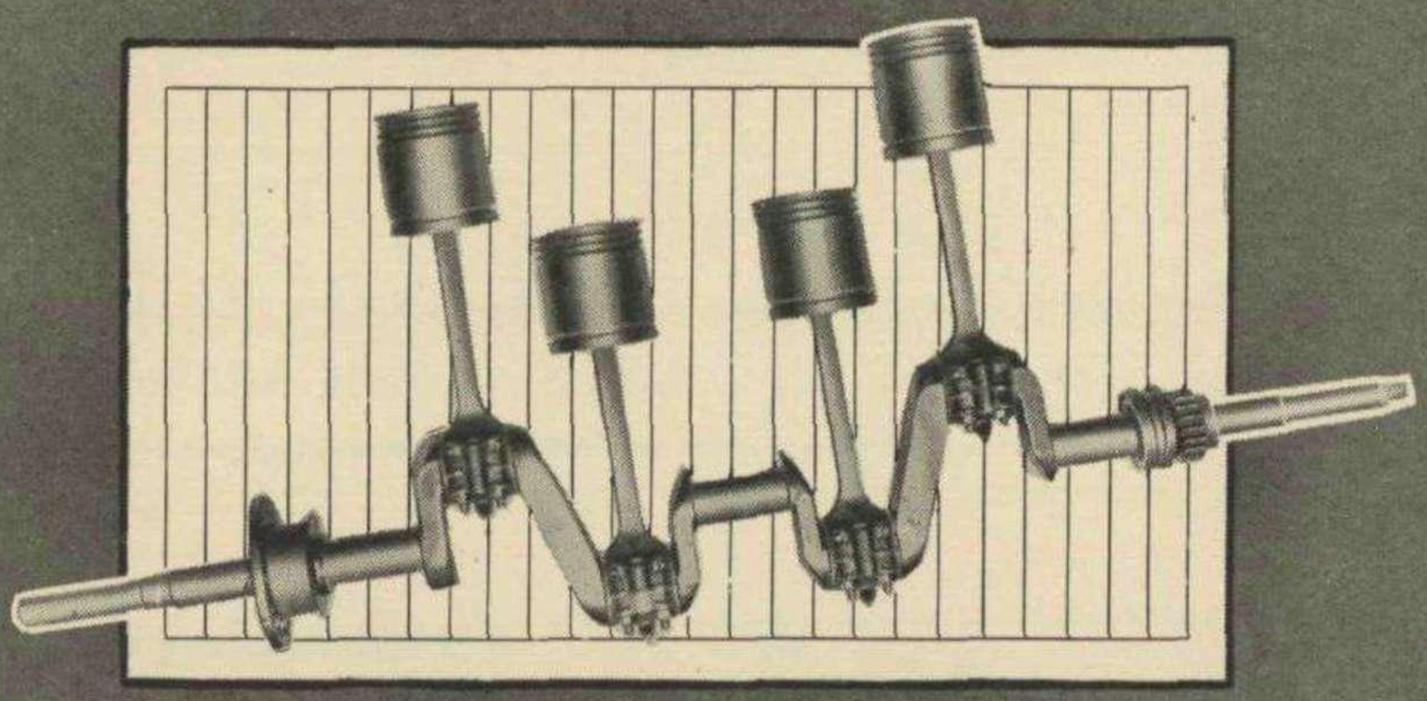


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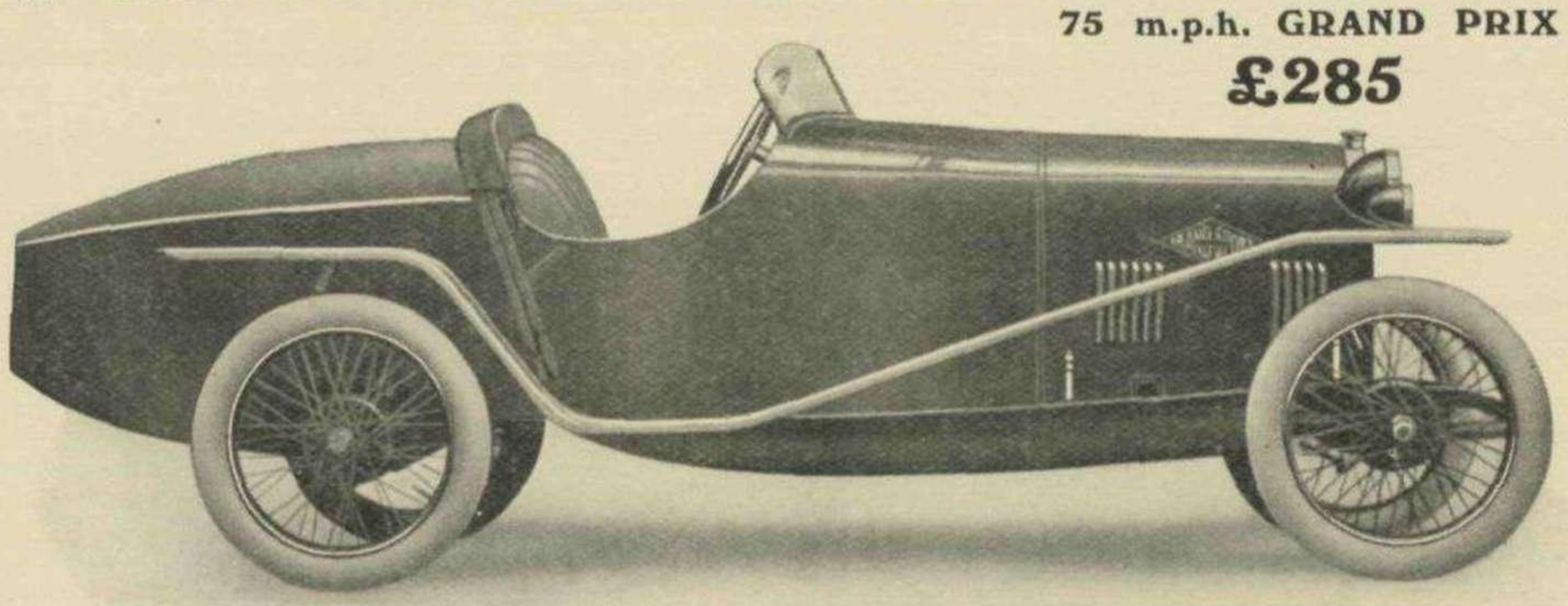
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Edited by RICHARD TWELVETREES, A.M.I.MECH E. M.S.A E., M.SOC.ING.CIV. (France)

MAY, 1926.

EDITORIAL NOTES.

The Opportunity of the Amateur.

IT'S an ill wind that blows nobody good, and although the present attitude of the motor trade towards road competitions threatens to interfere with the promotion of such events on the scale they have hitherto enjoyed, the position is not so black as some of the pessimists are inclined to think.

For years past the sporting side of motoring has been keenly followed by a very large section of car owners, and the mere fact that trade entries will not be accepted, does not mean that the sport will silently fade away.

Anyone who has made a study of the advance of automobilism in this, or any other country, can have no possible delusions as to the technical value of road trials, so it is unnecessary for us to make further comments on this side of the question. It is with the genuine sporting side of competitions that we are concerned, the aspect which appeals to the car-owner, for whom the possession of a car means something more than transport from place to place.

Let us, therefore, leave that section of the industry that pretends that trials have no further value from the viewpoint of development and turn to the human aspect of the subject. Suppose we admit that there are a number of good cars; which, thanks to past competitions, are now available for the public—do we find that the standard of driving on the roads is correspondingly good? Alas, many of us have found to our personal danger that the *new driver* is a hopelessly incompetent as a class and needs something more than the tuition he usually receives to fit him for road work.

Those of us who have followed competitions regularly will agree that a man does not really know whether he can drive or not, until he has taken part in some of the great classic reliability trials—and therefore, apart from their value in developing types of cars, such events will always be useful in helping to improve the standards of driving.

Hitherto, there have been many car owners, who would have liked to participate in these events, but have hesitated to enter for fear that their driving skill—or lack of it—would render them conspicuous amongst so many professionals. This feature no longer exists and presumably our trials will become more and more popular amongst a class of motorists that up to the present has held aloof.

The bogey of expense incurred by taking part in these trials has been greatly exaggerated. Most of the routes are selected with great care by the organisers and are such that the average owner-driven car, if maintained in good condition, has every chance of success.

The routes traversed embrace some of the most picturesque parts of the country and to the fascinations of ordinary touring is added the companionship of fellow competitors, the pleasure of tackling gradients where a fair amount of skill is needed, and above all, the sense of achievement in having accomplished a journey of a more or less strenuous character with one's own car.

There is every indication that the amateur is at last coming into his own, and we hope that every sportsman will take the present opportunities of furthering the great pastime by supporting those events from which so much real pleasure is to be derived.

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THE EASTER MEETING OF THE B.A.R.C.

The Car Racing Season Opens with an Exciting Meeting.



MONS. A. GOUTTE (SALMSOM) LEADING A BUGATTI CAR AT OVER 110 M.P.H.

EXCELLENT racing was witnessed at Brooklands by a crowd estimated at between 20,000 and 25,000 people on Easter Monday, when the track season commenced with a very successful meeting.

No one could possibly complain about the lack of thrills, for J. D. Barclay almost went over the top and regained control after one of the most remarkable skids ever witnessed on the track, whilst the crowd were also delighted by the wonderful performance of the supercharged Salmson, which driven by Mons. A. Goutte, sprung several surprises by putting up some most astounding lap speeds.

As usual, the paddock presented a lively scene long before the racing actually started, and the enclosures were thronged by picnic parties in gay attire, evidently combining a Bank Holiday party in the open air, with the enjoyment of a good afternoon's sport.

In the paddock there was the usual bustle of final preparations, for somehow it seems impossible for all the competitors to get ready in time to start without much titivating of the machinery, but this, though perhaps rather irritating for the drivers, adds a further flavour of excitement to the proceedings and keeps the public on tenterhooks as to how their money should be invested, where the mild flutters are concerned.

The Easter Private Competitors' Handicap.

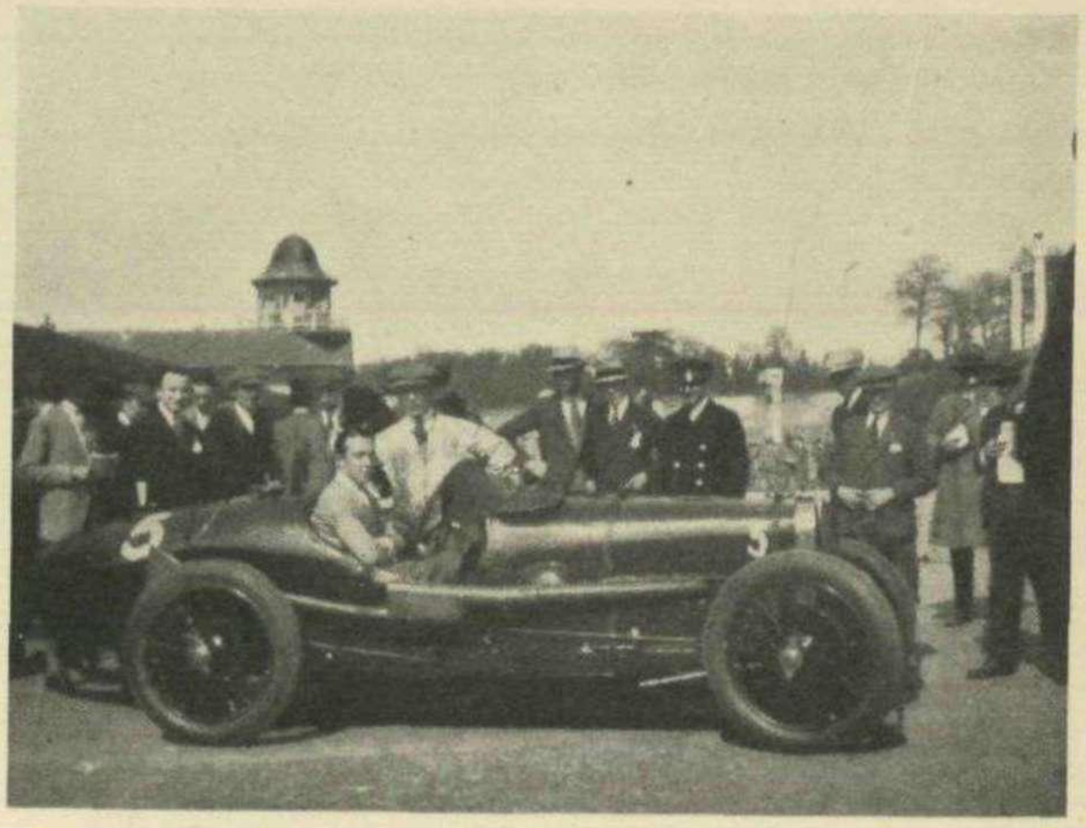
Seven starters lined up for the first race, which was over a distance of $5\frac{3}{4}$ miles, starting and finishing on the Railway Straight. The latter arrangement is certainly one of the bad points of the racing from the spectators' point of view; but perhaps some day or other the committee will see fit to provide stands so that the starts and finishes can be seen at close quarters instead of by the aid of field glasses, as is necessary at present.

R. G. Moore on his Gwynne Special got away well with a start of 1 min. 7 secs. and for some distance held the lead from E. F. Walter on a Salmson. Then J. S. Spencer was seen to be making good headway on his 2-litre Sunbeam and was only a short distance behind Moore as the Fork was passed for the second time. On arriving at the Members' Bridge, Spencer had a useful lead and eventually won rather easily from C. S. Staniland, whose 2-litre Bugatti proved too fast for the Gwynne Special. Spencer's car was one of the Strasbourg Grand Prix Sunbeams, and his average worked out at 91.88 m.p.h.

The Thirty-seventh 75 m.p.h. Short Handicap.

This race attracted no fewer than fifteen starters, of whom R. T. T. Spencer on a green Austin Seven was sent off with 59 seconds start. Samuelson on another little Austin petered out on the first lap, but the first-named made very good use of his start and managed to hold it until the end, though he was seriously challenged by Vernon Balls' Amilcar, Gillow (Riley) and Oates (O.M.) following closely in their wake.

Among the back markers Frazer Nash appeared to be very fast, but Felix Scriven's "No, No, Nanette" was certainly in a truculent mood, only consenting to come in a rather bad last. Since pensioning off his Austin



MR. J. S. SPENCER'S STRASBOURG SUNBEAM IN THE PADDOCK AFTER WINNING THE FIRST RACE.

THE EASTER MEETING OF THE B.A.R.C.—continued.

Twenty Mr. Scriven has not had very good luck at Brooklands, but perhaps later in the season he may return to winning form. The two Salmsons driven respectively by George Newman and Captain Hazlehurst travelled well but could not get on terms with the leaders, the order of finishing being R. T. T. Spencer (Austin Seven), Vernon Balls (Amilcar), Gillow (Riley) and Eyston (Aston-Martin). The winner's speed was 73¼ miles per hour.

The Forty-seventh 100 m.p.h. Short Handicap.

This race was noteworthy as providing the only false start on record at Brooklands, for by some misunderstanding Sir R. Gunter started off before the proper signal was given, and had to return to the post.

The next man away was Mons. A. Goutte on the supercharged Salmson, who passed Gunter before reaching the end of the Railway Straight, literally flashing past him at a terrific speed and putting up a lead which left the others no shadow of a chance, though Barclay (T.T. Vauxhall), Meeson (Vauxhall), J. R. Cobb (Fiat) and Capt. Miller (Sunbeam) were all travelling very fast.

In this race, J. G. P. Thomas slowed up towards the end, his engine apparently suffering from bearing trouble, for it did not appear again during the afternoon, much to the disappointment of the crowd. Gunter's Vauxhall was also in trouble after finishing and the contest was remarkable for the unexpected speed of the Salmson, which won at 101.07 m.p.h., a new record for a 1,100 c.c. car for the distance, the previous record being 87.12 m.p.h. Before breaking down, Gunter managed to run into the second place, and Barclay's Vauxhall was third.

Inquiries in the paddock after the race proved that Gunter's Vauxhall had suffered a mishap to the universal joint on the cardan shaft.

The Twenty-second 90 m.p.h. Short Handicap.

The general aspects of the fourth race were altered owing to the re-handicapping of M. Goutte and J. S. Spencer, the former losing 25 seconds and the latter 5 seconds, owing to their previous wins. Hazlehurst, the limit man, with 37 secs. start, and Capt. Waite, who started 10 seconds later, got going at a very good speed, but Turner, on the Austro-Daimler, rapidly made headway, with George Duller coming along in good style at the rear. He was driving Capt. Woolf Barnato's Bugatti, and went to the front after passing the fork for the second time. Until a few yards from the finishing post, it looked as though Hazlehurst's Austin would be second, but during the last few seconds, Turner flashed past, beating him practically on the post, making one of the closest finishes of the afternoon. Duller, who drove with his characteristic skill and dash, won this race at an average speed of 97 m.p.h., and some of the bookmakers seemed loth to pay up, owing to the unannounced change in drivers.

The Brooklands Founders' Gold Cup Race.

The star turn of the afternoon was robbed of much of its interest by the absence of J. G. P. Thomas, whose Leyland-Thomas had packed up in the third race. Kaye Don (Wolseley Viper) was first away, but was quickly overhauled by Barclay on the Vauxhall, with Cobb and Howey following.



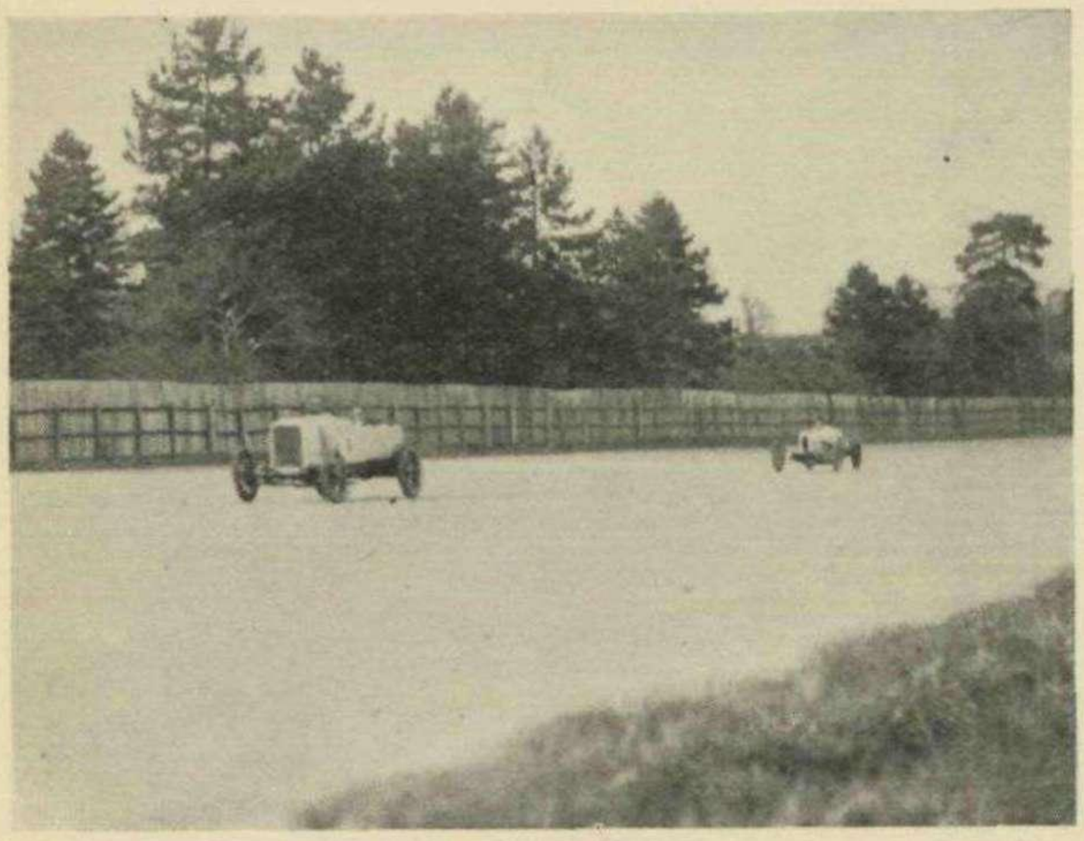
A Press Photographer at Work on the Track.

On the second time round, Howey's Ballot was gathering speed and travelling high up on the banking, passed the rest of the field with comparative ease. The Viper was suffering from a fit of misfiring and finished last, the race being won by R. B. Howey at 106½ m.p.h., with Barclay (Vauxhall) second and J. R. Cobb, on R. Warde's Fiat, third.

The Twenty-second 90 m.p.h. Long Handicap.

George Newman (Salmson), with 1 min. 3 secs. start, held the lead from a field of ten, but his position was seriously menaced by a quickly moving little bunch of cars, comprising Waite's Austin, Eyston's Aston-Martin, and Barnato's Bentley. The above order of running remained unaltered until Frazer Nash ran into the third place. Whilst the leaders were fighting out a battle royal, things were happening in the rear, for Goutte was forging ahead with the speedy Salmson, and by the time the fork was reached on the final lap, he had

THE EASTER MEETING OF THE B.A.R.C.—continued.

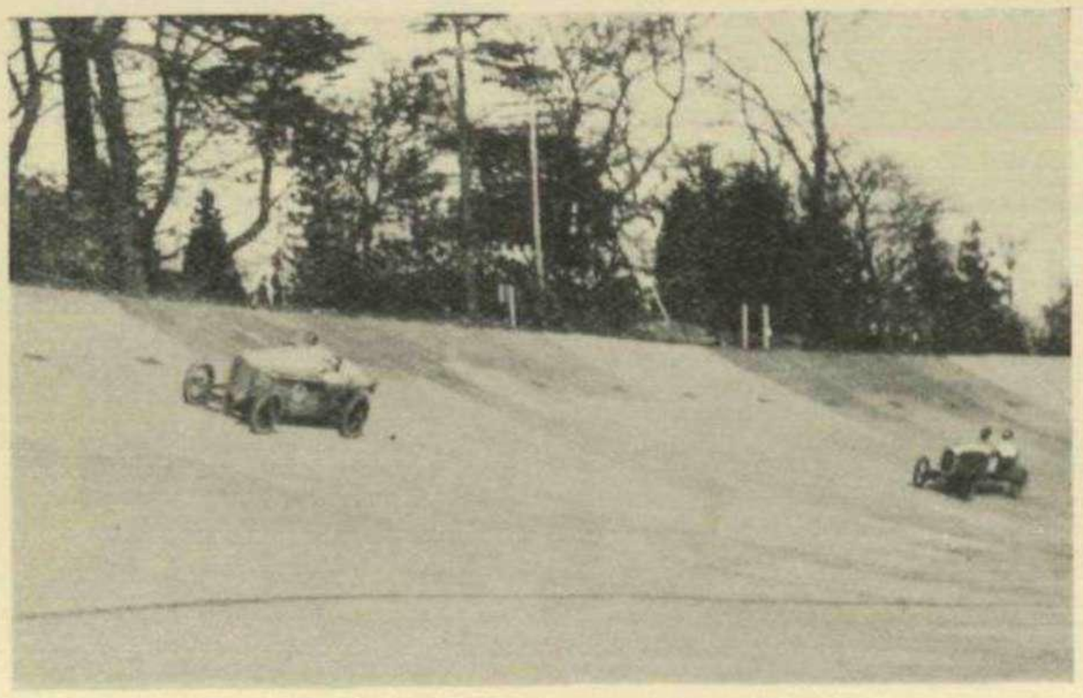


R. F. Oats (O.M.) All Out on the Railway Straight.

overtaken all except Barnato's Bentley. A bad skid under the Members' Bridge had the effect of steadying Goutte down considerably, and this allowed Barnato to keep the lead he seemed in danger of losing to the Frenchman, and though the latter quickly made up the lost ground, he was unable to beat the Bentley for the first place. Barnato's speed was 108 m.p.h., the second and third places being gained by Goutte and Newman (Salmson) respectively.

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

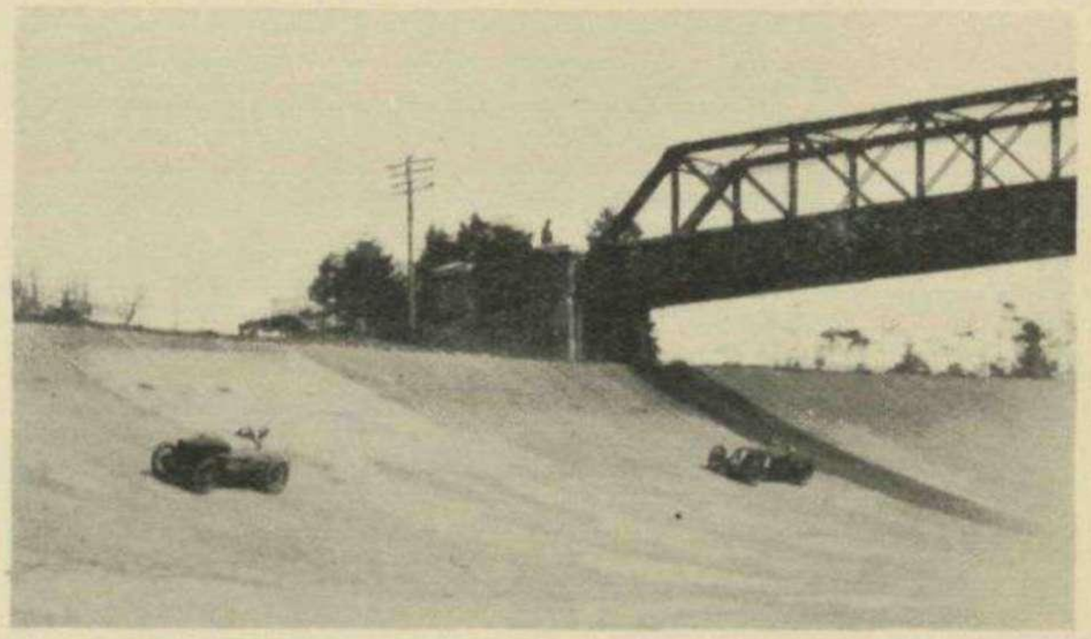
This race provided one of the most miraculous escapes that has ever been seen at Brooklands and left even the most hardened of racing men gasping with astonishment. H. W. Purdy was allowed 37 seconds start with his new Bugatti, and held quite a nice lead for the first lap, but obviously could not hold it for long from either Turner's Austro-Daimler or Woolf Barnato's Bentley. Turner was leading on the second lap, with Meeson (Vauxhall), Barnato (Bentley) and J. G. P. Thomas (Lanchester) following in the order named. At the Members' Bridge, Thomas performed one of his terrific swoops down from the banking, and thus gained a good lead. Then towards the end of the Railway Straight, Barclay attempted to pass another competitor, with the result that one wheel went over the top of the banking, shot up a cloud of dust, and shot backwards down the track, regaining control of his car after circling round at an appalling speed. Whilst all this was going on, Thomas and Barnato, who were just clear of Barclay, went ahead, the order of finishing being: J. G. P. Thomas (Lanchester), Capt. W. Barnato (Bentley), and E. L. Meeson (Vauxhall). The winner's speed was 100.26 m.p.h.



Capt. Woolf Barnato Passing Another Competitor.

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

The appearance of the Donnet-Zedel, driven by Capt. Miller, was not regarded as anything very exciting by the handicappers, for it started early among the Austins and other small fry, even then failing to show any turn of speed. R. F. Oats, driving an O.M., led at the end of the first lap, whilst Gillow's Riley was travelling very well. During the second lap a thrilling little scrap was seen to be in progress between two Salmsons, driven by G. Newman and Capt. Hazlehurst, until the latter gradually drew ahead and began to get



Nanette Says "No-No" in this Race.

on terms with Oats, who was then leading. Just at the last, Hazlehurst put on a spurt and overtook the O.M., and just managed to finish a few yards in front with an average speed of 87.10 m.p.h. Oats was second and G. Newman third.

The Thirty-second Lightning Long Handicap.

Only four starters lined up for the concluding event of the meeting, and Barclay received a great ovation for his pluck in turning out again after his experience in the 100 m.p.h. Handicap.

R. B. Howey, in the absence of J. G. P. Thomas, was the limit man, J. R. Cobb (Fiat) starting 2 seconds later. Eleven seconds later the flag fell for Barclay.

E. L. Meeson was the first to start, with an allowance of 50 secs., followed by Barclay 19 secs. later. Then after a lapse of 12 seconds, the flag fell for J. R. Cobb (Fiat), and finally R. B. Howey was despatched as scratch man, in the absence of J. G. P. Thomas. Meeson led for nearly two laps, when Barclay passed him at a very high speed. Howey then came to the front, but did not prove fast enough to hold the lead from Cobb, who beat him for the second place, Barclay winning at 105.78 m.p.h.

SPORTING CARS ON TEST.

THE GRAND SPORTS AMILCAR.

With Comments on its Performance in the Surbiton Grand Cup Trial.

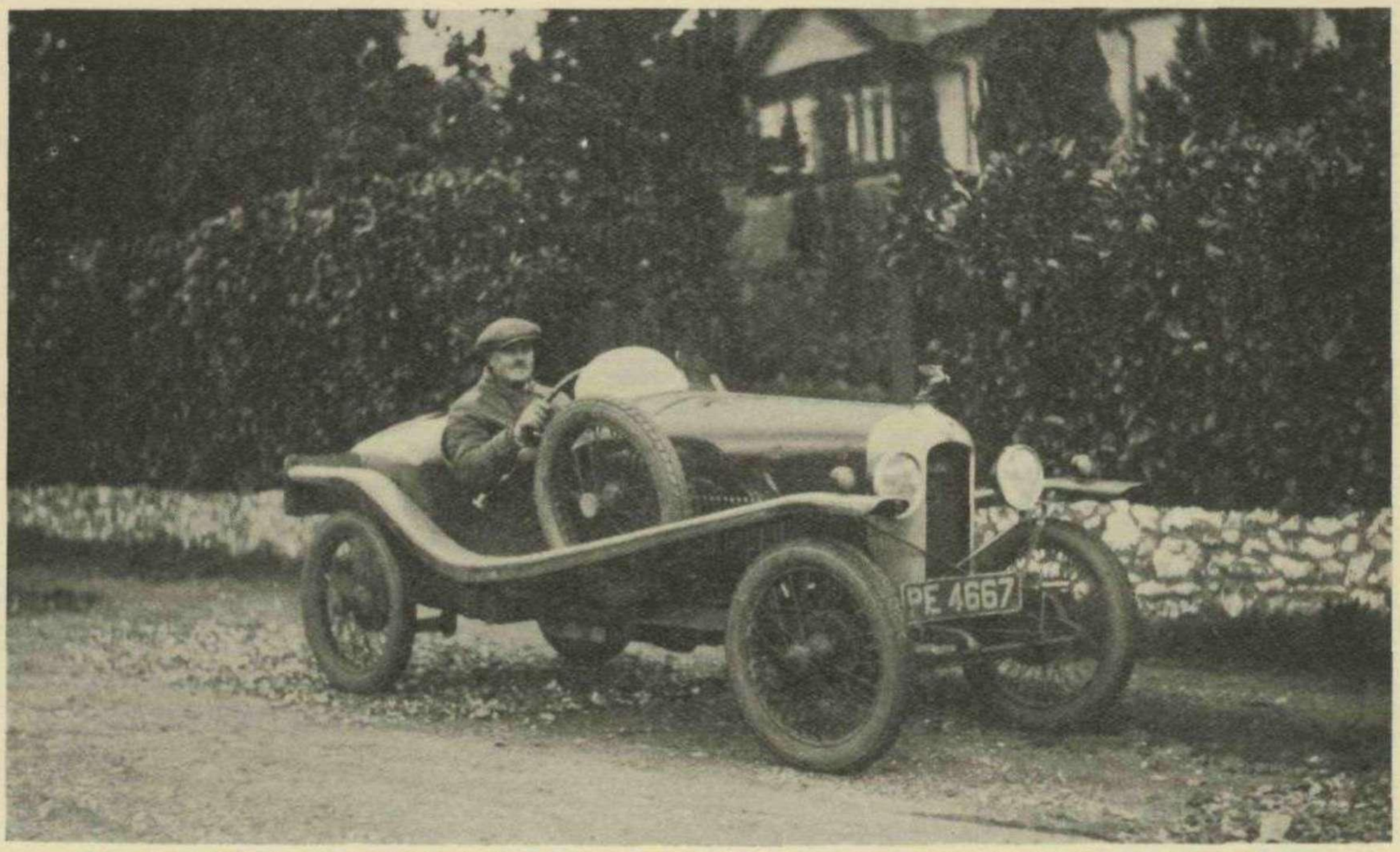
By RICHARD TWELVETREES.

"GIVE it a good caning," said Mr. Bob Porter, of Messrs. Boon & Porter, Ltd., the Amilcar Concessionnaires; and, taking him at his word, I entered the little 'bus in the Surbiton Grand Cup Trial, the course of which certainly provided the wherewithal with which to inflict the said "caning."

The few who were enterprising enough to take cars through this typical "murder course" will know what it meant and many of the spectators also will agree that any car capable of emerging in one piece undoubtedly merits all respect. The Amilcar did and, moreover, was good enough to climb all the hills non-stop, excluding one where we were badly baulked by no fewer than three other competitors. But that will be dealt with in its proper sequence.

The start was made from the Talbot Hotel, Ripley, in uncertain weather, and before we had gone very far it was difficult to follow the route, as the rain had washed the dye practically away. Thus, before reaching the first Colonial Section, we had covered about six more miles than were indicated on the route card; but the delay at the first hill brought us up with the others, and we were in time to watch the supercharged Mercédès gamely struggling to get up a greasy slope—a forlorn hope, as it proved to be.

Other chainless cars had similar trouble, but by dint of pushing and shoving we eventually had a clear course, and up we sailed without a falter. Arriving at Newlands Corner, we had a better taste of what is termed a "Colonial Section," and from that place to Gomshall the route ran over very loose country, the mud being between eight and ten inches deep. The humorists who chose the route had evidently been watching motor gymkhanas, for part of the course lay through virgin woods. Here one had to travel at high speed to keep a move on at all, and the only way to get between the trees was to arrange skids in the hope that the tail of the car would come through without crashing. Once and only once, during the whole trip, were we troubled with wheel spin, and this was on the section referred to above; for here the chains failed to give a grip, and it was only by perseverance with the accelerator that we managed to plough our way through on to the moderately hard stuff.



THE GRAND SPORTS AMILCAR HAS A SPEEDY APPEARANCE AND A CORRESPONDING PERFORMANCE.

Quite early on in the run we passed a motor-cycle soloist, who was busy digging the mud from his front mudguard to allow the wheel to go round, a little job that had to be performed fairly regularly by the two and three wheelers during the course of the trip.

Before Slippery Sam was reached, two motor-cycles and two cars were forced to retire, and the hill prevented eight motor-cycles from unassisted ascents, whilst only two cars were successful in gaining the summit unaided. I forgot for the moment which was the other car—I

SPORTING CARS ON TEST—continued.

believe it was Watson's Surrey, but I know one was the stout little Amilcar.

Watson, by the way, put up a remarkably good performance until his jet developed the habit of swallowing bits of straw, and this prevented his gaining the premier award which, personally, I should have backed him to win.

Dingle's Lea-Francis was another star performer, but he eventually got into tyre trouble and finished with difficulty.

The next part of the trip was unobserved, for which we were truly thankful, for just on reaching the top of Leith Hill, we bounced across a little mound and finished with our front wheels in the air, the car peacefully resting on the base-chamber. J. O. Kerrison, driving a Morris-Cowley, and his passenger sportingly came to our aid, and in a few minutes we got on all our legs again and floundered down the hill on to the Dorking Road.

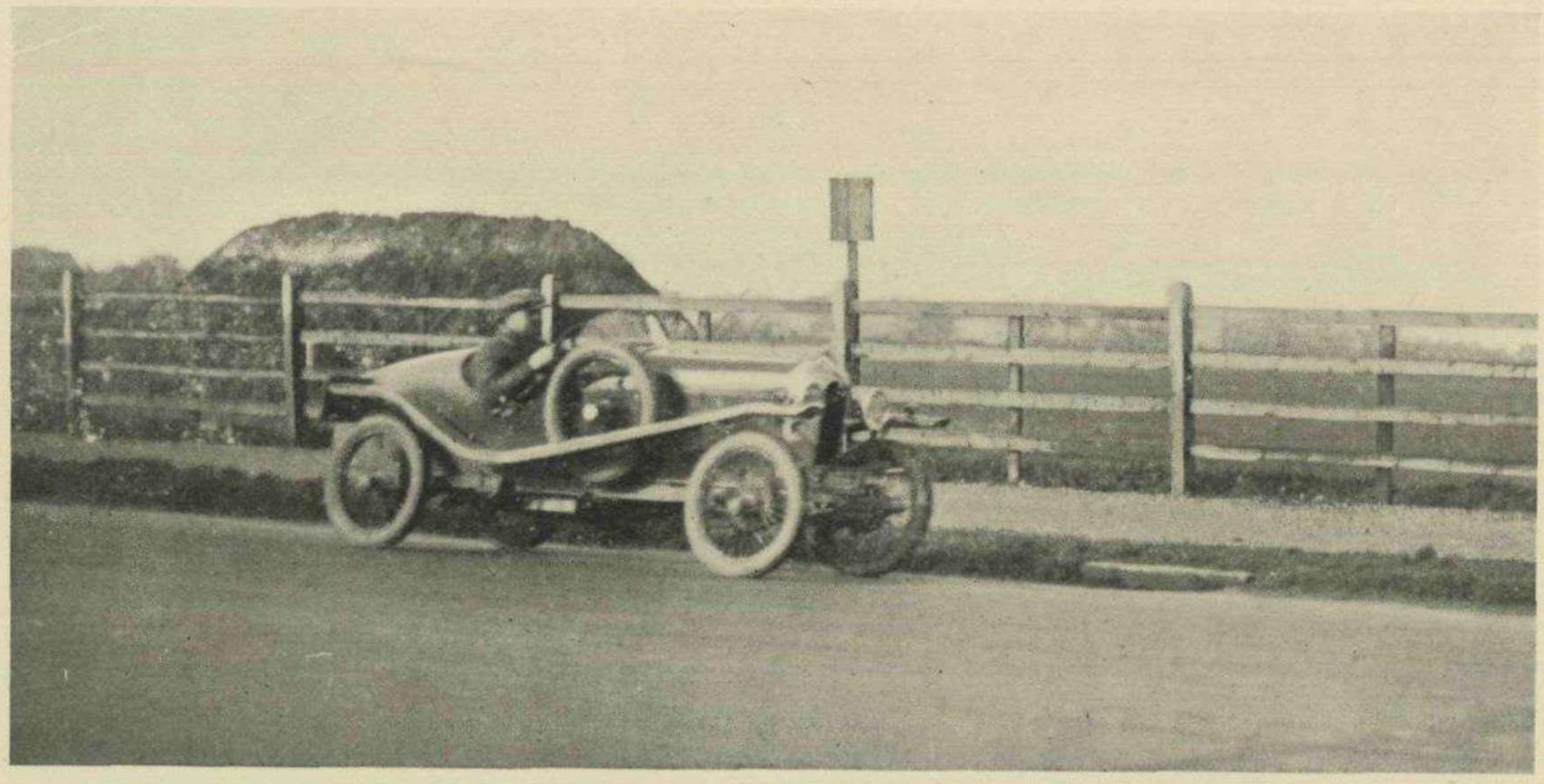
Running through Dorking, literally plastered with mud, we came to the Goat Track, where six motor-cycles and four cars failed to make non-stop climbs—the Amilcar was not included in the list of victims. A quick run down the Box Hill zig-zag brought us to Burford Bridge, whence the route took us to Ranmore Common, for another little dose of mud-slinging.

Whilst crossing this part of the joy-ride, it was a case of putting one's foot down and charging through the mud and gorse bushes with the eyes shut, for the mud and water were literally thrown right over the car in sheets. Bump, bump, skid, swish was the method of progress here, but again we came through without a stop, passing several unfortunate riders on solos, side-cars and three-wheelers by the way.

After enduring quite a lot of that kind of stuff, we began to wonder how long it would be before the car broke in half, and it would have been a matter of no great surprise had the chassis packed up altogether; but, somehow, the worse the route got, the more the Amilcar liked it and stuck to its work in an absolutely marvellous way.

It was something of a relief to arrive on the hard main road once again, and when we ran into Ripley we were a few minutes late; but the delay was counter-balanced by the baulks on the way. As a matter of fact, the route was so severe that the club officials deleted all checks, rightly considering it was hard enough to get round the course at all, leave alone any question of running to schedule time.

During the lunch stop, the rain fell in torrents and, accompanied by hail, made things look very black for the afternoon circuit; but thirty-nine motor-cycles and nine cars braved the trip once more, which was even more sporting than that of the morning.



SEVENTY-FIVE M.P.H. AND ROCK-STEADY AT THAT ON THE AMILCAR.

Netley and Ranmore Commons had not been improved by the passage of partly-bogged vehicles and the torrential downpour, but we were a little better off in knowing the sort of stuff lying ahead. By this time, also, we had come to the conclusion that nothing short of a brick wall could impede the Amilcar (Animal-car, someone called it!), and we did another spell of ploughing through the morasses, which made the tit-bits of the Colmore and Victory Cup Trial routes seem like main-road sections.

This time we had to descend Slippery Sam and the Goat Track, but the climb of Leith Hill up to the Tower added interest to the run. Waiting for a while to get some hopes of a clear run, we started up the lane which forms part of our ordinary car test, and reached the first part of the climb in good style. Here, however, we were stopped by a marshal, as someone was in

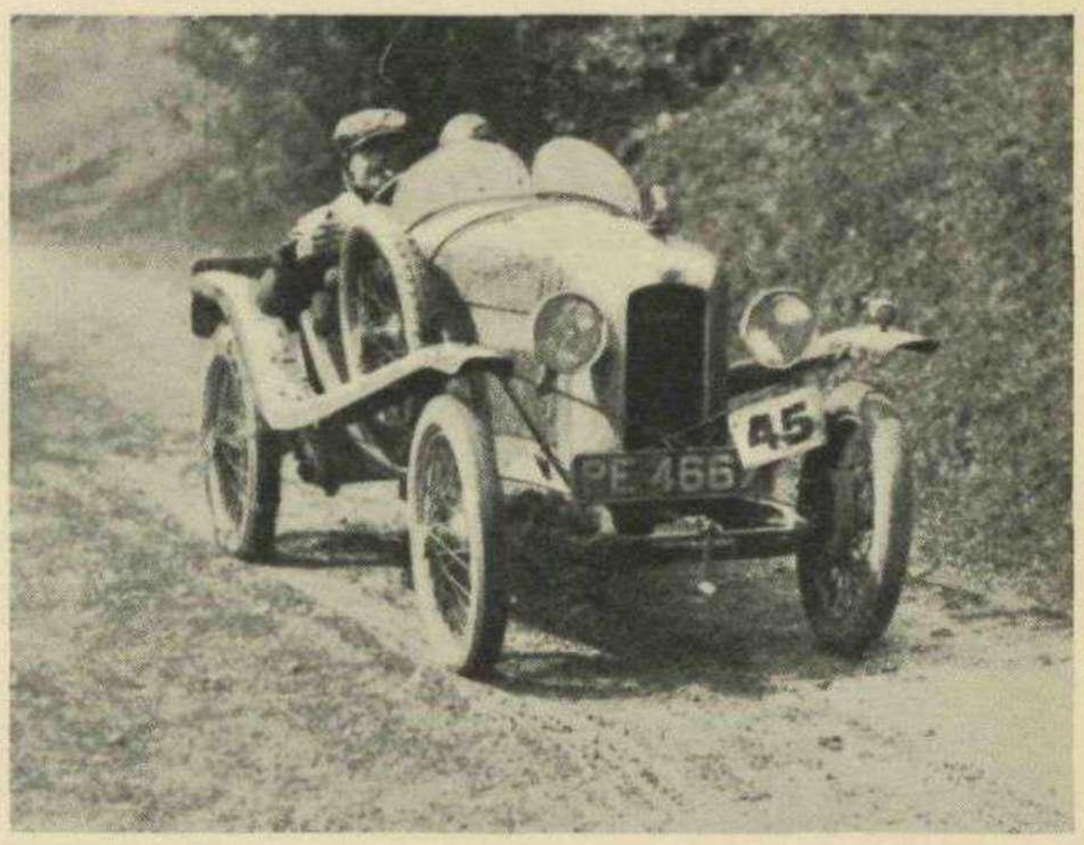
SPORTING CARS ON TEST—continued.

difficulties on the next part of the ascent. We were then signalled on, but just at the most ticklest part of the 1-in-2½ bit, a solo motor-cyclist fell off in front, and we had to slow down, leaving no earthly chance of continuing the climb non-stop. Twelve motor-cycles and five cars failed on Leith Hill, and many more fell out on the second passage of the Gomshall to Newlands Corner Colonial Section, which by this time was in an absolutely indescribable condition.

Lovers' Lane was another humorous little part of the run, but the Amilcar must have been in an amorous mood, for it took the trip in its stride, much to the chagrin of some of the car drivers who saw they had no chance of getting to the top without the help of the pushers. Lovers' Lane is not aptly named, but might be useful as a place to get rid of an unwanted admirer, or where a quiet mud bath could be taken for the benefit of the complexion—but as a country walk—never!

Just as we thought all our trials were over, and it was only a matter of asking Mr. Barnes to hand over the Cup, we got into severe difficulties. Stopping whilst Mr. Dingle was amusing himself with the tyres of his Lea-Francis, I gave the engine a rest and, like a jackass, used the starter to set it going again. The starter did not start and, what is worse, it became jammed good and proper. Now, it is supposed to be an easy matter to release a jammed starter. All you have to do is to work the car backwards and forwards in gear, and the Bendix un-bendixes itself. At least, that is what is supposed to happen; but in our case it was altogether different. We pushed, we pulled, we ran the car forwards in gear, turned round, ran it down backwards, and did everything that could be thought of. We jumped on the handle, cursed, said prayers, and in sheer desperation I lay down in the mud and chivvied about with a spanner until the motor was slackened off and the pinion freed itself. There was no time to tighten it up again, so we did the remaining fourteen miles leaving a trail of oil behind.

Then the chains began to have enough of it and started rattling against the wings. Not that the noise mattered much, but as the links began to tickle our ears, it was thought desirable to take the worst offender off, which delayed us more than we liked. A little later the second chain developed similar symptoms, and after rattling itself to death peacefully wound up on the brake drum and trailed the rest along the ground, in which state we ran into Ripley amid pouring rain.



AFTER CLIMBING THE BOX HILL GOAT TRACK.

If there is a trial circuit good enough to break up the Amilcar, I do not want to go round it; but I do not think anything short of dropping the machine over a precipice would have any ill effect to the machinery.

Thus the Amilcar had its "caning," and at the end cheerfully held its hand out for more. And after the trip it did not go into dock, but did me quite well for a long week-end tour, and after the removal of the mud, ran just as happily as ever it did in its sweet young days.

Just in conclusion I will say, "The Amilcar is GOOD, REAL GOOD," and a good car is good enough for most critics.

MOTOR-CYCLE COMPETITORS IN M.C.C. EVENTS.

Following the S.M.M.T. ban on road competitions, another blow has been dealt to the sport by the refusal of the M.C.C. to become affiliated to the A.C.U. The result of this decision is to seriously jeopardise the success of the London-Edinburgh run to be held at Whitsuntide. The A.C.U. have notified all competition licence holders that if they participate in this event, either as competitors or officials, they are liable to be dealt with under the General Competition Rules of the Union.

A.C.U. STOCK MACHINE TRIAL.

Preparations are almost completed for this interesting event which takes place from May 3rd–May 8th, over a course of approximately 750 miles, mostly in the Peak District.

The start is at the Wolseley Motors, Ltd., works at Washwood Heath, Birmingham, and for the rest of the week the Headquarters of the Trial will be the Palace Hotel, Buxton.

Entries have been received from most of the well-known manufacturers, and the results should be followed closely by all prospective buyers, it being remembered that all competing machines are standard models taken from stock and sealed by the Union officials.

NEW RECORDS BY A. DENLY.

Riding a 490 c.c. Norton at Brooklands on April 13th, A. Denly set up new records for the 2 hours, 3 hours and 200 miles. These records apply to Classes C (500 c.c.), and D (750 c.c.), and the 3 hours also applies to Class E (1,000 c.c.). The figures are:

2 hours, 173 miles 884 yards = 86·75 m.p.h.
3 hours, 356 miles 1,743 yards = 85·66 m.p.h.
200 miles in 2 hours 19 mins. 54·06 secs. = 85·79 m.p.h.

The 3 hour record was previously held by the Italian Guzzi machine on Monza Speedway at 84.34 m.p.h.

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

J. S. Wright Breaks More Records on his Zenith.



THE B.M.C.R.C. MEETING ATTRACTED EQUAL INTEREST FROM EXPERTS AND THE PUBLIC.

THE Second 1926 meeting of the B.M.C.R.C., held on April 10th, provided a remarkable contrast to the opening day, all three necessary factors to the success of Brooklands: speed, spectators and sunshine, being present in much greater force than on the previous occasion. Some really close finishes were staged by the wily handicapper and the even more wily competitor, and these, together with the extraordinarily high speeds put up by one or two riders, provided a thoroughly enjoyable afternoon's sport.

W. L. Handley Opens the Proceedings.

The ball was set rolling by a series of four scratch races for solo machines of 250 c.c., 350 c.c., 500 c.c., and 1,000 c.c., the two smaller classes covering three laps and the larger machines five. In the 250 c.c. race there was never any doubt as to the result, W. L. Handley shooting away from the field on his extremely rakish-looking Rex-Acme-Blackburne and winning comfortably from C. W. Johnston (Cotton). An interesting duel for third place between G. E. Tottey (New Imperial) and S. M. Greening (Zenith) resulted in a victory for the latter by a few yards. Result—

(1) W. L. Handley (248 c.c. Rex-Acme), 76.03 m.p.h.
(2) C. W. Johnston (248 c.c. Cotton).
(3) S. M. Greening (246 c.c. Zenith).

W. D. Marchant Shows Polished Form.

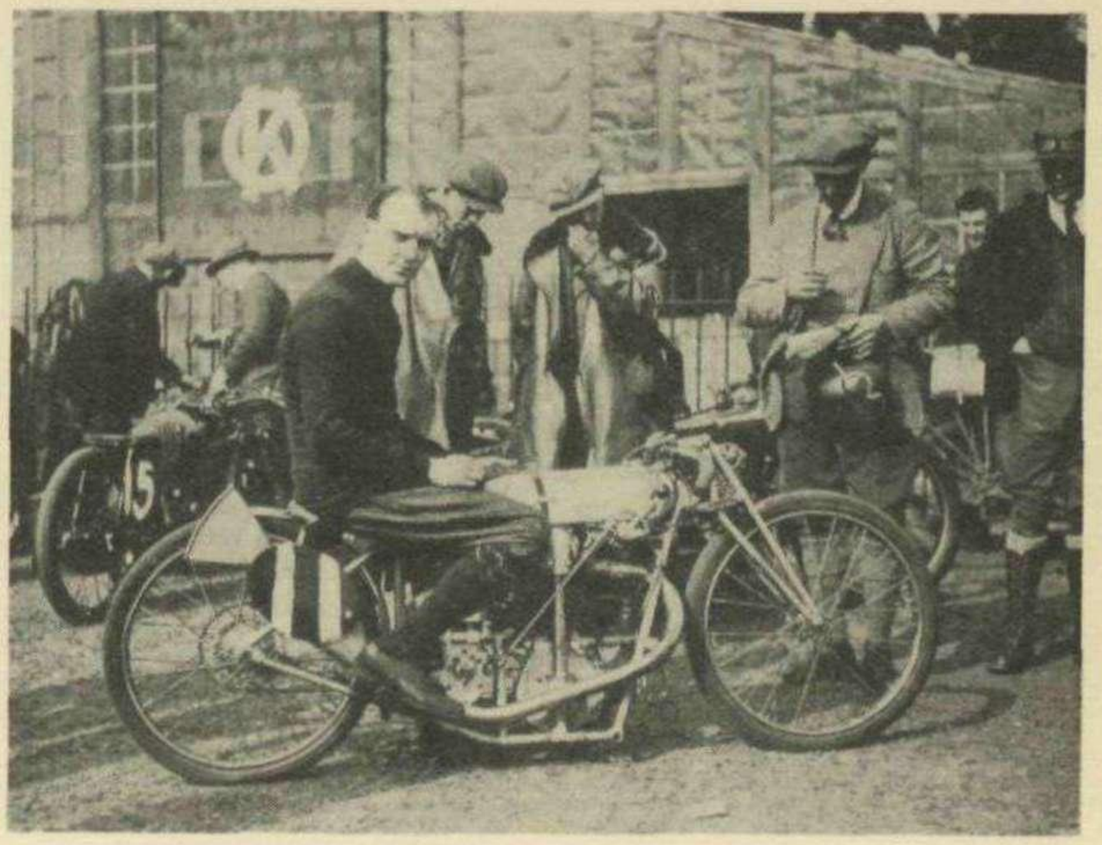
The 350 c.c. race over a similar distance was remarkable for the reappearance of W. D. Marchant on a solo Chater-Lea, at least, so the programme would have it, though we could see very little similarity between this weird-looking nickel-plated machine and the standard Chater-Lea. It will be remembered that Marchant has several times narrowly escaped disaster owing to his chin being violently struck by the handlebars—on his latest machine he sits further aft on a long strip of Sorbo rubber and rests his chin on a similar Sorbo pad cunningly countersunk into the tank top. As was expected, Marchant accounted for this race with ease, his task being simplified by the early retirement of Handley, this time on a 348 c.c. Rex-Acme. J. S. Worters however, another fast man, who had experienced trouble with his 250 c.c. machine, scored over Handley in this race, finishing second on a 344 c.c. Excelsior-J.A.P. C. W. G. Lacey, on a 344 c.c. Grindlay-Peerless-J.A.P., was slow at the beginning of the race, but eventually got going and, travelling splendidly, ran through the field, nearly overtaking Worters. C. W. Johnston (348 c.c. Cotton) was a good fourth. Result—

(1) W. D. Marchant (348 c.c. Chater-Lea), 89.90 m.p.h.
(2) J. S. Worters (344 c.c. Excelsior).
(3) C. W. G. Lacey (344 c.c. Grindlay-Peerless).

Victor Horsman Wins Again.

The next race, for 500 c.c. machines, was over five laps and produced some very formidable entries in R. N. Judd and F. W. Dixon (Douglases), V. E. Horsman (Triumph) and A. Denly (Norton).

On the first lap, however, a comparative newcomer in the form of P. M. Walters, on a Sunbeam-J.A.P., had insinuated himself between Denly and Horsman, who in the order named completed the leading trio. Judd, travelling very well from a slow start, had reached fourth place. Walters took the lead from the second lap to the fourth, and Horsman held his position a few yards to the rear with Denly in the third position until valve rocker trouble caused the Norton rider to retire



W. D. MARCHANT ON HIS SHINY CHATER-LEA.

THE SECOND B.M.C.R.C. 1926 MEETING—continued.

on the fourth lap. Regular habitués of the track are accustomed to the tactics of the wily Horsman, so little surprise was felt when friend Victor opened his throttle a trifle on the last lap and left Walters to finish some distance astern.

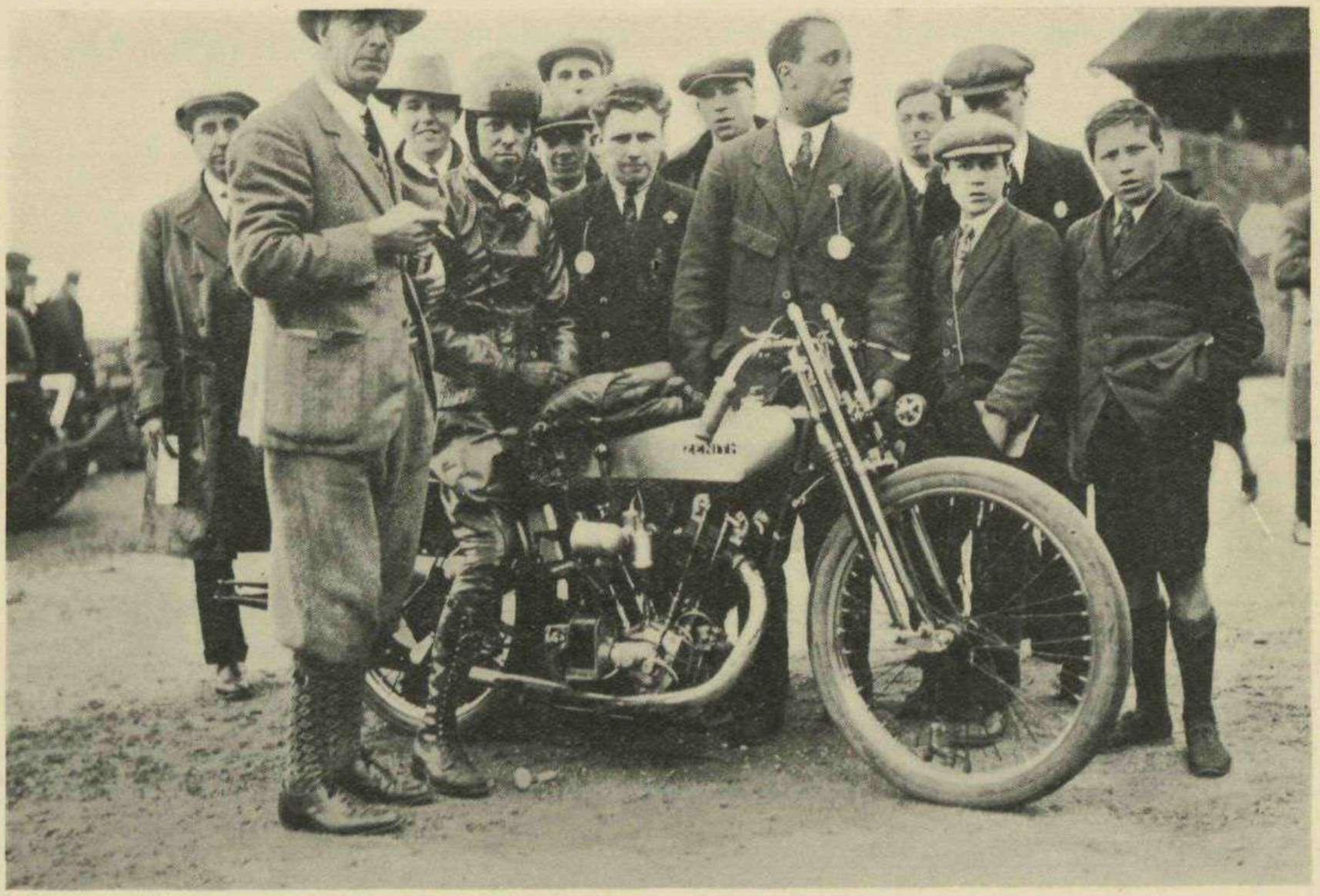
The retirement of Denly on the fourth lap and Judd and Dixon on the third and second laps respectively (the two latter apparently with plug trouble) allowed C. S. Staniland to run into third place with little opposition. Result—

(1) V. E. Horsman (495 c.c. Triumph), 92.57 m.p.h.
(2) P. M. Walters (498 c.c. Sunbeam J.A.P.).
(3) C. S. Staniland (490 c.c. Norton).

Patchett, whose riding was much admired, kept his machine close to the bottom of the banking by heeling over at an alarming angle in his efforts to shorten the distance. This treatment resulted in enormous wear of the studs on the left-hand side of the back tyre, the difference being easily discernible after only five laps. Result :

(1) J. S. Wright (998 c.c. Zenith), 108.51 m.p.h.
(2) G. W. Patchett (976 c.c. McEvoy).
(3) H. J. Knight (976 c.c. Zenith).

Wright lapped at 113·45 m.p.h. and established new records for the flying five miles and five kilometres, and the standing ten miles and ten kilometres at speeds of approximately 112 m.p.h. and 107 m.p.h. respectively.



J. S. Wright with F. W. Barnes after his Record Race at Brooklands.

J. S. Wright's Hurricane Race.

Great excitement prevailed at the start of the five lap scratch race for machines up to 1,000 c.c. J. S. Wright is always expected to do something interesting and his Zenith looked very business-like with its mauve finish and plated rims. Rumours were also circulated about great speed on the part of Patchett (McEvoy) and Baldwin (Zenith). The race however was a procession, if a hurricane rush at 110 m.p.h. can be so described, Wright steadily increasing his lead all the way from G. W. Patchett (McEvoy-J.A.P.), who, however, was travelling fast enough to have won any previous race over a similar distance. H. J. Knight, on another Zenith-J.A.P., held third place all the way after Baldwin's retirement on the second lap.

A Good Win by R. V. Packman.

The remainder of the programme consisted of handicap races over three laps, the first being for 350 c.c. machines.

The limit man, G. Hill (246 c.c. Diamond), held his lead for two laps, but was eventually passed by R. V. Packman on a 348 c.c. Cotton, who won from the 54 seconds mark.

Among the back-markers, W. Colgan (Cotton), C. W. G. Lacey (Grindlay) and C. W. Johnston (Cotton), all travelled well but failed to get placed. Result—

(1) R. V. Packman (348 c.c. Cotton), 54 secs.
(2) G. Hill (246 c.c. Diamond), 2 mins. 18 secs.
(3) C. R. Goodwin (248 c.c. Connaught), 1 min. 51 secs.

Won at 79.17 m.p.h.

THE SECOND B.M.C.R.C. 1926 MEETING—continued.

F. W. Dixon's Near Shave.

The next race was open to machines of over 350 c.c. and under 1,000 c.c., and provided a very close finish. G. W. Patchett, in company with several other big twins, was virtually scratch, and thanks to a hearty shove from "MOTOR SPORT" and albeit a rival pressman, ran through the entire field, winning by a wheel from A. R. Quinn, on an apparently standard "P" Triumph, which however was entered by the redoubtable Horsman. In this race the lower fork shackle-pin of F. W. Dixon's Douglas fractured and the rider was thrown. Although travelling at about 100 m.p.h. Dixon was only slightly bruised and cut. Incidentally, the forks in question had been used continuously since before last year's T.T. and fatigue of the metal had set in. Result—

(1) G. W. Patchett (976 c.c. McEvoy), 12 secs.
(2) A. R. Quinn (494 c.c. Triumph), 2 mins. 24 secs.
(3) R. Gibson (493 c.c. Sunbeam), 1 min. 27 secs.
Winner's speed, 102.69 m.p.h.

Owing to a leaky tank Patchett only just got home before his petrol supply failed him, so that the finish was even closer than it looked.

A Newcomer's Success.

The three-lap private owners' race resulted in a surprise win for A. P. Hamilton, on an o.h. camshaft Veloce, this machine never having won a race before. Once more the scratch man was within an ace of catching the winner, H. J. Knight bringing his Zenith into second place at somewhere round 100 m.p.h. R. Gibson again secured third place on his Sunbeam. Result—

(1) A. P. Hamilton (349 c.c. Veloce), 1 min. 48 secs.
(2) H. J. Knight (977 c.c. Zenith) scratch.
(3) R. Gibson (493 c.c. Sunbeam) 1 min. 15 secs.
Won at 75.23 m.p.h.

Quinn's Win on a "P" Triumph.

In the three-lap expert handicap the limit man once more scored, A. R. Quinn on the "P" Triumph leading throughout. Curiously enough he was again challenged by the McEvoy concern, this time represented by M. A. McEvoy, on the 498 c.c. model, who was a very close second. Baldwin's wonderful old Matchless M.A.G. was ridden in this race by T. R. Wainwright who usually performs on something much tamer.



COMPETITORS ON THE MEMBERS' BANKING.



AN EXCITING INCIDENT AT THE B.M.C.R.C. MEETING.

Baldwin himself is reported to have equalled Wright's best lap speed in this race, but his Zenith unfortunately did not finish. Result—

(1) A. R. Quinn (494 c.c. Triumph), 2 mins. 12 secs.
(2) M. A. McEvoy (498 c.c. McEvoy), 48 secs.
(3) C. S. Staniland (490 c.c. Norton), 33 secs.
Winner's speed, 71.56 m.p.h.

The 350 c.c. Expert Handicap.

Another expert handicap followed, this time limited to machines of under 350 c.c. This was won at the very creditable speed of 77.81 m.p.h by a 246 c.c. machine, ridden by J. S. Worters; the steady running Wallis machine finishing second. J.A.P. engines were first, second and third. Result—

(1) J. S. Worters (246 c.c. Excelsior), 1 min. 9 secs.
(2) G. L. Wallis (344 c.c. Wallis), 45 secs.
(3) S. M. Greening (246 c.c. Zenith), 1 min. 30 secs.
Won at 77.81 m.p.h.

The 90 m.p.h. Handicap.

The title of the tenth race reminded one rather of a B.A.R.C. car meeting, being the 90 m.p.h. handicap.

W. D. Marchant was on the limit mark, surely the only time he has ever occupied this position, and showed his contempt for the handicappers by winning at a comfortable 90.72 m.p.h.

The other two limit men, A. G Williams (493 c.c. Sunbeam) and G. E. Tottey (488 c.c. New Imperial) failed to get placed.

Once more a big Zenith from scratch forced its way into second place, Knight again being the rider. Result—

(1) W. D. Marchant (348 c.c. Chater-Lea), 36 secs.
(2) H. J. Knight (977 c.c. Zenith), scratch.
(3) C. S. Staniland (588 c.c. Norton), 12 secs.
Winner's speed, 90.72 m.p.h.

L. Milne's Runaway Win in the Passenger Handicap.

For the third time in the afternoon the limit man scored, in the last race for passenger machines, and for the third time C. S. Staniland brought a Norton into third place.

L. Milne led throughout on his Rex-Acme J.A.P. and sidecar, followed at first by Wainwright (Cotton and sidecar) and then by Preston and Prestwich (Norton and J.A.P. respectively). The result however was—

(1) L. Milne (344 c.c. Rex-Acme and S/c), 1 min. 54 secs.
(2) J. S. Preston (588 c.c. Norton and S/c), 1 min. 18 secs.
(3) C. S. Staniland (588 c.c. Norton and S/c), 24 secs.
Winner's speed, 64.84 m.p.h.



THE AUSTIN "CUP MODEL" ON BLUEHILLS MINE.

Through the London-Land's End Trial on an Austin Seven.

Including an Argument on the Value of Incessant Trials.

FROM every point of view this year's classic trial, the London to Land's End, so ably organized by the Motor Cycling Club, was undoubtedly one of the most successful and certainly the most popular in the history of this great event. Whatever may have been said about the lack of public interest in motor competitions, it was perfectly obvious that the last great Reliability Trial proved most conclusively that never before has the public been so keenly appreciative of the opportunity of observing the performance of the competing vehicles, handled with equal skill by experts and amateurs; and, at the same time, reports of the trial including the various incidents occuring during the run, the minor breakdowns, the failures on hills, all go to show that the manufacturers have not yet reached the stage when their best products are beyond criticism.

One is tempted to say more about this important aspect of the trial; for the writer, having an excellent car, a good knowledge of the course, and some experience of reliability trials, failed to obtain a premier award just on account of the very kind of defect such events are intended to reveal.

The Competitors and the S.M.M.T. Ban.

Arriving at Slough in good time to meet various old friends, whom one always encounters on these trials, we heard much discussion of the S.M.M.T. ban, and perhaps it might have been something of an education for the council had they been present to hear the views —always expressed with the greatest respect—of the trade and amateur competitors, on their action.

The scene at the start was witnessed by a tremendous crowd, and the competitors were started with absolute regularity and absence of confusion. Ideal weather favoured the run, and, as usual, the journey to Taunton passed off without anything of special interest to report. The customary fog during the early stages of the trip did not make its appearance, and very few "lame ducks" were seen, only one competitor on a sidecar being seen pushing his machine in the wrong direction, apparently having run out of juice after passing Reading. At the last named place, members of the local club turned out in force to pilot the competitors through the by-pass road to avoid passing the hospital.

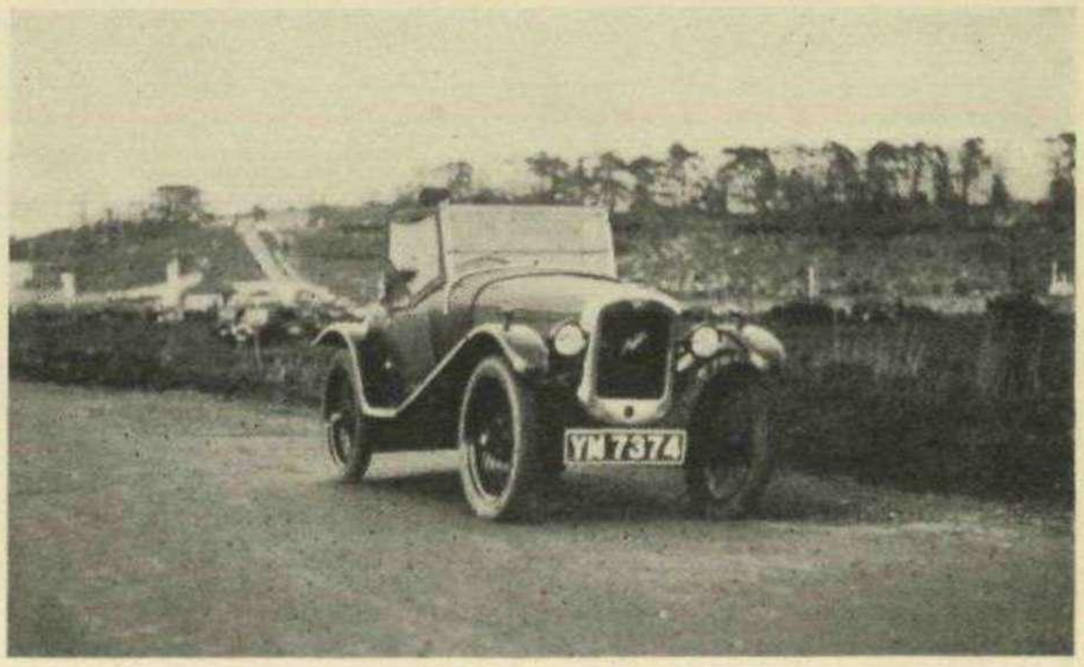
One important experiment made during the trial was that of fitting an anti-glare device to the headlamp bulbs, which, known as the "Y-Dazyl" deflector, consists in two artfully disposed opaque discs fixed in such a way that the rays are deflected to one side of the road. Thus the glare straight ahead is diminished, without in any way cutting off the light or impairing the driver's vision at night.

When the few oncoming cars encountered approached, the drivers seemed to be under the impression that we had dimmed our lights, for on each occasion their lights went down, though at the same time we had all the benefit of full light, without interfering with them in any way.

Remarkable Petrol Consumption.

During the first part of the trip the little Austin, which had excited much admiration owing to its smart "Gordon England" bodywork, ran just as sweetly as anyone could desire, and when replenishing the tank at the Taunton Garage, we discovered it had run the 128¼ miles from Slough on exactly two gallons of petrol, which is a good average considering no effort had been made to drive economically or even to coast on the few "coastable" hills.

An excellent breakfast was served at Delters Café, and on re-starting from the garage of Somerset Motors, Ltd., we noticed C. H. Turner's 348 c.c. Calthorpe abandoned in a corner, but it was impossible to stop to inquire as to the reason of his retirement.



A SNAP AT SPEED ON EASTER MONDAY.

THROUGH THE LONDON—LAND'S END TRIAL—continued.

Being mixed up with the small fry, we had no opportunity of discovering how the larger cars fared, but the covey of little Austins kept well together and were greeted in various ways by the spectators, some being amused at their minute proportions, and others astonished at their sweetness of running. On trying conclusions with the others on the few possible occasions, it was found that the Cup Model could show its rear number-plate with ease; at least, before the plate had to be bent nearly horizontal to allow enough ground clearance over the rough roads.

The Somersetshire Hills.

Our Austin was going in such fine style that we had no misgivings about Porlock or any of the other hills between it and the end of the journey, but as a matter of fact, the little car hesitated for a fraction of a second before getting away on the stop and re-start. It quickly gathered speed, however, and approached the bend at a good "twenty," where the corner was not taken so cleanly as we had anticipated, for the car suddenly developed a marked affection for the stone wall on the right-hand side. Indeed, it needed quite a jerk on the wheel to create a skid for rounding the left-hand bend; this struck us as curious, as hitherto the steering had been remarkably light. Once over the summit of the hill, however, the steering seemed to go a bit easier, and there was no trouble in checking in on time at Lynmouth, where the pause gave us a chance of admiring the rugged cliffs and the houses amid the woods rising abruptly on the high rock above the little town.

At last, our turn to climb the hill arrived, and up we sailed on bottom gear at a speed which made it practically certain that we should overtake the car in front. Of course, we did, when it became a question of slowing down or else of taking a chance on the rough stones on the left. Deciding to take the latter course, the little Austin gamely responded, and in a second we had executed the quick manœuvre successfully, thus avoiding the necessity of claiming a baulk.

How we Konked on the Roost.

The Austin climbed Lynmouth Hill so well that we forgot the ominous symptoms which had began on Porlock, and waited in absolute confidence in the long queue at Barbrook Mill for the signal to climb Beggar's Roost. Eventually we were sent off, and up we went until the famous hump was practically scaled, when—horrors! all the horses seemed to escape out of the exhaust pipe. We "bumped," we cussed, we trod on everything, but nothing happened, and the machinery under the bonnet ceased to go round. We had "konked" utterly, lamentably and irrevocably "konked," until someone gave the handle a swing, and we made a restart without assistance. True, the wheels did not stop for more than a second, but the lapse lost us a gold. Even then we could not understand what had happened to account for the failure, but between Simonsbath and Launceston we had further difficulties with the steering, and on lifting the bonnet to fill up at that place, the actual facts of the case became clear. On trying to move the car into position for parking, we had great difficulty, and the wheels absolutely refused to move on the left-hand lock at all. This was because the fulcrum pin for the foot brake pedal had slackened out of the steering column and, carrying the pedal over to the right, had jammed it in the slot on the floorboard, thus holding the brake half on. At the same time its end was fouling the pull-and-push rod, and prevented the latter moving in one direction. Poor little Austin, how could one expect it to go up the Roost with the brake half on; but that is the sort of thing which seldom occurs except on trials, and that is how car manufacturers gain experience—or shall we say, *used to gain experience*—by participating in trials. In future, such things will be discovered by novices, and the coroners will make suitable comments.

Now, it is one thing to discover a fault during the course of a reliability trial, and quite another thing to put it right without infringing the regulation which forbids any adjustments in the controls. Consequently,



SCENE AT THE RE-START ON PORLOCK HILL.

THROUGH THE LONDON—LAND'S END TRIAL—continued.

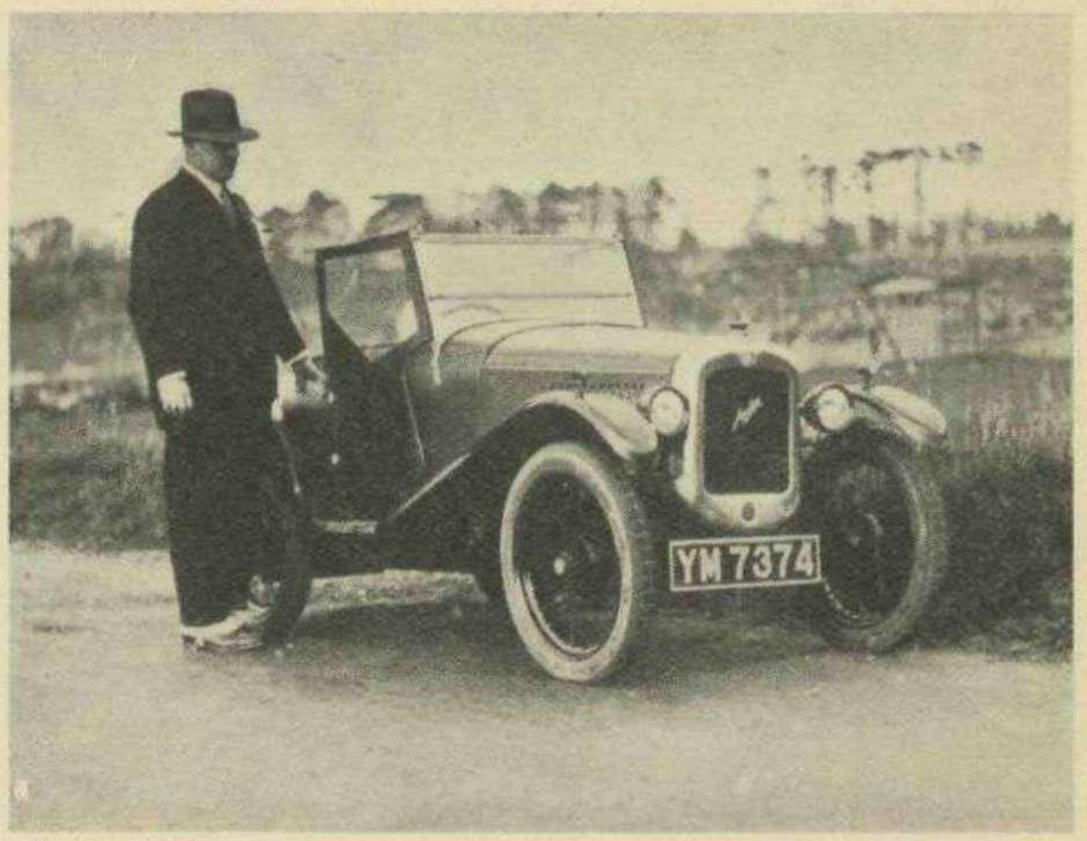
we had to drive for some twenty miles with the steering in an uncomfortable condition until sufficient time was gained to stop to put it right. However, we were successful in doing so, and were thus prepared for the last important hill climb of the Run, namely, the ascent of Bluehills Mine.

By this time our confidence in the little Austin was fully restored, and the sharp left-hand hairpin was taken without any difficulty, and the ensuing gradient negotiated without the slightest falter.

From then onwards the run developed into a sort of high-speed trial, in which the bunch of Austins participated, and then the value of saving weight provided by the Gordon England system of body construction came strongly into evidence, for we found it possible to get away from the rest, as and when we pleased, though some of the others were by no means lacking in speed.

With the single exception recorded above, the Austin Seven behaved itself just like the little thoroughbred it is, and one can feel quite happy about putting it through any kind of trial with good prospects of success.

After checking in at the Land's End Hotel, we returned to Penzance, and again found the benefit of our Y-Dazyl devices, and certainly the occupants of oncoming cars were very grateful in finding the glare from our headlights deflected in a way that caused them no inconvenience whatever.



A Soliloquy: "Where does the Power come from?"

As we were due at Brooklands on Easter Monday, we made the return journey to Town without much waste of time, and the whole distance from Penzance to Hyde Park Corner, including all stops, was exactly nine hours, which is evidence conclusive that the hard work of the trial had no ill-effect upon any part of the car.

172 m.p.h. AT PENDINE.

Just as we are going to press we hear that J. G. P. Thomas, driving "Babs," the 27 litre Liberty-engined monster, has substantially improved on the figures for the flying mile and flying kilometre world's records, previously held by the two Sunbeams.

Mr. Thomas's speeds were 170 m.p.h. for the kilometre and 169 m.p.h. for the mile.

This performance is all the more remarkable when it is remembered that Mr. Thomas, who is, comparatively speaking, a lone hand, has handsomely beaten one of the most powerful racing combines in the world at the first attempt. Congratulations!

ANOTHER "BURGHLEY" MODEL.

Messrs. Wilson Motors, well-known as the producers of the attractive little "Burghley" Sports Model Austin Seven, announce that they can now supply a "Burghley" Sports Model Lea-Francis, on either the 10 h.p., the 10/22 h.p., or the 12/40 h.p. chassis. The general conception of these models is very much on the lines of the "Burghley" Austin, but naturally on a larger scale. The behaviour of the Lea-Francis in the 1925 Reliability Trials proves that it is undoubtedly one of the cars of the moment, and the "Burghley" Model should be seriously considered by anyone desiring a Sports Car that is something from the ordinary.



This Rider Dispensed with Headgear.

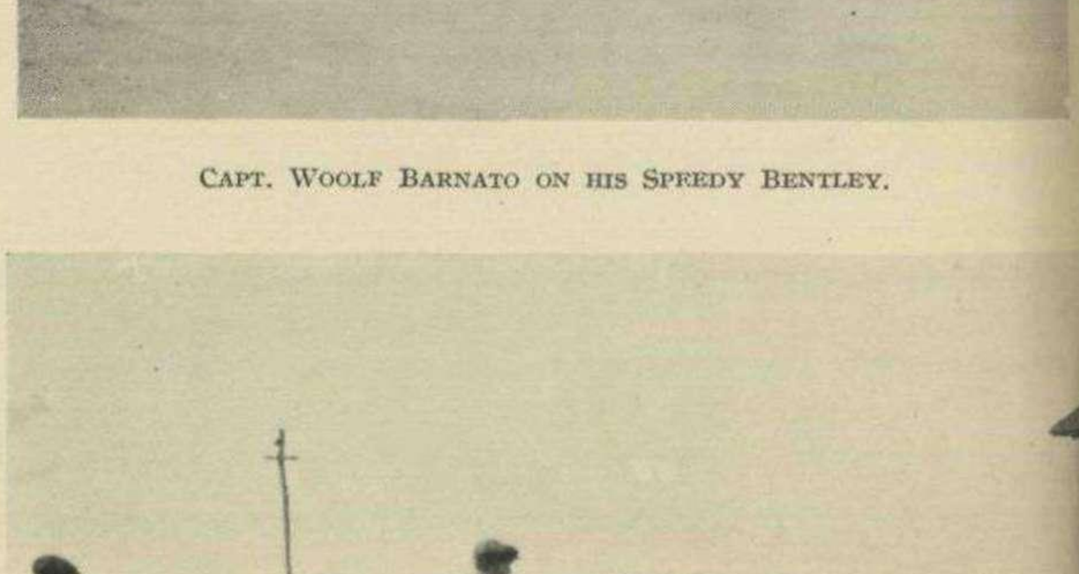


C. H. Moorish (Norton) on the Land's End Run.

Recent Sporting E



P. R. Bradbrook (Scott-Squirrel) Performs well on Porlock Hill.



Capt. Woolf Barnato on his Speedy Bentley.



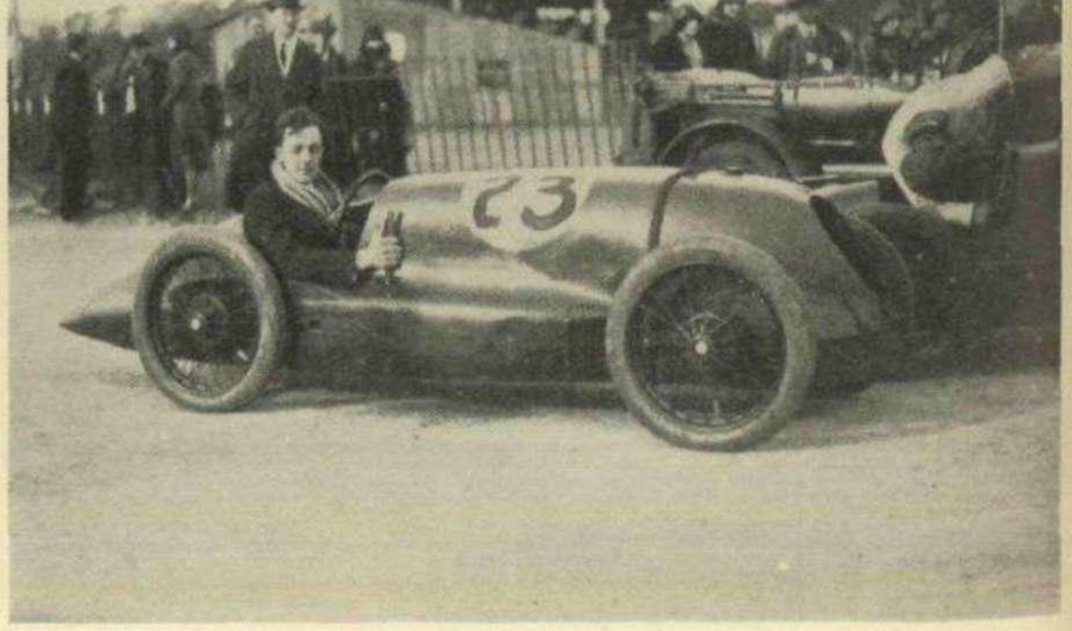
Mr. R. B. Howey, Winner of the Brooklands Founder's Gold Cup.



The Second B.M.C.R.C. Meeting at Broo



B. W. Swabey (James) as a Travelling Marshal Makes a Dignified Ascent.



S. Bassett on his Austin Seven at the J.C.C. Brooklands Meeting.

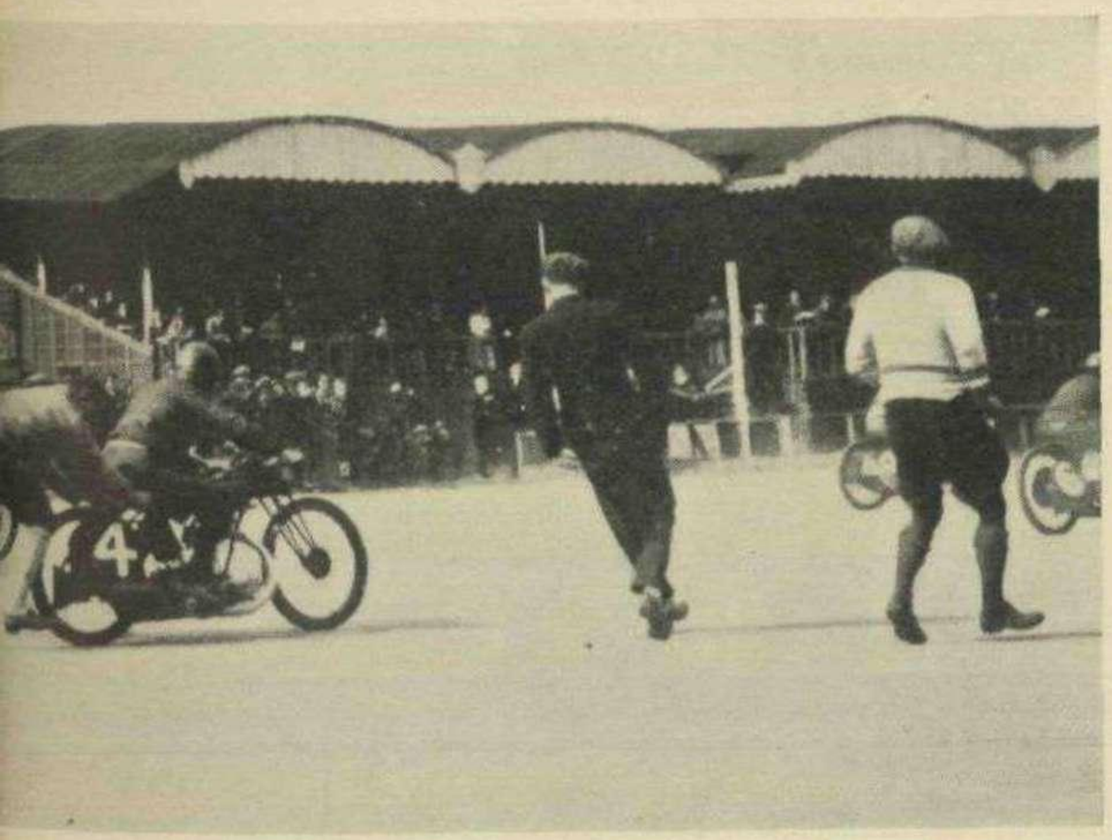
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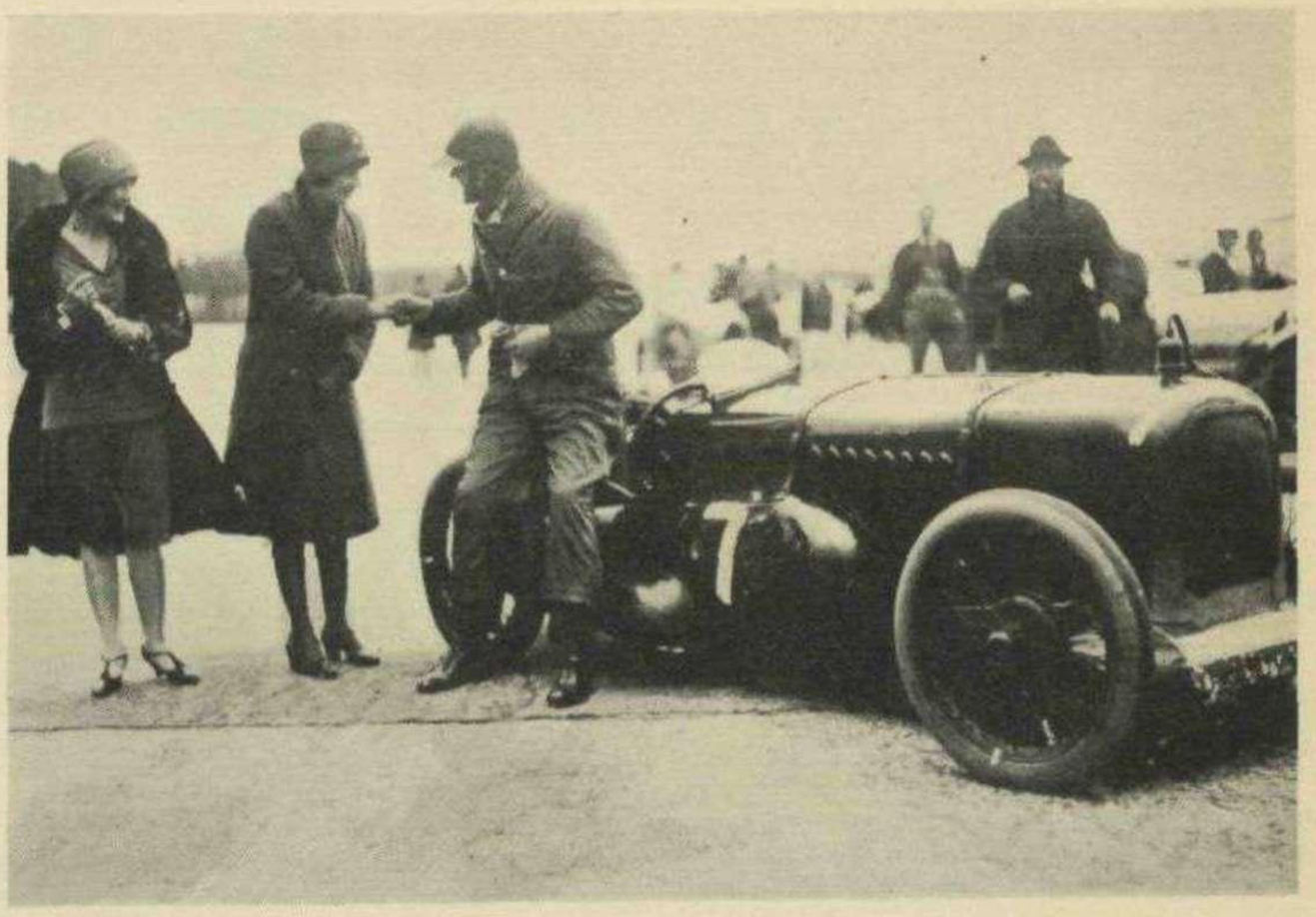
S. E. A. Watson (Surrey) in the Surbiton Grand Cup Trial.



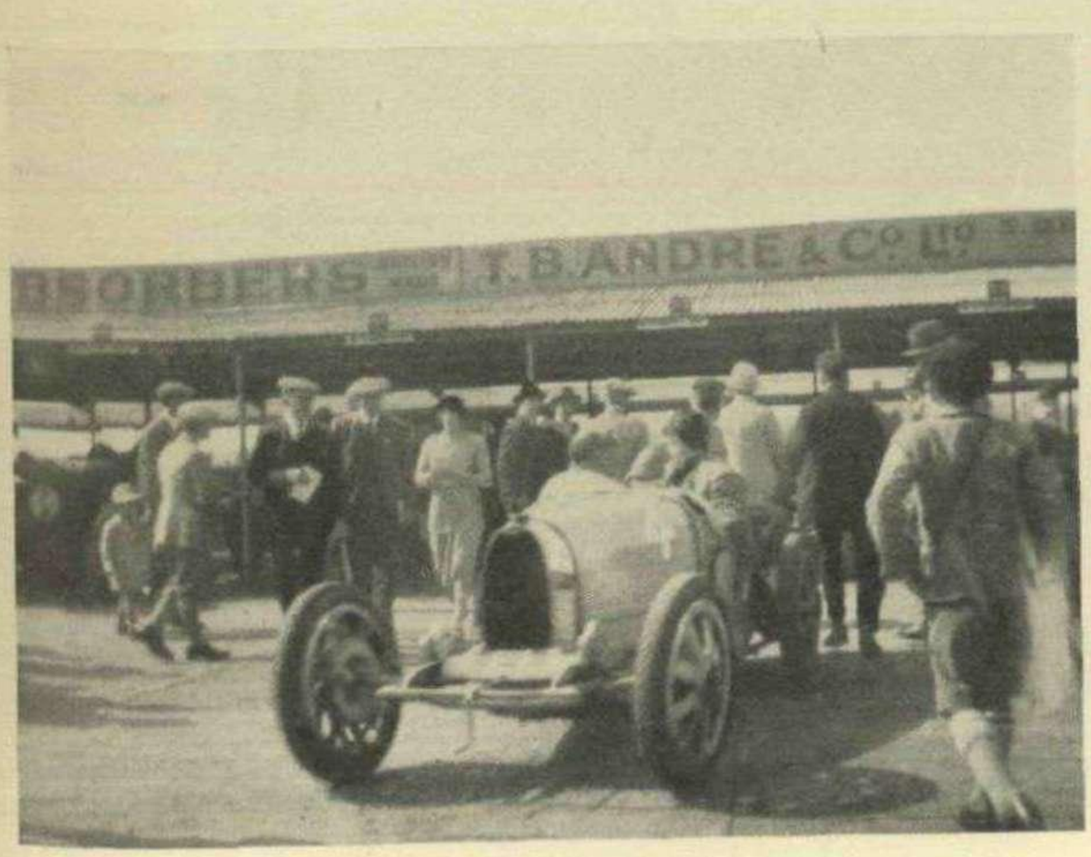
M. A. Angell (Coventry-Eagle) on Beggar's Roost.



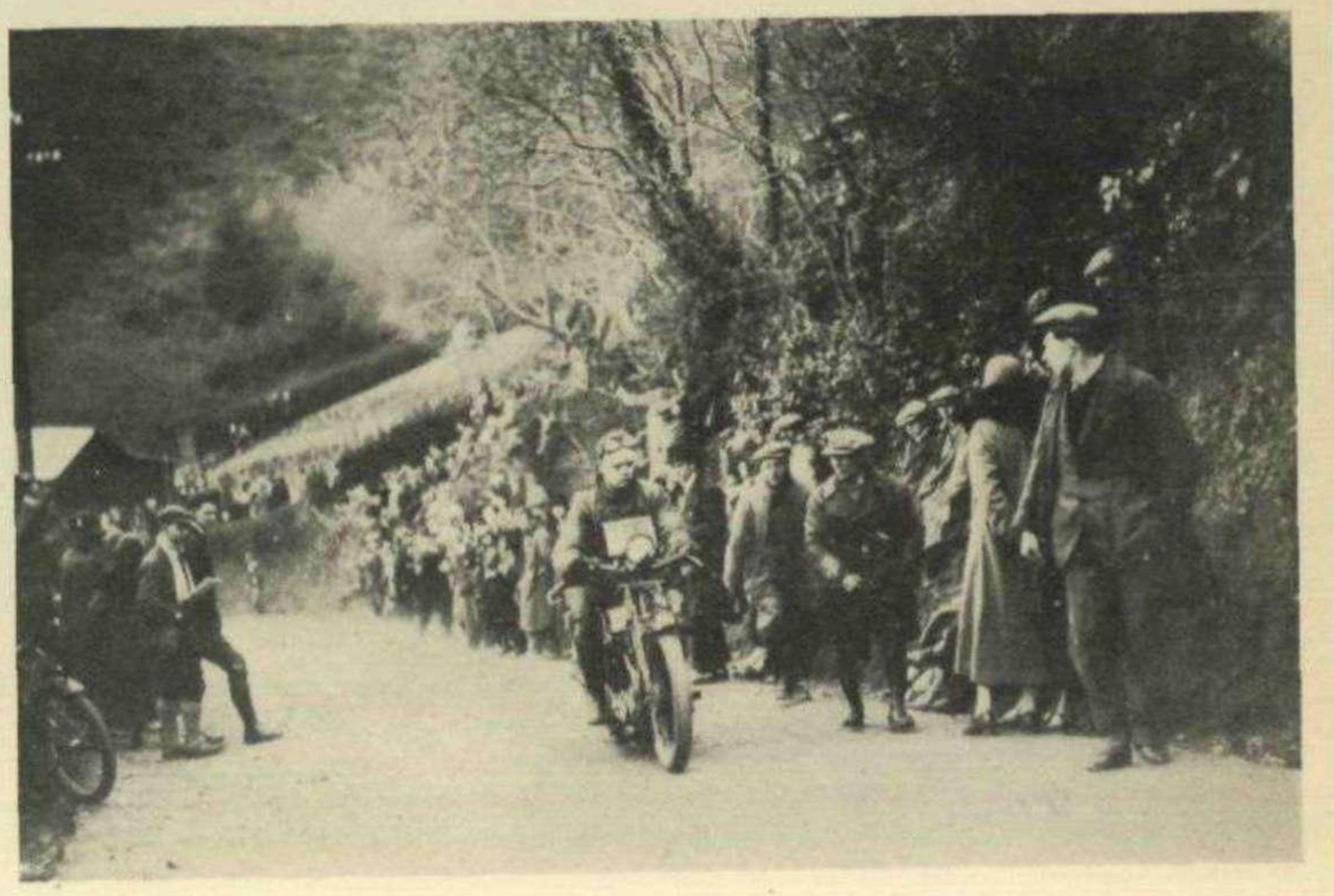
NDS: Scene at the Start of a Solo Race.



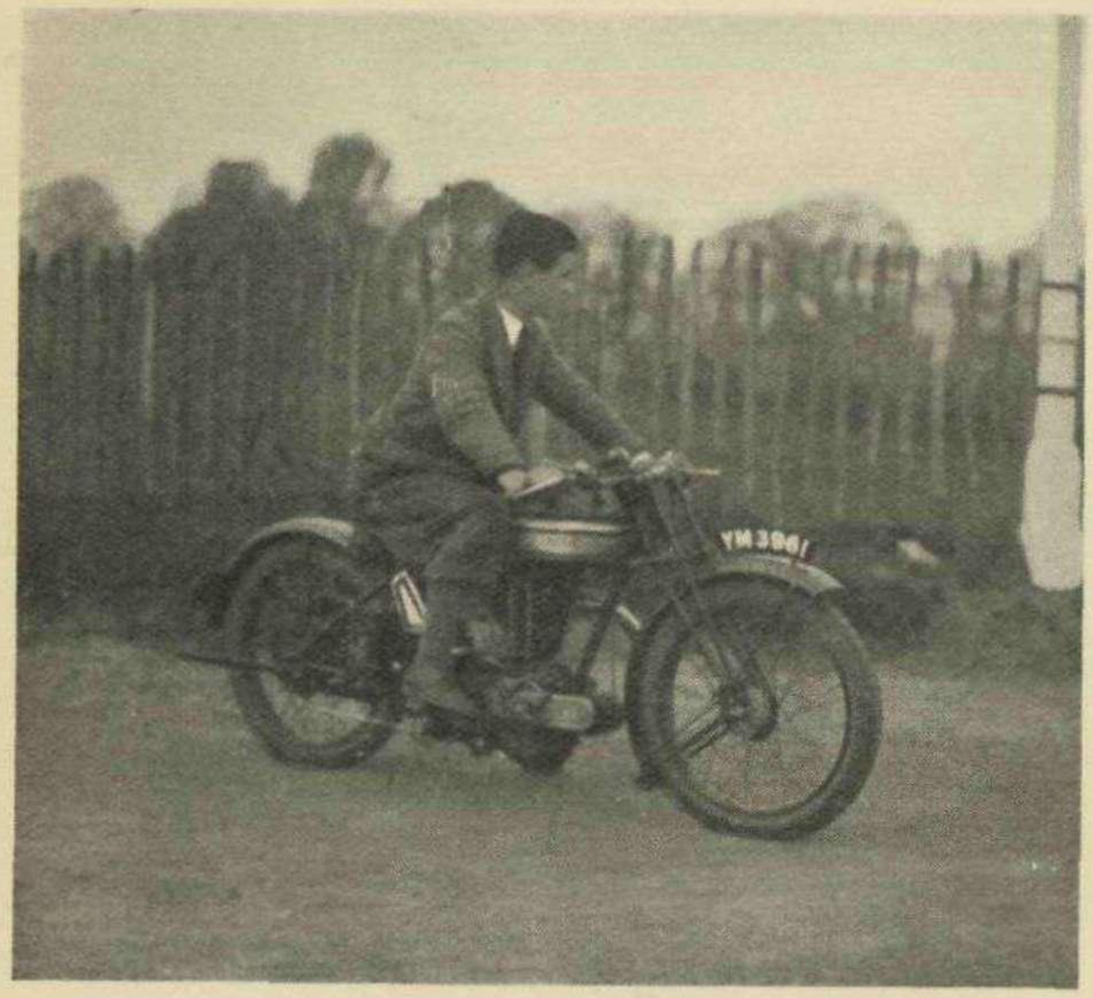
Mrs. Duller Congratulates Capt. Waite.



Dr. Benjafield Returning to the Paddock after a Race.



P. C. Franklin (Ricardo-Triumph) taking Porlock Hill in Good Style.



SPORTING MACHINES ON TEST.

The 3½ h.p. O.H.V. Norton.

By "THE RABBIT."

THESE notes are the results of brief but enjoyable experiences on two separate machines of this type. Although of similar type the two machines in question have a very different history; the one is a sparkling 1926 model, delicately nursed, and as yet scarcely emerged from its teething stage, while the other was a 1925 veteran with a lurid past, composed of a year on the road, races at Brooklands, and it is whispered, of even a furtive and highly illegal road race. For the loan of this machine we are indebted to O'Donovan Motors, Ltd., of Gt. Portland Street, W. Apart from the difference in age the two machines were similar in most respects, except that the 1925 model was fitted with Druid forks and B. & D. stabilisers, whereas the other had the latest Webb forks, incorporating its own shock absorber. There has been great controversy with regard to the rival merits of different fork designs, so perhaps a few remarks on these two types may be of interest. In the first place, the writer is not one of those hardy souls who can cheerfully "flatten" a strange machine over a bumpy road and round acute bends in order to test its steering qualities; he is essentially a timid person and this should be remembered if he makes any remark that might imply that the steering of a machine leaves anything to be desired.

Steering Comparisons.

But "revenons à nos Nortons," our chief impression was of heavy steering with the Druid forks, particularly at moderate speeds, and the comparatively light steering with the Webb forks; as one would expect, a greater sense of security results with the Druid forks at high speeds, it being quite possible to ride "hands off" at 75 m.p.h. with the steering damper slightly screwed down. The writer is quite willing to believe that this can be done with the Webb forks, but somehow he did not feel inclined to try the experiment.

On the other hand, for sharp corners, for turning in a road, and for negotiating twisty lanes, the Webb forks feel much pleasanter, though lacking that rock-steady, self-centreing feeling at high speeds, inspired by the Druid.

However, the results of races on road and track in the past show that there is nothing seriously wrong with the steering of the Norton, although occasionally it succeeds in "throwing" quite famous riders. The only unsteadiness experienced by the writer (a comparative "rabbit," as explained above) was once when, owing to the high gear and deceptive speed of the Norton, he inadvertently took a hump back bridge at about 10 m.p.h. above his normal speed for this bridge, and once when negotiating a bend at about 50 m.p.h. with the inside footrests not very far off the road; on the first occasion a slight wobble resulted and on the latter a curious whipping sensation seemed to be felt as if the two wheels were only connected by a laminated spring and were free to move in a lateral direction; this would seem to indicate the desirability of stiffening the frame, which point, it is understood, is receiving the attention of the manufacturers.

Speed Capabilities.

As regards performance on the road, both machines, as one would expect from thoroughbreds, left little to be desired; the older machine was capable of approximately 80 m.p.h. and the newer machine of something just over 70 m.p.h., this lower figure being, no doubt, due to the fact that the machine was still comparatively new and untuned. The 1926 model, however, by virtue of slightly lower and wider gear ratios, was faster



THE NORTON WILL GO ANYWHERE WHERE WHEELS WILL GRIP.

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used

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TYRES

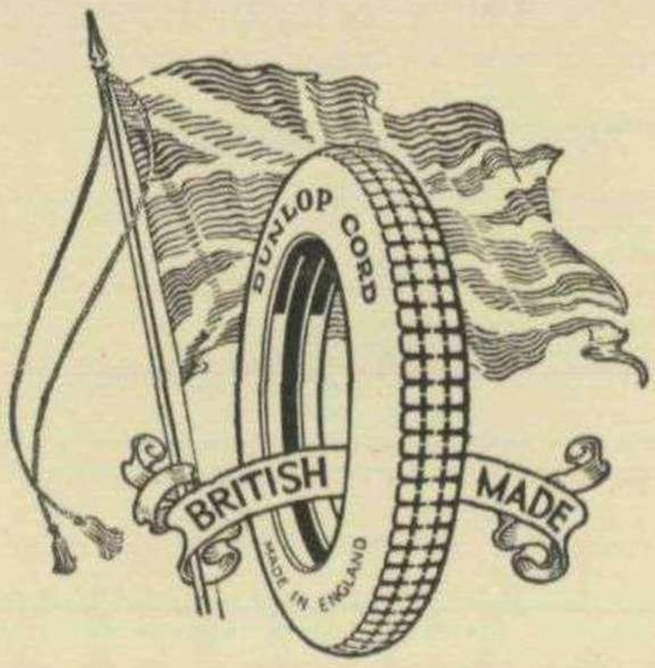
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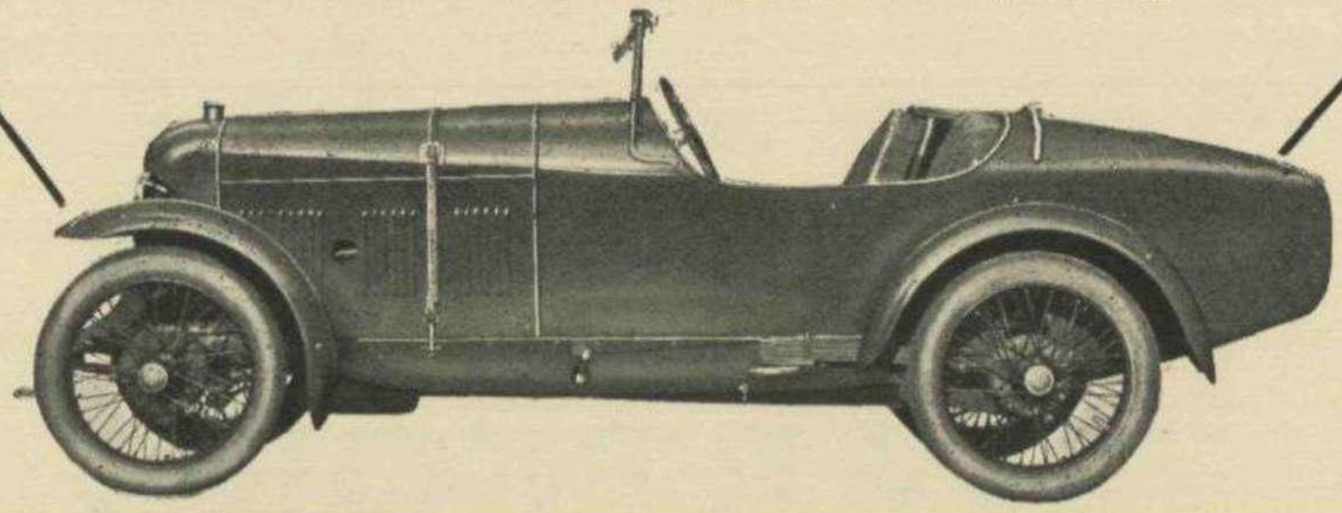
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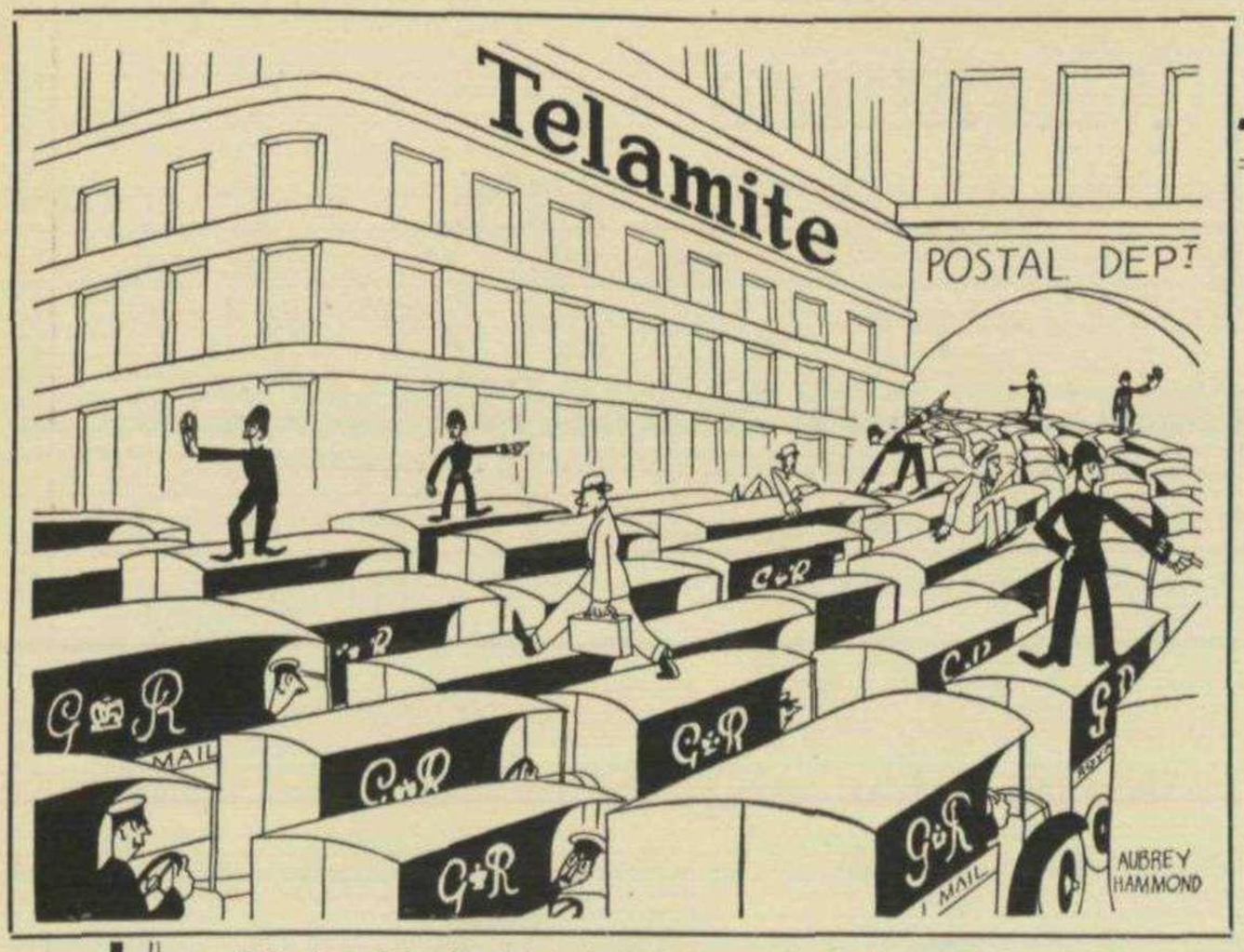
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SPORTING MACHINES ON TEST—continued.

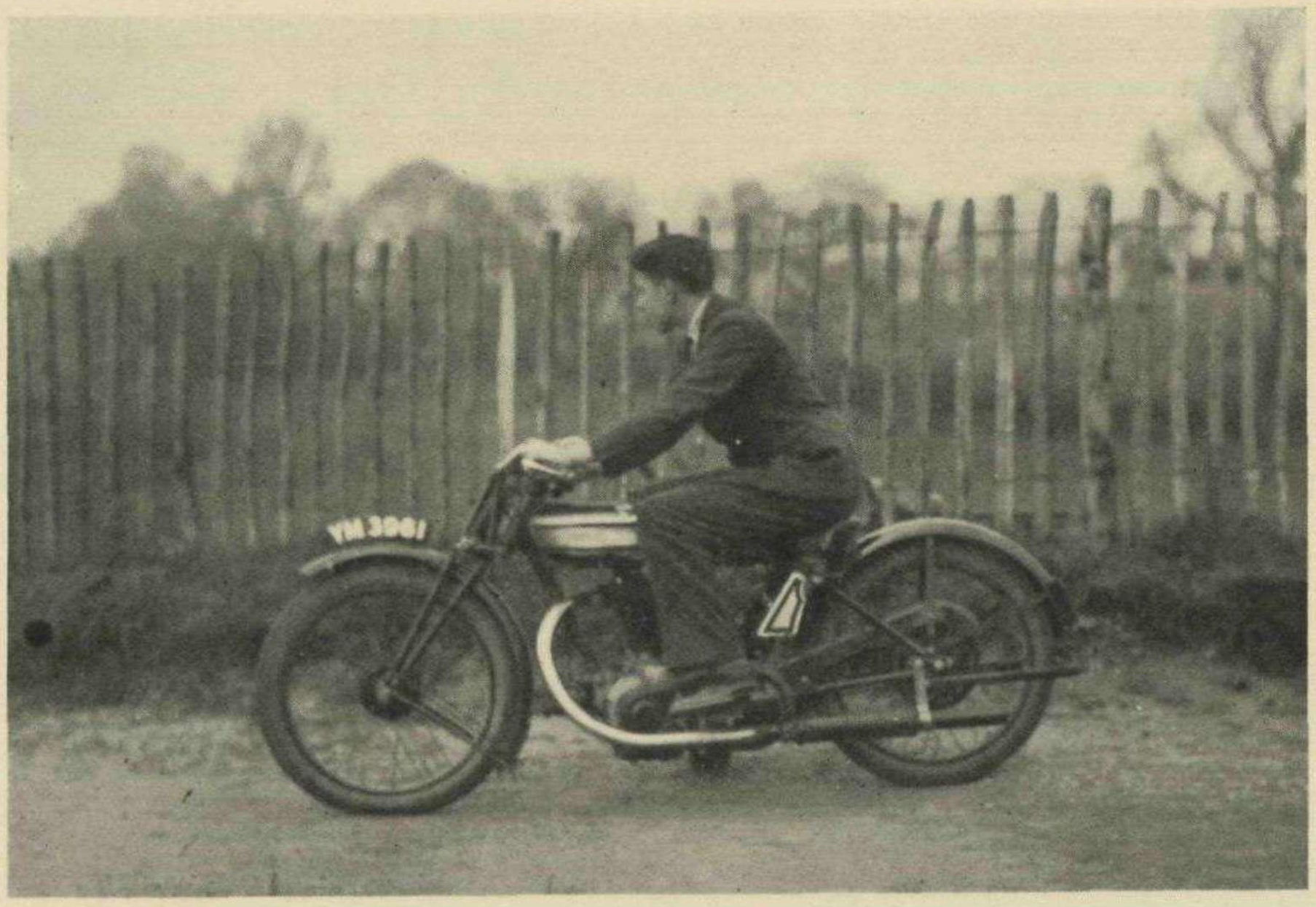
in accelerating from a standing start, but both machines displayed a reassuring reserve of power, a whiff of throttle being ample for any main road hill, even when approached slowly on top gear.

Engine vibration was noticeable only for its complete absence on both machines at all speeds, and curiously enough, although the overhead rocker gear on the older machine was considerably worn, this machine was decidedly the more mechanically silent of the two. The same cannot be said of the 1925 Sturmey-Archer gear box, which on the machine tested produced wonderful tram-like noises on the indirect ratios, second gear being the chief offender in this respect; another slight criticism of this gear box is that it is necessary to pass through bottom gear when changing from

of powerful application, though the design and size of the brake itself are well up to modern requirements; now that riders are beginning to realise the utility of good front brakes the question of better operating gear should be considered by designers.

The Best and Lloyd mechanical oil pump, fitted to all o.h.v. Nortons as standard, worked with unfailing reliability and was observed and then forgotten throughout our test.

Comfort being merely a matter of a good saddle and correct adjustment of handlebars and footrests the writer will not discuss it, except to say that both Nortons possessed all the points necessary to secure the maximum comfort. The machines were both reasonably clean to ride, the engines retained their



THE CLEAN, BOLD LINES OF THE NORTON CAN BE READILY APPRECIATED FROM THIS VIEW.

second to top, an excellent arrangement for speed work, but unless a very decisive kick is given to the lever it is inclined to stick in the bottom gear notch, which of course is in the middle of the quadrant, with rather disturbing results if one happens to be travelling at anything above 40 m.p.h.! On the more normal type of gear box fitted to the 1926 model this cannot occur, though occasionally second gear can be missed unless care is used. The Norton back brakes both appear to be very powerful, but on the fierce side, and both needed rather more adjustment than should have been necessary during the short period of our test; if this adjustment is neglected the brake pedal "bottoms" on the exhaust pipe without appreciably retarding the progress of the machine! The handlebar control for the front brake does not seem to possess sufficient leverage to permit

lubricating oil well and the sports mudguards were considerably more effective than they looked, though it must be admitted that the weather during our test did not give them very much chance to prove their worth.

In conclusion, the writer would like to explain that in view of the world-wide fame that the o.h.v. Norton has attained in every branch of the sport, he has purposely refrained from saying much about performance, but has rather tried to draw attention to the secondary and less obvious features of the machine; which after all are of more interest to the prospective owner than a reiteration of already well-known racing successes and constant eulogies of the tremendous speed and power of the machine.

Anyone more interested in the latter points should refer to the results of road and track races and the list

SPORTING MACHINES ON TEST—continued.

of world's records, in which sphere he will find that the Norton is indeed "unapproachable."

Prospective purchasers of Nortons who desire to achieve fame in the racing world would do well to communicate with O'Donovan Motors, as this firm numbers among its staff such well-known speedmen as D. R. O'Donovan, A. Denly and L. P. Driscoll, who specialise in the preparation of Norton machines for competition work.

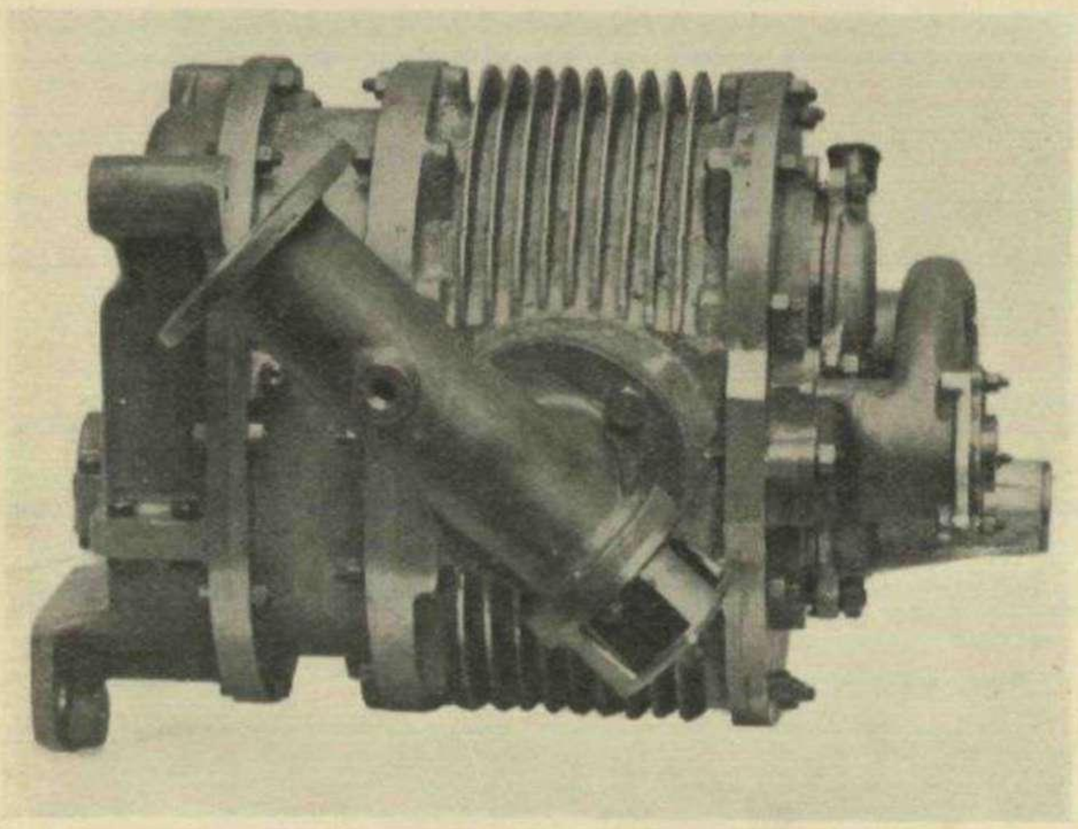
THE PROGRESS OF SUPERCHARGING.

IT has been prophesied that 1926 will be remembered as the "Supercharger" year, and this surmise is already being borne out by the appearance on the market of a proprietary supercharger. The firm responsible for this enterprising step is Messrs. PressureVac, Ltd., North Parade, Bradford, Yorks, and the article produced is known as the "Berk" Supercharger.

That the makers anticipate a growing demand for superchargers on touring cars is shown by their willingness to fit the blower to existing cars, though owing to lack of space under the bonnet, in many cases this entails considerable alteration and adjustment. For touring purposes the supercharger is coupled to the engine through the medium of a clutch, thus enabling it to be thrown into and out of action as desired. For racing, the makers advise a direct drive from the crankshaft, and they can supply direct or chain driven models to fit any sports or racing car which possesses the necessary space and in which the engine has been designed with a view to withstanding the extra stresses imposed by the supercharger. Any doubts as to the ability of the makers to turn out a satisfactory article should be dispelled when it is remembered that Captain Waite's record-breaking Austin Seven, Major Halford's A.M. Special, and the latest racing A.C. are all fitted with the "Berk" Supercharger, and manufacturers in all parts of the world are displaying great interest in the production. Large numbers of enquiries have also been received from private owners desirous of fitting superchargers to their own cars. From this it is quite evident that there is a big future in store for the supercharged touring car. Already a continental manufacturer has produced a car of this type, and it will be interesting to see which British manufacturer will be the first to follow suit.



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THE "BERK" SUPERCHARGER, which, having been used successfully by many well-known racing men, is now supplied as a complete unit with interchangeable parts in a form which is readily adaptable to racing car engines.

As regards the actual design of the "Berk" Superchargers, these are of the well-known Roots-Blower type, having a patent form of three-arm rotor, these rotors being constructed of Duralumin and running on steel shafts on ball and roller bearings. The degree of supercharging necessary is a matter of great controversy, but Messrs. PressureVac, Ltd., can supply blowers capable of producing a pressure of 15 or even 20 lb. to the square inch if desired. One of the latest models, which we illustrate, is designed to bolt direct to the front end of the engine and is direct driven from the crankshaft. It is complete with by-pass and relief valve, discharge bend, explosion valve, and incorporates a starting handle bracket. It is interesting to note that, even at this early stage of the manufacture, all parts of "Berk" Superchargers, including the timing gears, are interchangeable, so that spares are easily obtainable.

We understand further from Messrs. PressureVac, Ltd., that small blowers suitable for motor cycle engines are in course of preparation and will be available shortly.

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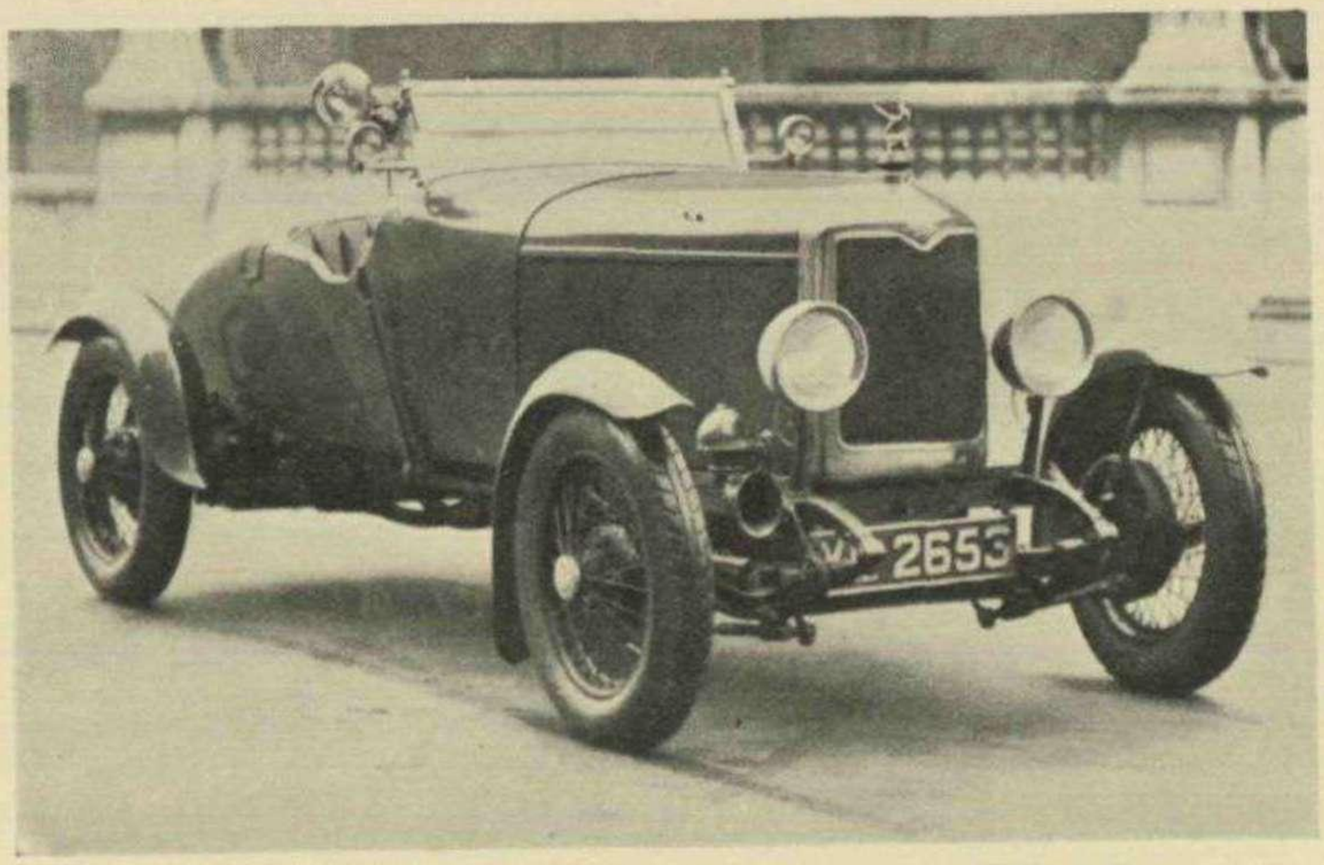
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MONTHLY BULLETIN
OF

The British Motor-Cycle Racing Club

(Affiliated to the Auto-Cycle Union.)

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PROFESSOR A. M. LOW, D.Sc., A.C.G.I.

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

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

THE Third Members' Meeting takes place on Saturday, May 15th, with a programme consisting of the Three Two Hundred Miles Sidecar Races. At the time of writing these notes there is the impending threat of the general strike, and should this happen, it will be difficult to say whether the meeting will take place.

The entries had filled prior to the closing date, and several are already on the reserve list, viz., in B/s Class, which seems to be the most popular.

Limitation of entries is necessary owing to the capacity of the lap scoring and timing arrangements, and a field of 40–50 competitors is practically all that can be efficiently managed and recorded. Lap times are taken of every rider, and this puts a great strain for accuracy on the timekeepers and lap scorers.

Up to the time of going to press the entries are as follow :—

CLASS B/s up to 350 c.c. 200 Miles Sidecar Race.

NAME.	MACHINE.	C.C.
C. W. Johnston	Zenith-Blackburne	348
E. S. Prestwich	J.A.P.	344
J. S. Worters	Excelsior J.A.P.	344
R. H. Hopkins	Chater-Lea	348
L. J. Pellat	O.K.-Bradshaw	349
Dudley H. C. Goode	Zenith-J.A.P.	344
W. L. Handley	Rex-Acme-Blackburne	348
Chas. Harman	O.K.-Bradshaw	349
Bert Kershaw	O.K.-Bradshaw	349
L. Milne	Rex-Acme-J.A.P.	344
A. P. Hamilton	Velocette	349
F. J. Youngs	O.K.-Blackburne or J.A.P.	348 / 344
C. A. C. Birkin	McEvoy-Blackburne	348
G. F. Simond	A.J.S.	349
S. M. Greening	Zenith-J.A.P.	344
H. Grose Driver, W. G. Greenaway	Matchless	348
C. G. Pullin Driver, H. Glover	Douglas	348
C. G. Pullin Driver, V. C. Anstice	Douglas	348
H. Weslake Driver, G. C. Cobbold	Sunbeam	346
N. Anderson	Ivy	346
W. D. Marchant	Chater-Lea	348
G. L. Gray	New Imperial-J.A.P.	344
S. R. Gittings	P. & P.-J.A.P.	349
J. J. Hall Driver, W. M. Cowper	P. & P.-J.A.P.	348
P. Emerson	O.E.C.-Blackburne	348

CLASS F up to 600 c.c. 200 Miles Sidecar Race.

NAME.	MACHINE.	C.C.
S. W. Cliffe	Norton	490
P. Brewster	Zenith J.A.P.	596
Jack Emerson	H.R D. J.A.P.	596
J. S. Preston	Norton	588
W. S. Braidwood	A.J.S.	498
M. A. McEvoy	McEvoy J.A.P.	488
H. O. Matthews	Norton	588
D. R. O'Donovan Driver, L. P. Driscoll	Norton	588
D. R. O'Donovan Driver, A. Denly	Norton	588
C. R. Pullin Driver, L. Parker	Douglas	596
F. W. Dixon	Douglas	596
K. G. Bagshawe	Norton	490
C. G. Pullin Driver, R. N. Judd	Douglas	596
M. R. Sarkies	Flying Scott Squirrel	596

CLASS G up to 1,000 c.c. 200 Miles Sidecar Race.

NAME.	MACHINE.	C.C.
J. S. Wright	Zenith J.A.P.	976
M. A. McEvoy Driver, G. W. Patchett	McEvoy J.A.P.	976
B. T. Allen	Brough-Superior-J.A.P.	976
Geo. Brough Driver, R. E. Humphries	Brough-Superior-J.A.P.	976
E. C. E. Baragwanath	Brough-Superior-J.A.P.	976
F. A. Longman	Harley-Davidson	988·36
G. L. Parkes	Zenith-J.A.P.	976
H. J. Knight	Zenith-J.A.P.	976
C. F. Temple	Temple	996
C. T. Ashby	Zenith-J.A.P.	976

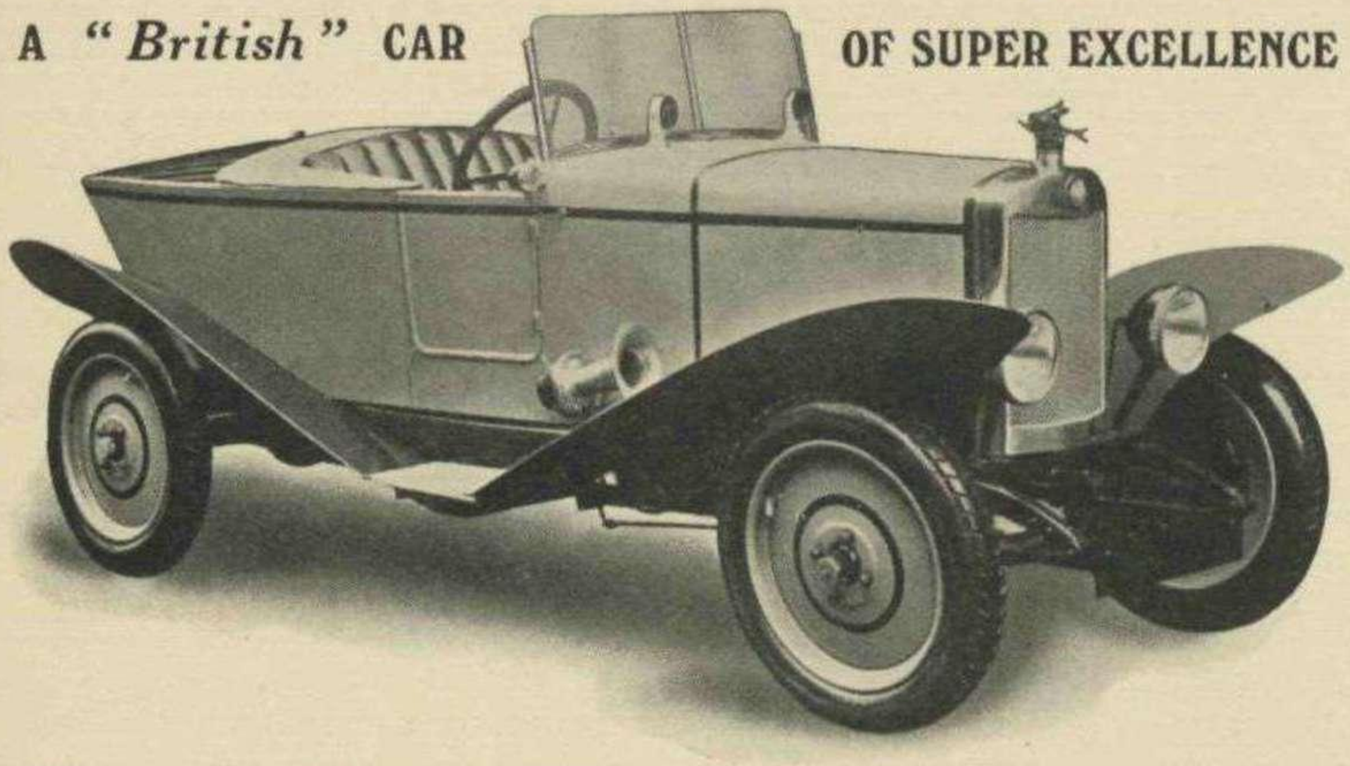
It will be remembered that the first occasion of a 200 miles race for sidecar machines was organized by the Ealing and District Motor Club and took place in 1922, and was continued each year until 1925. Owing to the Brooklands Track undertaking to limit the use of the course in accordance with an agreement as the result of the Weybridge residents' litigation, the Club were prevented continuing the fixture. A race of this importance could not, in view of its popularity, be allowed to drop, and the B.M.C.R.C. without hesitation included it in their fixtures, and with the goodwill of the Ealing Club will carry on.

It is a tribute to the Ealing Club that materially the conditions and regulations do not differ, and many of the Ealing enthusiasts will be lending a hand on the day.

An innovation on this occasion will be the recognition of the passenger of each successful competitor. One has only to be a passenger for such a distance to realise what it means and be able to argue who had the most happy time over the bumps. Replica cups and medals will be awarded to the occupants of the sidecars, and they will be justly entitled to them.

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The rear squab of front seat folds forward, behind which spare wheel, tools, etc., are stored. Hood of finest waterproof twill is entirely concealed when down, can be raised without leaving car and folds away in recess over which fits a waterproof cover of similar material. Rigid side curtains opening with doors, stored under seat when not in use.

Specially fitted exhaust. Batteries are slung to chassis, easily accessible on removing seat. Specially raked and adjustable steering. Sloping "V" wind screen. Polished mahogany facia board containing clock, speedometer, locker and full lighting and starting equipments. Electric horn.

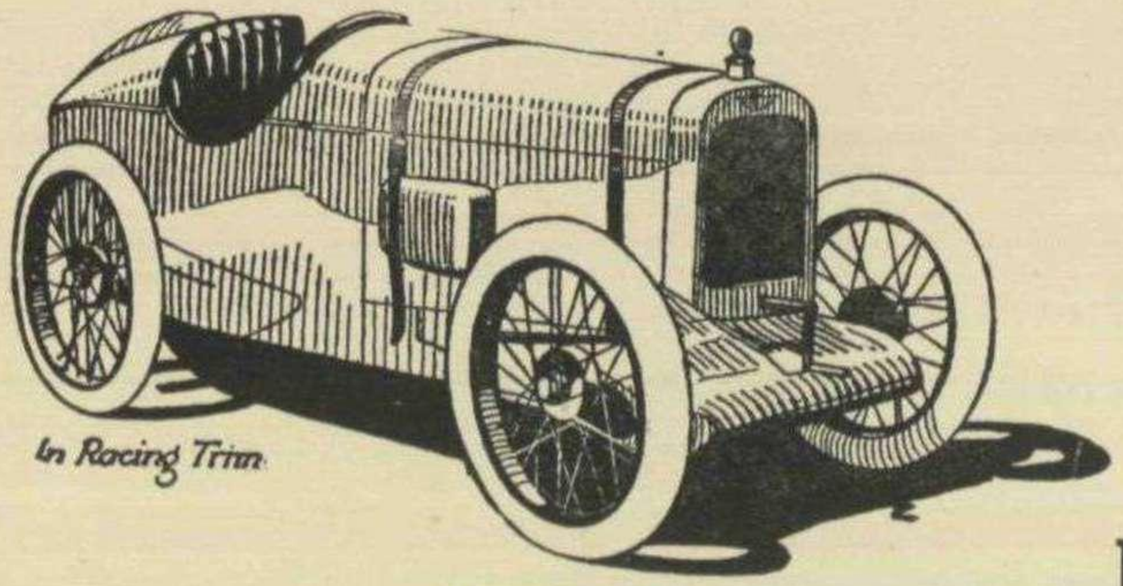
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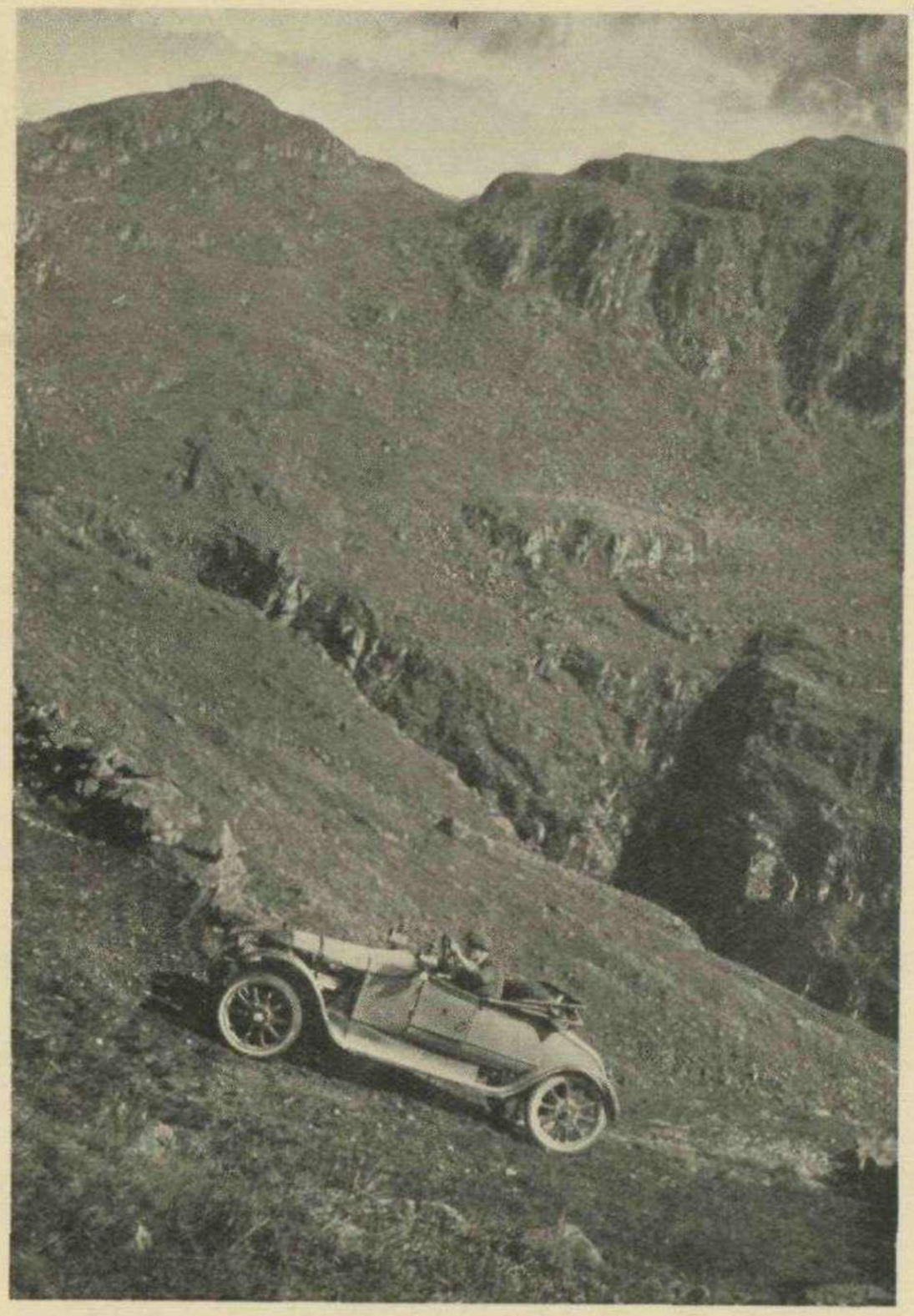
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TYRES FOR RACING AND COMPETITION WORK

By KAYE DON (Don of Avon's).

IT is interesting to recall how a few years ago tyre failures limited the speeds of some of our famous racing cars on the track. Many of our readers will remember that a short while ago some of the fastest cars were unable to cover more than two or three laps at speed without encountering tyre trouble of some description, the most frequent being that of the tread of the tyre leaving the casing. It was not until recent years when tyre manufacturers were able to produce a tyre which would stand these high speeds that some of our best known motorists were able to drive their cars at anything like " all out " speed.

The principal danger of tyre failure at high speed especially on the front wheels where the steering becomes affected, is that the car has a tendency to go right or left, according to which tyre has failed, the risk entailed being, of course, apparent when travelling at high speed.

Another danger which exists is that of the tyre leaving the rim and the tube becoming entangled with the brake mechanism. Cases have been known where the tube has interfered in such a manner as to jamb the brakes and lock the rear wheels, in certain instances with disastrous results.

Motor cycle and car racing has been of very considerable assistance to the leading tyre manufacturers in the country. It has been the means of emphasising defects in tyres in a very short period, the most common of these being the tread leaving the casing, produced by the excessive heat generated by cars travelling at high speeds. This trouble I am pleased to say is practically unheard of to-day, due to the new process adopted by tyre manufacturers in tyre construction.

Tread wear was another thing that manufacturers have been able to improve after exhaustive tests carried out on racing cars. In the past it was no uncommon occurrence to find the tread of a tyre completely worn out after travelling 100 miles at fairly high speed. Of recent years the writer has seen tyres looking in first-class condition after running in long distance races such as the 200 Miles Race at Brooklands, on some of the fastest cars. It is interesting to recall some of my own experiences on the Wolseley-Viper. Not very long ago I remember using as many as eight tyres in an afternoon in an endeavour to obtain the Mile Record at a speed of approximately 118-120 miles an hour, the trouble then experienced being entirely due to treads leaving the casings. To-day I feel sure it would be possible with any well-known make of tyre to considerably exceed that speed without the slightest difficulty.

Tread Design and Wheel-spin.

With regard to the question of tread design in relation to wheel spin, I feel that for the track undoubtedly the best tread is one with a very slight rib. For road work I should favour a slight ribbed pattern tread for the front wheels and a bolder ribbed tread or a broken bold rib for the rear. For motor cycles the ribbed or lined pattern is much the fastest type for speed events, but for climbing and acceleration a good bold square studded pattern with studs fairly close together is desirable for rear wheels. If the studs are wide apart this will cause a hammering effect and slow the machine, and if inflated hard will result in wheel bounce, which of course means wheel spin and rapid tread wear, also throwing great strain on the beads or wires. If the tyres are used at very low pressure a serious flexing of the walls will be caused and also throw great strain on the beads and slow the machine. The same remarks would apply to car racing. I therefore suggest that a tyre ridden at medium pressure would tend to overcome many of the points raised, as having the tyre inflated to medium pressure it is kept more in contact with the road and the greater speed obtained.

The question of when tyres should be scrapped on racing cars is one to which all racing motorists should give close attention. To determine when a tyre is not

TYRES FOR RACING AND COMPETITION WORK—continued.

fit for further use is somewhat difficult, but the obvious things to look for are to see that the beads are in perfect condition and in no place broken and that the inside of the casing is sound and not breaking up. The question of the tread is, of course, apparent, and providing the canvas is not showing the tyre would be good for further use.

Within the last few years vast improvements have taken place in manufacture. It is not many years back that tyre manufacturers were making a canvas tyre. To-day we have a cord tyre which has enabled manufacturers to use very much lighter casing, in fact, I should suggest a casing of four plies would be strong enough to stand very high speeds with ample margin of safety, as a single ply of good quality cord 1 inch in width will stand a strain of 420 lbs. With four plies in a casing there is very little likelihood of burst covers. The method of manufacture is that the cords are thoroughly impregnated with specially prepared rubber and each thread isolated from the other with rubber between, which makes the casing more flexible.

It is also interesting to note the trend of tread pattern. A few years back the popular pattern incorporated bold round studs. To-day we find that manufacturers favour the ribbed pattern—usually the outside ribs being broken, forming a pattern of square block and the centre one being continuous.

THE TRAVERS' TROPHY TRIAL.

Organised by the Newcastle and District Motor Club, this trial is becoming one of the classic events in the North of England. The event was held over much the same course as last year and included several stiff hills and colonial sections.

Riders who distinguished themselves throughout included Bullus (P. & M.), Goodman (Sunbeam), Povey (Velocette); and among the sidecars, Kershaw (O.K.), Giles (A.J.S.), and Bradley (Sunbeam). Many competitors were eliminated by the Harthope Mors colonial section and although unobserved Raise Hill was only climbed clean by three riders. The results were—

Travers' Trophy, F. W. Giles (349 c.c. A.J.S. and S/c.).
N.U.T. Trophy, F. W. Giles (349 c.c. A.J.S. and S/c.).
Alan Robson Shield, G. B. Goodman (493 c.c. Sunbeam).

Gold medals were awarded to 22 competitors.

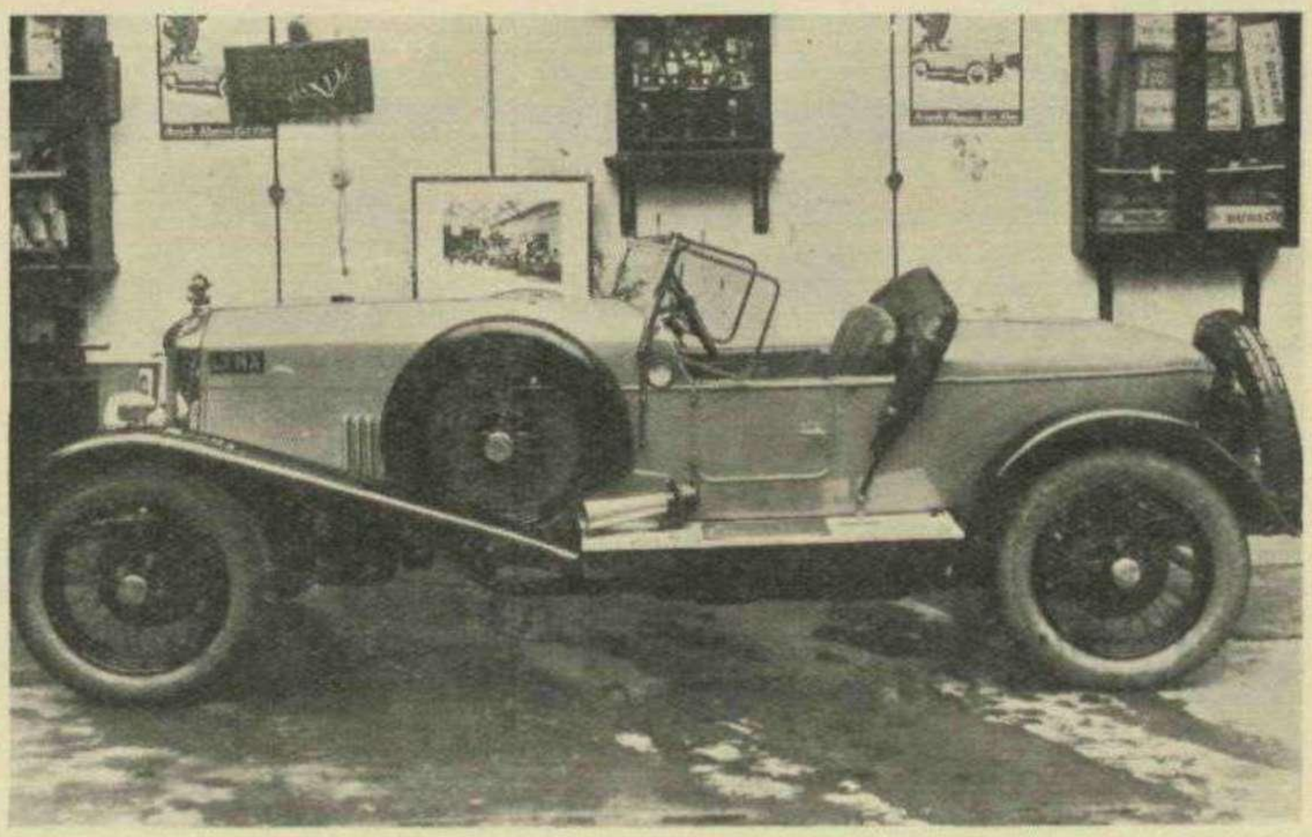
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THE OOZELUM MOTOR CLUB.

A night trial was held by this Club, starting from the White Hart Hotel, Brasted, on Saturday, March 20th, at midnight. The observed hills presented little difficulty, as the surfaces were fairly dry, but nevertheless, the observed sections were of a very colonial type and most competitors found it difficult to keep to time. The most noteworthy of the observed hills was Bamboozelum, and here C. D. Conrad (10 h.p. Salmson), led the cars. An excellent performance was put up by D. F. Gadson (532 c.c. Scott), who, baulked by a competing car, was forced into the ruts, but, nevertheless, made a good climb. Other good performers were S. G. Smith (1,098 c.c. Aero Morgan), and C. L. Simon (10 h.p. Grand Prix Salmson). Results are as follows:

Silver Cups, L. G. Woiblet (249 c.c. B.S.A.); E. W. Hewett (348 c.c. A.J.S.); H. T. B. Finch (246 c.c. Beardmore Precision); C. L. Simon (10 h.p. Salmson). Silver Medal, S. G. Smith (1,098 c.c. Morgan Blackburne). Bronze Medals, W. J. S. Acton (499 c.c. Triumph); S. W. Hole (494 c.c. Triumph Comb.). Silver Cup for the best performance by a member of an invited club, W. L. Bishop (Bishop Special Car), of the Brighton and Hove M.C. Complimentary Bronze Medal for a sporting performance, C. J. H. McQueen (493 c.c. o.h.v. Sunbeam Comb.).

The Club's Easter tour to Lynton was a great success and was very well supported. The Club had six entrants in the London-Land's End Trial, and the competitors were seen on Beggar's Roost on Saturday morning.

A very enjoyable evening was spent at Headquarters on Saturday, April 10th, the date of the informal dinner. After the repast an excellent concert was given, lasting about two and a half hours.

There will be a "Sherlock Holmes" on April 25th, when members will be required to follow up various clues. Solo riders will be allowed to ride in pairs, but passenger machines must ride singly.

MORGAN MOTOR CLUB.

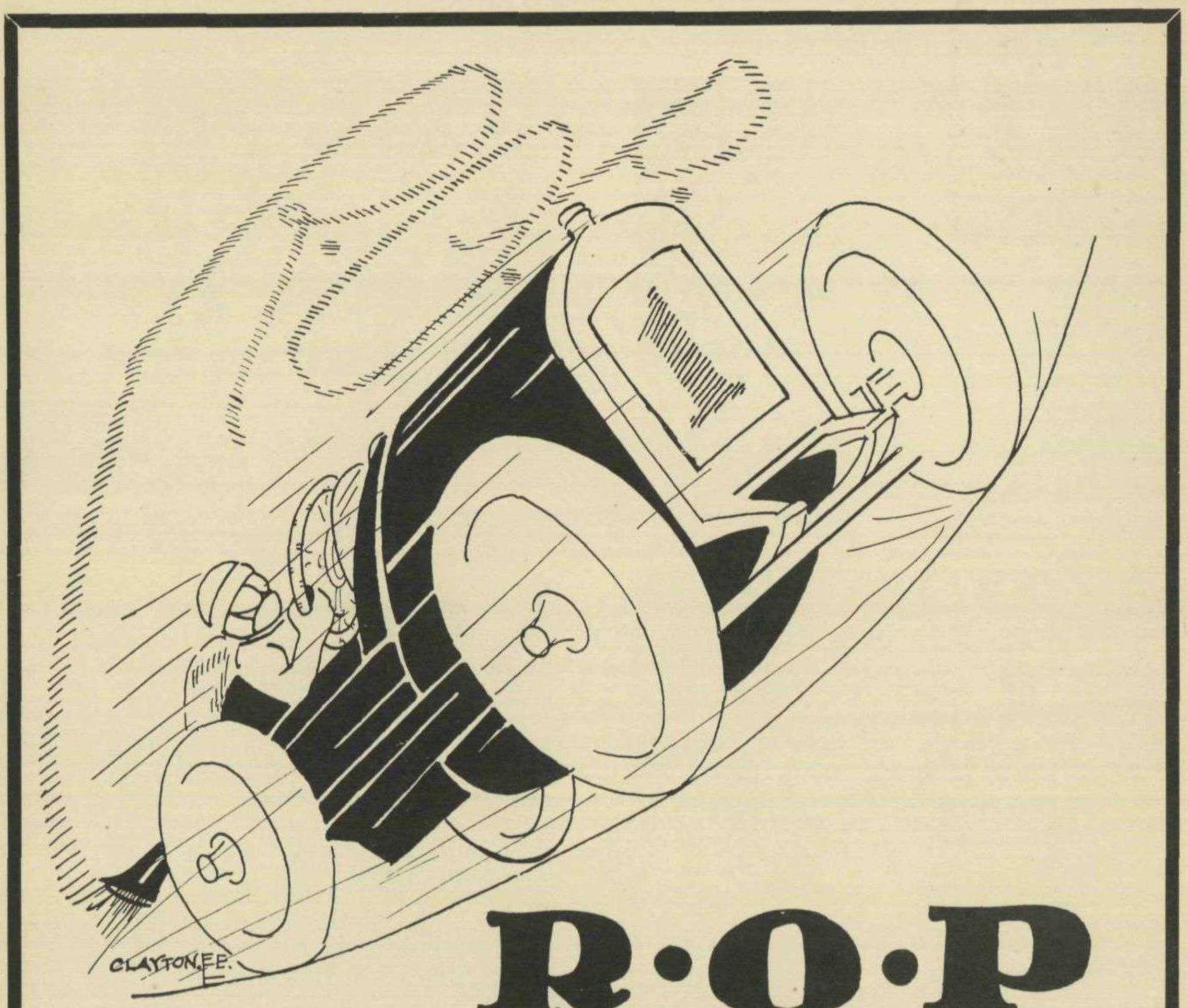
The results of the Homac Cup Trial which was contested recently are officially announced by the Committee as follows:

Homac Cup, won by W. Jaques, 100 marks. Silver Medals: E. A. Clark, 97 marks; A. C. Maskell, 96 marks; J. Bolton, 95 marks. Bronze Medals: T. Thurlby and R. A. Martin, 94 marks each.

EDINBURGH ST. GEORGE MOTOR CLUB.

This Club held their opening trial recently, with an entry of 37 competitors. The route was by Giffird, Donally Burn (observed), Last Hill (observed), Garvald, St. Agnes Farm (observed) and Haddington. J. D. S. Price (Dunelt S/c.) and J. H. McCracken were the only two to climb the last observed hill unassisted.

RESULTS.—First Class, W. Barclay (New Gerrard); J. G. Watt (Norton); W. Pettigrew (Norton); J. H. McCracken (Matchless S/c); J. A. Leslie (Dunelt); D. Wilson (B.S.A.); R. C. Ainslee (B.S.A.); L. McQueen (A.J.S.); D. McQueen (Francis-Barnett); J. C. Spiers (Calthorpe); J. C. Edward (Douglas); J. Kerr (Scott); S. Reid (A.J.S.); A. S. Kemp (Blackburne); T. K. Hubbard (Dunelt); A. S. M. Munro (Scott); V. Keene (Rudge); M'Arthur; C. Simonton (Rudge). Second Class, J. Brooks (Rudge); D. M'Intosh (A.J.S.); W. Drysdale (Calthorp); —. Thompson.



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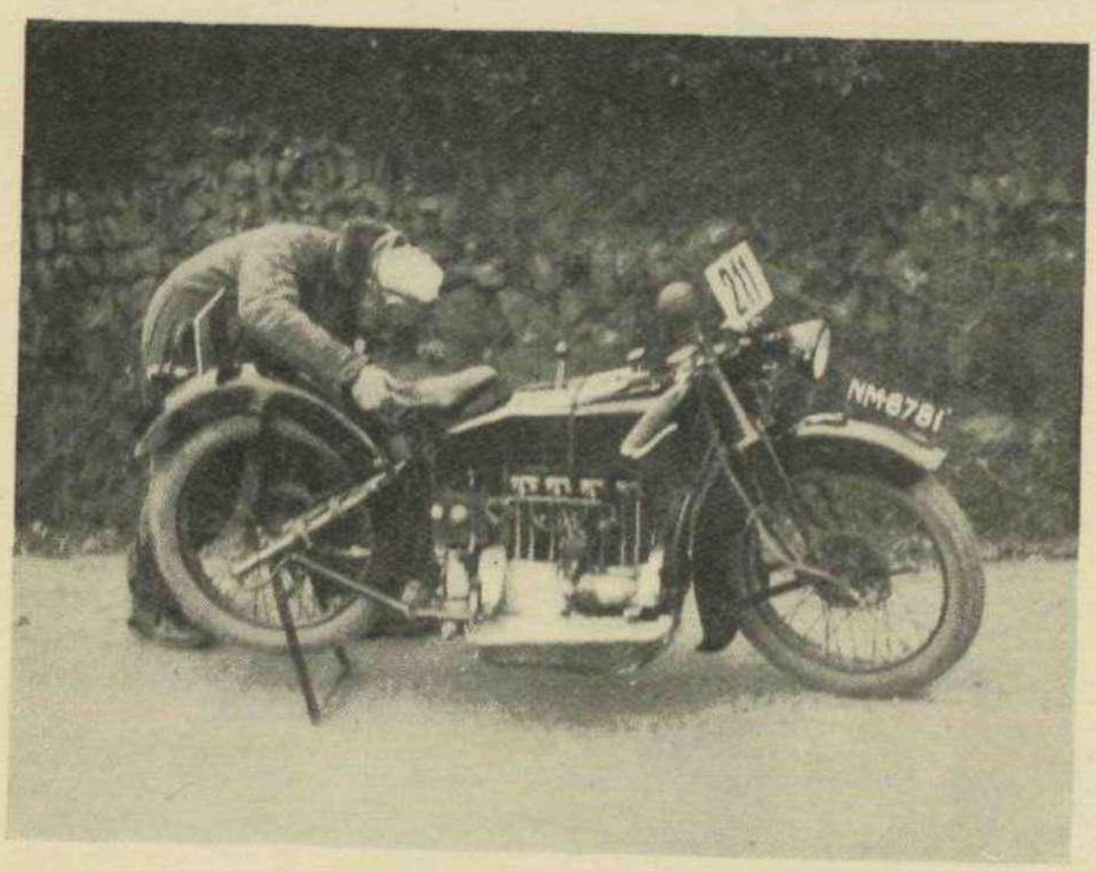
PICTURES FROM VARIOUS SOURCES.



C. T. Ashby in the Surbiton Grand Cup Trial.



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Ian Macdonald wins the Big Race at the J.C.C. Meeting on his Alvis.



A Little Assistance on Beggar's Roost in the London-Land's End Trial.

ROUND THE CLUBS—continued.

WARRINGTON MOTOR CLUB.

The Club held a mystery run on March 27th, and the results are as follows:

1, T. L. Hatch (P. & M.); 2, B. Pooley (Scott); 3, J. Alfred (Scott).

The Eccles Cup Trial will be run on April 18th.

NORTH LONDON MOTOR CYCLE CLUB.

The South Midland Centre Half-Day Trial organised by this Club and run on March 27th, attracted a large entry, ranging from Francis-Barnett to Alfa Romeo. The course consisted of 68 miles of main and secondary roads, and although the recent spell of dry weather had robbed the event of many of its terrors, it was by no means without thrills. The water-splash accounted for no less than 29 failures, in spite of the fact that there was only a few inches of water in the shallow part. Many competitors took the water at speed, and most of them chose the deepest part. A particularly rough piece of road near High Cross provided some excitement and several falls.

RESULTS.—Invitation Cup: L. P. Walter (976 c.c. Matchless S/c.), North London M.C.C.; Silver Cup: G. Slade (588 c.c. Norton S/c.), Bucks County M.C.C.; Silver Spoons: H. A. Farmer (976 c.c. Enfield S/c.), North London M.C.C.; L. V. Freeman (990 c.c. Matchless), North London M.C.C.; F. G. Hands (500 c.c. Montgomery S/c.), Bucks County M.C.C.; Ash Trays: H. I. Prynne (490 c.c. Norton), Bucks County M.C.C.; N. E. Hollis (492 c.c. Sunbeam), City of London M.A.; R. M. Andrews (174 c.c. Vulcan), City of London M.A.; L. A. Barrett (493 c.c. B.S.A.), Wood Green M.C.C.; H. W. Bostock (348 c.c. Beardmore), North London M.C.C.; C. F. Keen (499 c.c. Triumph), Bucks County M.C.C.; Staley Cup, L. V. Freeman (990 c.c. Matchless S/c.), North London M.C.C.

A very enjoyable run was made on Sunday, April 11th, the venue being Ashridge Park. Another important item on our programme is the London Rally, held as usual at the Alexandra Palace on Whit Monday, May 24th, to which a cordial invitation is extended to all motorists. Hon. Sec., Alan W. Day, "Claremont," Ballards Lane, Finchley, N.3.

HONITON MOTOR CYCLE AND LIGHT CAR CLUB.

The opening trial attracted a good entry and proved a great success. Two observed hills and two water splashes were included in each of the two twenty-mile circuits covered. The best performance was put up by C. Lake (Velocette). R. Strickland (Scott); J. Hann (P. & M.) and Miss F. Yeomans (Zenith) obtained Silver Medals. Bronze Medals were awarded to: F. Fitch (P. & M.); D. McNeil (A.J.S.); G. Bond (A.J.S.) and G. Savage (B.S.A.).

LEEDS MOTOR CLUB.

The standard of riding was good in the novices' trial over a give-and take course, including one or two fairly steep hills, some stony tracks and good grass roads. The best performance was put up by R. Walkington (P. & M.). The second and third places were gained by W. Bower and W. Rogers on Triumphs.

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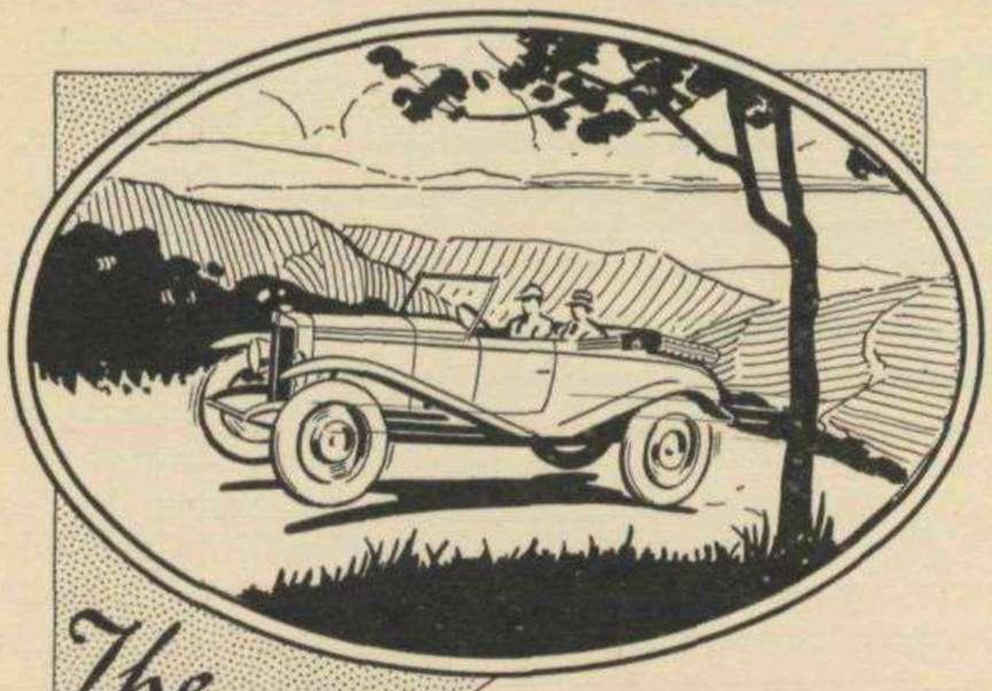
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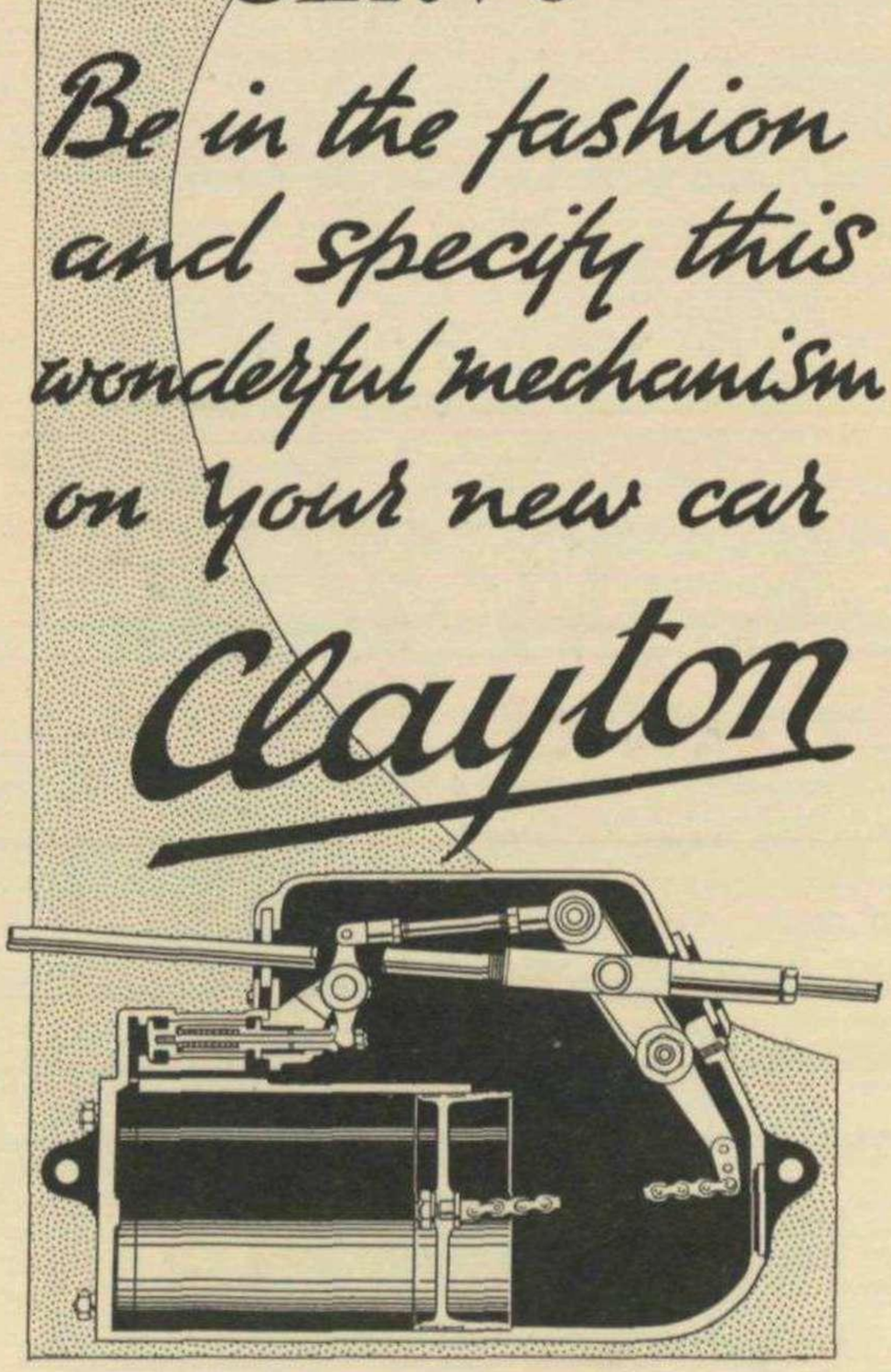
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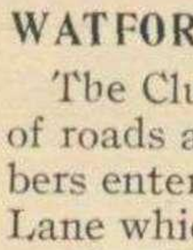
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ROUND THE CLUBS—continued.

WATFORD AND DISTRICT AUTOMOBILE CLUB.

The Club's first run consisted of a ninety-mile course of roads about the Chiltern Hills. Twenty-nine members entered. Little trouble was caused by Stickphast Lane which was fairly dry. Several competitors failed on the right-hand bend which followed. Only one competitor was penalised in the start from cold test after lunch at Wendover. Chalky Lane was unobserved, and several riders omitted it from the route. The trail then led up to Kop Hill, through Great Missenden, finishing at Boxmoor. Two competitors tied for the second place, despite a secret check.

RESULTS.—Silver Cup, S. Walton (349 c.c. B.S.A.). Silver Medals, H. H. Lewis (349 c.c. B.S.A.) and L. Christensen (172 c.c. Francis Barnett), and a Bronze Medal to G. Bullet (349 c.c. B.S.A.).



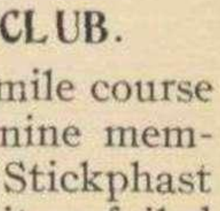
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