, accepting defeat in the same spirit as he accepts victory ; nothing spectacular about Handley, nothing but sheer grit and determination to place his firm's machine at the top of the list.

A wonderful rider, with an uncanny knowledge of the things that matter. To see him take the bends was a fine education, his footrest just that half-inch or so off the ground, that half-inch that makes all the difference between a fine rider with experience and the new entrant.

Of the second man, namely H. R. Davies, we can but say that he rode an excellent race, and deserved to win as much as Handley did. Without doubt, the "H.R.D." will be a popular machine this year.

Simpson, the star of the course, accomplished a miracle by finishing at all ; nevertheless, his chagrin was great when he discovered that he had not run into first place. Apparently some signals had been misunderstood, which accounted for his slackening the pace. He is undoubtedly a fine rider, and we must sympathise with him, wishing him better luck in the Senior.

The race itself was exciting, especially to those who had not the advantage of the most excellent lap boards by the grand stand.

It was only those with accurate stop watches who knew that Handley was leading. At the stands everyone was kept fully informed of the progress, and it was only the uncertainty of whether Davies or Handley would stick the pace best that filled the atmosphere with expectation.

To show the progress of the race in a nutshell, we append the leaders on the six laps with their times.

LAP No. 1.

	m.	s.
Dixon (Douglas)	34	38
Handley (Rex-Acme)	34	39
Johnston (Cotton)	35	32
Simpson (A.J.S.)	35	24
Davies (H.R.D.)	34	45
Porter (New Gerrard)	36	14
K. Twemlow (New Imperial) ...	36	34
Ollerhead (Dot)	36	41
Longman (A.J.S.)	36	41
Woods (Royal Enfield) ...	36	49

LAP No. 2.

	h.	m.	s.
Handley	1	9	18
Dixon	1	9	41
Simpson	1	11	1
Davies	1	11	12
Woods	1	12	37
Longman	1	12	40

LAP No. 3.

	h.	m.	s.
Handley	1	44	57
Simpson	1	46	24
Dixon	1	46	31
Davies	1	46	55
Longman	1	48	27
Hough (A.J.S.)	1	49	51

LAP No. 4.

	h.	m.	s.
Handley	2	19	20
Davies	2	21	47
Simpson	2	23	16
Woods	2	25	19
Longman	2	25	22
Hough	2	27	28

Between these two circuits Dixon cracked up near Ramsey, and the last Douglas hope was gone.

LAP No. 5.

	h.	m.	s.
Handley	2	54	31
Davies	2	56	36
Simpson	2	58	49
Longman	3	1	6
Woods	3	2	2
Hough	3	3	21

LAST LAP

m.p.h.	h.	m.	s.
Handley (65.02)	3	28	56
Davies (63.87)	3	32	42
Simpson (63.67)	3	33	22
Hough	3	39	30
Harris (H.R.D.)	3	49	50
Horton (New Imperial) ...	3	50	47

From the above table a very interesting graph can be made out, which will give a very real idea of the race. With the absence of any exciting crashes, there is very little more to be said, except to comment on the extraordinary speeds which were attained and kept up throughout the laps. There was a gasp of astonishment when it was announced that Dixon had done a lap in 34 mins. 38 secs., which gave him a speed of nearly 66 m.p.h., which was 53 seconds faster than the record. This was considered unapproachable, so that, when Handley lapped in 34 min. 23 secs., the spectators were really unable to take it in, and everyone thought another lap at that speed would eliminate the Rex-Acme, as something must surely smash.

No team prizes were awarded at the distribution in the evening at Villa Marina, and only four riders gained replicas of the Trophy.

Handley's reception was overwhelming, and the insistent demands for him to make a speech were rather uncalled for. He had done enough that day.

To sum up; the weather, always the deciding factor, and especially so this year as all the practising had been done on dry surfaces, could not have been more favourable, the sun obliging by occasionally retiring, thus giving the riders a rest from the glare. The course was

THE T.T. RACES: NOTES FROM THE COURSE—continued.

covered in over thirty minutes less than last year, and this was accomplished without a single accident; the only incident which might have provoked a crash was the breaking of a handlebar by Woods at the bump on Ballig Bridge, causing him to retire.

It seems impossible for the Senior to improve on the times put up on Monday; if it should be wet an improvement will be nothing short of a miracle, and even should it continue dry some extraordinary driving will be seen.

THE ULTRA-LIGHTWEIGHT RACE.

Handley wins at Record Speed of 53.45 m.p.h.

9 a.m. Wednesday.

ONLY seven machines are lined up for the start of the Ultra Lightweight, but this in a way arouses great interest; we are all wondering if there will be any finishers.

Of the seven, J. A. Porter (1179 New Gerrard), fails to get away at once, his engine refusing to fire until the end of the pits was reached, by which time the 1.73 Cotton, in C. W. Johnston's hands, has overtaken him with about five seconds to the good.

C. Dodson (1.74 Dot) also failed to get off promptly, being passed by N. Hall (1.72 Excelsior) who got away well, as did his stable mate, C. S. Barrow. F. G. Morgan (1.73 Cotton) and W. L. Handley (1.74 Rex-Acme) the hero of Monday, both went away quickly, Handley's machine being especially throaty. He did a lap in 72 yesterday morning, so he ought to win.

By now (9.15) everyone has passed Ballig, and we wait in expectancy to see who will be first to reach Sulby. The loud speakers have just announced that the course is in good condition throughout, but a strong north-westerly wind is blowing, especially over the mountain; this is such to reduce the times of these small machines.

(9.23) The first man has just reached Sulby, *i.e.*, Porter, who must have picked up his seconds lost in starting. No. 2 was not far behind, however, but there is a space of minutes before No. 3 reaches Sulby. But no! it is Handley, No. 7, who is marked up next; this looks like the start of a wonderful lap.

At 9.25¼ Porter reaches Ramsey, with Johnston close on his heels. Neither Hall nor Barrow have yet reached Sulby. Only two minutes behind comes Handley. Hall has got going again now, but Barrow's indicator still sticks at Ballig. Morgan has passed Ramsey. Barrow is going again and has passed Sulby.

Porter has reached the Bungalow (9.35) and Johnston is only a minute behind. Another minute and a quarter and Handley also passes the point. He is gaining, if only very slightly. It now transpires that Barrow was held up near Ballacraine with plug trouble.

The yellow disc is now over Porter's number and in a moment he will flash by; here he comes, he is going well and sounds like sticking the pace. No. 2 is signalled, and we notice that Nos. 4 and 5 are stuck near Ramsey. Johnston has just flashed past and Handley is signalled. Now he is coming down the straight, missing slightly withal, but going as well as Porter and Johnston. It now seems a race between Porter, Handley and Johnston, as yet Nos. 3, 4, 5 and 6 are not signalled.

9.48½ and Dodson runs into the pits and wastes 40 seconds before he is off again. No. 6, Morgan, has just run through, his Cotton sounding quite healthy.

LAP No. 1.

Nos.	*The times are as follows:*	*m.*	*s.*	*Places.*	*Speeds. m.p.h.*
1.	Porter (New Gerrard)	42	23	2	53.42
2.	Johnston (Cotton) ...	43	2	3	52.61
3.	Dodson (Dot) ...	45	54	5	49.33
6.	Morgan (Cotton) ...	45	25	4	49.85
7.	Handley (Rex-Acme)	41	52	1	54.08
5.	Barrow (Excelsior) ...	60	2	6	37.71

Nos. 4 and 5 are both at the Bungalow, but unless the leaders crack, we can consider them out of it.

LAP No. 2.

The above formation has not yet changed, but Morgan has stuck between the start and Ballig. No. 5 (Barrow) has just arrived with his face cut about; Porter has reached Sulby (10.5), but Handley's pointer sticks at Ballacraine. Hall has retired at Craig-ny-baa. Johnston reached Sulby but Handley gets there a fraction late.

Here it is announced that Handley's speed for the first lap, namely 54.08, is a record for the Ultra.

From here onwards we will not follow them too closely on paper, but should the leaders alter their positions we will note it.

It transpires that Barrow came off at Governor's Bridge, accounting for his cut face; he is also having carburettor trouble.

Handley is still just about holding first place. 10.21, Porter at Craig-ny-baa. 10.24½, he runs into the pits, but is away again in seven seconds; we believe he has improved his time. 10.25¼, and Johnston is in the pits for 20 seconds, at Craig-ny-baa, but at 10.27 he is here, and after spending 15 secs. at the pits he is off again faster than ever. Dodson has retired at Ballaugh with a leaky petrol tank. Nos. 4, 5 and 6 are well behind. All the riders through have complained that the wind is exceedingly fierce over Snaefell.

	LAP 2 Positions.	*Time.*		
Rider.	*Speed*	*h.*	*m.*	*s.*
Handley	55.76	1	24	14
Porter	53.68	1	24	21
Johnston	52.80	1	25	46
Morgan	50.63	1	29	26

LAP No. 3.

For the present position it will be seen that it is anybody's race (out of the first three), but Handley has demonstrated that he could crash and still keep ahead of the other two.

Just here, during a pause in the interest, an announcement was made that the only piece of news from the course was that the Marshals at Governor's Bridge were not getting enough beer. A wag in the crowd shouted that if they couldn't get beer they should ask for PORTER!!!

THE T.T. RACES: NOTES FROM THE COURSE—continued.

General feeling is manifested when Handley is seen to stick at Sulby, but an announcement relieving us is made to the effect that the Sulby 'phone is out of order.

10.59. All the three men have now passed Ramsey, seemingly in the same formation.

Handley has passed Johnston and has reached the Bungalow only a fraction behind Porter. Johnston reaches the Bungalow two minutes later. Morgan is still pluckily going round.

Handley is signalled at Craig-ny-baa only a few seconds after Porter. In a few minutes they will have completed their third lap, perhaps running in almost together, in which case it is Handley's race if his engine can stick it. Porter is signalled, here they come, Handley only half a minute behind, but still missing, only a minute and a half later Johnston runs through.

LAP 3 Positions.

Rider	*Speed*	*Time. h.*	*m.*	*s.*
Handley	53.83	2	5	11
Porter	52.77	2	8	44
Johnston	52.37	2	9	42
Morgan	50.37	2	0	0

It will be seen that Handley's lead has appreciably increased.

LAP No. 4.

Morgan has just run through, going well, in fact as well as any of the leaders, but no hope can be held out for him. Amid cheers, Handley's indicator shows that he has overtaken Porter before Ballacraine. We all hope he will stick it.

He passes Sulby well ahead of Porter and Johnston.

This race is much easier to follow than the Junior, quite apart from the number of the competitors, as all three leaders started almost together.

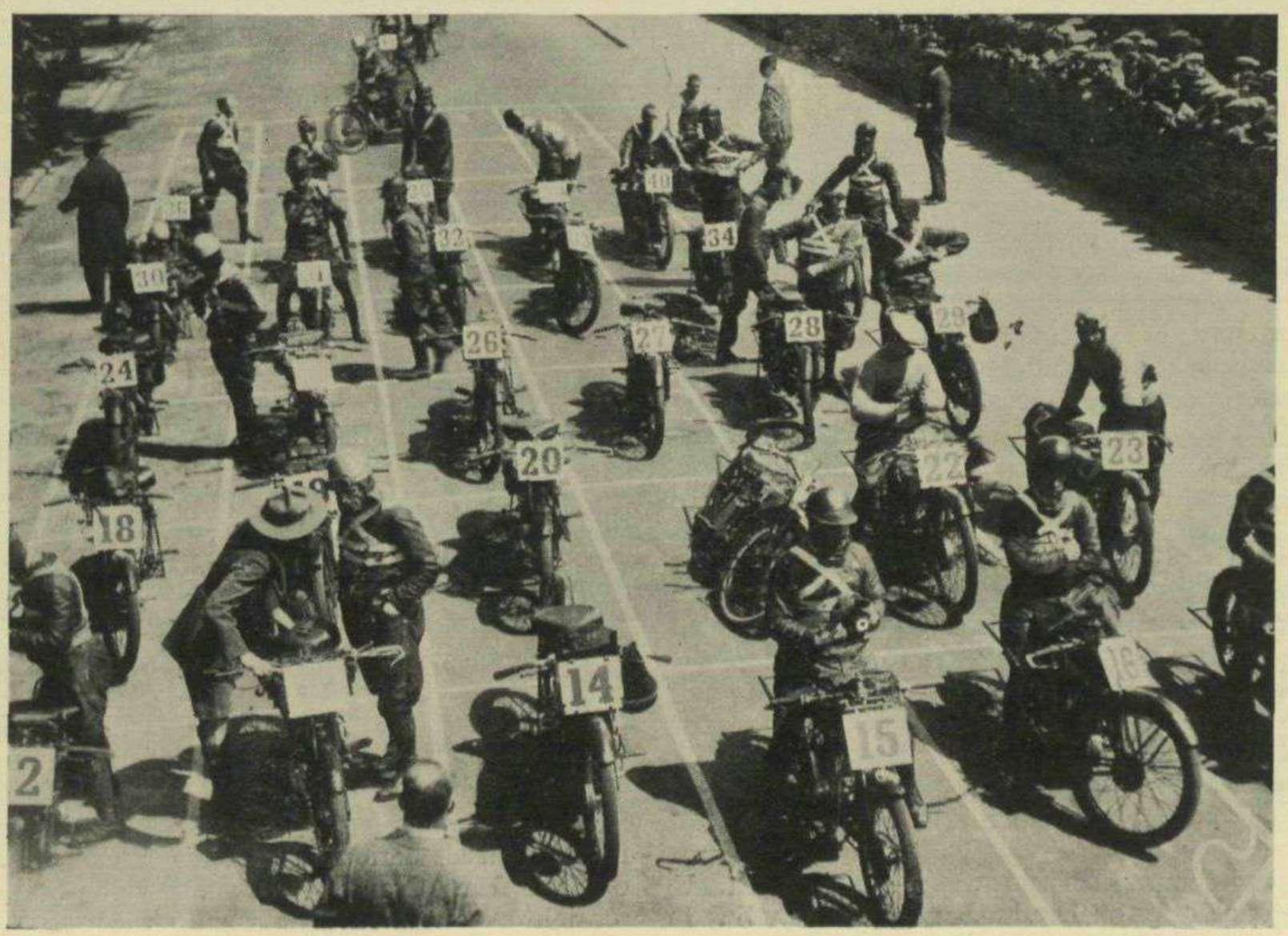
Great excitement is manifested when Handley reaches Ramsey ahead of the other two. Morgan is still between Ballacraine and Sulby.

Handley holds his lead, and despite a stop at Craig-ny-baa through misfiring, he comes on finally to run in a winner at 53.45 m.p.h., having accomplished the circuits in 2 hours 48 minutes 27 seconds.

Johnston proves to be second, taking 2 hours 53 minutes 54 seconds, while Porter comes in third in 2 hours 57 minutes 40 seconds.

THE SENIOR TOURIST TROPHY.

SOMEHOW, the Senior is always *the* race of the week, and those interested expect enormous speeds and thrilling tales of hair-breadth escapes from death; these are present in a modified form in the other races, but until they are over we cannot imagine the little engines of the junior races putting up such a fight as the big 500 c.c. machines, and yet the difference in speeds this year between the junior and senior is almost negligible, until one considers the velocity of the wind which was sweeping the island on Wednesday.



COMPETITORS LINED UP FOR THE SENIOR T.T. RACE.

THE T.T. RACES: NOTES FROM THE COURSE—continued.

Not only must it have considerably affected the speed of the machines, but there was the unknown quantity of the force of a squall hitting a competitor on some fast exposed corner. I have just returned from the summit of Snaefell, and riding against the wind up there was a very cold job, and at high speeds it took fully five or six miles an hour off my machine.

So, having considered the elements which were at work on Wednesday, we can turn to the speed of the winning competitor, which every sportsman knows by heart by now; 66.134 miles per hour average; over 66 m.p.h. for over 226 miles of a course which includes over ten notorious corners, and at least another ten really nasty ones, and a course which, when taken fast, seems a mass of bends and twists and turns, apart even from the really bad portions. In addition, although the surface is generally good throughout, a generous selection of bumps appear, even when touring round. A little loose stuff over the mountain is inclined to be baulking after some of the excellent surfaces which one obtains on the western side of the island.

Another point that is often overlooked when marvelling at the remarkable average. Take another glance at the map and try and realize that 2,000 odd feet of mountain have to be climbed three times during the two hundred miles. I doubt if the gain in speed down Snaefell makes up for the climb on the other side, which must surely stress the engines to the last degree. To a certain extent, a little advantage is gained in the fact that the approach to Hillberry enables a slight strain to be taken off the engine for a few moments and perhaps reduces the temperature a little; all of which helps to ensure a faster climb up to Signpost Corner, but at the same time it endangers the chances of a rider by allowing the plug to try and oil up. In the Ultra, it was observed that Handley's Rex-Acme was missing at this point, and twice it passed the Grand Stand still missing.

At one o'clock, forty-seven riders were waiting for their turn to start. At three minutes past 4.30 H. R. Davies tore past the Grand Stand. At 30 years of age, Mr. H. R. Davies rode a hard race to a popular finish, on his H.R.D., a machine which bids fair to rival some of the best we have in this country. Upon the dismantling of the engine, it was found perfect, even to a film of oil upon the rocker gear; a slight deposit of carbon inside and dust outside were the only indications of the tremendous stress so imposed upon the engine and frame.

Naturally enough, we do not have to introduce Howard Davies to the majority of our readers, but on this occasion, which will be (like all T.T. Seniors) historical, a little resumé of his deeds will not come amiss.

He first raced in the Island in 1914, mounted on a Sunbeam; on this occasion he tied for second place. Each year since the war he has ridden consistently, and in 1921 he was second in the Junior and he won the Senior on a 350 c.c. machine. In both cases an A.J.S. This year he repeats his 1921 success, on a machine of his own manufacture, into which all his experience has been introduced.

Mr. Davies is married, and we must congratulate Mrs. Davies, not only on her husband's victory, but in her courage to watch him and his progress throughout the race from the Grand Stand.

His final triumph was in the evening, when before an unprecedented number of cheering spectators he received from the Bishop the Senior Trophy, two replicas and a cheque.

I will deal with the race itself at no long length, because no doubt our readers have devoured every scrap of news concerning it.

From the time that Alec Bennett on the Norton dropped back on the first lap, it was clear that Davies should win, for it would prove a hard job for anyone to catch him. Nevertheless, we all received a surprise when Simpson's (A.J.S.) time for his second lap was announced, namely 32 min. 50 sec., which works out at the phenomenal speed of 68.97 m.p.h. We did not of course disbelieve the A.C.U. (whose organization was, by the way, almost as wonderful as Simpson's speed), but to credit anyone with an average of nearly 70 m.p.h. takes a lot of faith, even in these days. In spite of his valiant attempt, however, plug trouble pursued him and he eventually had to give up on his fourth lap, near Ballacraine.

For some reason the Douglas riders had continual bad luck throughout, and the only one to finish was the last man home, namely Judd, who, in spite of a crash and a long stop on the course for adjustments, finished in four hours six minutes and thirty-eight seconds. As his machine appeared to be running on one cylinder some of the time, he made a plucky effort in finishing at all. The redoubtable Freddy Dixon fell a victim to an engine seizure, and crashed in Parliament Square, Ramsey. Another of the "hot stuff" machines which was amongst the leaders was Craig's Norton, which had done a practice lap in 34.20; this was well in the running for second, if not first place, but on the fourth circuit Craig's pointer stopped at Ballacraine, and Craig appeared no more.

To condense a large quantity of information about the first six men, I give below a table showing their positions. Langman's efforts, for instance, will be clearly appreciated.

		1st	2nd	3rd	4th	5th	6th
Lap	I.	11	15	20	35	29	55
,,	II.	15	20	35	55	40	18
,,	III.	15	20	35	55	11	40
,,	IV.	15	35	11	38	18	55
,,	V.	15	35	11	38	18	55
,,	VI.	15	35	11	18	55	28

Key to above Nos.—(15) H. R. Davies, H.R.D.; (35) F. A. Longman, A.J.S.; (11) A. Bennett, Norton; (18) T. Bullus, P.&M.; (55) H. Langman, Scott; (28) L. Randles, Sunbeam; (20) J. Craig, Norton; (38) G. Walker, Sunbeam; (29) H. F. Harris, H.R.D.; (40) C. T. Ashby, P. & M.

One cannot write about the T.T. without mentioning George Dance. Always a good and reliable rider, he invariably has bad luck in the Island. This time his fate still pursued him, and he was forced to retire with engine trouble at Ballaugh Bridge on his third circuit.

G. N. Harvey (New Hudson) was the only man to injure himself seriously. Getting a wobble as he shut off for the Craig-ny-baa corner he was unable to straighten out with the result that he was thrown against the base of the hotel wall. His machine somersaulted twice and hit the wall above, and then dropped

THE T.T. RACES: NOTES FROM THE COURSE—continued.

down on to him, having narrowly missed one or two members of the Press, one of whom was able to obtain the already well-known photograph.

Another retirement of interest was that of Grahame Walker, whose Sunbeam had been running well, with the promise of fourth place. It seemed that the bulk of trouble was experienced with the power units, which this year have developed to an extraordinarily high pitch of efficiency—as a matter of fact beyond the limits of durability, particularly in the case of Douglas and New Hudson machines. This latter firm entered three entries, one which finished ridden by Tom Sheard, the Manxman. With a little more experience in racing, New Hudsons should do well, but as they have only just entered the field we did not expect wonderful results.

Some remarkable driving was witnessed in this race; Dixon I think was, but for the exception of Simpson, perhaps, the real exponent of saving split seconds; his cornering and general handling of his machine showed him to be the master hand. Simpson is certainly as good, but perhaps not quite so exciting to watch.

Davies is always the steady man, and yet he gets round nearly as quickly as the other two.

Langman is, of course, still quite inimitable in his style: a pretty rider who is as fast as any over the course.

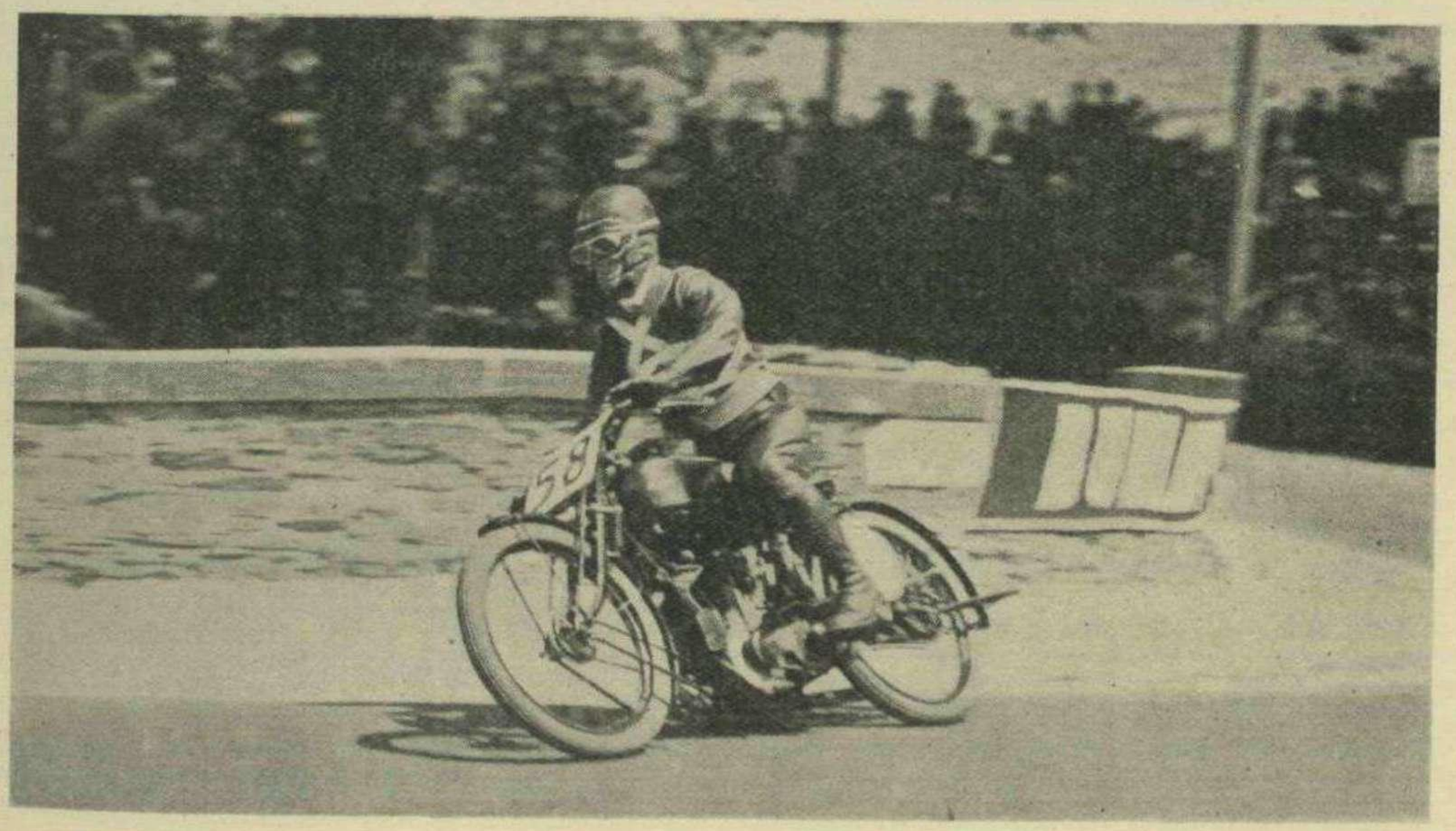
Alec Bennett really excels at his job, by being one of the most reliable men who can make a fast lap.

T. Bullus is only 18 years of age, and a veritable tower of strength. He is a man to watch in future races, and, had his mount been a fraction faster in this, he would have been a hard man to beat. As it was, he pulled up to fourth place, determined that P. & M.'s should not be out of it because of Ashby's bad luck.

Longman knows the course, and as usual finished with the first three, by riding well and truly into second place on the A.J.S.

Randles, last year's Sunbeam amateur, rode very well, and I hope to see him higher up the list next year.

From among the five races the Senior can be placed as the event in which most favourites failed. In all the other events, the racing has been more consistent, the leading men keeping their places almost from the start. One is inclined to think, at the finish of the Senior, that the speeds of 1925 cannot be improved upon, but who can say what the results would have been on a windless day. But we must possess ourselves in patience till 1926, to see who and what will beat Simpson's startling speed of 68.97. A remarkable feat, and should 1926 repeat 1925 history the course will be too small to hold the Senior machines.



S. M. Williams on the A.J.S. in the Senior T.T. Race.

THE LIGHTWEIGHT RACE.

Conditions were excellent on Friday for the Lightweight and Senior Races. Brilliant sunshine prevailed all over the Island, but the wind, although a point or two more westerly, was still blowing as hard as ever, and Windy Corner more than upheld its name; once again, however, records were beaten and the eventual average speed was 57.74, this being two miles an hour faster than last year's winner's speed.

Edwin Twemlow, the first man away, started from his place of honour in front of the test, being last year's winner, and by the way he went off it was clear that he was going to uphold his title. K. Twemlow followed him and S. Woods, also on a New Imperial, went away fourth, after Porter had vanished on the New Gerrard.

A great cheer was roused for Handley, No. 17, on the smaller Rex-Acme; by quarter to nine he was at

THE T.T. RACES: NOTES FROM THE COURSE—continued.

Ballacraine, which indicated that he had crept past a good many others already.

All the machines went off easily from the start, except perhaps the P. & P., driven by J. J. Hall. It was soon apparent from the board that the fast men were Handley, Johnston (Cotton), Porter, Horton (New Imperial), and Brockbank on another Cotton. The Twemlows did not appear to be pushing their machines too hard. Nevertheless, E. Twemlow was still in position at Craig-ny-Baa, followed closely by Porter, with K. Twemlow and Stanley Woods the next pair round. All four were irreproachable in their cornering here. Perhaps Woods came a bit far out but he was fast and steady. Cooke, on the Dot, was next round, having picked up one position by virtue of fact that the A.J.R., driven by A. J. Robertson, had dropped out.

Handley gave us all a surprise by rounding the bend ninth; his corner work here was wonderful, well in he was, and his engine firing gently all the time. Brockbank was up four places, but J. M. Sheard (O.E.C.-Blackburne) had dropped from 10 to 15.

Some of the slower men were really slow on this corner, shutting off a long time beforehand and practically coasting round. Faith in brakes must be born and not made.

Thus the first lap saw Handley the leader, with a lap time of 37 min. 36 secs. (speed 60.21). Then came :—

		Time	*Speed*
No. 3	Porter	38.10	59.32
,, 18	Johnston	39.12	57.76
,, 14	Brockbank ...	39.41	57.06
,, 9	Horton	39.47	56.91
,, 19	Craner (Rex-Acme)	40.18	56.18

Much do I regret that the space is not at my disposal to mention all the riders, for many a man amongst the rearguard has ridden a hard race, and is fit to win, but often he has been dogged by trouble during the whole circuit.

Needless to say, Handley's lap constituted a record, and that from a standing start. 60.21 m.p.h. round the Isle of Man on a 250 c.c. machine!

On the second lap two incidents occurred to enliven matters. Porter had the misfortune to break a rocker arm near Ballacraine, and M. Scott (Levis) crashed past Ramsey through a seized engine. He was taken to hospital, but was found to be suffering only from shock.

Handley continued to lead and to keep up a cracking pace, being actually two miles an hour faster than Johnston, the second man. With Porter out, it looked a certain hat-trick for Handley, and we were not put off by his engine missing. I came to the conclusion that it must be a trick of his to bring his price with the bookies down, for wherever I noticed him in either races, the Rex-Acme was always playing that little original tune of its own.

A word about the way they took Hillberry. Once again the Twemlows and Handley were the artists, the two men on Cottons were also good, and Woods was apparrently making up time on this bend. I noticed again what a vast difference there was between the real T.T. men and some of the others. Style and pace were altogether in another category.

From this lap onwards the order of positions changed completely, for by the end of the round Johnston was leading with Horton (New Imperial) second, then the other Cotton, with the two Twemlows as fourth and fifth.

Amid cries of "Hard luck!" Handley appeared, with his helmet off and obviously out of it; his tyre had burst, throwing him and bending his clutch, so that even had he had a new tyre put on, he could not have finished. Still he was already twice a victor, and many times a record smasher, so this piece of bad luck did not come too hardly, and incidentally gave the Twemlow boys the opening they wanted.

On the next lap, E. Twemlow took the lead from Johnston, who had been delayed at the pits with an unexpected discovery, and forsooth a lucky one. His spare push rod had been fouling the spokes. Discarding the spares, he tore off down Bay Hill, but during that time Twemlow was hitting the trail with more speed than ever. There were a lot of important retirements about this time; Horton, Woods and Sheard all reported engine trouble, and Hall (P. & P.) was having a bad time with his plugs. J. Cooke came more into the picture by bringing his Dot into fifth place, but he never troubled the leaders as he was quite five minutes behind the fourth man.

At the end of the fifth circuit the position was unchanged, but for the complete disappearance of Brockbank, whose pointer never reached Sulby. Johnston made his chance more slender by again visiting the pits, and it was a matter for conjecture whether he or K. Twemlow would be the second to finish. E. Twemlow looked a certainty for the last lap, if ever the T.T. course can offer a certainty.

In this case fickle fortune was hiding, for Twemlow flashed across the line a winner at 12.56; coinciding with his arrival a signal gun boomed, and the crowd rose to cheer a popular hero. K. Twemlow arrived ten minutes after his brother, but nearly immediately Johnston was signalled. Three minutes after Twemlow he brought his Cotton into second place, having ridden a great part of the way without goggles.

THE FINISH.

No.	*Rider*	*Speed*	*Time*	*Machine*
1	E. Twemlow	57.44	3 55 18	New Imperial
18	C. W. Johnston	56.88	3 58 51	Cotton
2	K. Twemlow	55.83	4 3 19	New Imperial
6	J. Cooke	55.29	4 5 41	Dot
7	D. G. Prentice	50.76	4 27 39	P. & P.

A large percentage of non-finishers points in most cases to engine trouble. This year the 250 c.c. engine has been so developed that in some cases a firm's 250 c.c. is faster than their 350 c.c.; but the moving parts object, and the designers have before them a whole year in which to improve the metals rather than the power output of their diminutive giants.

The Winner.

Edwin Twemlow is the younger of the two brothers, being only 19 years old. He has made history by winning this race two years in succession. He was second in the Amateur T.T. last year, so he can claim to be quite unique, even among the winners of the past 14 T.T. years

THE T.T. RACES: NOTES FROM THE COURSE—continued.

THE SIDECAR RACE.

AS we are learning to expect, the sidecar event provided as many thrills as can be found anywhere in the world, and a continuous film of Freddie Dixon's progress would be a real pull at any cinema. Unhappily, unless Mr. Allen were to carry a photographer round on the bars of his S.S.100, we can see no prospect of this ever being accomplished.

Dixon (Douglas) and Langman (Scott) were the two giants of the practice laps, and with great expectation we looked forward to a wonderful duel. They were both disappointing, however, for Langman fell out on the first lap with gear box trouble and Dixon, although taking our breath away for two laps, surprised us by filling up with oil at the end of the second, and subsequently was reported as going badly near Ballacraine. His first lap constituted a record by being accomplished in 40 min. 17 secs., a speed of 56.21 m.p.h. Some day he will pick a Douglas that will stand up to his treatment, and T.T. riders for the following years will have a hard task to beat his lap times. There were eighteen starters, but only six finishers, once again indicating that the reliability note may have to be introduced more strongly next year.

Only three retirements were announced in the first lap. Driscoll broke the rocker support on his Norton near Ballacraine. Kerkshaw's New Hudson seized its engine at Ballaugh, and Langman had to give up at Le Zayre.

Dixon, as usual, set the pace, and Hatton and Parker both showed that their Douglases were not so slow by completing the lap within 30 seconds of Dixon's. Simpson disappointed everyone by not finishing in under 51 min. 21 secs., this however was due to his handlebars working loose, an incident which lost him second or at least third place.

Positions 1st Lap.

No.	*Rider*	*Speed*	*Time*	*Machine*
22	Dixon	56.21	40.17	Douglas
31	Hatton	55.93	40.29	Douglas
23	Parker	55.49	40.48	Douglas
32	Taylor	54.14	41.49	Norton
24	Grinton	53.91	42. 0	Norton
34	Reed	53.25	42.31	Dot

Dixon's indicator showed him to be at Sulby when some of the later machines were still starting on their second lap.

Those at the Grand Stand were treated to a real thrill by the attempt of " Pa " Cowley, who is over 61 and who drove a Sunbeam, to pass Simpson along the straight. They were neck and neck at the top of Bray Hill, but Simpson being on the inside took preference in the descent. Another small thrill was provided by the oldest competitor, who, through over anxiety as to his passenger, nearly developed a bad wobble at the start.

Dixon held his own till the finish of the second lap, but Parker was on his heels when they came through, Hatton having fallen by the way between Craig-ny-baa and Governor's Bridge.

Taylor, Grinton and Tucker, the Norton experts, were following hard, and then to our surprise Hatton came on the scene, having overcome his trouble temporarily.

Dixon again made a new record, as he completed his two laps in 1 hr. 19 min. 53 secs., having taken only 39 min. 36 secs. for his second lap. Surely it could not last, and yet he reported everything O.K. at the pits, and was away like a streak, only to find his engine would not fire properly almost as soon as he left, and at Crosby he was touring through, to retire at Ballacraine.

Douglas hopes received another shaking when Hatton retired at Kirkmichael with broken front forks, and suffering from shock. His passenger was reported unhurt.

Reed (Dot) retired with a faulty back brake, and he did not start on his next lap. His passenger may have been thankful, for on the previous lap his face was literally shaved at Braddon Bridge, so neatly that his goggles were taken clean off. Perhaps we would say that he was rather roughly shaved, for certainly his face came in contact with the wall.

Tinkler (P. & M.) had engine trouble again, which brought him down to last place. Thus at the completion of the third lap it had the appearance of a real tussle, with the riders placed as follows :—

No.	*Rider*	*Time*		
24	Grinton	2	4	18
32	Taylor	2	4	20
23	Parker	2	5	25
21	Tucker	2	7	49
38	Longman	2	12	37
37	Simpson	2	16	54

Anyone of the first three might be home first, and although we heard that Grinton imagined he had three minutes in hand, Parker was undoubtedly the fastest man, and it rested with him to decide on taking a chance of cracking up his engine. He decided to take it and raced home, reaching the finish first in place and time.

Tucker, last year's winner, had trouble, and Bridcutt brought his Dunelt into a well-deserved sixth place. A fact that impresses one about the Dunelt is that, although not terrifically fast, it is certainly capable of standing up to very hard work and unlikely to crack up.

THE FINISH.

No.	*Name*	*Machine*	*Speed*	*Time* *Hrs.*	*Min.*	*Secs.*
23	Parker	Douglas	55.22	2	44	1.4/5
32	Taylor	Norton	54.57	2	45	58
24	Grinton	Norton	54.31	2	46	45
38	Longman	A.J.S.	50.55	2	59	10
37	Simpson	A.J.S.	49.79	3	1	53
27	Bridcutt	Dunelt	49.34	3	3	34

The winner, Leonard Parker, is a private entrant, and rode in 1923 in the Amateur T.T., also in the Senior Race last year. His time for the last lap was only 4/5 second slower than Dixon's record lap.

A. E. Taylor is an amateur and is to be congratulated on coming home second in what was undoubtedly the best race of the week. Throughout, the spectators were never at all certain of the ultimate winner, even eliminting the chances of engine trouble. Some of the finest cornering was to be seen round the course, and it was reported that " Pa " Cowley was one of the most efficient exponents. We are sure that all will join with us in congratulating him on his very sporting effort.

A REVIEW of the EALING and DISTRICT M.C.C. 200 MILE SIDECAR RACES.

BY the time this is in print, the T.T. results will be the talk of the Town, and the two-hundred mile sidecar events will have been forgotten; indeed, were it not for the motoring press, few people would even have known that they took place, for the attendance at Brooklands was very poor, considering the interesting nature of the programme.

Perhaps not quite so thrilling as solo racing, sidecar races should be carefully fostered, as they are one of the biggest factors in the eternal effort to "improve the breed." One would imagine that quite enough strains are imposed on the engine and frame of a 350 c.c. machine even when lapping at 60 m.p.h., for the track, although having a smooth appearance, develops an amazing amount of long bumps when taken at speed, and sets up tremendous forces, attempting to destroy frame and wheels; so that when, in addition to these more or less super-normal strains, we impose side and cross stresses in the shape of a sidecar loaded with an odd hundredweight or so, we are asking a lot of a small machine.

On account perhaps of these extra stresses the percentage of minor troubles was certainly higher than in the Hutchinson Hundred for solo machines, which shows that sidecar work brings out many small points where weakness lies; all of which, when remedied, help to improve the machine, and act as an aid to higher speeds when ridden solo.

* * * *

It was certainly not a day for the supermen of the track, and each race was won by riders who are continually trying hard to get a first, but who are usually fairly heavily handicapped on account of their mounts.

The 350 c.c. race started in a very promising way and for the first fifty odd laps proved to be quite exciting; continual duels were being fought by Baxter and Youngs, with Marchant always close at hand and seldom really extended. Baxter rode a Rex-Acme J.A.P., which eventually proved the winner; Youngs had an O.K.-Blackburne, which put up a very good show until engine trouble accounted for its retirement on Youngs' fortieth lap.

W. D. Marchant was, as usual, riding his overhead camshaft Chater-Lea, and seemed determined to pull off the hat trick, by winning the race for the third year; in our opinion he would have done it, but on his fifty-ninth lap, when he was on level terms with Baxter, his magneto gave up the ghost, and his chances vanished.

Handley, on a Rex-Acme-Blackburne, was another who suffered from magneto trouble; in fact, ignition trouble was the cause of much slowing-up generally, due to the rain, which began about a quater of an hour after the start, and was really responsible for spoiling what might have been a much better race.

As it was, after Marchant's demise, Baxter got and kept the lead, and he was never seriously troubled afterwards; the next man in was Greening, riding an Omega J.A.P., followed by the painstaking Worters on an Excelsior-Blackburne.

The winner's speed was 59.64 m.p.h., which was about 2 m.p.h. slower than last year's speed; Greening's speed was 54.73 m.p.h., and Worters only 48.54.

* * * *

The "stars" of the 600 c.c. race were Dixon, naturally on a Douglas, Horsman on his Triumph, Staniland and O'Donovan on Nortons, and an unknown quantity in Mundey, on a New Hudson. In passing, this race proved an excellent trying-out ground for one or two T.T. Machines.

Dixon led for quite a long time, with Horsman and Judd (Douglas), with the two Nortons following up. Even in the first lap these few had gained a good advantage over the rest of the field. Their speed was in the region of seventy-five miles an hour. From the first it was clear that Dixon would either win or "bust"; as it happened, his machine took the latter course, and although he did not stop, his pace was almost touring compared to his former speed. After that, Horsman led, with Tucker and Staniland behind, but the rate had grown easier with Dixon out; soon Horsman and O'Donovan and Tucker were all out of the running also, the former with a smashed piston, O'Donovan with a broken valve-spring, and Tucker with a sidecar chassis that resembled an Elizabethan cottage.

With these out of the way Staniland took the lead on the 44th lap, Lawson (Sunbeam) and Mundey being the next up. After another eight laps it looked as if Staniland would also have to retire as both his front springs were broken, but to everyone's amazement he kept on as fast as ever to come in a winner at 68.88 m.p.h. Lawson was second at 66.13, and Mundey third at 62.25. Just before the end, Anstice (Douglas) punctured, which forced him to accept fourth place with a speed of 61.69 m.p.h.

One always expects most from the 1,000 c.c. class in the way of thrills and high speeds, and for once the big 'uns were not disappointing.

Only six started, but all men of note, and the sequel was that the smallest amongst them (not in stature but in previous deeds) carried the day. C. T. Ashby, riding his own Zenith J.A.P., finished at a speed of 72.71 m.p.h., with Le Vack limping in on one cylinder with a Brough-Superior at 68.50 m.p.h., followed by Temple at 64.59 m.p.h.

After the Harley-Davidsons fell out with valve trouble, Le Vack had the race to himself, in spite of Ashby's attempts to catch him, but on his 59th lap he was forced to go into the pits to change his rear tyre, which was stripped to ribbons. Here Ashby got the lead, and then lost it again, through his machine catching on fire; Le Vack again led, but this time Ashby steadily reduced the distance between them until, when he was just about to come level, Le Vack appeared running on one cylinder, having bent a valve-stem.

Ashby finished quite three laps ahead with the Brough-Superior following at 54 m.p.h. on one cylinder.

C. F. Temple ran in third on his McEvoy-Temple at 69.59 m.p.h.

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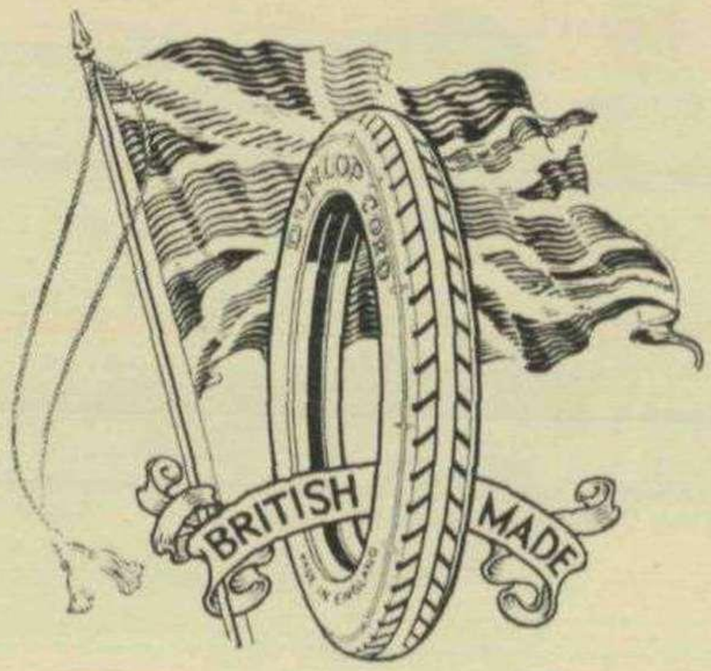
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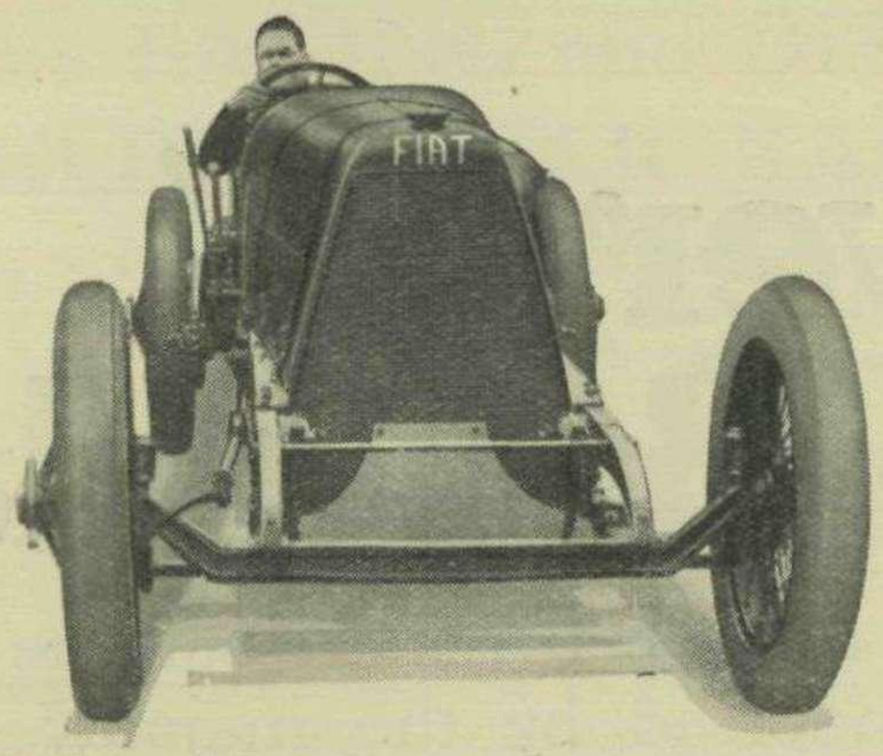
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Three Famous "BP" Users

During the 1924 racing season, Mr. Eldridge on his Fiat, Major Harvey with the Alvis and Mr. Gordon England of Austin Seven fame all used "BP," the British Petrol, exclusively.

At Arpajon, last July, Mr. Eldridge set up the World's Fastest Mile—147.69 miles per hour, and later at Montlhéry captured several world's records, all on "BP."

Major Harvey was the first driver of a British car, the Alvis, to win the 200 miles race—which he did in 1923 on "BP" at a speed of 93.29 m.p.h.—which for a non-supercharged car still stands as a record.

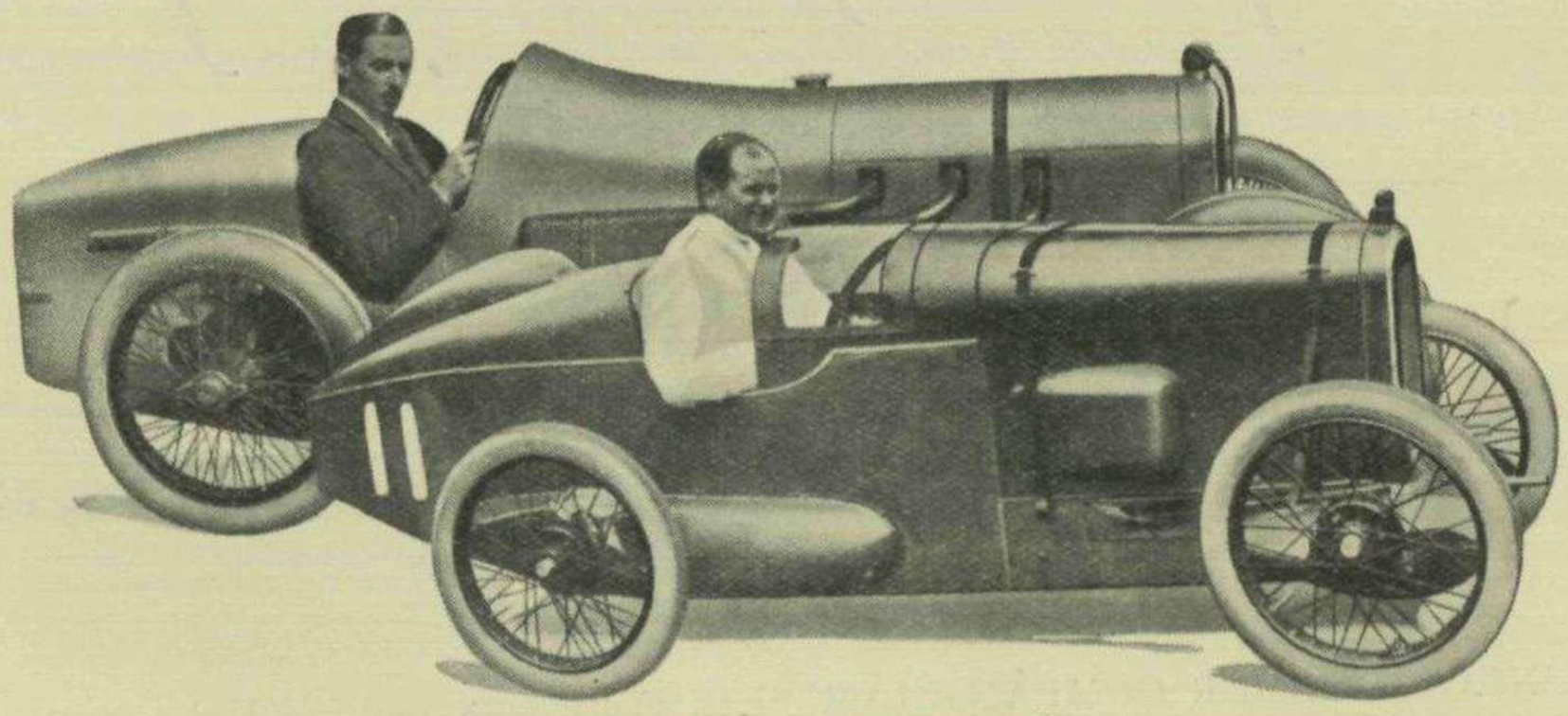
Last October he was successful in breaking 39 records in one day, when he covered 700 miles in under 8 hours—a speed of over 88 m.p.h.

Mr. Gordon England with his Austin Seven, apart from his other successes, won the Grand Prix de France at Montlhéry, and set up no fewer than 21 records—all at a speed of over 80 m.p.h.

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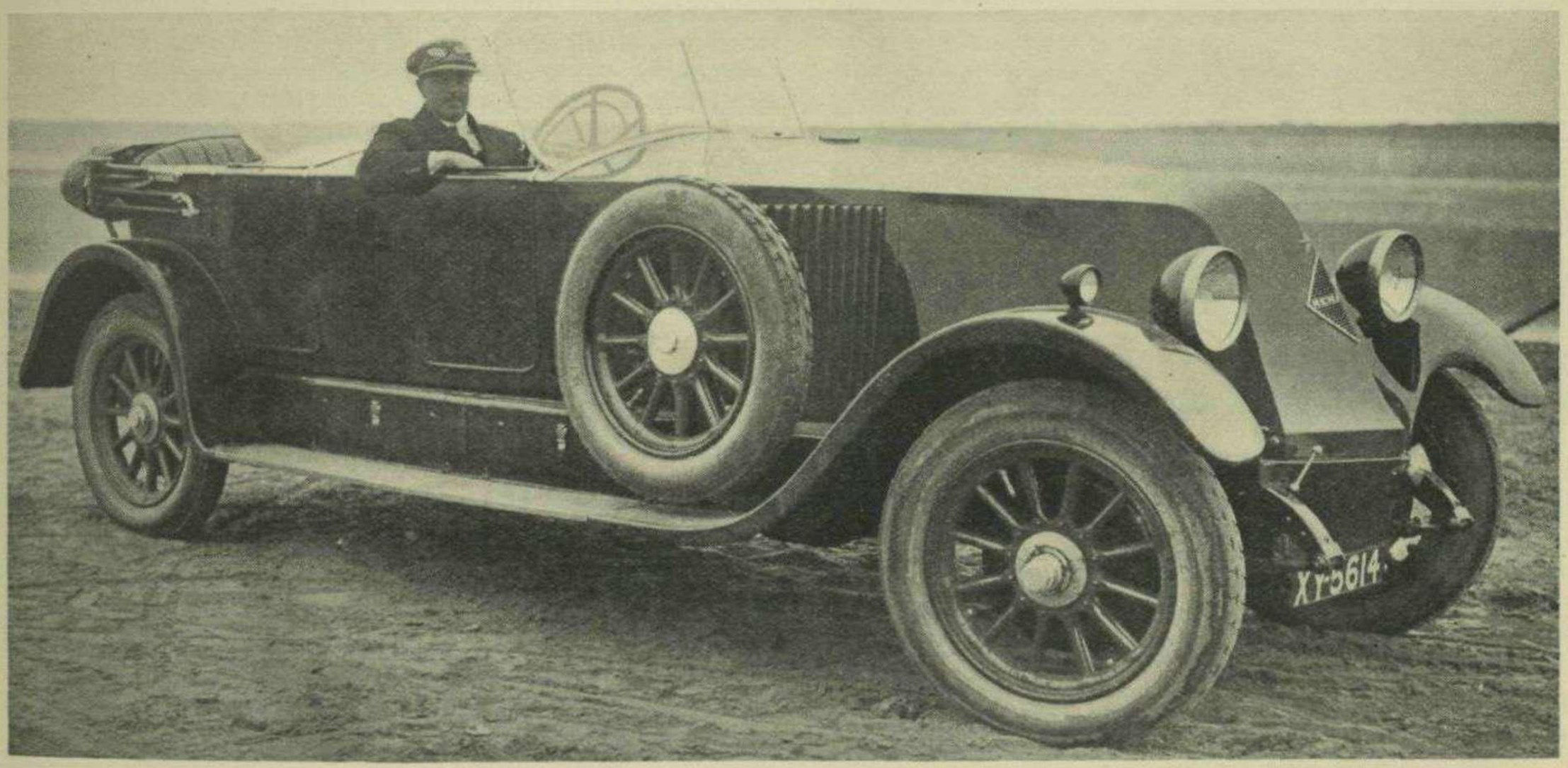
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Engine: Six cylinder 110 mm. × 160 mm., side valves.
Clutch: Dry disc, single plate.
Gear Box: Separate unit three speed and reverse, side control.
Cardan Shaft: Enclosed, with torque member.
Suspension: Semi-elliptic front; full oblique cantilever with shock absorbers at rear.
Maximum Speed: 93 m.p.h. at 2,600 r.p.m.
Brakes: Renault patent "Servo" Ferodo lined, internal expanding shoes.

WHEN attempting to write a review upon such a superb masterpiece of engineering as the 45 h.p. Six-cylinder Renault sports car, it is difficult to restrain one's desire to indulge in dealing with the various characteristics of the chassis from a technical point of view; but as our articles are intended to describe performance rather than to wander off into technicalities, we will pass what, to a few, might be the more interesting line to take, and give our impression of this wonderful Renault production "on the road and track."

Messrs. Renault, Ltd., placed one of the latest 45 h.p. sports models at our disposal recently from Friday to Tuesday, which provided an ample opportunity not only of becoming thoroughly accustomed to the chassis, but also of putting it through an exacting series of tests and of recording personal experiences.

Recent Renault Records.

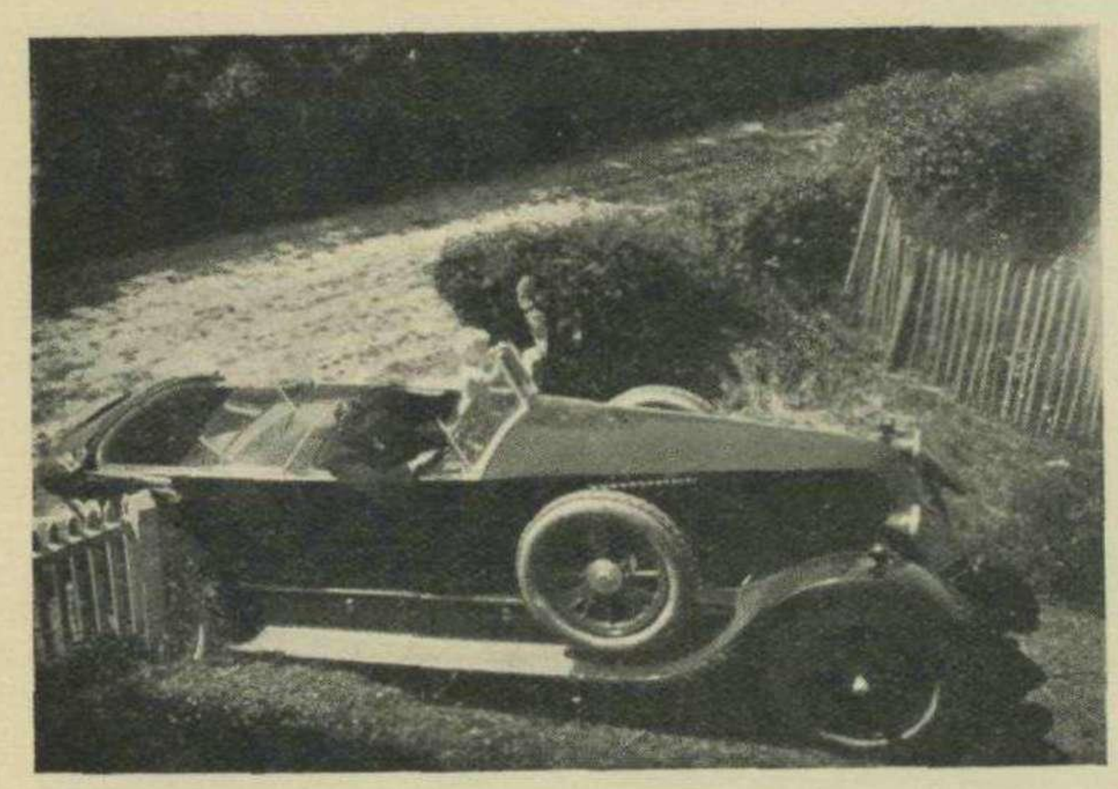
Before going any further it may interest our readers to know that the chassis we tested was of the identical type which, on May 11th last, broke four World's Records for all classes, at Montlhéry, and has since broken nine additional World's Records. Messrs. Garfield and Plessier handling the car in all cases. Space does not permit a record of all the times here, but we may mention that the speed for the twelve and twenty-four hours runs averaged out at 97.55 m.p.h. and 87.61 m.p.h. respectively. For 500 miles the same car averaged 103.6 m.p.h. The latter times were accomplished on an absolutely standard 45 h.p. Renault chassis.

Traffic Driving Impressions.

As the outstanding feature of the modern sports car is its comparatively small overall dimensions and its nippiness—to employ a colloquialism—we had some slight misgivings as to how the huge Renault would behave when being piloted through the congested traffic of the West End of London. The distance between the driver and the front of the bonnet is apt to be a little disconcerting at first, but the car is so very docile and manageable, that one soon loses the sense of its immense size. In fact, after an hour's driving, it appears to take up but very little more room on the road than a chassis of normal dimensions. This impression is no doubt created by the ease of the steering, the delicate response of the engine to the slightest touch of the accelerator, and to the marvellous action of the Servo brakes, which, of course, operate simultaneously on all four wheels. At 50 m.p.h., which can be easily attained in town driving with the Renault, the car can be brought to a standstill in a few lengths, but it is necessary to warn one's passengers of the action of the brakes, as otherwise they might be shot suddenly through the windscreens.

The steering lock permits of the car being manœuvred in comparatively small spaces, and though it appears impossible at the first attempt, the Renault can be driven

THE 45 H.P. RENAULT SPORTS—continued.



MANŒUVRING THE BIG CAR IN A SMALL SPACE.

through gaps in the traffic such as open out in front of an ordinary sized vehicle.

Another interesting thing noticed with the Renault, is that one can accelerate fast and drive at a really high speed without attracting unwelcome attentions from the police, who are very much on the *qui vive* just now, should an ultra sporty car come within their range of vision. Speed plus stateliness as combined on the Renault pass unnoticed, as contrasted with the police intolerance of the roar of the average sports car.

In town traffic the Sports Renault is a delightful machine to handle, and contrary to what might be expected, can be driven well by a person of quite ordinary skill, furthermore, in spite of the most impressive-looking machinery installed beneath the bonnet, it is a most agreeably docile leviathan.

The First Day's Run.

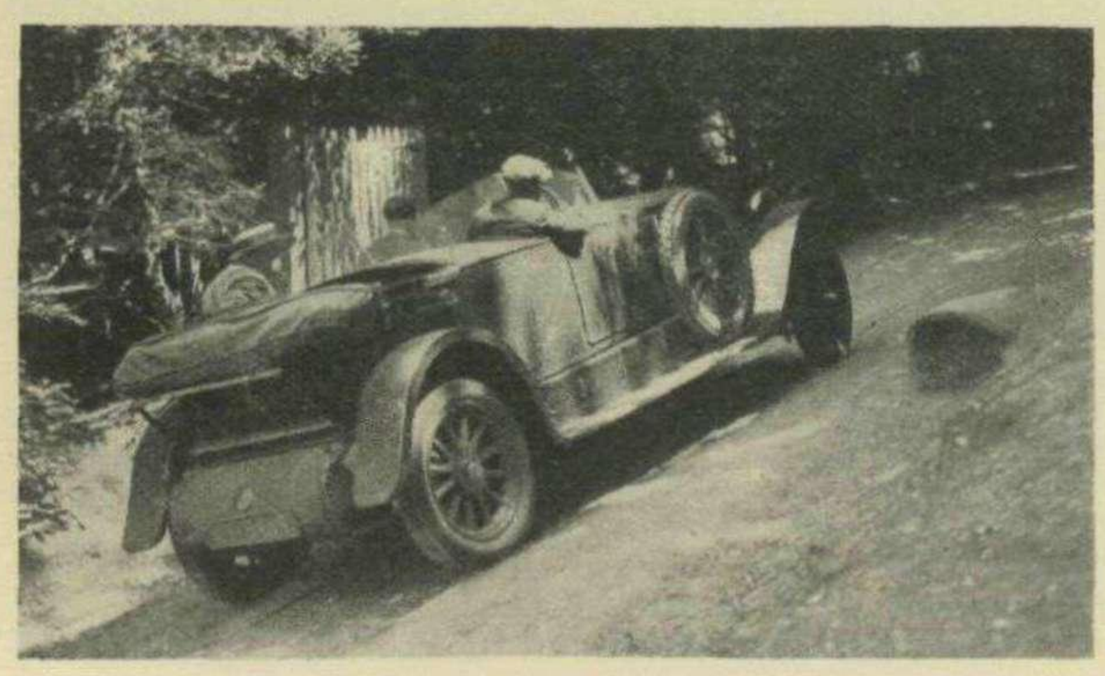
The route selected for the first day's run lay from London to Maidstone, through Ashford, Hythe, Dymchurch, Rye, Canterbury and back, a total distance of some 180 miles. On winding roads one could not help envying the continental motorist the long straight stretches where a real motor car could be allowed its head, but nevertheless, at several places a speed of over eighty was touched, one of the greatest attractions of the Renault being the rapidity with which it gathered speed and slowed down, so steadily that one lost the impression of the high speeds indulged in. The few hills encountered on this run were absolutely gobbled up in the stride of the car as it hummed from village to village, overtaking everything on its way. At one place a gentleman in a small sports car, entirely outclassed where speed was concerned, endeavoured to demonstrate the art of getting through traffic in a lively fashion. He was a stout-hearted driver and his little car could go, *but*, in traffic as at speed, the Renault was too good for him, so he was deprived of a good look at the front part of our car.

The excellent manner in which the tool kit is arranged was one of the things we discovered during a wayside halt, two concealed lockers are located on each running board, and there contained drawers shaped out to receive all the spanners, etc., likely to be needed for making any adjustments. The method of fitting the floorboards is also worthy of special comment, the aluminium boards being dovetailed and dowelled in position with flat springs to prevent rattling ; these and similar refinements proving that the Renault designers believe in giving their customers real value, down to the smallest possible detail.

At the end of the first day's run, notwithstanding the tropical heat which prevailed, there was no suggestion of driving fatigue, but the habit of driving with the right arm resting over the body produced a slight soreness of the wrist ; this no doubt being due to not finding the right place to serve as an arm rest.

The Speed Trial at Brooklands.

Arriving at Brooklands early on Sunday morning, we were fortunate in finding the track unoccupied, and proceeded to run the Renault all out for a dozen laps. By checking the lap times the speedometer proved to be very nearly accurate—which most of these instruments are not— and it was interesting to observe that one had to go higher up the banking than is the case with the majority of cars one tests. The best lap was covered at close upon 87 m.p.h., and at this speed the car made no fuss, behaving in every way like a well-mannered



ALMS HILL: THE RENAULT PASSING "THE CANNONS."



CORNERING AT SPEED POSSESSES NO TERRORS ON THE 45 RENAULT.

THE 45 H.P. RENAULT SPORTS--continued.

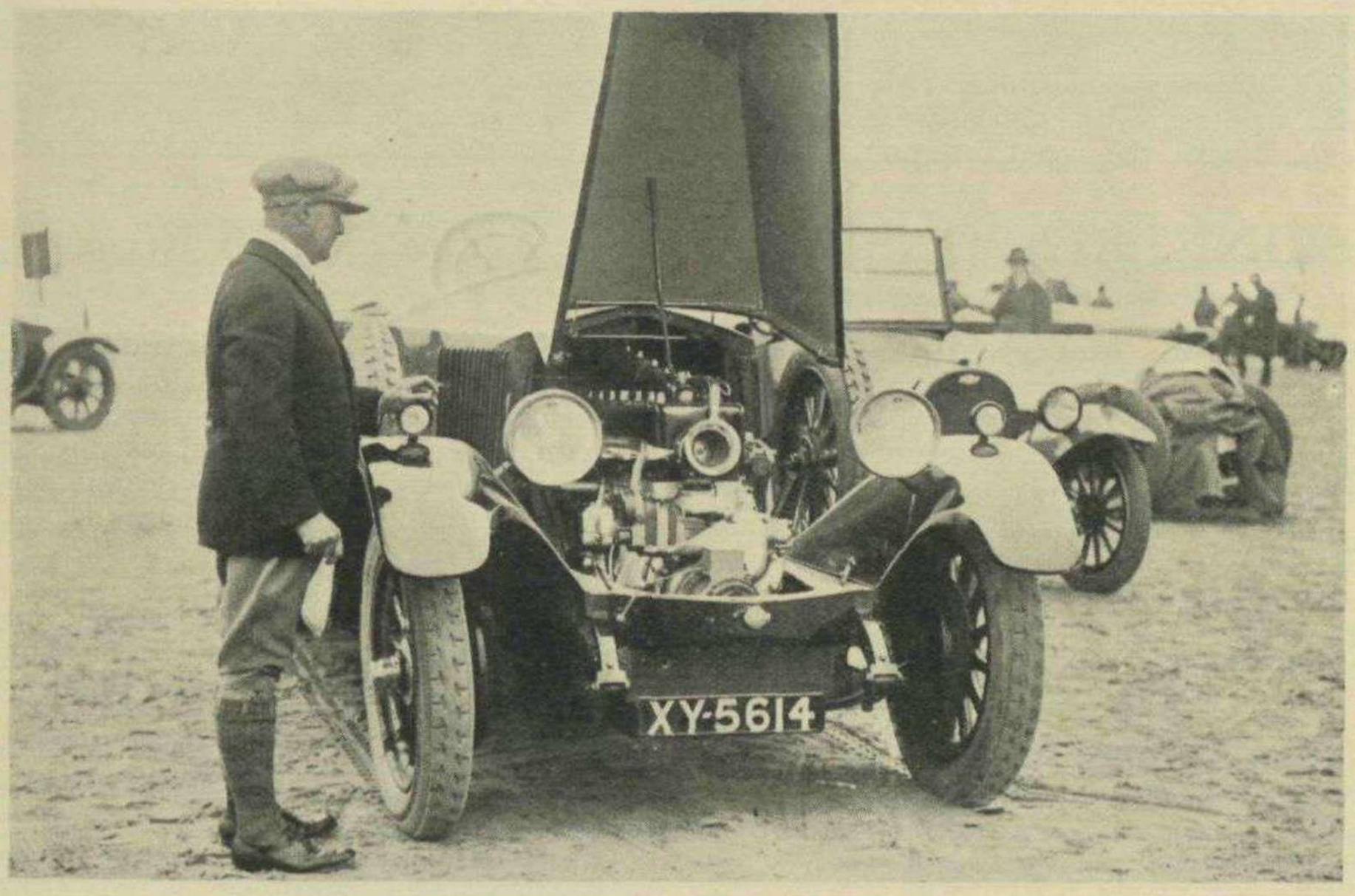
touring machine. One of the useful dashboard instruments is an oil temperature gauge, and the lubricating system includes an oil purifier as well as an oil cooler, located between the front dumb irons and protected by wire meshing. According to specification, the engine develops 140 b h.p. at 2,700 r.p.m., and as the revolution counter went well up to 2,300 we at least had the benefit of " plenty of horses " as the racing men say.

The standard sports Renault is supposed to be capable of 93 m.p.h., and probably when the car we tested has had a little more running it would be able to reach this speed, though being quite new and only shop-tuned it was at somewhat of a disadvantage when asked to show its paces.

a single lock, but the big Renault went round quite comfortably, with plenty of room to spare.

On the way home, we turned off the new Dorking-Redhill Road and made for Pebblecombe, a favourite test hill in the neighbourhood, and nearly got up on top gear with four up. As the ratio for the top gear is 3 to 1, it was not out of the way to expect a touch of second (5.15 to 1) would be necessary, and on this gear the car sailed over the top in excess of 25 m.p.h.

One of the principal charms of the big Renault is the way it responds to the throttle without any fuss or effort. For example, it is possible to slow down to four miles per hour, and proceed in absolute silence, then a pressure on the accelerator awakens the engine to its maximum



Engine Accessibility is a Feature of Renault Design.

As for the suspension system, when tested over the familiar bumps on the track, this was found to be as near perfect as one could wish. The driver and passengers, of whom three were carried, felt no bouncing whatever, even when passing at speed over the worst part of the surface. A curious feature of the rear suspension is that only five leaves are used for each of the cantilever springs, but they are neither harsh nor too flexible in action.

After quite a hard spell of speed work on the track, the engine showed no trace of overheating, neither had the level of oil in the base dropped in any perceptible degree. Following this, several fast ascents of the Brooklands Test Hill, and after a further examination of the mechanical features, we proceeded to Box Hill, where the Zig Zag provides a good test for the manœuvring of a car on hairpin bends. The hill happened to be very crowded, and it was interesting to observe how three of the large cars on the way up failed to negotiate the second bend on

number of revs. in a very few seconds in the same dignified and effortless fashion. Some *savants* have criticised the Renault as being somewhat harsh, but considering the power and the very rapid acceleration we should not find the least fault in this direction.

Four Hundred Miles in One Day.

To give some idea as to the comfort of driving the big Renault, we have pleasure in recording a run of 400 miles in one ordinary day's trip. We used the car to take members of our staff to the Skegness races on the 8th ult., and with detours on the return journey the 400 miles was made up. On the Great North Road more high speeds were attained, and on the winding Lincolnshire roads showed how high speed cornering should be done. With due respect, however, for real sporty driving, a four-speed box would be desirable, together with a slightly lower top gear ratio. At present the high 3-1 gear seems to stifle the engine, which

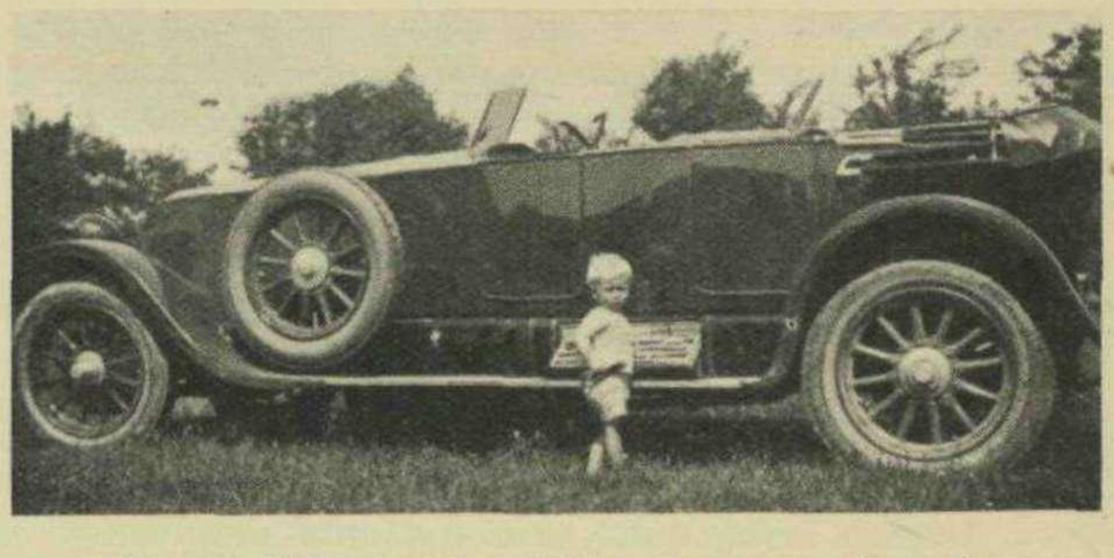
THE 45 H.P. RENAULT SPORTS—continued.

therefore labours under a disadvantage. We had several tussles with small fast sports cars on tortuous road, and with four up always came off best, but a good indirect third gear would have been rather an improvement.

The only car that passed us at any time was another 45 Renault, which took us unawares at night on a dark and unfamiliar by-road. We regained our *amour propre*, however, by catching and passing it on the next corner, and signalled our approval of his speed by an appropriate roar from the open cut-out.

Some of the accompanying illustrations show how easily the car can be manœuvred, as well as the ascent of Alms Hill. On the latter gradient the speed was so great that the redoubtable Cannons were not noticed at all; this probably being the largest car ever tried up the famous test hill.

In conclusion, the design and finish of the bodywork calls for special mention as it is difficult to associate the comfort provided with the usual interpretation of a



A Small "Connoisseur" Examines the Tool Kit.

sports car. The upholstery is luxuriously padded, and the decked-in cover for the rear passengers is delightful. As will be seen from the accompanying illustration the car is most handsome, and backed by the twenty-seven years experience of Renault Frères is a production of the highest possible quality in every respect.

SPRING RESPONSIBILITIES: A Plea for their Recognition.

By A. MILNER.

HOW few motorists, experienced and otherwise, realise exactly what depends on the road springs of a car, the strains they are called upon to bear, up, down, side and end thrusts, shocks of every description, the varying loads they have to carry, and still actuate uniformly in all conditions. I would not for one moment attempt to say how this is achieved, or endeavour to compare one type of springing with another, for this is the sphere of the car designer and the spring manufacturer. My object in writing these notes is to bring to the notice of the casual motorist the necessity of keeping the springs of his car in good condition.

Springs are always on duty, whether the car is moving or stationary, and they are always bearing some load. Think of yourself being in a state of tension, without a moment's respite, and what the result would be—absolute fatigue and a breakdown. It is just the same with springs. They need rest, just as much care as a human being, and it is quite an easy matter to take the strain away when your car is standing for a week or so by jacking the car up from the underside of the chassis frame.

The next thing is to keep the springs in a clean and good condition—in other words, "fit." No moving part of a car is so exposed as the springs; they get all the worst of the mud and dust from the road, not only on their surfaces, but between the leaves. Irritating squeaks arise, and that air-cushion feeling that one appreciated so much when the car was new disappears. The springs are blamed, and it isn't really their fault, it is due to the lack of attention. I venture to say—and it is a good deal more than a venturesome statement—that if the springs and the shackle bearings received half the attention paid to other parts of the car, the original comfort would be maintained, and notable economy would be effected in tyre and general repair bills, to say nothing of that security one instinctively feels when the springs of the car are operating properly.

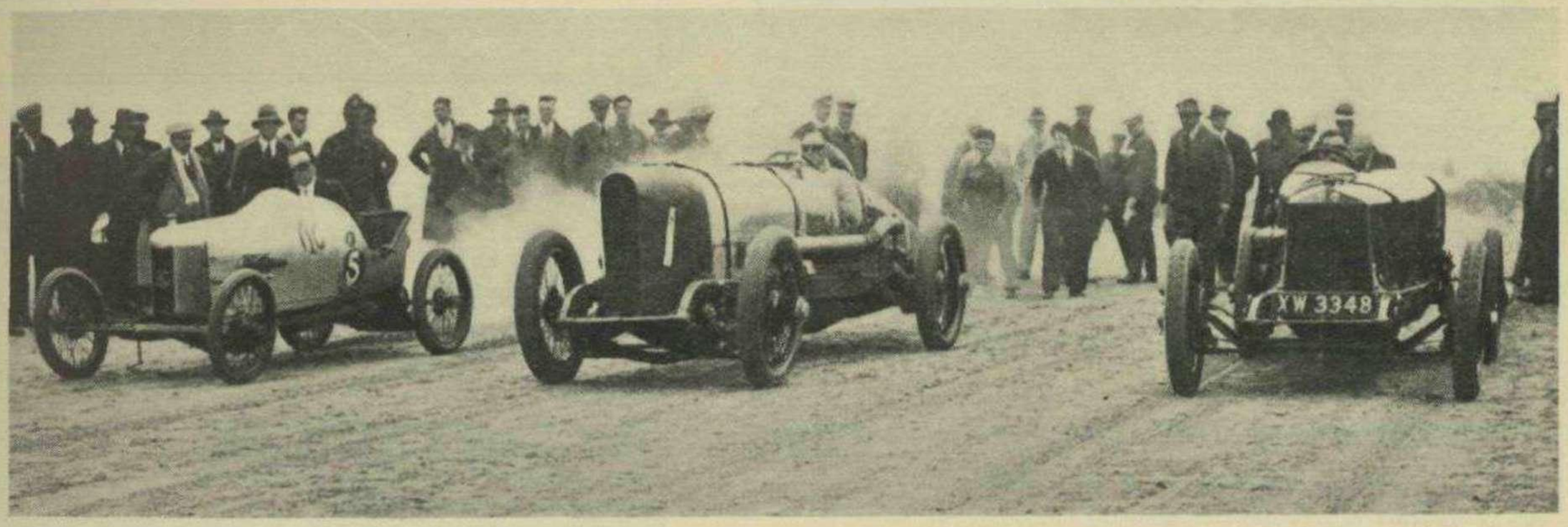
If motorists in general would realise that bound and rusty springs are the cause not only of broken leaves, but of dangerous skids, more attention would be paid to maintaining these important members of the car's anatomy in better condition. Bear in mind that the duty of a spring is to absorb shock after shock, for no other part of the car can relieve or help in the slightest degree, and the springs must absorb shocks in such a fashion as to protect the passengers and the more delicate mechanism of the car. The strength of the springs must be such as to carry all the weight they are designed to bear; at the same time it must be supple enough to function at the slightest inequality in the road surface, and with the varying loads that are imposed upon all cars.

It will be realised, therefore, that the spring manufacturer's job is no sinecure; he and the designers of the car attend to the constructional and theoretical part of the business, and, when new, the springs provide perfect suspension in 99 cases out of 100; but it is up to you, Mr. Motor Owner, to back up their efforts by keeping the springs in the condition in which they were supplied to you.

There are many ways of doing this—easy and difficult, messy and clean—but the simplest and most effective is the employment of a good spring gaiter, which not only protects the springs from the effects of bad weather, but provides the means for furnishing the whole surface of the spring leaves with a film of oil.

The question as to whether the spring requires lubrication has been the subject of much discussion, but let me say, from numerous observations, that there is nothing better to preserve the condition of the springs than a film of oil between the leaves; it is a certain rust protector, and prevents squeaks. However, my main plea is, if you value your comfort and the well-being of your car, "Take the utmost care of your springs."

RACING ON THE SANDS: GOOD SPORT AND LARGE CROWDS AT SKEGNESS.



J. A. Joyce Gets Away from the Sunbeam and Alfa-Romeo.

THE sands at Skegness (Lincs.) presented a very animated appearance on Monday, June 8th, when the spectators were treated to some very fine racing, in which some of the most prominent drivers participated with very fast cars.

We were always given to understand that " Skegness is so bracing," and on the occasion of the meeting, it certainly lived up to its reputation, in fact, the cold north-easterly wind which blew down the course was rather too bracing for those who had come up from the tropical south. This wind, together with the wet sand, had the effect of slowing the cars to a large extent, but nevertheless some very good times were put up.

The entries were many and interesting, including as they did the new Supercharged A.C., handled by Raymond Mays, the front-wheel driven supercharged Alvis, with Major Harvey at the wheel, Capt. Malcolm Campbell's monster Sunbeam, and Mayner's Mercédès.

Miss Ivy Cummings distinguished herself on the Bugatti, and according to the programme we believe it is correct for us to offer our congratulations, as she will not appear publicly again as Miss Ivy Cummings.

From a spectacular point of view, the most thrilling performance was that of Major Harvey, whose Alvis starting down the course at a terrific speed developed an alarming wobble, which this skilful driver could not entirely correct. Only those who are familiar with Harvey's prowess could understand how he kept the machine on the course at all, and the spectators were relieved to see him cross the finishing line in safety.

As a result of this erratic performance, the large front wheels were changed for a smaller pair, and in subsequent events the Alvis adopted the more conventional mode of progress.

The race between Harvey's Alvis and Raymond May's A.C. resulted in a very narrow win for the former, but in the finals neither of these cars behaved quite well, leaving Joyce to score a good win on the old A.C. Later in the day Joyce showed wonderful driving skill, by beating the huge Sunbeam and the Leyland in a very convincing manner.

Davenport handled Kim II. (now a weird mixture of G.N. and Frazer-Nash) to great effect, and Le Champion made two excellent runs on the red G.N. originally owned by Miss Cummings. Both of the latter machines were fitted with one overhead chain-driven camshaft, which so revolutionised the G.N. cars.

Amongst the less-known cars was a standard Frazer-Nash, which, considering its full bodywork and windscreen, was quite the best performer of the day. H. Aldington was at the wheel, and showed an uncanny skill at his getaways.

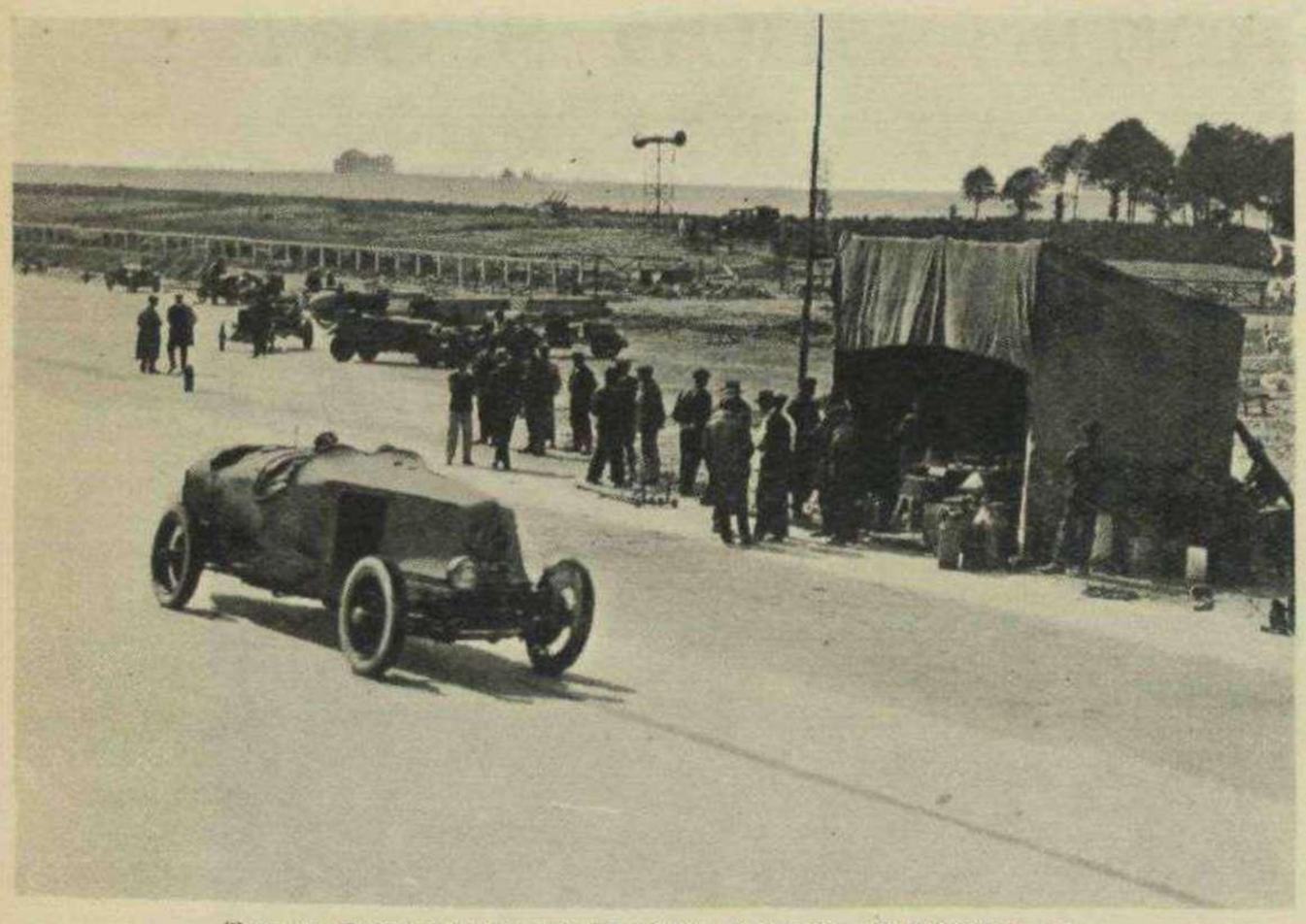
Another more or less standard car was Bradshaw's Alvis, which we remember as a sports tourer in 1921. This car has covered about 80,000 miles, during which time the back axle has never been touched. We noticed, however, that an overhead valve engine has replaced the original side valve power unit.

Lanfranchi managed to win one race with only four out of his six cylinders working, but on the whole the Alfa-Romeo put up some attractive work.

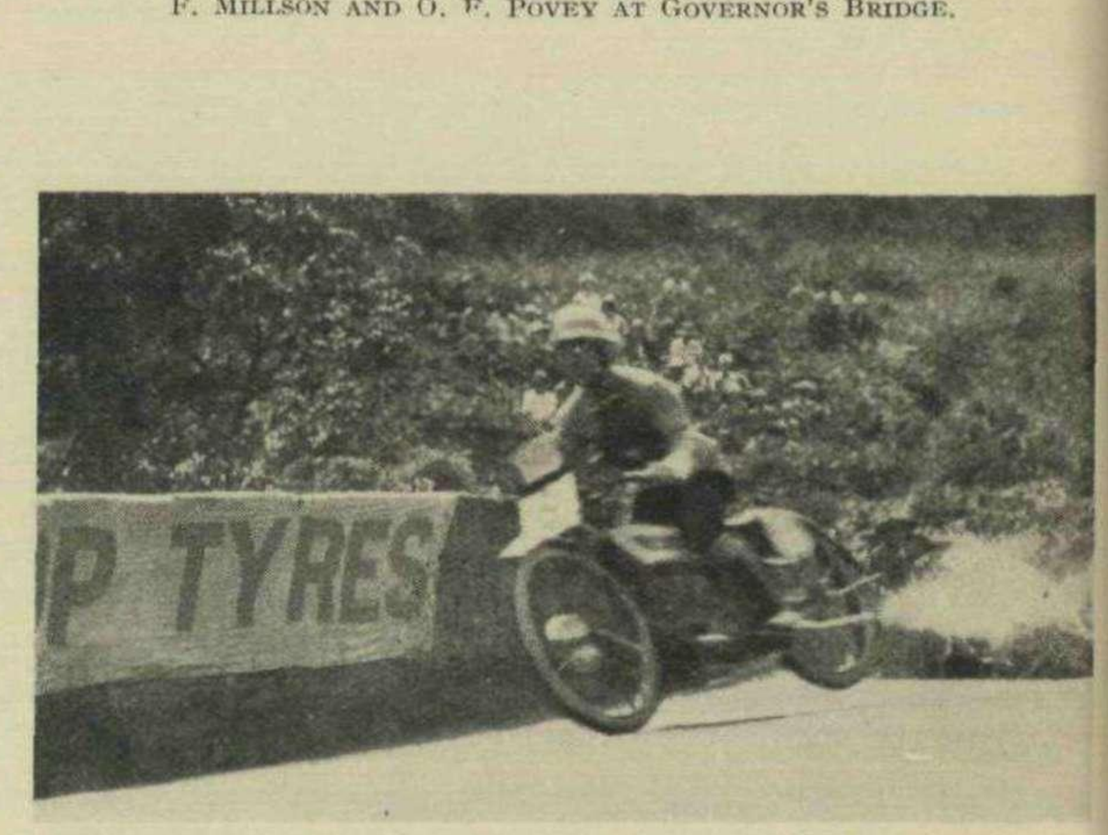


Miss Ivy Cummings on her Bugatti.

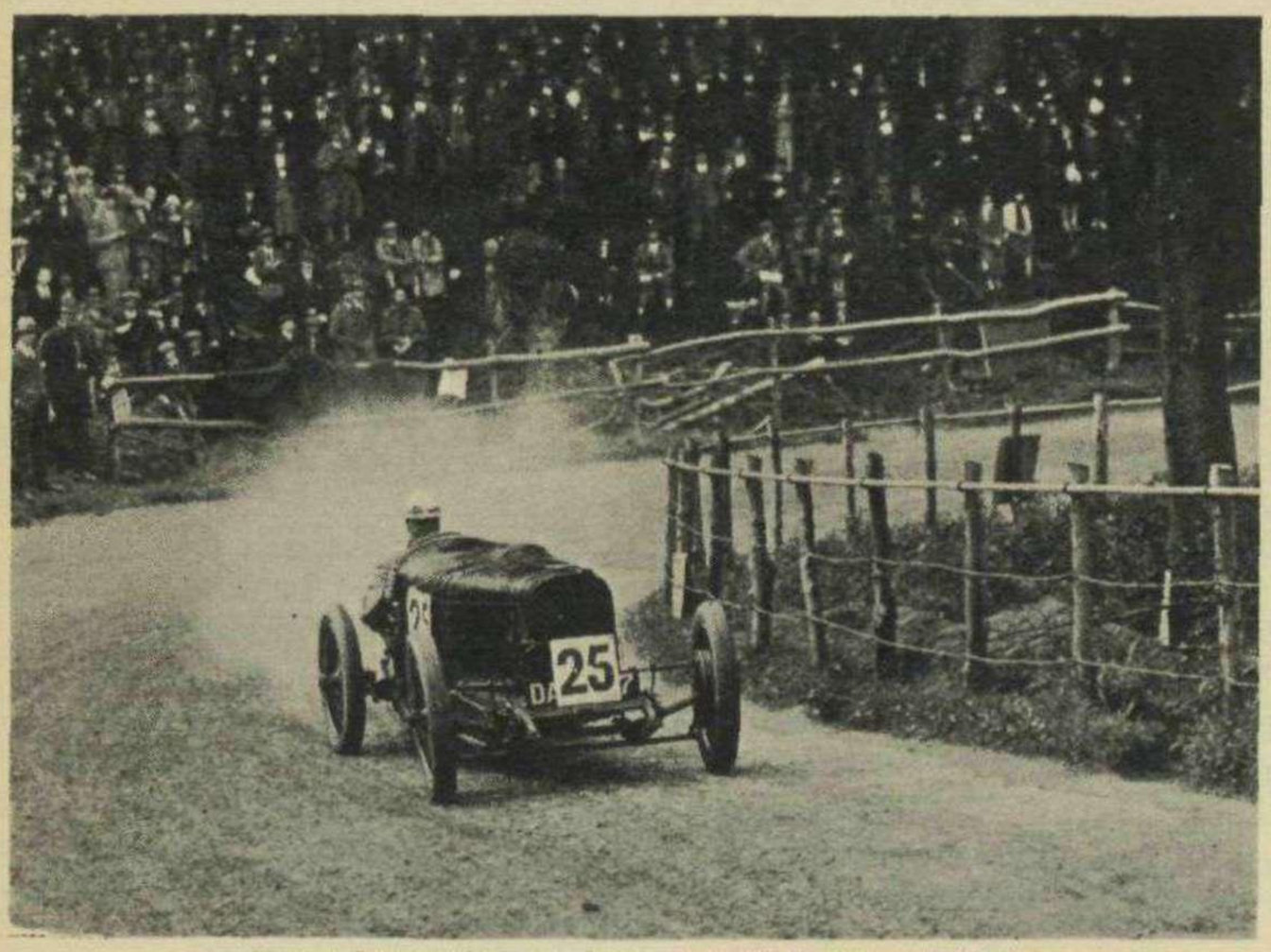
Recent Motor Car a



THE 45 RENAULT BREAKS WORLD'S RECORDS AT MONTLHERY.

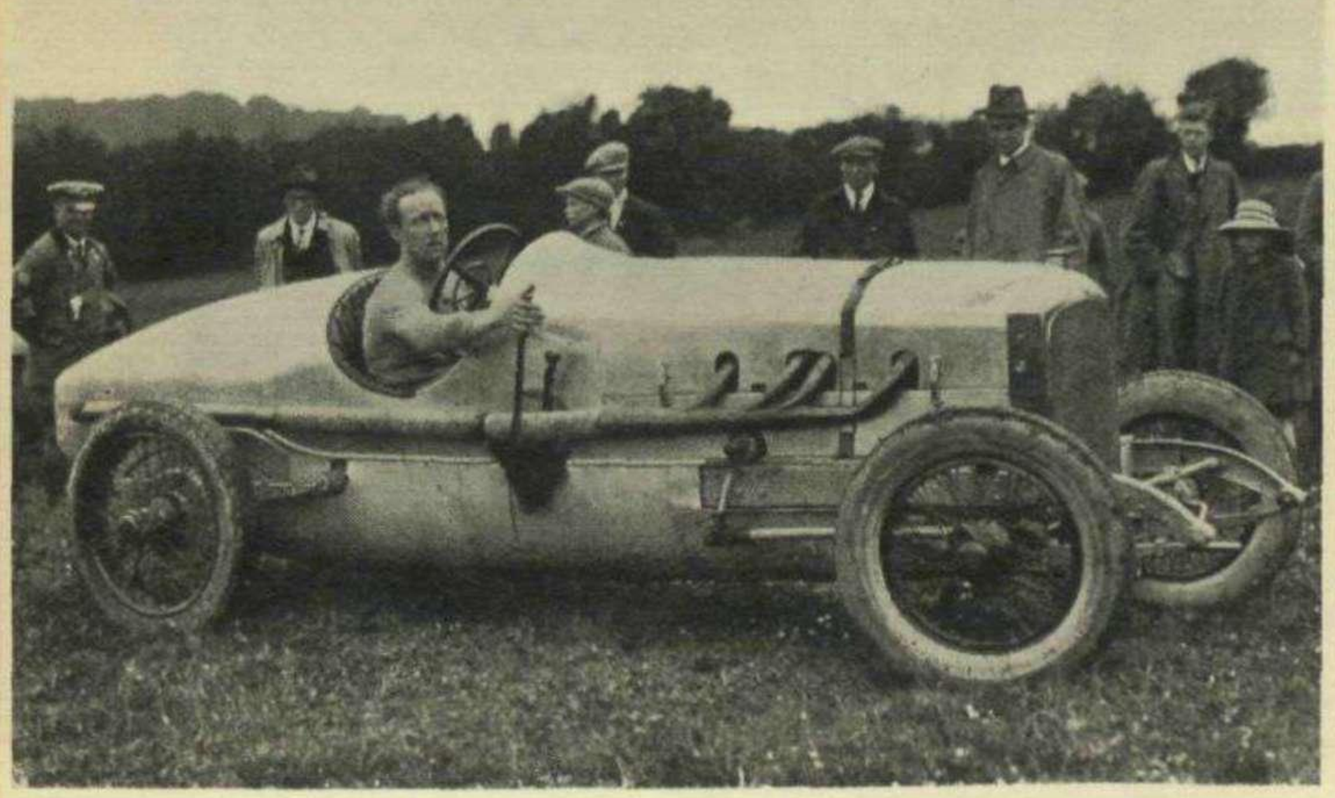


F. MILLSON AND O. F. POVEY AT GOVERNOR'S BRIDGE.

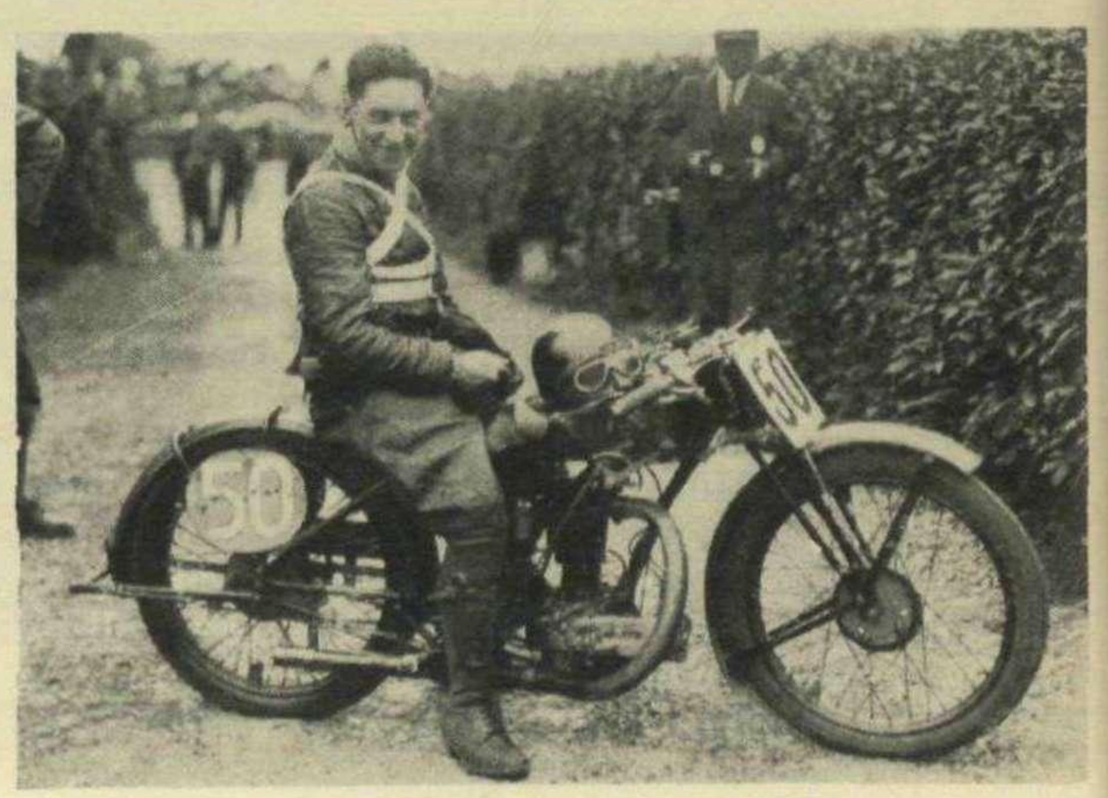


MAJOR SEGRAVE'S FINE CORNERING AT SHELSLEY WALSH.

F. W. DIXON CORNERS FAST AT BALLIG BRIDGE.

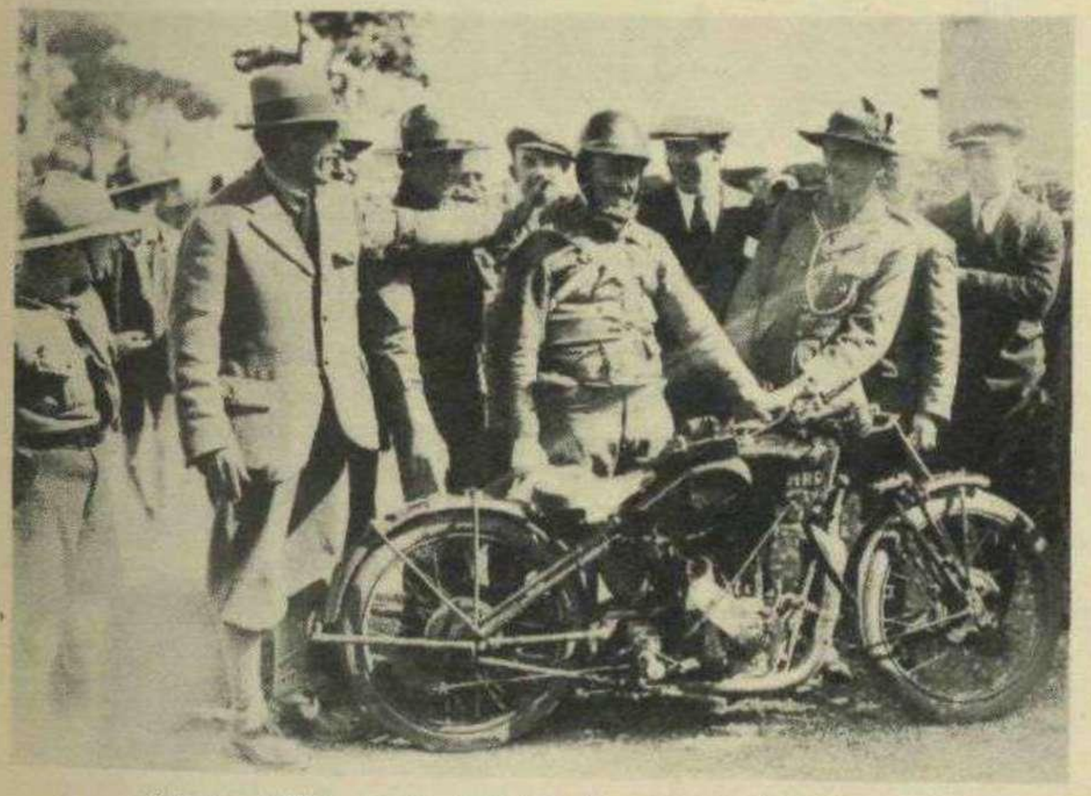


MAJOR COE ON HIS VAUXHALL AT SHELSLEY WALSH.



W. L. HANDLEY, WINNER OF THE JUNIOR AND ULTRA T.T., ON HIS REX-ACME.

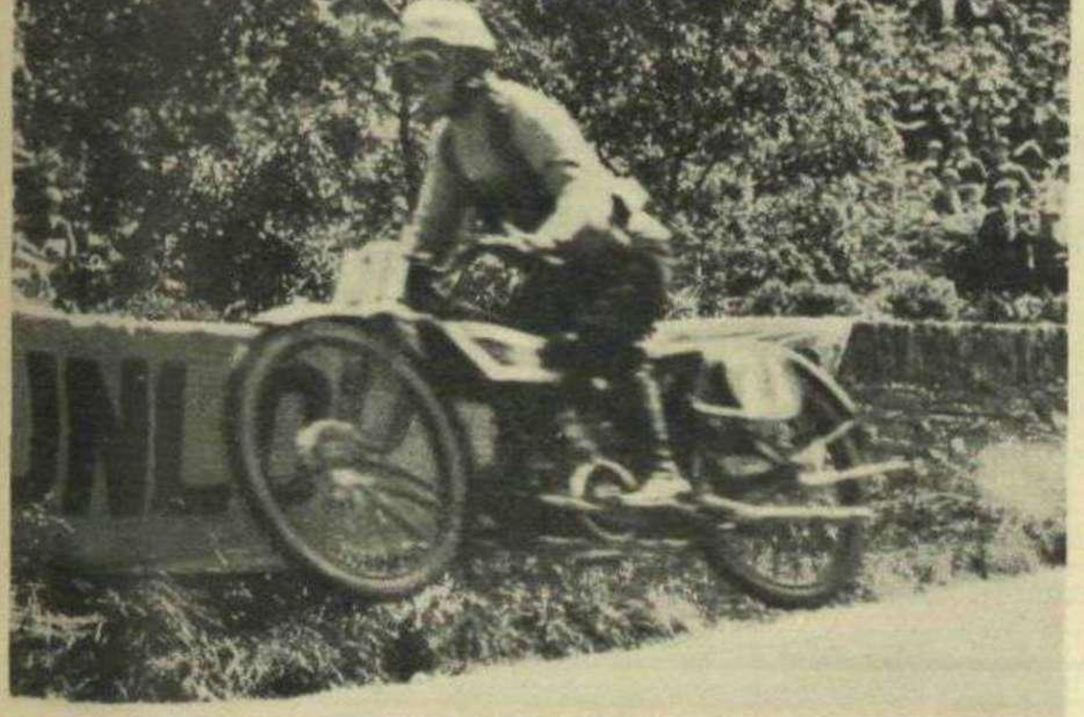
l Motor Cycle Events



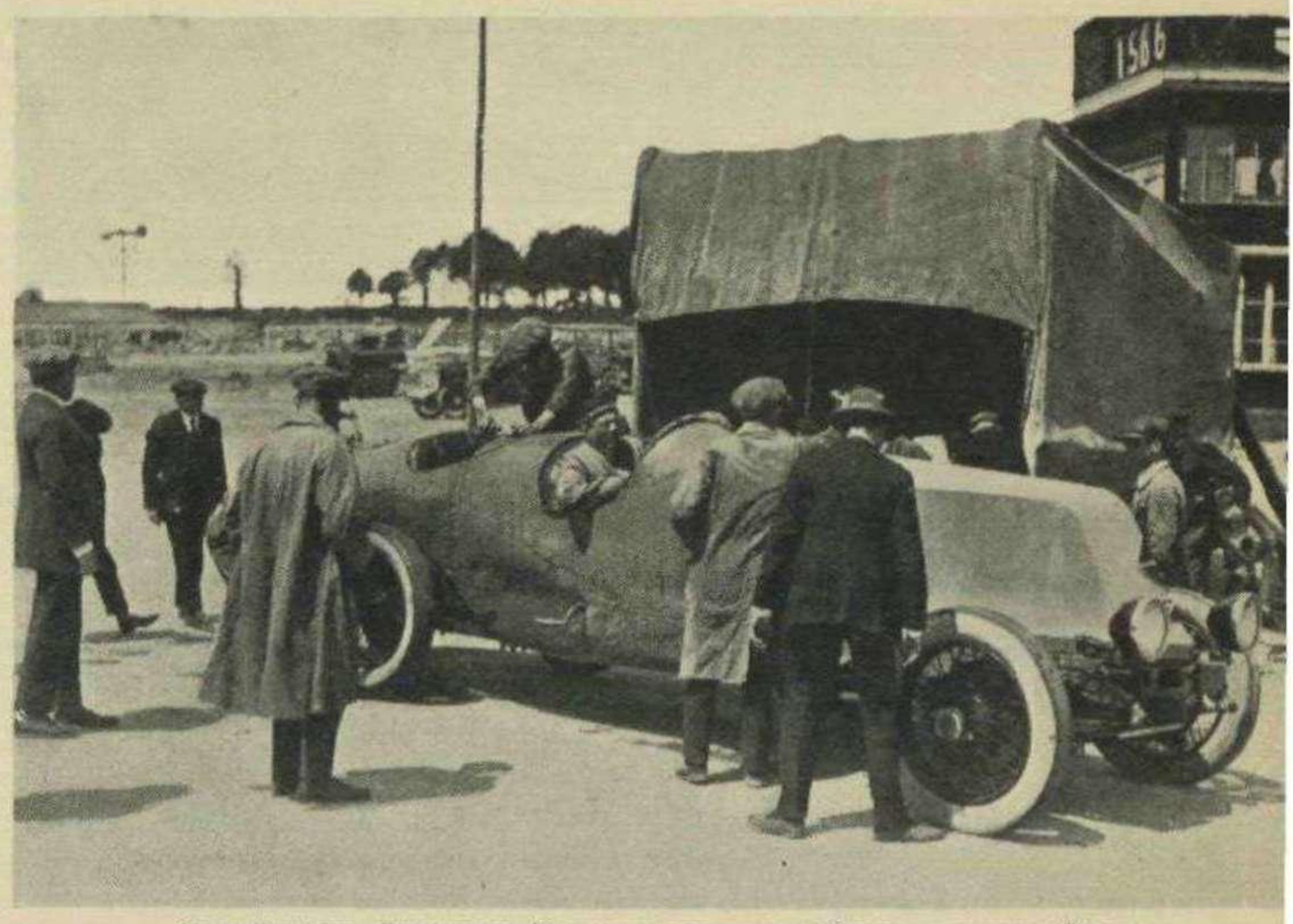
SENIOR T.T.: H. R. DAVIES WINS ON HIS H.R.D.



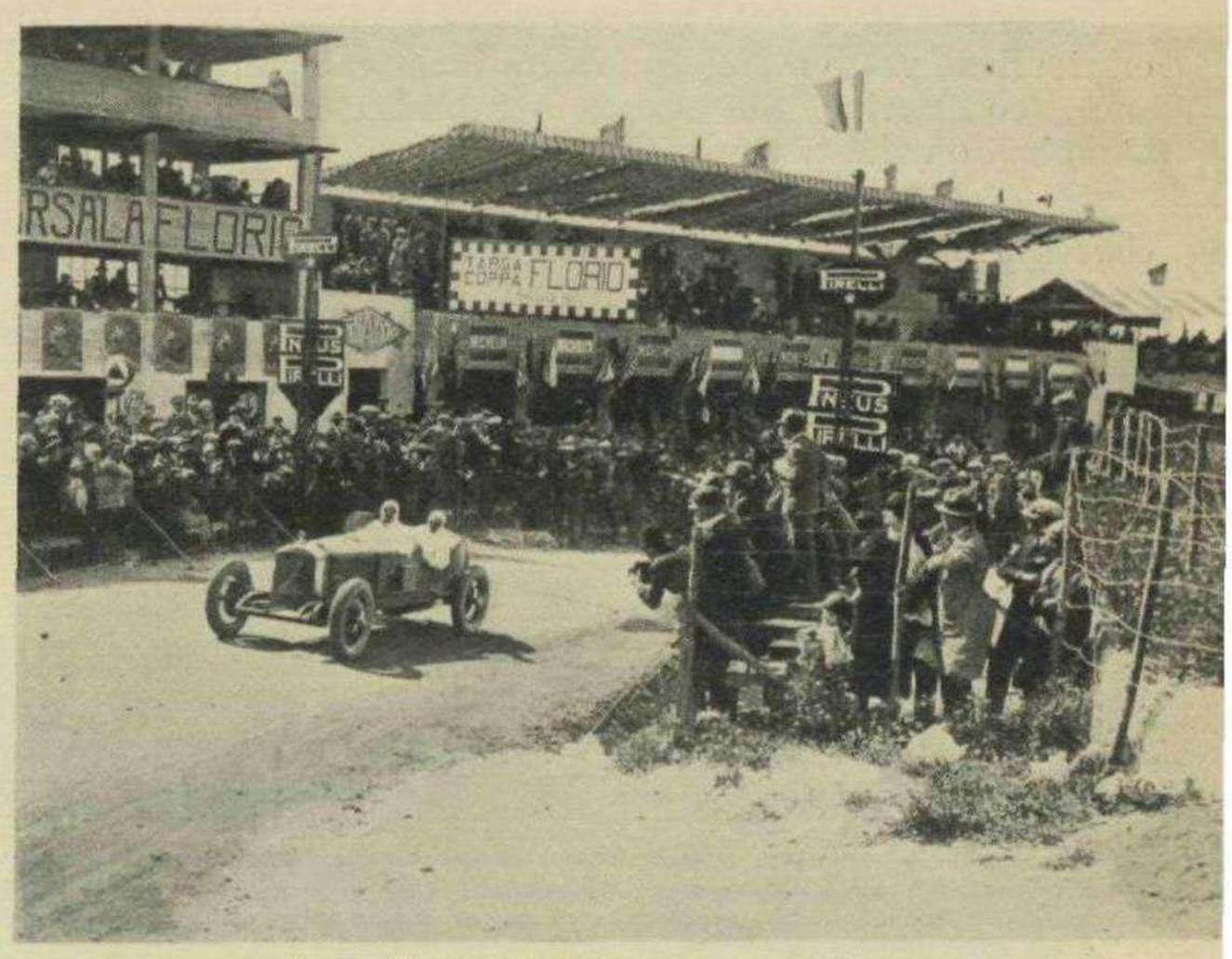
JUNIOR T.T.: F. R. MARSTON (MONTGOMERY) AT BALLIG.



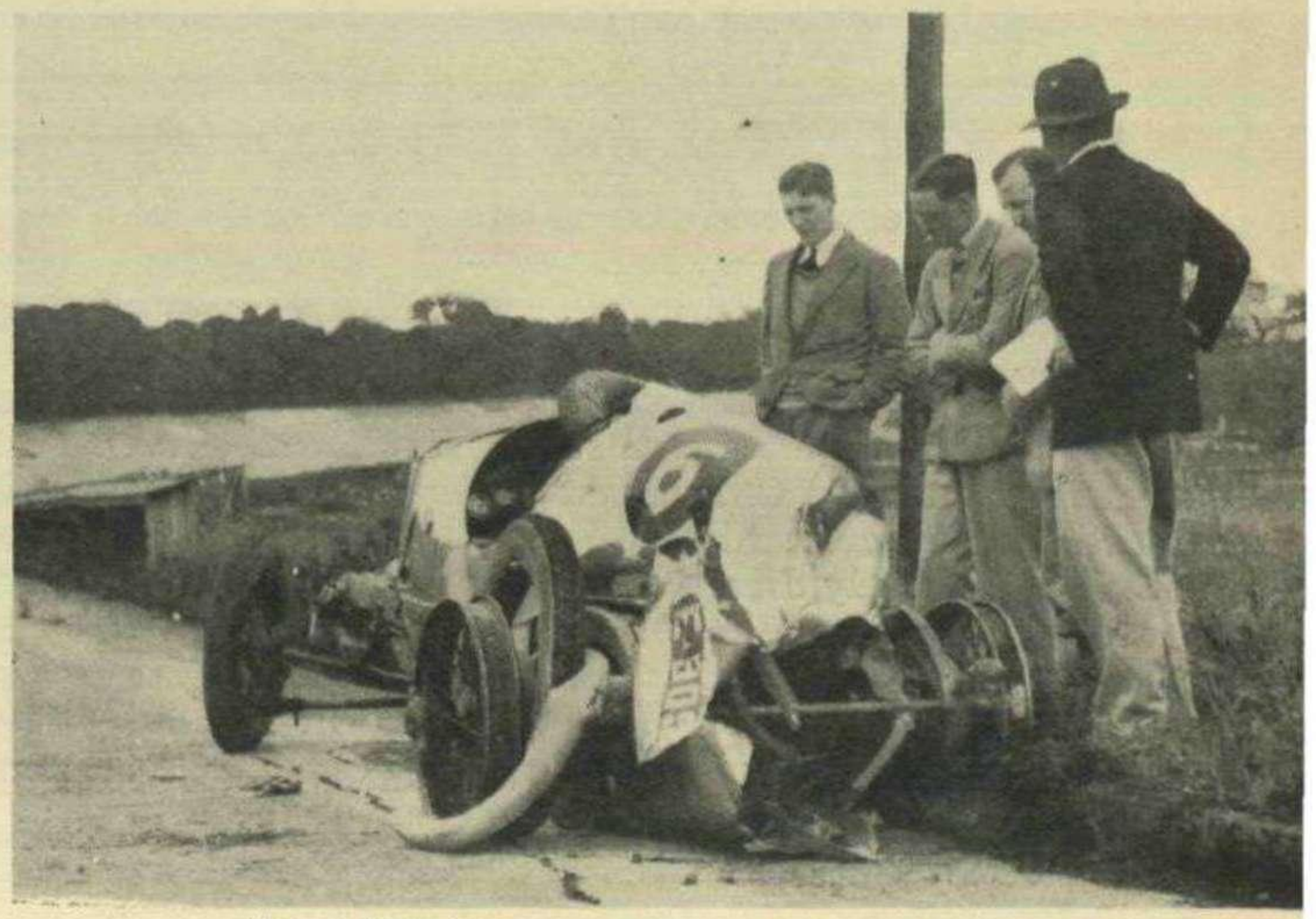
R. N. JUDD, WINNER OF THE NISBETT AWARD, JUMPING AT BALLIG BRIDGE.



THE RECORD BREAKING RENAULT DURING A REPLENISHMENT STOP.

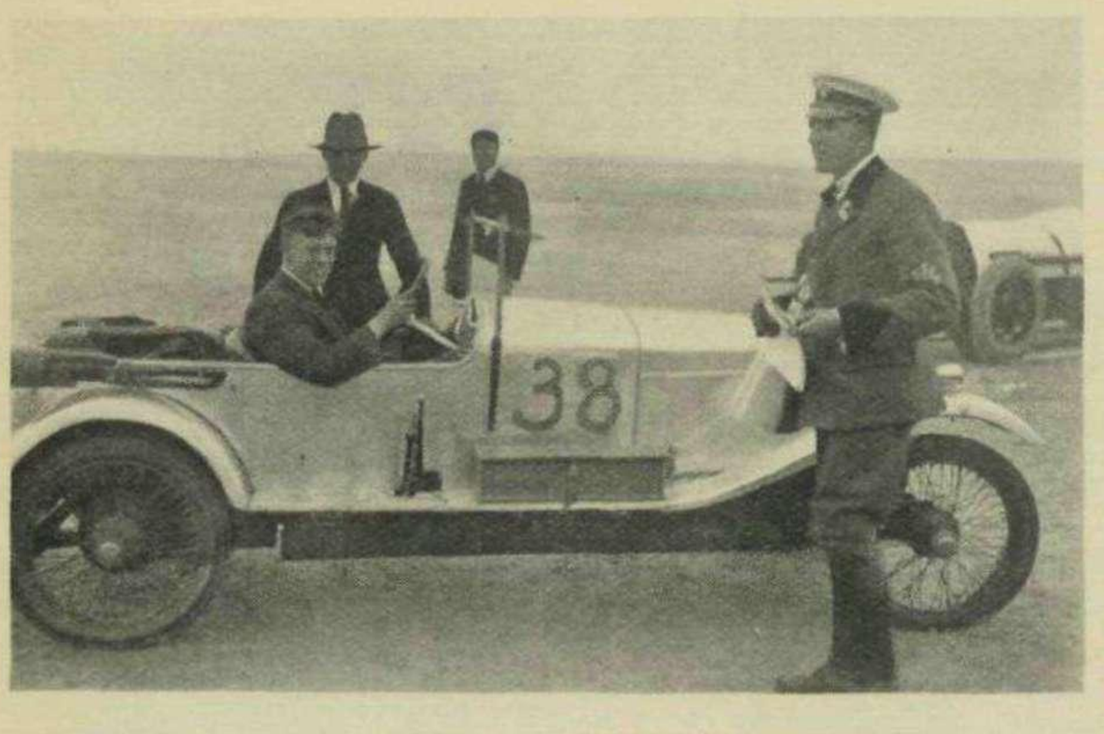


COUPE FLORIO: M. BALLOT PASSING THE TRIBUNES.



MAJOR COE'S VAUXHALL AFTER THE SMASH AT BROOKLANDS.

RACING ON THE SANDS—continued.



H. ALDINGTON (FRAZER-NASH) AFTER WINNING AT SKEGNESS.

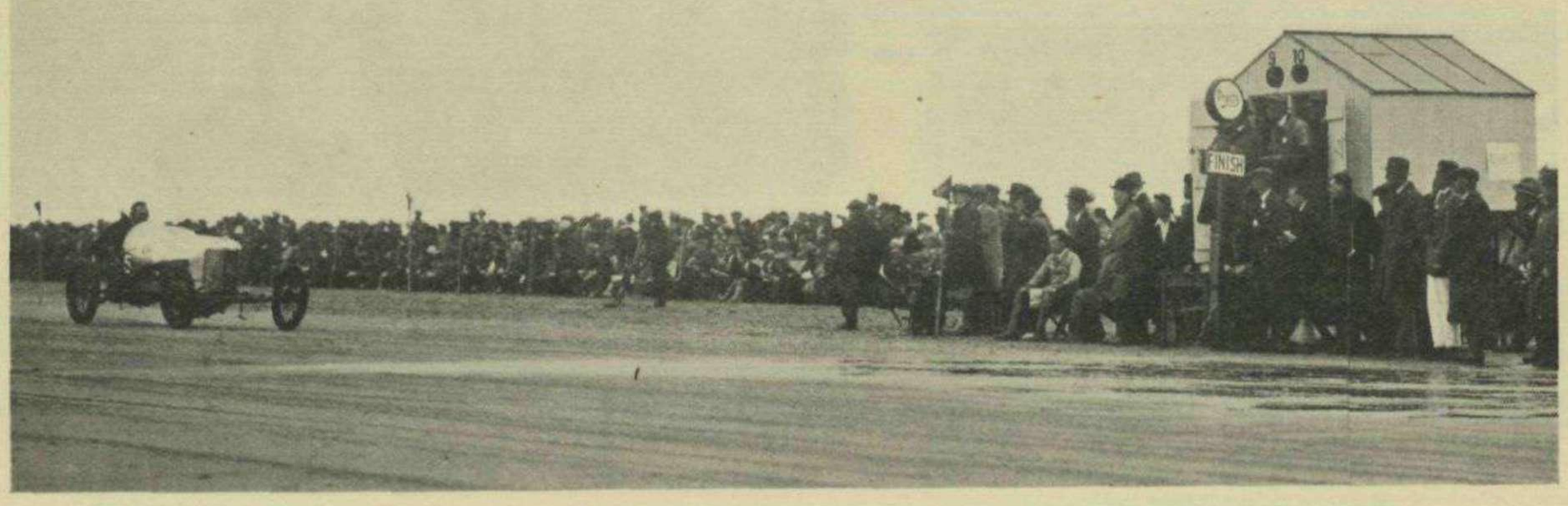
Cushman's Crossley was rather disappointing, but he succeeded in running second to Miss Cumming's Bugatti.

The fastest time of the meeting was put up by Mayner on the little 12-40 Mercédès, a very creditable performance, considering the speeds established by Capt. Campbell on the twelve-cylinder Sunbeam.

The special handicap arranged for winners of previous classes had to be abandoned, on account of the rising tide, and the last event was a race for Chrysler cars, which was won by Le Champion.

Results :—

Class I.—(Open) up to 750 c.c., G. Hendy (Austin), 52.2 sec.
Class II.—(Open) Sports Models up to 1,100 c.c., J. R. Sylvester (Morgan), 45 sec.
Class III.—(Open) Racing Cars up to 1,100 c.c., H. S. Eaton (Gwynne), 41.8 sec.
Class IV.—Touring Class up to 1,500 c.c., H. Aldington (Frazer-Nash), 44.8 sec.
Class V.—Sports Models up to 1,500 c.c., V. G. Wallsgrove (Riley), 44 sec.
Class VI.—(Open) Racing Cars up to 1,500 c.c., J. A. Joyce (A.C.), 36 sec.
Class VII.—(Open) Racing Cars up to 2,000 c.c., E. A. Mayner Mercédès), 34.2 sec.
Class VIII.—Touring Cars up to 3,000 c.c., H. Aldington (Frazer-Nash), 44.4 sec.
Class IX.—Sports Models up to 3,000 c.c., A. Lanfranchi (Alfa-Romeo), 40 sec.
Class XI.—Touring Cars, unlimited, Miss Cummings (Bugatti), 45.2 sec.
Class XII.—Racing Cars, unlimited, M. Campbell (Sunbeam), 33.4 sec.
Class X.—Scratch Race for Cars up to 3,000 c.c., E. A. Mayner (Mercédès), 33 sec.
Class XIV.—Handicap for cars up to 1,500 c.c., W. E. Humphreys (Amilcar), 42.6 sec.
Class XV.—Handicap for Cars over 1,500, Mrs. Christie (Vauxhall), 41 2/5 sec.
Class XVI.—Handicap for Cars, unlimited, R. T. Herton (Morgan), 39.4 sec.



J. A. JOYCE (A.C.) COMPLETES THE SKEGNESS COURSE IN 36 SECONDS.

NEW SUPER-CHARGED A.C. RACING CAR.

Photographs reproduced last month give details of the new single seater Supercharged A.C. Racing Car, which will be handled during the forthcoming events by Mr. Raymond Mays.

The most interesting feature of the engine is the arrangement of the Roots type supercharger, which has been designed by Mr. C. Amherst Villiers. The blower is located at the forward end of the crankshaft, from which it is positively driven, and incidentally it may be remarked that this addition necessitated the fitting of an entirely new crankshaft. The supercharger draws the mixture through one of the well-known Memini carburettors. Another interesting point in connection with the engine design is the arrangement of the twin magnetos on the engine side of the dashboard, these being driven by the short cross shaft.

The steering lay-out is again unique, as the box itself is mounted beneath the scuttled dash, the steering lever being located outsided the dash, with a vertical pull and push rod, which operates the horizontal rod below by means of a bell crank lever.

The very neat and efficient looking radiator by Serck adds greatly to the appearance of the car.

A new and unique form of rear suspension is used for the back axle, the whole chassis being lightened to the finest possible limits. Readers will no doubt watch the performance of this interesting car very closely, and it is expected that very high road speeds will be obtainable.

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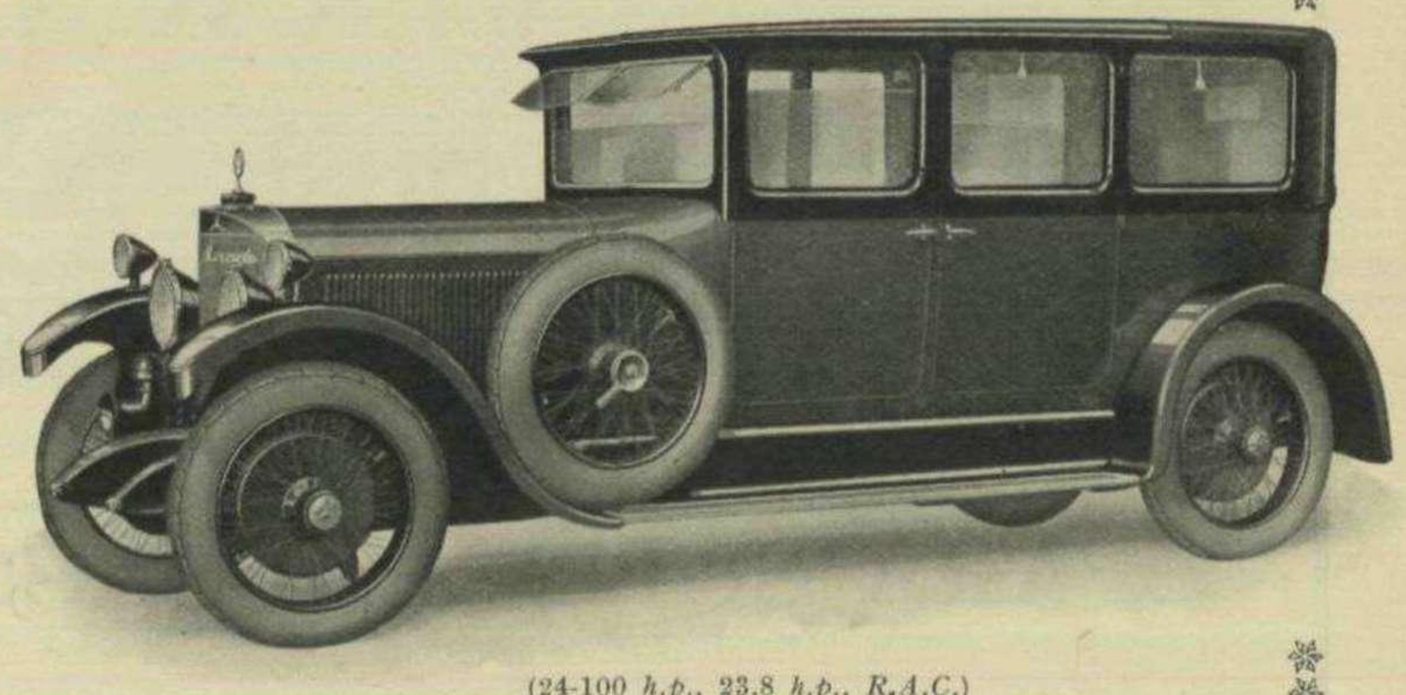
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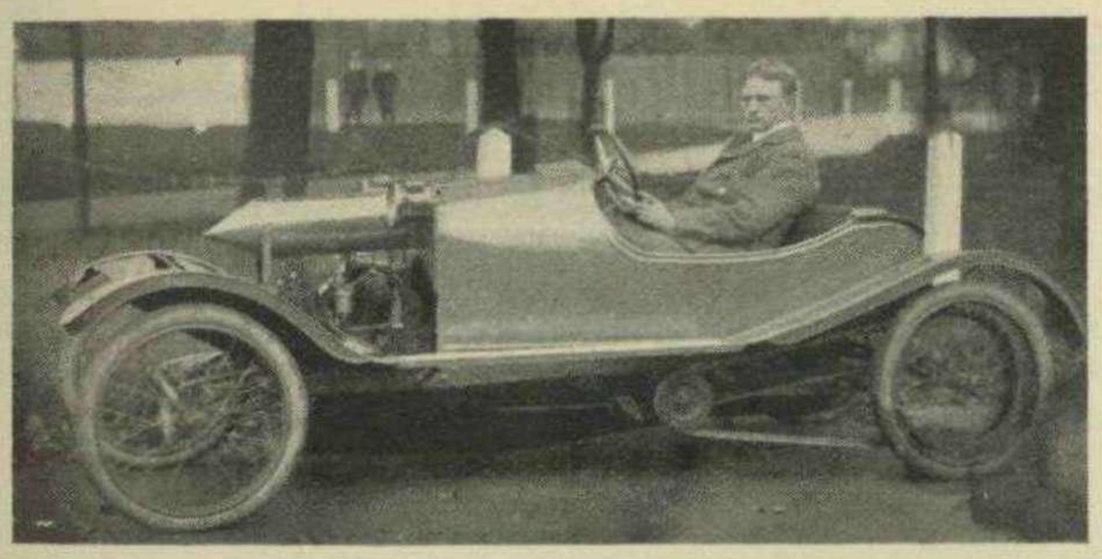
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MOTORING SPORTSMEN.

Capt. A. FRAZER NASH.

By THE EDITOR.



CAPT. FRAZER NASH ON AN EARLY "G.N."

THE records of the motor industry contain no more outstanding example of personal achievement than is exemplified by the career of Capt. A. Frazer Nash, who needs no further introduction to our readers.

Shortly after leaving school, at the time of the Russo-Japanese War, young Frazer Nash, scenting adventure, went to sea, and shipping before the mast on a merchantman, took part in a number of thrilling episodes during the ticklish business of carrying special goods for the Russian Government. Among his cherished possessions is a perfectly good Ordinary Seamen's Ticket, marked "Very Good," which shows that he acquitted himself well in one of the hardest schools in the world.

Early Engineering Training.

Even the fascination of the sea could not keep Frazer Nash from his natural bent, which undoubtedly was engineering, so a few years later we find him qualifying at The Finsbury Technical College, where he gained another diploma, this time for Mechanical Engineering. It is interesting to mention in passing that among his fellow students was Mr. H. R. Godfrey, who joined him later in the development of the G.N. cyclecar.

Frazer Nash and his colleague were both pupils at the Rugby works of Messrs. Willans and Robinson, Ltd., and gained valuable experience in the theory and practice of internal combustion engines, including those working on the Diesel principle. Then, adopting the course which had been taken by so many eminent engineers before, he started in on the bench with a small firm of Press Tool Makers, and put in a period in gaining further experience of working to very accurate limits.

Assisted by his natural resource and experience in technical details, Frazer Nash then conceived the idea of constructing a small car, and in 1909 produced the first British four-wheeled cyclecar. The power unit of this car was a 7 h.p. Peugeot engine, the transmission including a flat crossed belt, with final chain drive. Clutch, brakes, gears or differential were not used, and as no component parts for this type of cyclecar were available at that time, everything had to be built by Nash in his temporary "factory."



CAPT. A. FRAZER NASH SNAPPED AT THE RECENT SKEGNESS SPEED TRIALS.

In 1910 he was joined by H. R. Godfrey, and the first "G.N." was the result of their work. The "G" part of the little machine was Godfrey's initial—who joined in the venture in 1910, the "N" of course being Frazer Nash's contribution.

The first "G.N." cars, one of which is illustrated on this page, were built in the stable of the Frazer Nash home at Hendon; the machine shop, comprising a lathe and a few small tools, occupying a corner of the harness room.

Help from the Motor Press.

The merit of the design of the "G.N." soon attracted the technical press, and Frazer Nash attributes his early success to a review of the machine which appeared, in December, 1910, in our contemporary *The Motor Cycle*, following which inquiries poured in from all parts of the world. Many orders were taken, and the two partners started on serious production at Hendon, having formed a small company for the purpose. Things went on better and better, the activities of the firm soon outgrowing the first factory, until new premises were built, near the site of the old one.

In the year 1913, the "G.N." made its appearance at Brooklands, and in the hands of Frazer Nash won the first cyclecar event from scratch, at a speed of over 60 m.p.h. This was a standard model of the exact type being sold to the public.

MOTORING SPORTSMEN—continued.

In the R.A.F.

Frazer Nash joined up with the Royal Air Force, and during the greater part of his war service was engaged upon technical work in connection with machine gun synchronising gear. Strictly speaking, this was a job on the ground, but Nash felt that he could only do full justice to his work by learning to fly, and after some difficulties he finally gained this end.

In 1919, when civil aviation was again permitted, he bought an Avro aeroplane, in which he and Godfrey flew to the Paris Motor Show. He also flew regularly each morning and night from Hendon to Eastbourne and back, to spend the evening with his family, who were holiday making at the sea.

Questioned as to the sporting aspect of flying, Frazer Nash replied that he is keen on flying, but that with the exception of "hedge hopping," which, although very good fun, is not to be recommended, the sporting aspect is less attractive than that of sporting car events.

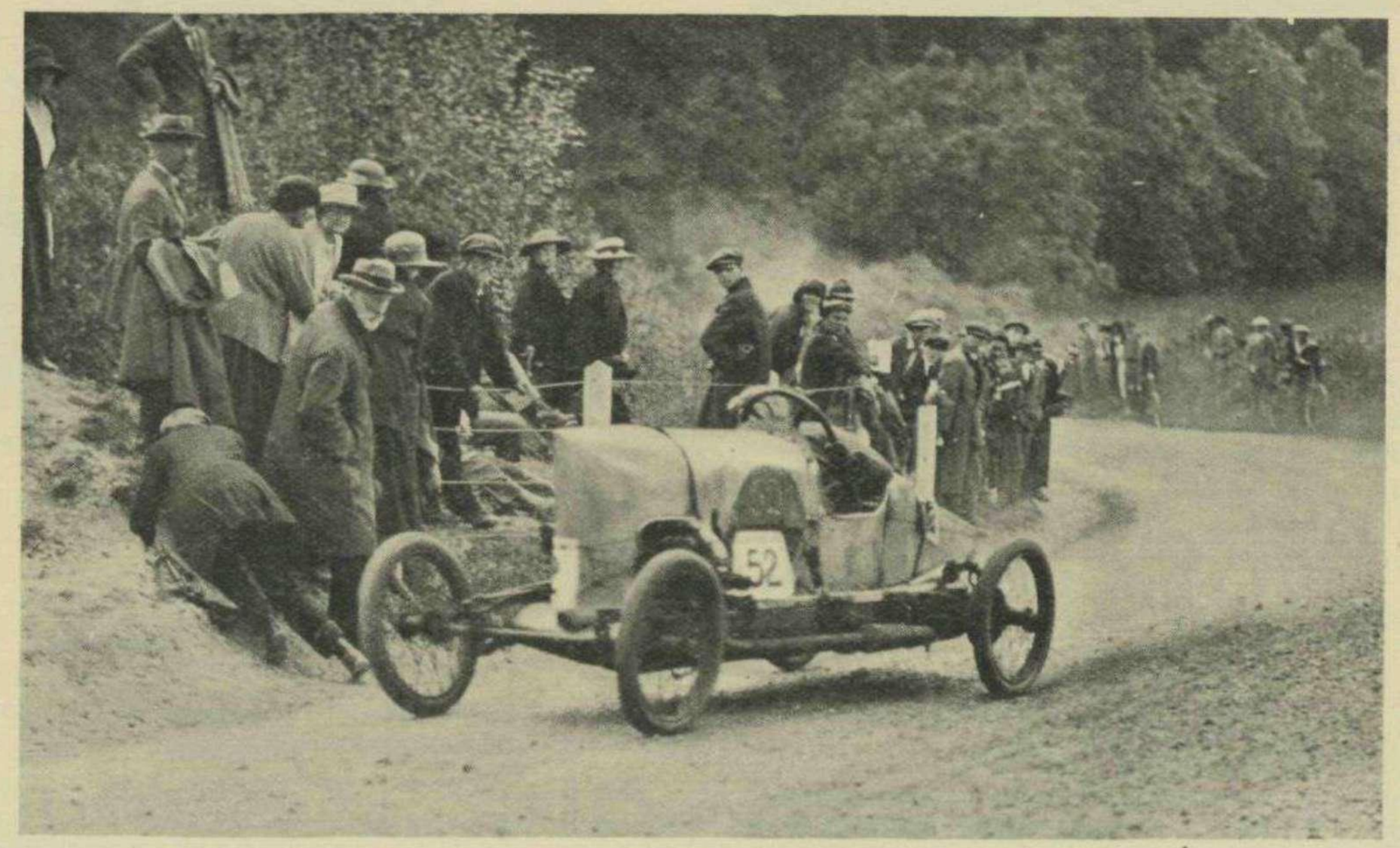
The Commercial Development of the "G.N."

When the works at Wandsworth were taken over, the output of the now popular "G.N." went up by leaps and bounds, in one month as many as 196 cars being turned out and delivered to customers. At this time the "G" and the "N" divided their duties, the former looking after the technical side of the production of the business at Wandsworth, and the latter carrying on the arduous and sometimes risky work of winning hill climbs, races and competitions. Not that there was anything dangerous about handling one of these little machines at speed in the ordinary way, but Frazer Nash attained very high speeds in competition work. He is one of the few people who have been through the fence at Brooklands and survived.

Readers will remember the account of his exploits which appeared in this journal just one year ago, and, in passing, we may mention that during the years 1920 and 1921, Frazer Nash lifted more cups and gained more awards than any other racing motorist.

A Unique Contest at Brooklands.

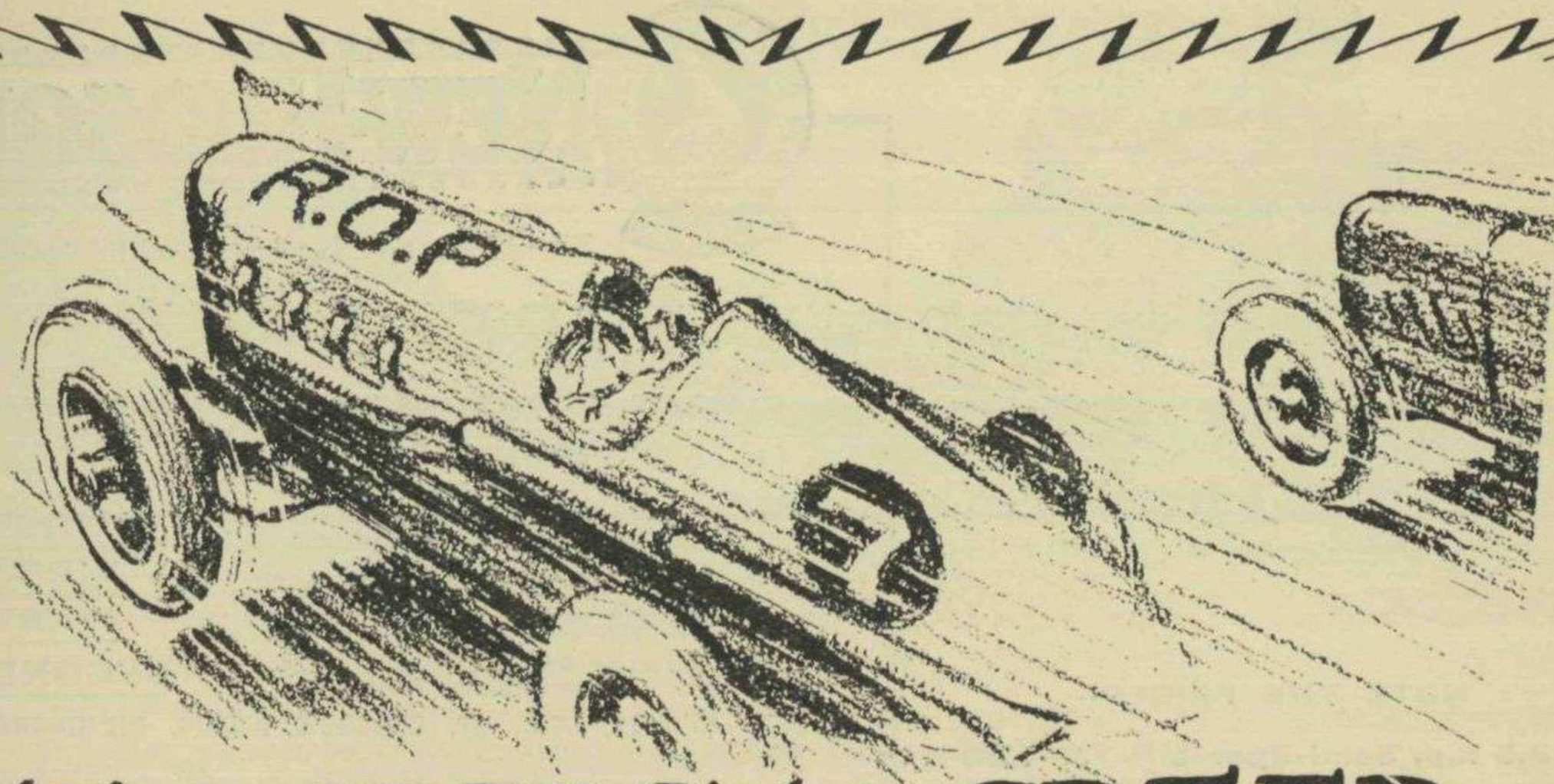
Frazer Nash is nothing if not original, and on one occasion challenged four famous racing motor cyclists to race him round the track, his own mount being a pedal cycle. The handicap was duly arranged, the event organised, but with the excitement of the affair Nash entirely overlooked the fact that he had not provided himself with push bike. There were his rivals at the starting point, with their machines ready for the contest, when the challenger arrived on foot. Happily, however, the ubiquitous small boy was discovered, and he happened to have a cycle which was impressed forthwith. Temple, who had hurt his hand, was unable to start. Dequin, on a Wooller, who had to do two laps came in first, Pullen, on a Rudge, with four laps was second, and Frazer Nash, who pedalled round the track in 9 min. 15.25 sec. was third, Longman having retired.



CAPT. NASH CORNERING AT SPEED DURING A RECORD HILL CLIMB.

New Frazer Nash Activities.

In March, 1923, after the failure of the G.N. Company, Frazer Nash produced the first car bearing his name, with the object of marketing a small fast car at a popular price. A team was sent over to the Boulogne Meeting in the same year, and gained the team trophy offered by Mr. Pickett. The World's Record for Brooklands Test Hill, which he put up recently with one of the new four-cylinder Frazer Nash cars, is fresh in the minds of our readers, and there is no doubt that the new model will become very popular with sporting motorists.



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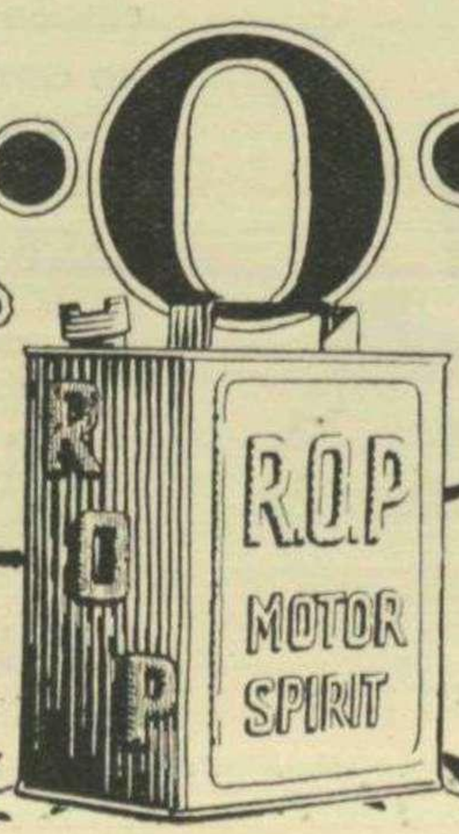
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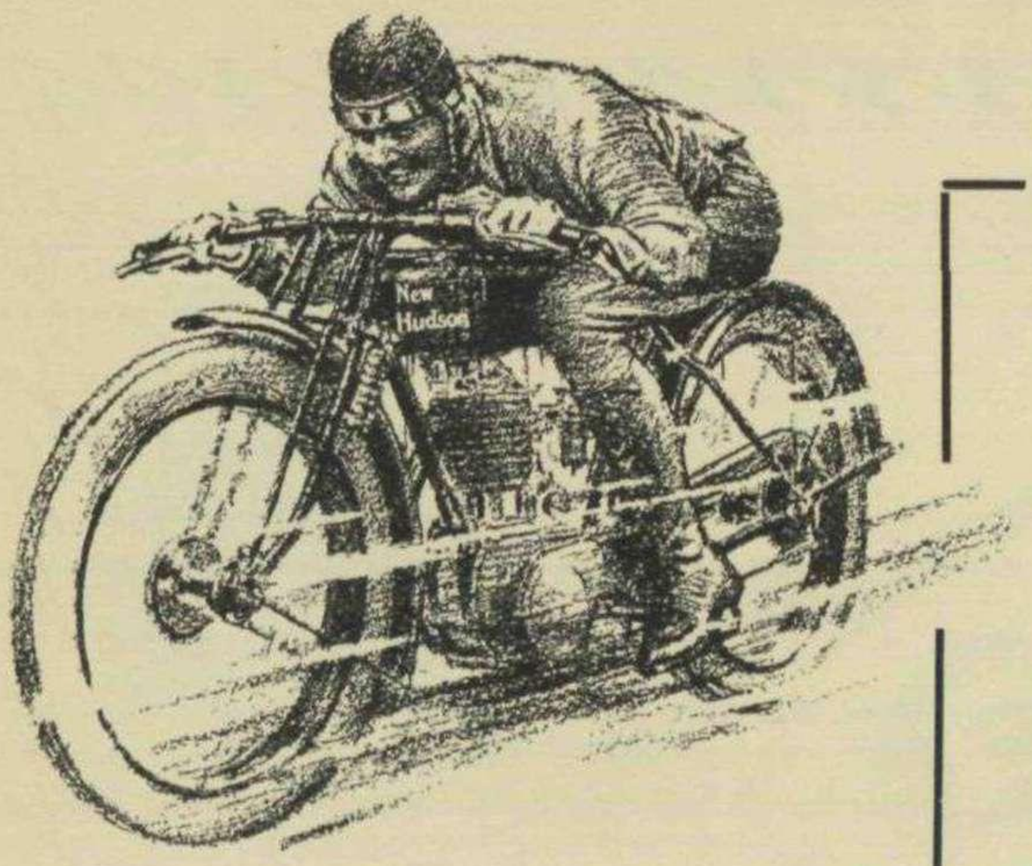
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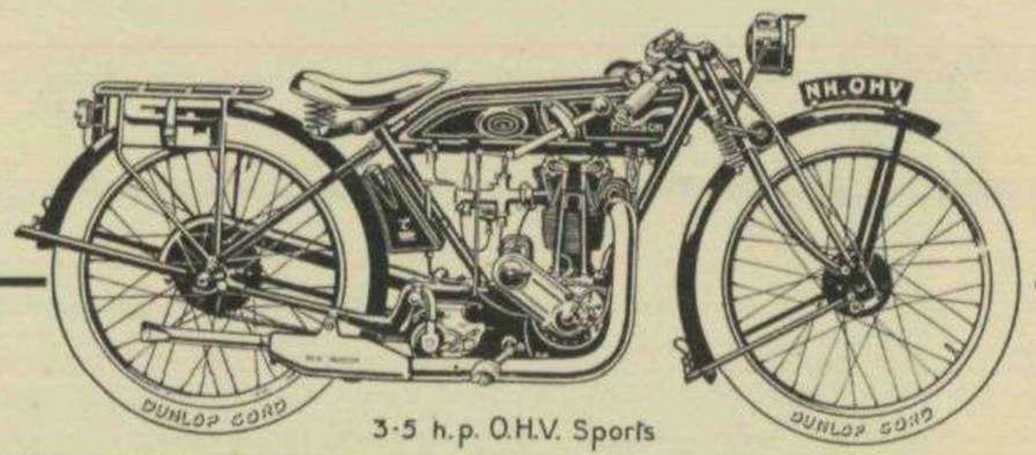
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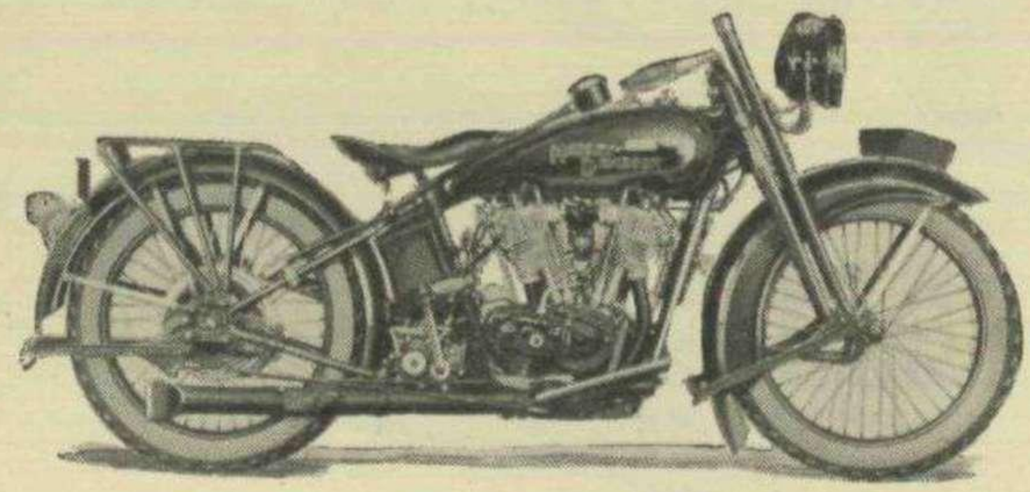
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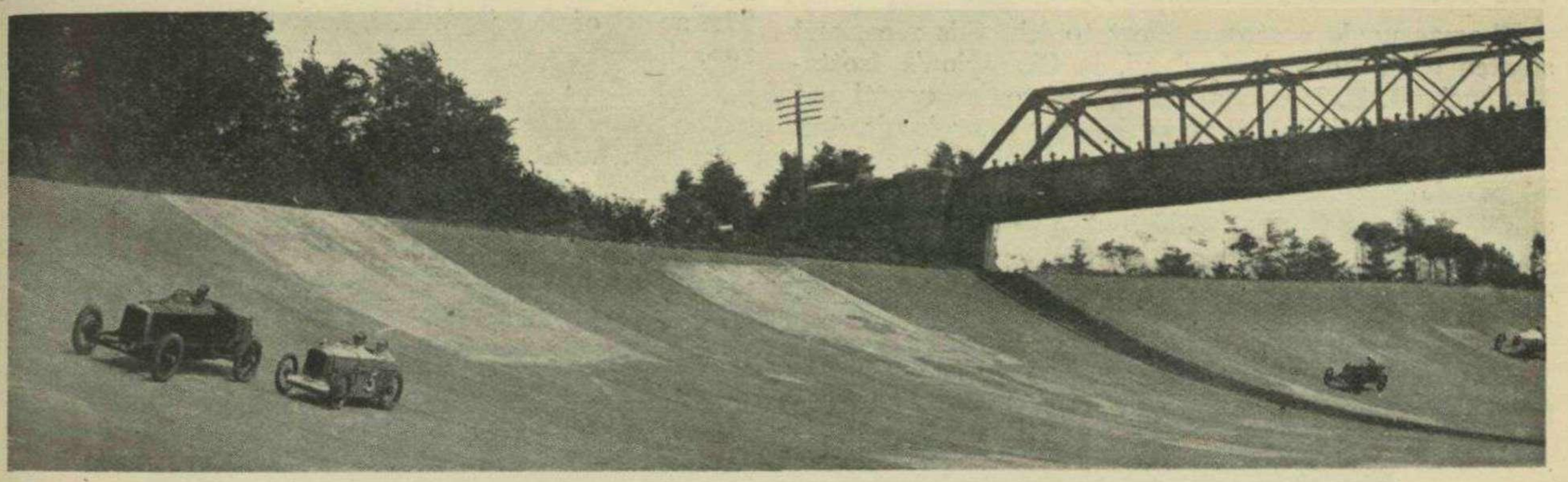
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THE B.A.R.C. WHITSUN MEETING.



VIEW OF THE TRACK FROM THE MEMBERS' HILL.

THE B.A.R.C. Meeting held on Whit Monday proved a great success, the good weather and representative entries attracting good crowds. Among the spectators we noticed several of the participants in the M.C.C. London-Edinburgh run, who had made a quick return journey in order to be present at the races—this being considered the correct thing to do on this occasion.

As usual, Mr. J. G. P. Thomas was the star turn of the afternoon, and delighted the crowds by travelling at close on 130 miles per hour, incidentally demonstrating that the course was moderately safe at this very high speed.

The meeting was rendered quite historical by Major Coe's crash at over 100 miles per hour, from which he and his passenger had a miraculous escape. In the opinion of some onlookers, the trouble was largely due to the habit of some drivers in hugging the top slopes of the banking, when conditions appear to demand positions much lower down; but the real reason for the accident is very difficult to elucidate.

The first six races were over a distance of five and three-quarter miles, except the Austin Seven Scratch Race, which was a lap and a half in length. The latter proved a most interesting event, as A. A. Gray, having drawn well away from the rest of the field during the first lap, looked a certain winner. To everyone's surprise, however, Samuelson and Spencer both put on speed on entering the Byfleet banking, and passed Gray, Samuelson winning at a speed of 72 m.p.h.

The Whitsun Private Competitors' Handicap.

Dr. Benjafield scored his first win of the afternoon, in the Whitsun Private Competitors' Handicap, his Salmson led throughout and finished first with an average speed of 79.5 m.p.h. H. Aldridge, on a two-seater Alvis, kept close behind Dr. Benjafield for part of the distance, but could not make up the speed, and finished second with R. Malcolm's A.B.C. third.

Considering the starters for this race included Kidston (Bugatti) and Howey (Leyland), the Salmson did very well to run in first, though, of course, together with the Alvis, it had a good start of 1 min. 22 sec.

The 75 m.p.h. Short Handicap.

In the 33rd 75 m.p.h. Short Handicap, a newcomer, in the shape of Cushman's Crossley, gained a signal victory at 81.8 m.p.h., starting only 15 seconds in front of Lanfranchi's Alfa Romeo, which followed the Salmson, driven by Dunfee, into third place. In this race, the little Jappic made a great effort, but even with its long start could hardly be expected to gain a place. This miniature racer is proving a very consistent performer, and we should not be surprised to see another on the track before long, when it may find a rival from its own family.

The Brooklands Gold Vase.

This event was remarkable for some very excellent, and some very doubtful, driving. Both Kidston and Thomas showed real skill in threading through some of the "traffic" which congested the part of the track which may be described as the Leyland preserves. Thomas also created a sensation by uprooting a shrub, as one of his wheels passed over the top of the banking, during an attempt to pass Howey. Just as Rampon was about to cross the finishing line, Major Coe's Vauxhall struck the parapet with a rear wheel, skidded round several times, and finally somersaulted into the grass. Happily, both of the occupants were thrown clear of the car at the first impact, which probably saved their lives. Rampon thus secured the victory with his huge Fiat, at 96.75 m.p.h., with Kidston and Thomas second and third respectively.

The 90 m.p.h. Short Handicap.

In this race Harvey, Rampon and Cushman suffered from re-handicaps, which altered the complexion of the contest. Harvey was unfortunate in shedding a front tyre from his front-driven-supercharged Alvis, when it was travelling well, and thus put him out of the race. Cushman took the lead with his Crossley, but in the final lap Scriven took the lead from the Alfa-Romeo and the Crossley, the ancient but surprisingly swift Austin thus adding one more to its long list of successes at a speed of 87.75 m.p.h.

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

The Brooklands Founders' Gold Cup.

Thomas made a strong effort to win this race, and started with Howey's Leyland, le Champion's Isotta-Maybach, R. B. Howey's Ballot, Kidston's Bugatti and Barclay's Vauxhall. Barclay led for one circuit, but soon after Kidston forced the Bugatti to the front, when Thomas, with his customary skill and daring, swept past Barclay and Kidston to win at a speed of 118 m.p.h. from Scratch.

The Thirty-Third 75 m.p.h. Long Handicap.

At the start the field of ten was led by Bradshaw on an Austro-Daimler, followed by Jackson (Alvis), Whale (Calthorpe) and Campbell (Itala). Near the end of the second lap the Alvis went to the front, and the Austro-Daimler retired at this point.

Owing to an error in counting his laps, Jackson proceeded to do an extra turn when he should have run into the finishing straight, his mistake being repeated by Dunfee (Salmson), thus leaving a quite unexpected victory to Dr. Benjafield, who was lying well to the rear. Cushman's Crossley and Campbell's Itala ran in second and third. The winner's speed was 82.25 m.p.h.

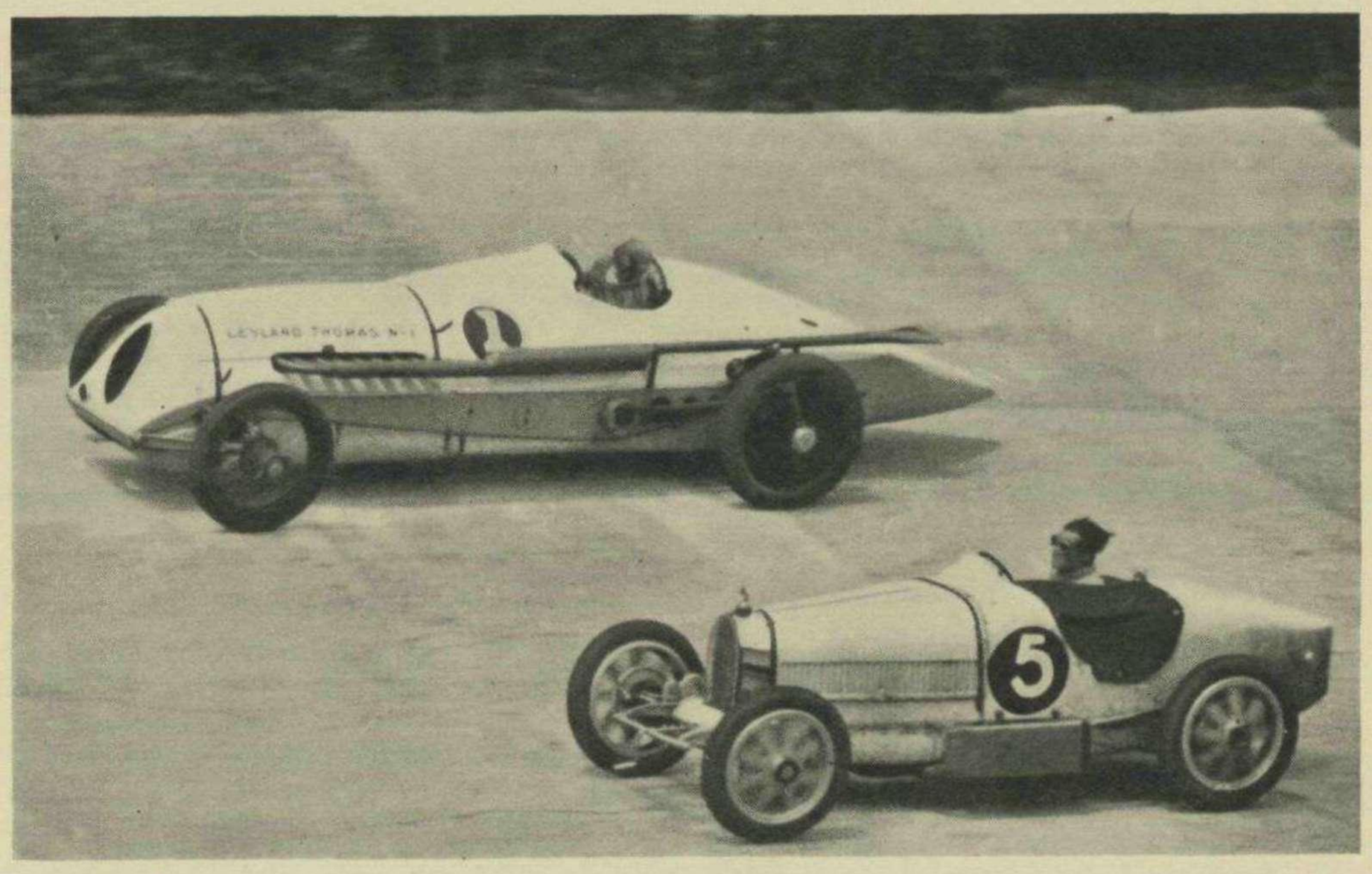
The Forty-Second 100 m.p.h. Long Handicap.

Only five cars lined up for the start of this race, J. S. Spencer turning up on a very ancient 11,440 c.c. Napier. After a very slow and apparantly laborious start this car failed to complete the course, and at the end of the first circuit Dr. Benjafield's Bentley was leading from Barclay's Vauxhall and Barnato's Bugatti.

When passing the fork in great style on the second round, Barclay took the lead, which he held to the finish, in spite of the efforts of Thomas, who owed 9 seconds. The speed of Barclay's T.T. Vauxhall averaged out at 100.25 m.p.h.

The Nineteenth 90 m.p.h. Long Handicap.

In this event we saw another win for the "Razor Blade" Aston-Martin, piloted by J. C. Douglas. Once again Harvey's luck was out as he lost another tyre, which appears to be one of the little habits of the front driven Alvis at present. Densham, on a Bugatti, had to be content with following the "Razor Blade" at a very respectful distance for the second place, and Barclay (Vauxhall) was third. Douglas won at an average speed of 85.74 m.p.h.



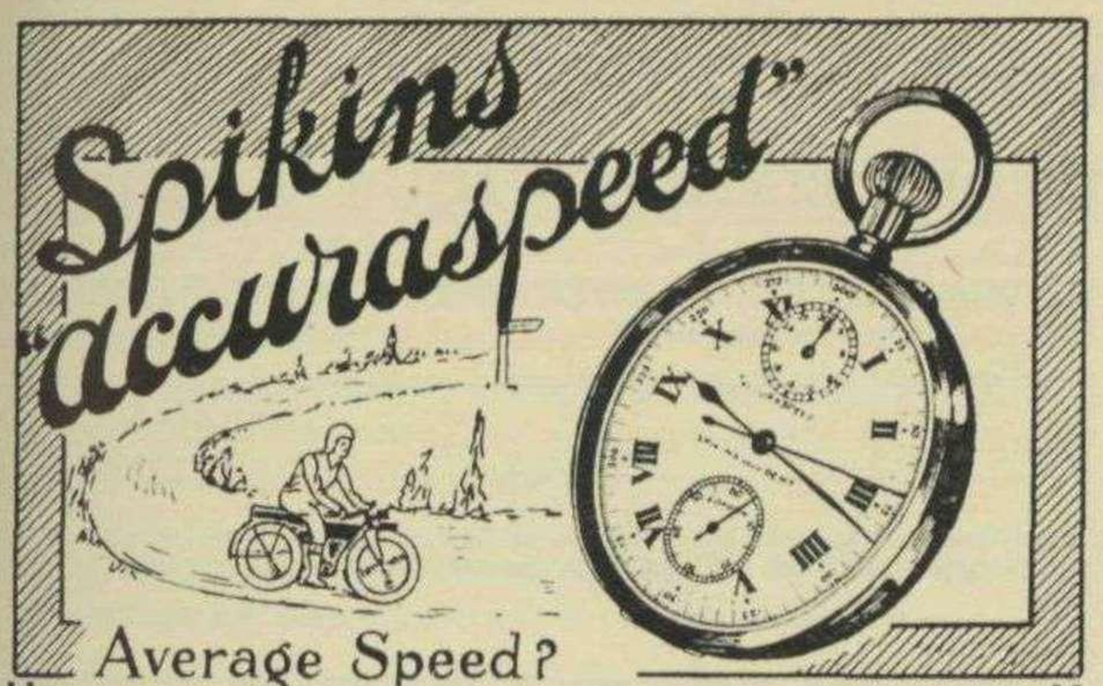
J. G. P. Thomas and Lt. Kidston in the Brooklands Founders' Cup Race.

The Twenty-Eighth Lightning Long Handicap.

In the last event of the day only three cars went to the post, and the race was a kind of family affair, Thomas, Howey and Gedge turning out with a Leyland-Thomas, a Ballot and a Lanchester respectively. During the second lap Thomas once again broke the lap record with an average speed of 129.36 m.p.h., and won easily at 119.4 m.p.h.

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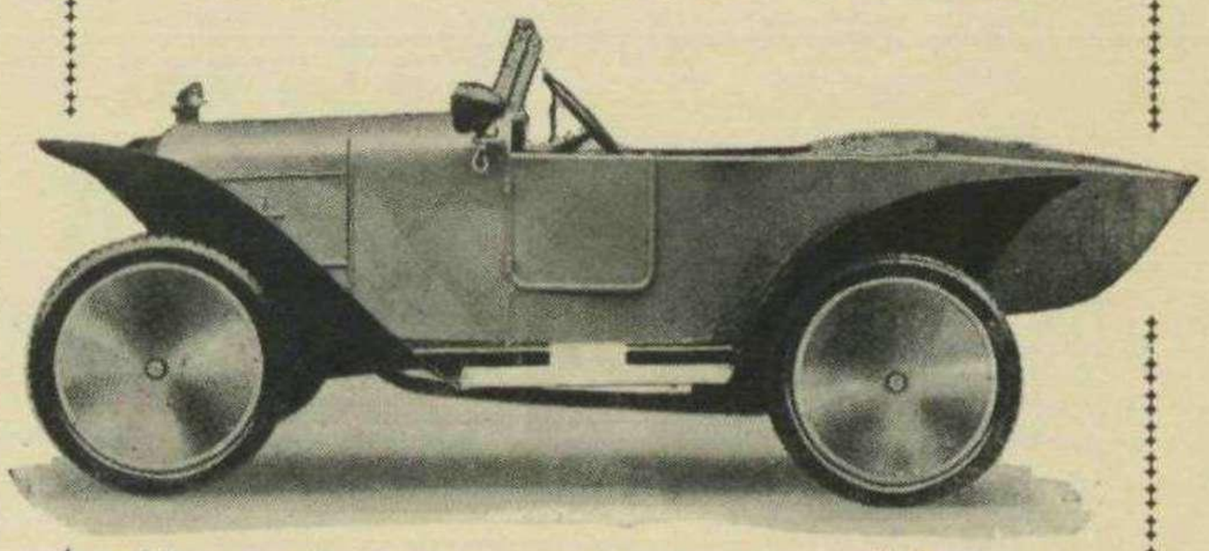
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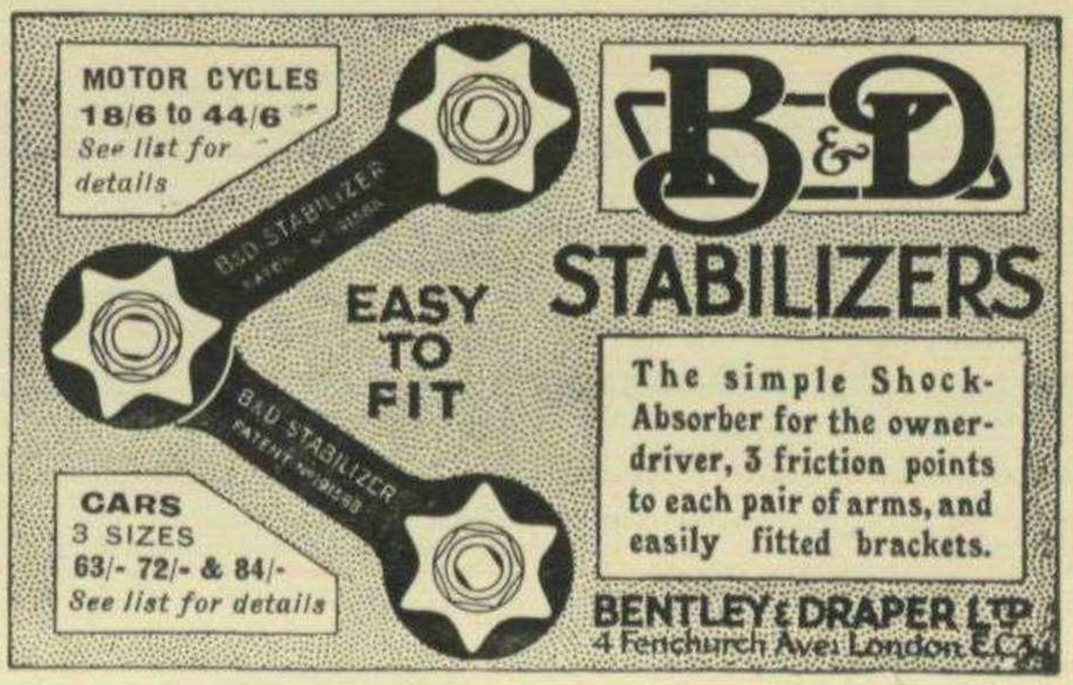
FUTURE MEETINGS See "Brooklands Gazette" Events List.

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"Many Happy Returns of the Day."

LETTERS FROM READERS ON OUR BIRTHDAY ISSUE.

The Editor, THE BROOKLANDS GAZETTE,
12th June, 1925.

Dear Sir,

May I be permitted to offer you, on the occasion of the first Birthday of THE BROOKLANDS GAZETTE, my very sincere congratulations.

THE BROOKLANDS GAZETTE has undoubtedly filled a very definite want in the motor world—that of a paper entirely devoted to the sporting side, conducted by one wise in competition matters, and with a wide knowledge of competing men and machines.

The paper has made steady progress, each issue being, if possible, more full of interest than its predecessor, and the feeling conveyed to your readers is that by a happy blend of Editorial tact they really run their own paper.

May THE BROOKLANDS GAZETTE enjoy very many birthdays is the wish of

Yours sincerely,
(Signed) LIONEL MARTIN.

The Editor, THE BROOKLANDS GAZETTE,
8th June, 1925.

Dear Sir,

We believe that your next issue will be your anniversary issue, and we are just writing to say that we consider THE BROOKLANDS GAZETTE to be one of the bright spots in the motoring world, and to be a magazine of great topical interest to all motorists.

As an advertising medium, we must say we have found it to be quite good, and while congratulating you on your issue, we wish you every success with your magazine in the future.

Yours faithfully,
(Signed) C. J. JOYCE.

The Editor, THE BROOKLANDS GAZETTE,

Dear Sir,

I gladly join the many who offer their congratulations on your Anniversary Number.

By a happy combination of interesting and enlivening features, THE BROOKLANDS GAZETTE has won for itself a secure place in the esteem of the motoring public. I hope that the success of the undertaking will be increased.

Yours faithfully,
(Signed) C. W. BRETT.

The Editor, THE BROOKLANDS GAZETTE,

Dear Sir,

We understand that this is the anniversary of your publication, and the writer wishes to congratulate you on providing such a pithy little periodical for those interested in racing cars. Being interested in a Sports car ourselves, namely the Alvis, we feel that the periodical is most engaging reading, and that every motorist who is concerned in motor cars in general, and sports cars in particular, should become a subscriber to your publication.

You are the only paper to write on sporting cars, and the questions dealing with them are so thoroughly interesting that we wish you continued prosperity and success.

Yours faithfully,
(Signed) H. G. HENLY.

The Editor, THE BROOKLANDS GAZETTE,
17th June, 1925.

Dear Sir,

Will you please accept my congratulations on the occasion of the anniversary of THE BROOKLANDS GAZETTE. I am a very interested supporter of THE BROOKLANDS GAZETTE, chiefly because I am a keen supporter of Brooklands events.

This again, is because I have very decided opinions about the value of Brooklands in the direction of the modern development of motor car design, and I know by intimate experience how much the Alvis Company, and all purchasers and users of Alvis Cars, have benefited thereby. It is a sign of the times that a very rapidly increasing section of the public is taking a keen interest in Brooklands events, and in all that they imply, and this is much to the good of the great motor industry of this country.

The value of THE BROOKLANDS GAZETTE in fostering and developing this spirit is very excellent indeed, and on the occasion of its anniversary everybody of the Alvis Company wishes it continued health and prosperity.

Yours faithfully,
For Alvis Car & Engineering Co., Ltd.,
T. G. JOHN,
Managing Director.

The Editor, THE BROOKLANDS GAZETTE,

Dear Sir,

I have much pleasure in saying how extremely valuable and interesting this journal is. It is the only journal, to my mind, which really embraces the sport of Motor Racing and Competitions, not only in this country but also abroad, which is not only of great interest to the motor racing habitués and public, but also to the motoring world as well.

My own candid opinion is, that the tendency towards the decline of motor racing in this country has been, in the past, a good deal due to the fact that there was no particular journal which devoted itself entirely to this sport, although, of course, there has been a certain amount of space devoted to it in other Motoring Journals, but this has also been fused with other motoring matters as well. In this case, the journal is devoted solely to these Competitions, and must have the effect of causing much more interest.

In conclusion, I cannot help feeling that it is a great pity that the big trade motoring organisations do not allow a moderate proportion of their gigantic reserve of funds to encourage this sport, because it is of far more national importance than they will admit or give credit for.

"MANY HAPPY RETURNS OF THE DAY"—continued.

To my mind, it is a ridiculously conservative idea, because there is no doubt that the efficiency of modern motor cars is entirely due to motor racing and competitions, also, the development of our aero engines is considerably due to this sport.

If better prize money was given, better races organised (by this I mean more Long Distance Races, particularly on the road, should this Act of Parliament be passed), it would then be an encouragement for the manufacturers to build racing cars, not only to improve their own manufactures, but also to improve the breed as a whole.

So much money is spent on quite insignificant things, and it seems to me a very great pity that more generosity is not shown towards this form of sport and competition as is done on the Continent.

Yours faithfully,
A. G. MILLER, *Captain.*

The Editor, THE BROOKLANDS GAZETTE,
Dear Sir,

It is exceedingly interesting to note that THE BROOKLANDS GAZETTE is now entering upon its second year, and it is the hope of every motoring sportsman that it will live to celebrate many more anniversaries, in addition to the present one.

It has always been my opinion that motoring sport should have a journal of its own. The old-established weekly technical papers dealing with motoring do devote a few pages to all racing and competitions, but the editors of these journals must consider the tastes of their readers, and although it is not pleasing to confess it, the great majority of motor owners prefer to be told how to change gear or how to sit correctly behind the steering wheel rather than read of an exciting finish on the track, or of an arduous climb up some freak hill.

The result is, that motoring sport did not receive the publicity that was due to it until THE BROOKLANDS GAZETTE took the field.

I hope that we may look foward to the day when, instead of being a "monthly," THE BROOKLANDS GAZETTE becomes a weekly.

Yours faithfully,
A. PERCY BRADLEY,
Hon. Gen. Secretary,
Junior Car Club.

16th June, 1925.

Dear Mr. Editor,

It gives me very great pleasure to express my personal views on THE BROOKLANDS GAZETTE.

To me it appears that a publication of this nature must strongly appeal to all followers of the sport of motorists—be they car owners or motor cyclists.

In addition to the excellent manner in which this GAZETTE is produced—photographs and type, in one case being par excellence, and in the other of a bold, readable, and clear type.

The manner in which the facts are given in your paper enable one to appreciate the sport which is given on our one and only track in England—makes one appreciate the daring and clever driving which is accomplished by those concerned, and personally I feel that a magazine of this description should be a weekly one.

I would, however, like to suggest that a closer touch be kept with all sporting events, be they car or motorcycle, which practically take place every day all over the country, and confine the GAZETTE to these, coupled with requests pertaining to the tuning and upkeep of machines for sporting events.

I feel confident that if carried out on these lines, motorists would welcome publication of this description, and give it a hearty support throughout the country, and in addition would prove a very valuable propaganda for the motoring industry as a whole.

Yours faithfully,
W. PRATT.

The Editor, THE BROOKLANDS GAZETTE,
Dear Sir,

Congratulations on anniversary, one of many in store for you. THE BROOKLANDS GAZETTE supplies a long-felt want among motorists generally, and I know is very much appreciated. This I know from experience. Photos are ideal, articles always most interesting. Wishing GAZETTE every success,

I remain,
Yours faithfully,
E. C. E. BARAGWANATH.

The Editor, THE BROOKLANDS GAZETTE,
Dear Sir,

It is conceivable that you will receive many congratulatory letters on the anniversary number of THE BROOKLANDS GAZETTE, and for this reason I briefly wish you every success in the future of such a valuable publication.

The value of the publication is manifold, but I would more particularly like to emphasize the keen interest taken by your readers in the many articles dealing with the latest designs and inventions pertaining to motors, which are developing on even more scientific lines than heretofore.

I had an ample proof of this following my article on "Supercharging," which you kindly reproduced in a recent issue. The publicity given to this article was really wonderful, judging from the interest taken by such a large section of the Motoring Industry and public.

The illustrations of the supercharging mechanism were also a feature much appreciated.

This is admittedly only a typical example of other valuable illustrated articles, but one which gave me ample proof of the advertising value of your journal.

Yours faithfully,
THE BRITISH ANZANI ENGINE COMPANY, LTD.
pp. H. HAGENS,
Joint Managing Director.

The Editor, THE BROOKLANDS GAZETTE,
Dear Sir,

We take this opportunity of congratulating you upon having reached your Anniversary Number, and wish to offer you our best wishes for the continued success of THE BROOKLANDS GAZETTE, which, however, would seem to be well assured.

"MANY HAPPY RETURNS OF THE DAY"—continued.

In our opinion, this publication must make a strong appeal, not only to the sporting element, but also to those who are interested in the highly technical side of motoring, and who are keen on getting the highest possible efficiency out of their engines.

The truth of this is brought home to us by the nature of the enquiries which we have received through our advertisements in the GAZETTE, which we consider an excellent medium for our particular class of work.

We are, Yours faithfully,
THE LAYSTALL MOTOR ENGINEERING WORKS, LTD.
F. T. BERSEY.

The Editor, THE BROOKLANDS GAZETTE,
Dear Sir,

We certainly think that THE BROOKLANDS GAZETTE fills a very important niche in the world of automobile journalism, and this enterprise shows to what a very great extent motoring is looked upon as a sport in England, instead of just transport.

In England, we apparently have to go a long way yet before the general public will realise how sporting a motoring event can be.

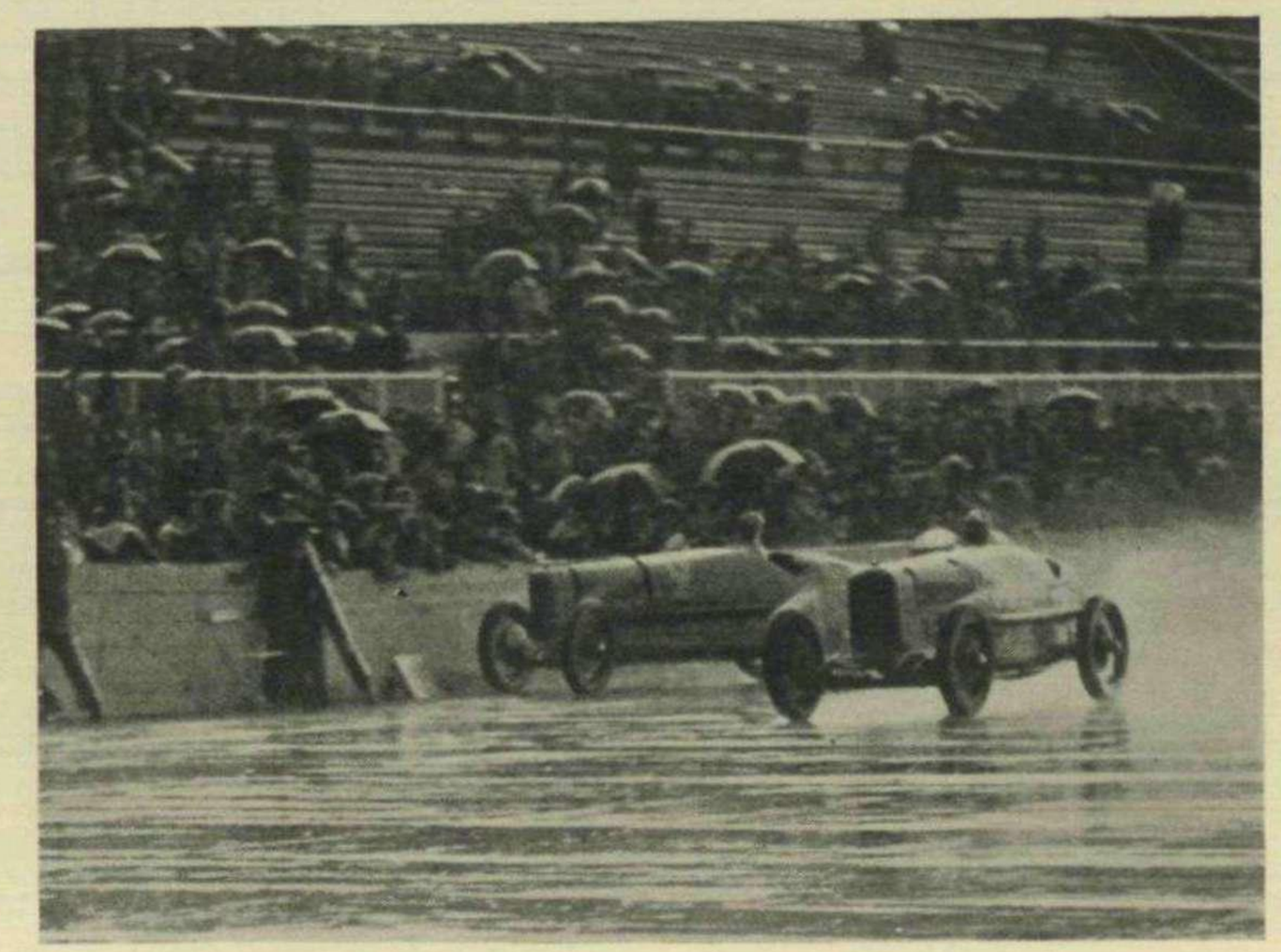
For instance, the T.T. Motor Cycle Races which have just taken place in the Isle of Man, are without doubt and without exaggeration, the most daring, the most thrilling, and call for greater human endurance than practically any other race that is now run, and yet the Daily Press devote only small paragraphs to these events, whilst devoting column after column to minor sporting events in other spheres.

It is in bringing before the public the sporting aspects of motoring, that THE BROOKLANDS GAZETTE is doing good work, and we can only conclude in wishing it every success in the future.

Yours very truly,
CECIL KIMBER.



W. L. HANDLEY AFTER WINNING THE JUNIOR T.T.



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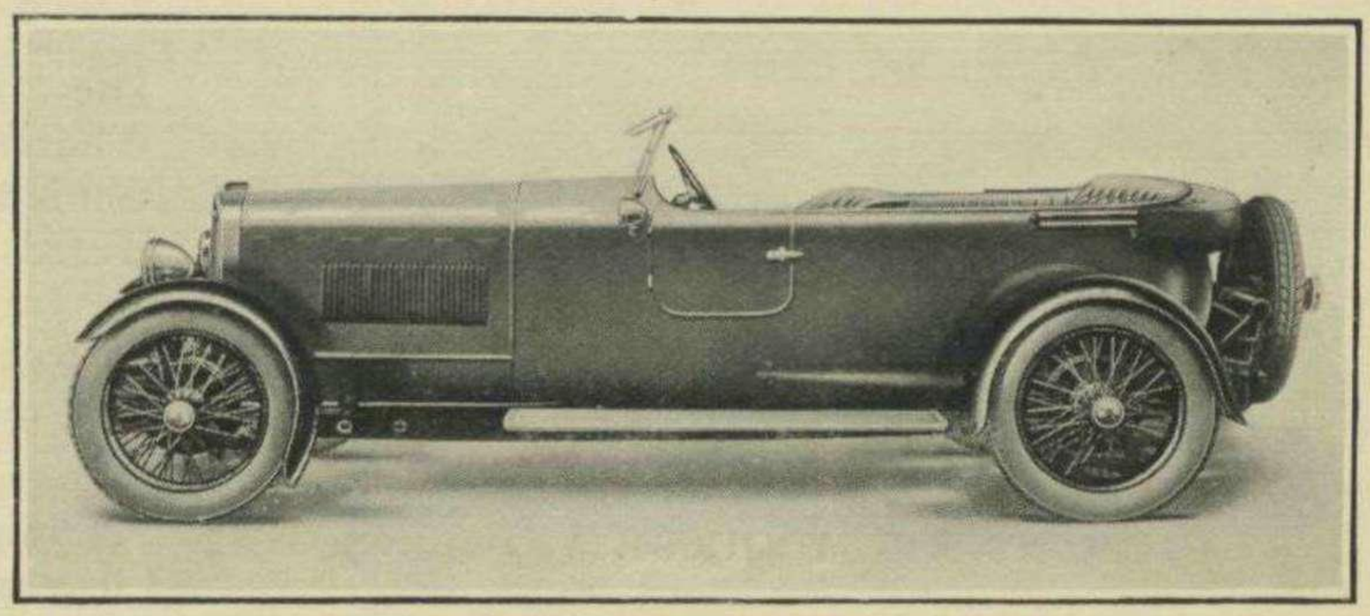
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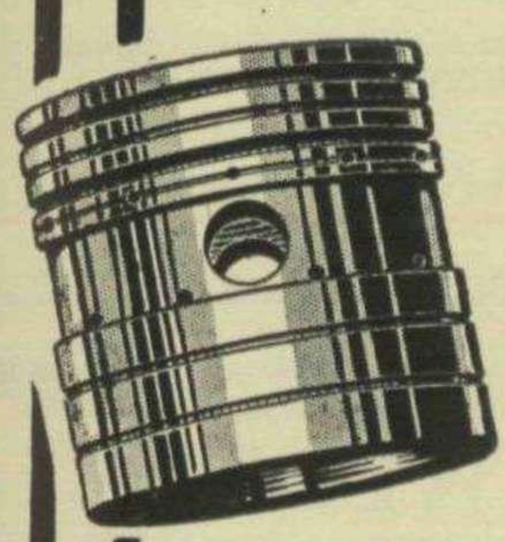
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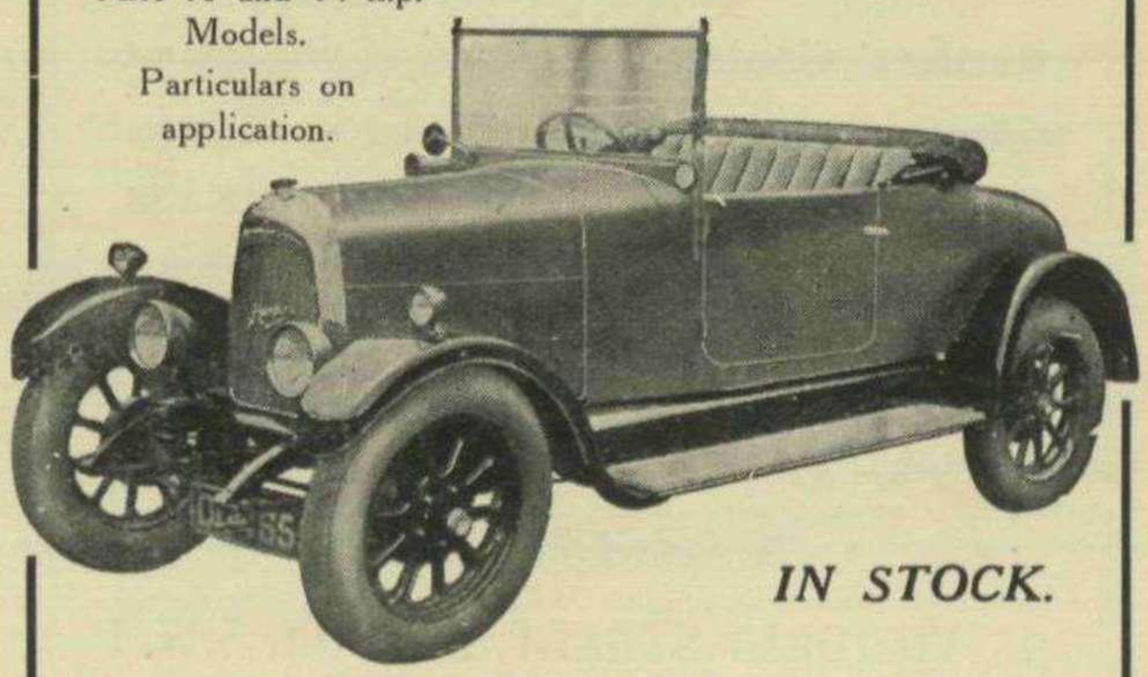
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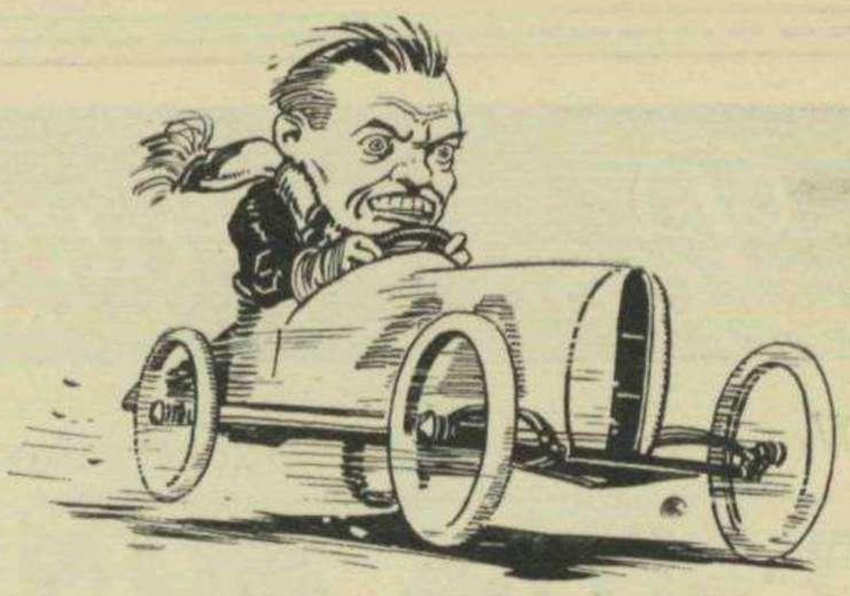
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Telamite Teddy,

The "Brooklands Bullet,"
Whose bus had fifteen cyls. to pull it,
While tootling up the Kirkstone Pass
Heard yells that made him take the grass
Between the road and a gaping quarry,
And miss by a hair a four-ton lorry.

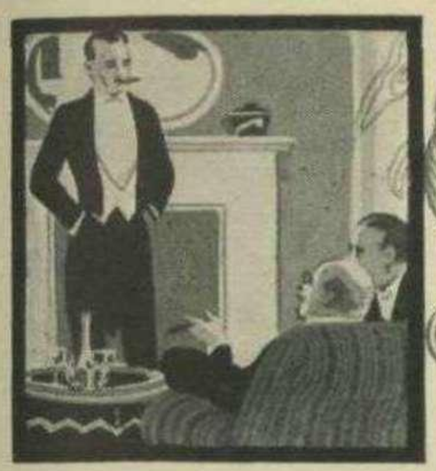
Telamite Teddy swung his car round,
Lit a cigar, and then at a bound
Went after the runaway lorry like deuce.
Could he scrape past it or was it no use?
Doing eighty, it swerved; Teddy passed, mudguards gone.
Then, his tail to its bonnet, he put his brakes on!
In twenty-two seconds they came to a stand—
And—Teddy drove off with a wave of his hand.

This rescue still further enhanced Teddy's name
But honour where honour is due all the same.
And Teddy owns he'd have had a fright
If his brakes weren't lined with

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Round the Clubs



OXFORD MOTOR CLUB.

Owing to the A.C.U. ban on Speed Events on the public highway, and being unable to find a suitable private course, this year's contest against the O.U.M.C. for the Morris Garages Challenge Cup was decided on Saturday, June 6th, by an Inter-Club Reliability Trial and Consistent Driving Competition. A Circular Course, 30 miles in length, had to be covered twice ; there was a secret check where Competitors were timed on each lap, thus constituting a third lap time. Two-thirds of the smaller entry, irrespective of class, to constitute the Team for each Club.

The course, which started and finished at Wantage, contained two Colonial Sections, one at Lambourn, at the end of which was a difficult hairpin bend, where the Car Classes had to reverse to get round, and the other was about two miles of the Ridgeway, the old Roman Road, which was very rough in places.

The results proved the Club Team to have beaten that of the O.U.M.C. by the narrow margin of 3 min. 2 secs.

The Winning Team were as follows :—

L. A. Welch, O.K. and Sidecar, time error 3 min. 35 secs.
H. F. Barge, Riley Car, time error 4 min. 45 secs.
W. A. Mathews, Morris Car, time error 4 mins. 51 secs.
H. Bascombe, Cotton M/C, time error 8 mins. 6 secs.
G. Stace, Brough Superior, time error 11 mins. 0 secs.

The Membership of this Club is now over 300, and at a recent Committee meeting, 14 new Car and 9 Motor Cycle members were elected.

FERRYHILL AND DISTRICT MOTOR CLUB.

Newcastle and District Run and Trial.
Bad Weather Does not Deter Competitors.

The all-night run to Edinburgh and the 24-hour trial held recently was a huge success so far as the entries were concerned. Over 120 motorists of all classes, from solo riders on diminutive 1¼ h.p. machines to huge saloon cars, took part. The weather clerk favoured the latter. Seldom have motorists had such a gruelling time as had the solo and sidecar riders. Yet, throughout the run, the cheery sporting spirit which always characterises this trial was ever present. Some optimists sported straw hats on starting, but they were either washed off or discreetly hidden by the end of the trial.

At Edinburgh, in addition to a hearty breakfast, the travellers were entertained by a jazz band, the solemn drummer being a joy for ever. The members of the Edinburgh motor organizations rendered most useful service when the breakfast stop was made.

The local committee, with most commendable promptitude, were able to get out the results of the all-night run. The results of the 24-hour run will be announced to members. Of the 123 starters, only 19 failed to finish at the final check at Herd's House, which, considering the appalling weather conditions, was remarkably good.

JULY PROGRAMME.

Sunday 5th.—Aickin Cup Reliability Trial, 120 to 140 miles.
Sunday 12th.—Social Run to Redcar, leave 1.30 p.m. Members are requested to make this a Special Ladies' Day, and each to bring a lady companion.
Sunday 19th.—Mystery Trial, leave H.Q. 2 p.m. ; (10 or more entries, Three Prizes).

WEST KENT MOTOR CLUB.

" Circuit of Kent."

The West Kent Motor Club's " Circuit of Kent " was run off very successfully at a recent meeting ; out of 45 entrants, 43 started. It goes to show the high grade of reliability that motor-cycles have attained when it is stated that 40 finished inside five minutes of finishing time in a 150 mile trial.

The stop and restart test held on Vigo Hill was the cause of many gold medals " going west," it was not difficult, as this terms implies in an event of this nature ; although fallen leaves together with mud made the surface precarious.

Rain falling in the last 40 miles made it difficult for some of the competitors to keep to schedule.

Principal Results :—

Hammelton Cup (best performance, Solo).
F. W. Clark, 344 c.c. Coventry-Eagle, o.h.v.

Secretary's Cup (best performance, Sidecar).
E. A. Emerson, 545 c.c. Henley-Blackburne (Sc.).

Ashton Cup (best performance, Car).
G. H. Southey, 1,944 c.c. Standard (Car).

Gold Medals.
O. J. Whalley, 349 c.c. Calthorpe.
G. G. Stone, 349 c.c. Humber.
H. Campling, 349 c.c. B.S.A.
Gordon Ivey, 492 c.c. Sunbeam.
C. L. Smith, 490 c.c. Norton.
J. W. Barber, 492 c.c. Sunbeam.
J. Crawford, 499 c.c. P. & M. Panther.
H. Davies, 1,300 c.c. Henderson (Sc.).

SHEFFIELD & HALLAMSHIRE MOTOR-CYCLE AND CAR CLUB.

A 24-hour Reliability Trial to Barmouth, *via* Buxton, Cat and Fiddle, Macclesfield, Chester and Bala, returning *via* Bwlch-y-Groes was held on May 16th and 17th. The Reynolds Cup and Replica for the best performance was won by J. Wildblood (348 Douglas).

A Mystery Trial on May 24th attracted 11 entries, there being only three finishers, most competitors losing their way within the first 10 miles. The course was of three circuits, each course being given out five minutes before starting, competitors having to reach a destination without touching certain places. The course covered

ROUND THE CLUBS—continued.

Castleton, Glossop, Chapel-le-Frith and Hayfield. The winners were : (1) G. Sawer (349 A.J.S.) ; (2) N. Johnson (349 Rudge) ; (3) N. Gardner (249 O.K.).

The Supper, on May 28th, at the Old Hall Hotel, Hope, was an immense success, both from the point of view of the Supper and the informal Concert and Sing Song, which followed. This event, which finished after midnight, was so successful that it is hoped to hold several more in the near future.

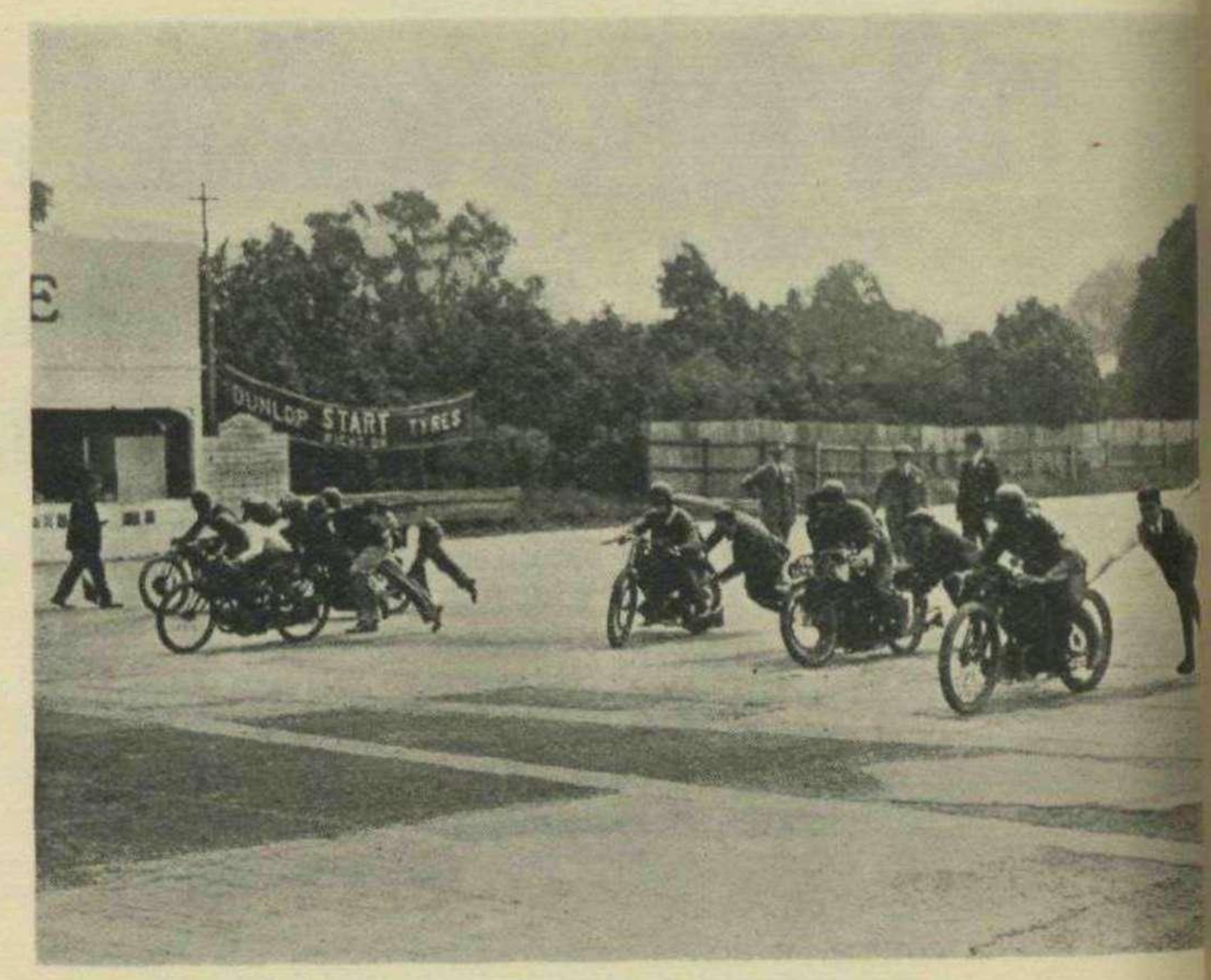
SUTTON COLDFIELD & NORTH BIRMINGHAM A.C.

The members of the above Club had a day out at Brooklands on June 6th, when a meeting comprised nine mixed events was held. The racing was particularly interesting, in that most of the drivers were novices, and the cars entered were, for the most part, ordinary touring models.

Thus high speeds were not the order of the day, but the Club is to be congratulated on organising the kind of meeting which should be encouraged, for the performances of novices on the track is usually entertaining. Every man is out to win, and such things as nursing a car to get a good handicap is unknown.

The first of the three car events drew twelve entrants, Orford and Kincaird Lennox on Austin Sevens being given a very good start of 2 minutes. The former driver created quite a good impression by getting away very smartly, and leaving his companion before the Members' Bridge was reached. G. P. Laws (Clyno) and Ian Macdonald (Alvis) both lost way when changing up, thus being passed by H. C. Jones on a Morgan. The race resulted in a runaway victory for J. G. Orford on the Austin, his speed working out at an average of 57.31 m.p.h. B. H. Norris (Rhode), who drove a fine race and made up a lot of ground finished second, with Kincaird Lennox, on the other Austin, third.

Orford's performance in the first car race led to a considerable shuffling of the handicaps, and in the second race for unlimited cars Miss Roper, on an A.C., led at the end of the first lap, though the Rhode, in the hands of



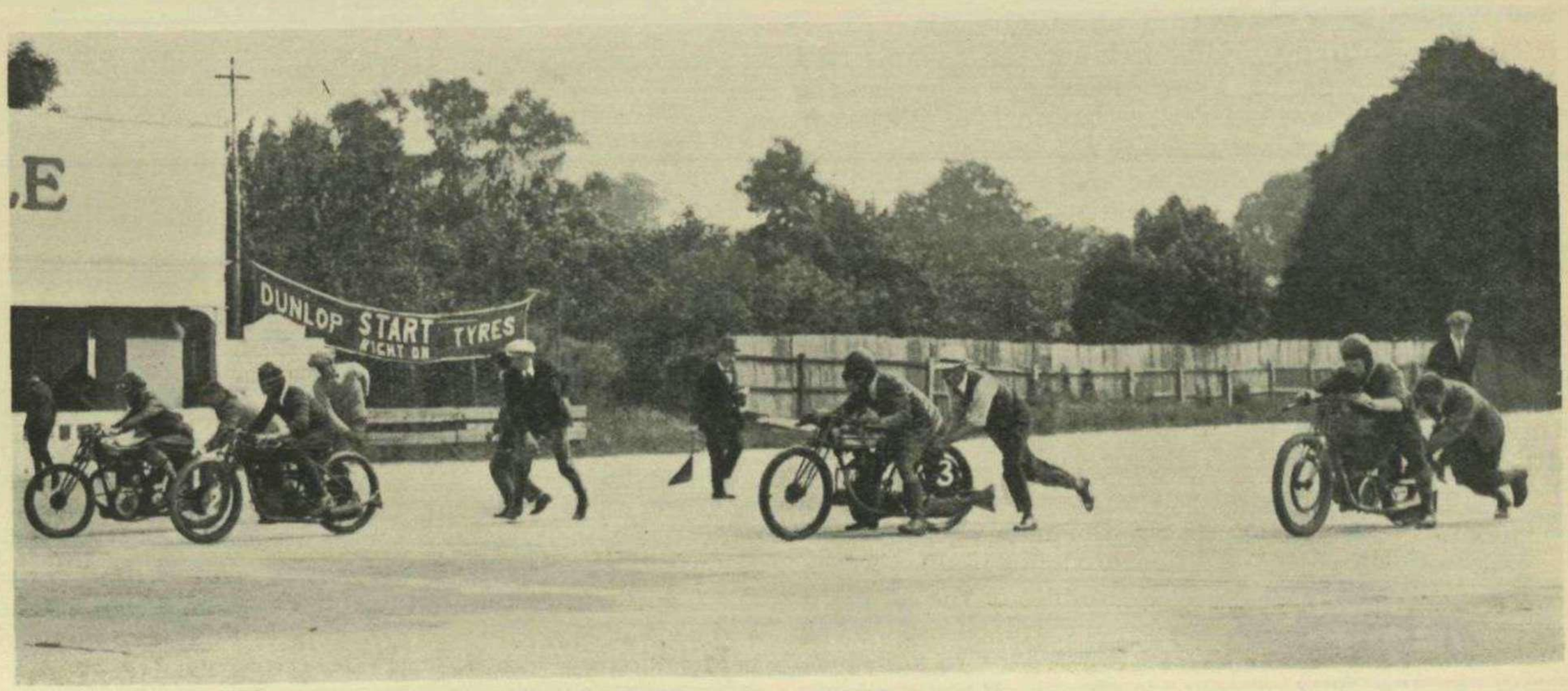
SUTTON COLDFIELD & BIRMINGHAM A.C. 350 C.C. SEALED HANDICAP

Norris, and Petit's Amilcar were rapidly forging ahead. The second lap saw the overhauling of the A.C. by the Rhode, and Norris steered to victory at a speed of 57.03 m.p.h., Miss Roper (A.C.) was second.

During an interval in the proceedings, the " Jappic " came out for a little exercise, and was timed over a distance of ten miles from a standing start at 67.35 m.p.h. Timed over five miles with a flying start, this remarkable little machine covered the distance at 69.04 m.p.h.

On resuming the racing proper Norris gained another win with his Rhode, and, though his handicap was still further reduced, won comfortably from the Austin driven by Kincaird Lennox, and McDonald's Alvis.

In the last event of the day Norris further distinguished himself by finishing third in a field of five motor cycles.



THE SUTTON COLDFIELD & BIRMINGHAM A.C. BROOKLANDS MEETING : START FOR THE UNLIMITED SEALED HANDICAP.

ROUND THE CLUBS—continued.

THE LIVERPOOL MOTOR CLUB.

Glorious weather and spectacular riding combined to make the impromptu Freak Hill Climb, held at Naze Road, Walsden, on June 7th, an enjoyable event. There was a good turn out, and about 200 runs were made up the hill, which has a gradient of 1 in $2\frac{3}{4}$, a corkscrew bend, and no protection on either side. Sensational ascents were made by Captain Gray in a Rhode car and J. B. Clegg (Morgan). Fastest time of the day was made by Captain J. A. Watson Bourne ($2\frac{3}{4}$ Raleigh) in 1 min. 58 1/5 secs.

Results :—

Class 1, *up to* 350 *c.c.*

1st.—(Club Silver Spoon) Capt. J. A. Watson Bourne ($2\frac{3}{4}$ Raleigh), 1 min. 58 1/5 secs.

2nd.—(Club Silver Medal) J. H. Angus ($2\frac{3}{4}$ B.S.A.), 1 min. 59 4/5 secs.

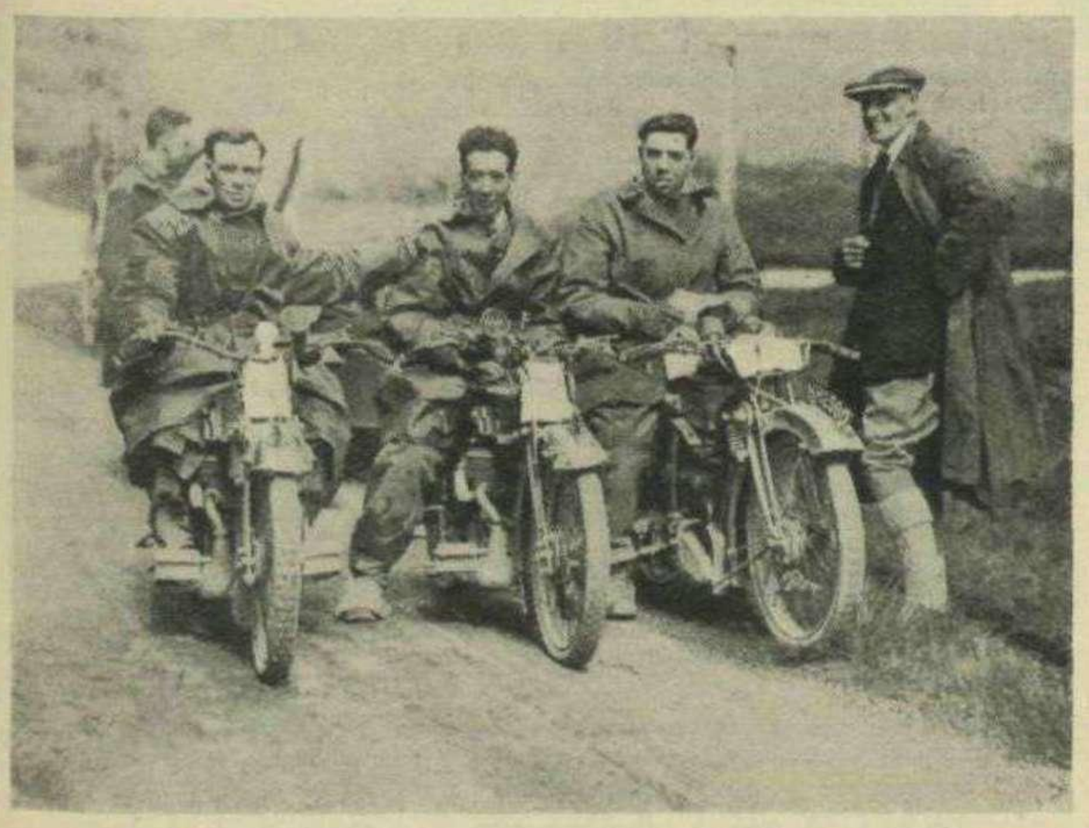
3rd.—(Club Bronze Medal) K. R. Gibson ($2\frac{3}{4}$ New Imperial), 2 min. 1 4/5 secs.

Class 2, *up to* 500 *c.c.*

1st.—Capt. Watson Bourne, 1 min. 58 1/5 secs.

2nd.—E. W. Hodge ($3\frac{1}{2}$ Sunbeam), 2 min. 1 sec.

3rd.—K. R. Gibson, 2 min. 5 sec.



WINNING TEAM FROM THE CUMBERLAND M.C.C. WINS TEAM PRIZE AT A.C.U. NORTHERN CENTRE MEETING.

WEST OF ENGLAND MOTOR CLUB.

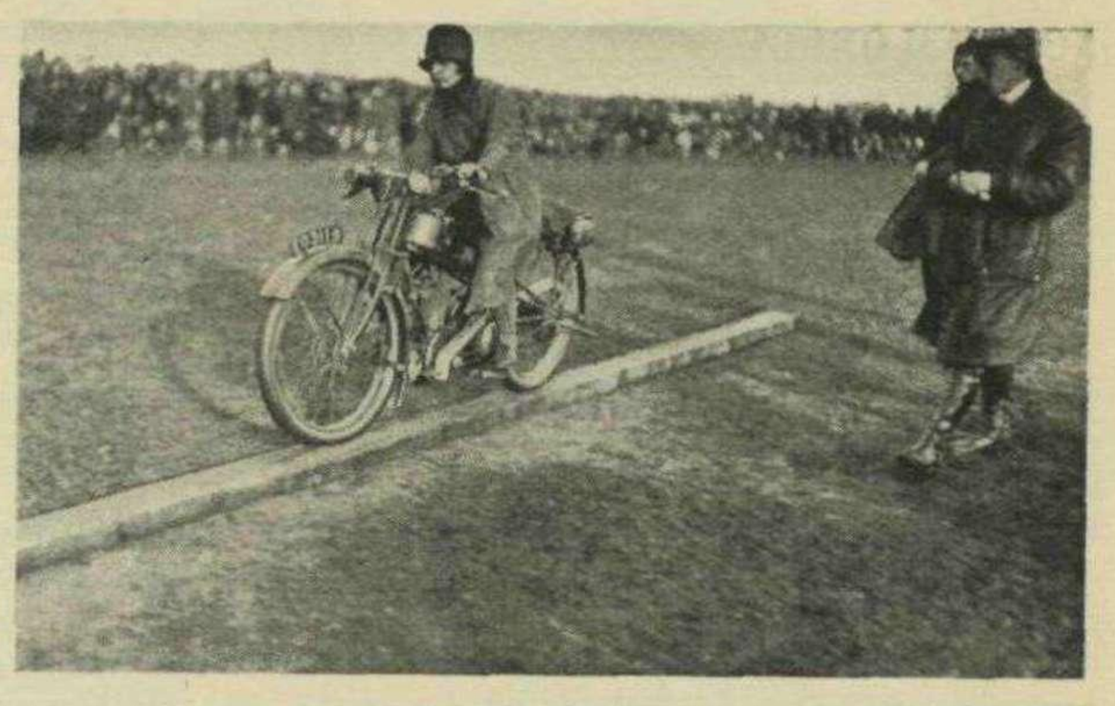
The Yeovil-Land's End Trial.

Only five of the entry of 58 failed to face the starter, and everything went well until an unobserved water-splash at Churchinford put the magnetos to a test, and in several cases the splash won.

Narrow lanes led to Eight Acre Lane, which, although not a difficult hill, has a greasy surface and a loose and bumpy top corner, and caused some trouble.

The Stop and Re-start Test held on Peak Hill did not seriously worry the competitors, although W. Davies (490 Norton) hit the bank and decided to retire.

A Secret Check at Clyst St. Mary failed to find any competitors more than 10 minutes ahead of time. The route continued through Exeter and Chudleigh to the Lunch Stop at Ashburton.



MRS. PILLING RIDING THE PLANK AT BARROW GYMKHANA.

The first observed hill after Ashburton was Buckland, and the Secret Check at Milton Coombe found many competitors behind time, in this section the inconsiderate driving of a non-competitor caused delay to J. E. Dodd (Ariel), A. J. Croft (Petter), and the retirement of G. B. Hall (Juckes).

From Gunnislake the main road was followed to Bodmin, then by the M.C.C. course through Fraddon to Perranporth, where a well-earned tea was enjoyed at the Red House.

Blue Hills claimed its usual toll of the entry, no less than 16 losing marks, but the 38 competitors who passed this point checked in at the finish.

The organisation throughout was excellent and many favourable comments were made on the marking of the course.

Principal Results :—

KITE CUP (to be held for 1 year).
Clarke, R. C., 633 c.c. Norton, total error 5 mins. 19 secs.

MOFFAT CUP
"Honiton No. 2 Team." Knill, F. H, 348 c.c. Raleigh; Wade, Miss R., 499 c.c. Ariel & S.C.; Eddy, J., 747 c.c. Austin : 275 Marks.

LADIES' MEDAL.
Wade, Miss R., 499 c.c. Ariel & S.C.

PRIZE FOR COMPETITOR SURVIVING THE TRIAL UNDER MOST ADVERSE CONDITIONS.
Leigh, J., 986 c.c. G.N.



FOOTBALL AT THE BARROW & DISTRICT M.C. GYMKHANA.

ROUND THE CLUBS—continued.

NORTH LONDON M.C.C.

Following the London Motorists' Rally on Whit-Monday, the Harveyson Cup Trial, open by invitation to members of the B.S.A. M.C.C., L.G.O.C. M.C.C., and North-West London M.C.C., for which a very large entry was received, was held on June 6th.

The course, which was 80 miles long, started from the Red Lion Hotel, Hatfield. Thence competitors proceeded along lanes to Barwick Ford. This proved a watery grave for no less than 13 entrants, and provided the most spectacular incident of the day, when a competitor on a 4.90 Norton s/c approached the water at a good 35 m.p.h., lost control, and completed a most impressive exhibition of human gliding by landing full length in the water, quite a number of yards in front of his machine. Fortunately man and machine were unhurt.

High Cross Hill caused three failures, the riders concerned failing to get round the acute hairpin at the top and going merrily into a field. Another colonial section, perhaps easier than the first, was negotiated, and the course then led to Water End Farm watersplash, where exactly half the survivors stopped. More lanes led back to Hatfield and the finish.

A secret check, taken at the end of the Munchers Green section, had to be taken into consideration in order to find the winners of several awards.

The principal results are as follows :—

HARVEYSON CUP.

R. R. T. Bowen, 346 New Hudson.

CLUB CUP.

A. A. Pollard, 748 Austin.

MINIATURE SILVER CUP.

M. C. Perret, 349 B.S.A.

Hon. Sec., Alan W. Day, "Claremont," Ballards Lane, Finchley, N.3.

NEWCASTLE & NORTHERN MOTOR CLUB.

The Reliability Trial of the above Club held over the Whitby, Saltburn, Stokesley, Northallerton and Darlington route for the Arthur J. Lucas Rose Bowl, took place recently. It was a most exacting course, covering a distance of 166 miles, taking in the well-known hills of Birk Brow, on the road to Whitby, Lythe Bank and Hinderwell Bank between Whitby and Saltburn.

On the return journey a check was taken on top of the bank leading into Saltburn, and this made it difficult for the competitors to gauge their run in. Unfortunately, a number of the competitors missed the road, and Urwin, Percy, and Milne, Jnr., on a B.S.A., were the competitors to make the best time at this check.

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