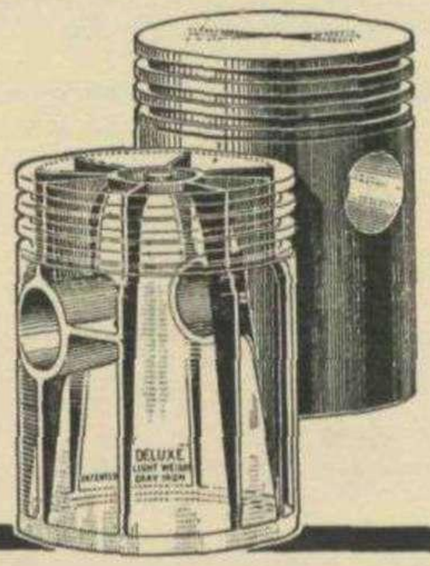
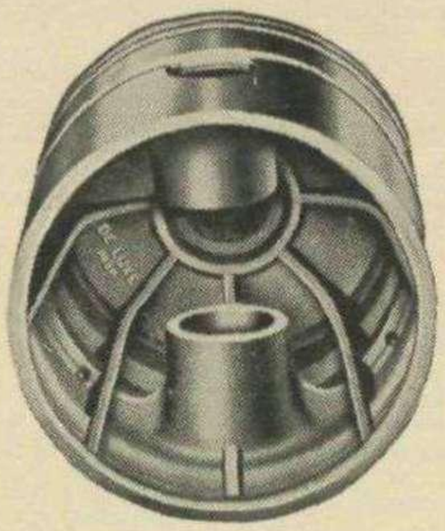
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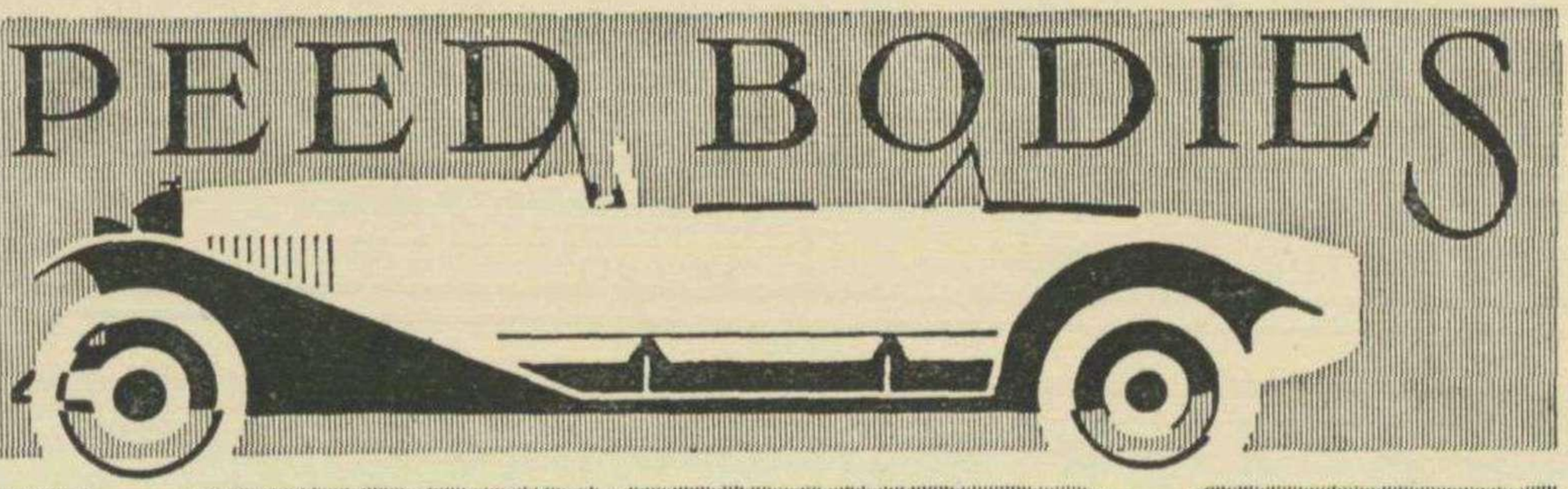
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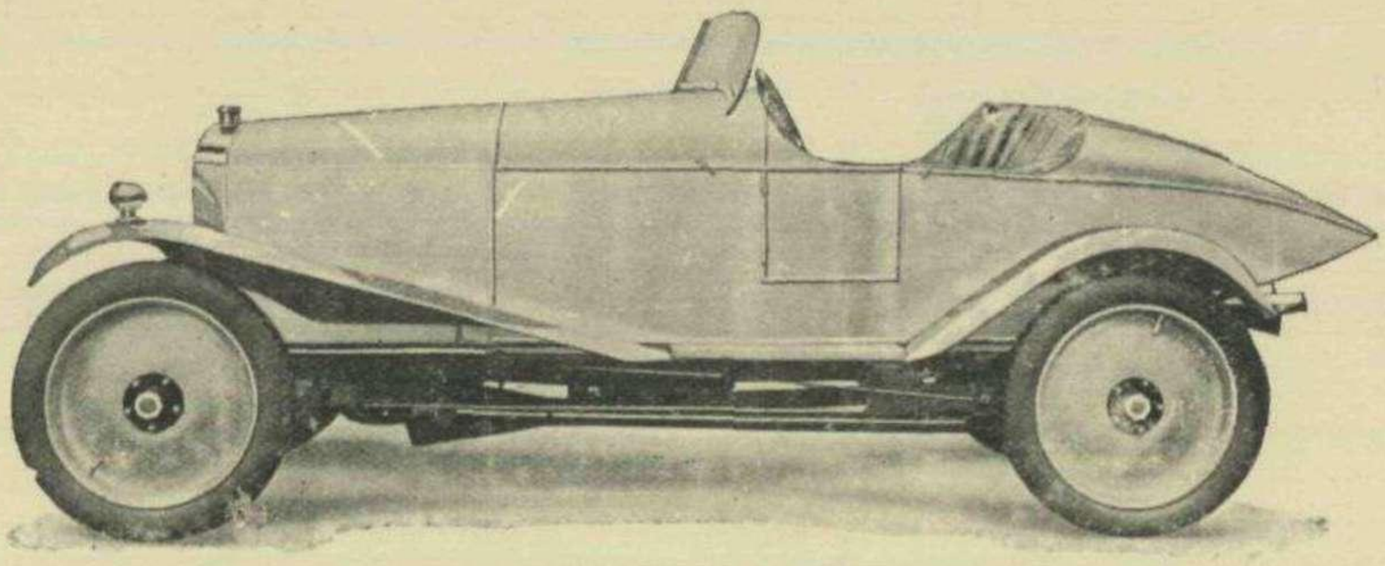
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VOL. 2.

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

OCTOBER, 1925.

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EDITORIAL NOTES.

The principal feature of this issue is the report on the Classic Two Hundred Miles Race, which, organized by the Junior Car Club, drew a record crowd to Brooklands on September 26. Our report which was written largely by an observer at the pits, and therefore contains interesting information as to what happened to the various cars as they came in for adjustments and replenishments. It is from the pits that one gathers exact details of the race from a mechanical point of view and the lessons to be learned from this station in a great race are of the utmost value.

* * * *

Mr. B. S. Marshall, whose Bugatti was dogged by ill-luck in the J.C.C. Two Hundred, contributes an article on his recent success at Boulogne in the form of a personal narrative in which he records the various incidents as they occurred to him. Mr. Marshall's views on the Boulogne race are expressed in a delightful style and will we feel sure appeal to all those who appreciate his achievement in successfully competing without any aid from a racing organization. To win a great race as Mr. Marshall did off his own bat, so to speak, is certain to appeal to the sporting instincts of our readers.

* * * *

We are fortunate in being able to publish a very complete biographical sketch of Major H. O. D. Segrave, whose recent win in the 200 Miles Race adds another laurel to those he has already gained for classic events all over the world. His account of his early struggles to set his foot on the ladder of fame make most fascinating reading as does the record which he holds to-day as Britain's most famous racing driver.

THE TWO HUNDRED MILES RACE.

Major Segrave Wins a Magnificent Race with Count Masetti a close Second.



THE START OF THE J.C.C. TWO HUNDRED MILES RACE.

THIS year's Two Hundred Miles Race will go down to history as the most thrilling of these events and excellent sport was witnessed by the enormous crowd which gathered at the track.

Quite early in the morning the paddock was thronged by interested spectators, who examined the cars with the hope of discovering tips for the race. The nature of the circuit made the result quite problematical and though the Darracq team was considered a sure thing, the chances of some of the " dark horses " appeared to be quite good. In short, the regular habitués of the track pronounced the event as anybody's race, which is just the sort of condition for an ideal sporting event.

Scenes in the Paddock.

Thanks to a splendidly organized racing system, the three Darracqs were waiting in their appointed places in absolute readiness. There was no need for hurried last minute adjustments, and indeed, to all appearances, they might have been staged for the Show instead of waiting for a race of the most thrilling description. In contrast to the peaceful demeanour of the Darracqs, Raymond Mays' A.C. was being coaxed into some semblance of good temper, like a petulant child. Additional feeding arrangements in the shape of an auxiliary radiator and yards of rubber hose stretching from front to rear of the car gave it the appearance of an experimental effort. This, combined with the frantic efforts of a crowd of mechanics, accounted for Mays' long odds with the " bookies." He was quoted at " twenties." The Austins turned up in good condition, as did the Salmsons, though a few other competitors seemed to indulge in final adjustments. The two Alvis (or is it Alvii ?) stood by contentedly, Harvey as usual being conspicuous by his absence, whilst the indefatigable and loquacious George, his mechanic, discussed the prospects with his intimates.

Everyone was waiting for the appearance of the two famous Italians, Masetti and Conelli, who were to pilot two of the Darracqs, but they did not turn up until it was nearly time to go up to the post.

Another interesting feature of the Paddock was the large number of Continental visitors; and what with that and the fashionable " Beret " headgear, there was quite a French atmosphere about the place. Mays having finally assembled his machinery, took a practice spin down to the hangars, but did not look quite happy about the result. The betting at the start made Segrave favourite, with Masetti and Harvey quoted at short odds.

Excellent Organization.

In case we forget to mention it later when handing out the bouquets, we will now place on record the wonderful organization of the J.C.C. No hitch of any kind occurred, everybody knew what was what, where to go and where not to go. All the competitors were clearly instructed and nothing was left to chance. We take off our hats to the J.C.C. officials for giving everyone concerned a most thrilling afternoon's sport.

At the Start.

All the starters lined up in good order, the Marshals kept an excellent control of the proceedings, so that none of the competitors were bothered by pestering spectators and the posse of A.C. mechanics had heaps of room to continue their entertainment with the Mays' engine, which lasted until a few moments before the start. Sharp on time the maroon fired, and off they all went. That is to say all but one; for Count Masetti stalled his engine and did not get going until the others were well away round the banking. Some of the small cars, the air cooled Frazer-Nash in particular, showed some exceptionally good acceleration.

THE TWO HUNDRED MILES RACE—continued.

Segrave led easily at the first hairpin, taking the corner so fast as to throw up a cloud of rubber smoke from his near side rear tyre. Harvey, who was loudly cheered, took this corner in excellent style, which demonstrated the virtues of the front wheel drive, his cornering being quite a feature at the hairpins, though less spectacular than other drivers who were slower at these points.

Early Incidents.

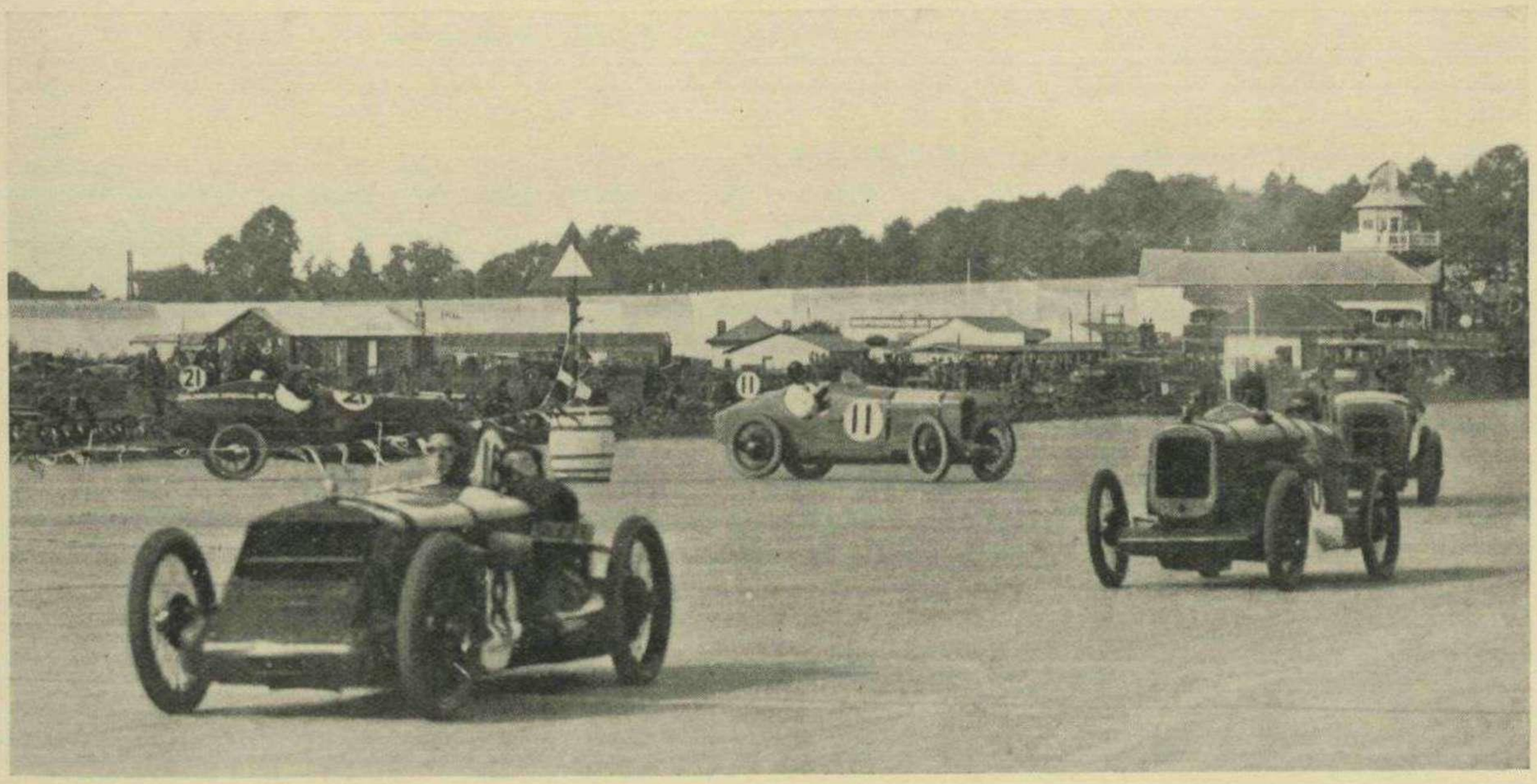
Before the race was many minutes old some startling incidents were witnessed. Johnstone, on the Frazer-Nash, did a spectacular skid, which he corrected just in time. Cook, who was travelling very well and had taken the first hairpin, appeared to lose control whilst swerving to pass another car, struck the curb and turned over, carrying away part of the railings. His gear changing and his engine appeared to be missing slightly. The A. C. pulled in on the third lap for new plugs, after which his run of bad luck started.

Marshall on his veteran Bugatti was going well, but without much speed, whilst Harvey was lapping in 2 mins. 20 secs., his titled team mate putting up an excellent show on the other front driven Alvis.

In the sixth lap there was some thrilling corner work as Harvey and Johnstone rounded the second bend in close company, and on this occasion it was fortunate that the Alvis exponent did not repeat the broadside skid he executed a few laps earlier.

Sportsmanship.

The camaraderie of the track was illustrated by the sporting conduct of Depper; who, finding himself being overtaken by Harvey on the seventh lap, purposely



WAITES' SUPERCHARGED AUSTIN LEADS AT THE HAIRPIN. SEGRAVE CORNERS CLOSE TO THE POST.

mechanic was removed on a stretcher and the Aston Martin remained where it crashed for the rest of the afternoon. The Austins took the corner wide with the exception of England's and Hall's machines, which shaved the posts with wonderful precision.

Conelli was the first to fall under Fortune's frown and had to retire in the first lap with a damaged rear axle. This was unfortunate as the crowd were anxious to have an exhibition of the skill for which this well-known driver is famous.

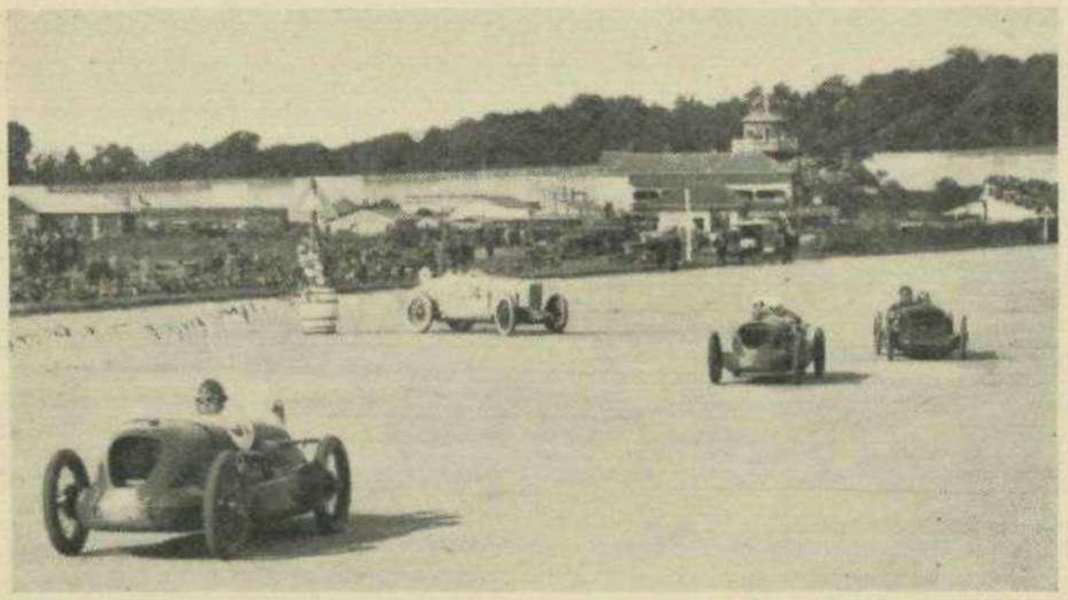
It soon became obvious that Segrave's car was capable of terrific speed and he quickly established a lead, closely followed by Harvey. Three-quarters of a minute later the Earl of Cottenham came up with Alvis 2, with Count Masetti close on his tail. Raymond Mays at this stage of the race figured with the leaders. Masetti was very disappointing as an exponent of quick went wide to give the Alvis driver a chance to make up time on the leading Darracq. This sporting action was seen later when Eaton and Depper both gave way to Segrave in his efforts to catch Masetti.

Dash and nerve were illustrated when Ringwood, on the point of being ousted at the hairpin by a Salmson driver, cut behind and taking a very sharp turn got away before his astonished rival had recovered his course. This incident aroused cheers from all those who saw it. Marshall, in spite of repeated stoppages, remained in consistently good humour and ran a losing race throughout.

Good Cornering by the Amilcars.

Vernon Balls and Pettitt made quite the fastest approaches to the hairpins and got round in spectacular style. In the fortieth lap Pettitt skidded on the wet

THE TWO HUNDRED MILES RACE—continued.



CONTRASTS IN CORNERING STYLES.

concrete, turning completely round before getting away again. The method of the Amilcar drivers when cornering imposed very severe stresses on their near side front wheels; whilst the strains on Segrave's car appeared to fall more on the near side rear wheel.

Halford's gear changing was very good and his supercharged engine was conspicuous by the high pitched whine when accelerating.

Lap No. 14 saw Segrave leading easily, with Masetti a good second, and the two Alvis cars third and fourth at a distance of about one lap behind. Marshall now made a call at the pits for fresh plugs and petrol. Just about this time Morgan brought the Thomas-Special in whilst his mechanic was filling up, beguiled a few minutes in sawing away a portion of his exhaust pipe. Marshall made another call at his pit and it was noticed that his starting handle was broken. Mays suffered more plug trouble and the auxiliary radiator seemed ineffective as the engine was very hot. He got away, however, but after a few more laps was forced to retire with a cracked crank case.

Rain threatened at the 23rd lap, and by this time many of the drivers were appreciably slower, due no doubt to the wear on the brakes caused by the approaches to the hairpins.

Harvey Loses his Position.

Hopes for a British win were at a low ebb when Harvey suffered a very long delay owing to the failure of a push rod. He and his mechanic worked energetically, but it was some time before they got going again. In the meantime Marshall had broken a valve spring and the raising of the valve cover, the easing of a burred valve stem took up so much time as to ruin his chance of finishing within the specified period. About this stage of the race Waite's Austin was running third in its class, his car touching a good ninety without being fully extended.

Eaton was the next victim of valve spring trouble, but he got fitted a new spring in fairly quick time, then set off to make up for his loss. He, with other Aston Martin drivers, took the corners wide, the cars appearing to have less lock than most of the others.

Progress of the Race.

At about the thirty-fourth lap Segrave led Masetti with Halford in third place. Goutte's Salmson was first in the 1,100 cc. Class, with de Marnier second, and Waite on the Austin third. In the Baby Class Depper led, with England and Hall second and third. Marshall was gamely struggling with his valve springs in a very hopeful fashion and was still busy when Vernon Balls came in with an "all speed neutral" gear box. Investigation proved that the clutch cone rivets had sheared, which accounted for his retirement. Cottenham flashed by with one of his front wheels wobbling badly, this defect being of an intermittent nature and did not appear to worry the driver.

Harvey was now driving magnificently in a valiant attempt to make up lost minutes, and at the time appeared to have good chances of gaining a place.

Eyston, who had previously suffered valve spring trouble, called in again to readjust a tappet which had slacked off.

Grey's Austin Crashes.

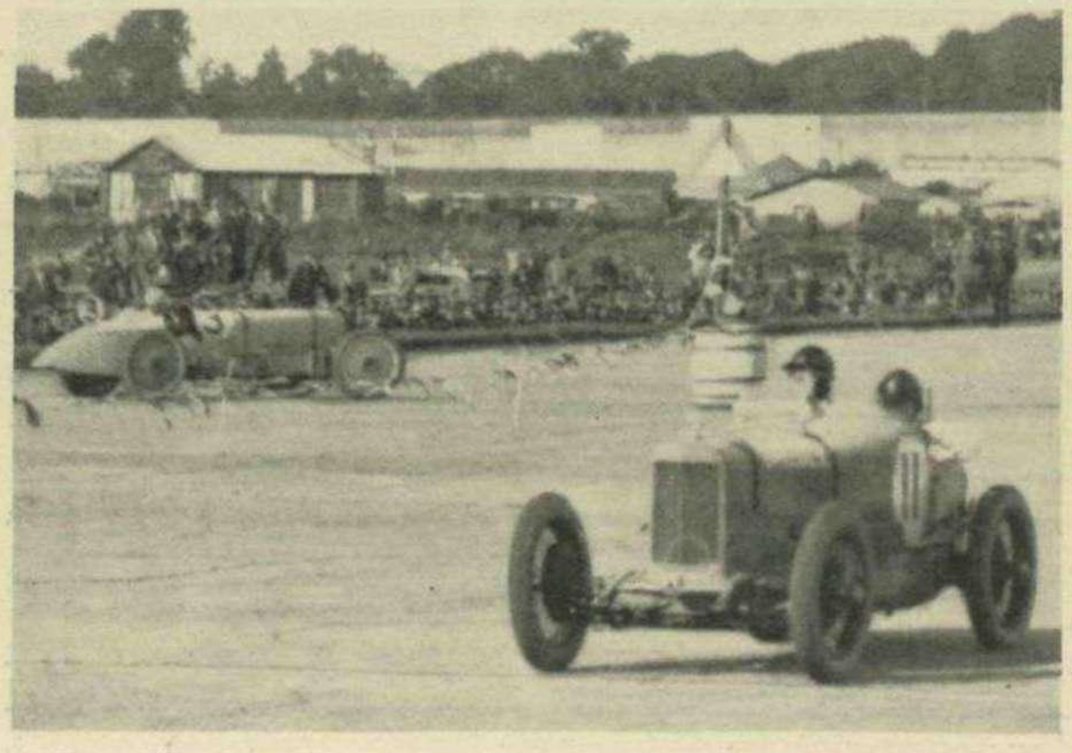
The attendants at the Austin pit now became anxious as Grey did not put in an appearance according to schedule, which anxiety increased as the ambulance van speeded along the track. It appeared that Grey had burst a front tyre on the members' banking and turned over, his mechanic being reported to have sustained a fractured skull. Just at this time the Alvis, driven by Cottenham, packed up on the Railway Straight with big end trouble, possibly due to the fact that his car had served as a practice hack prior to the race.

Segrave Loses his Lead.

Rounding the first hairpin on the forty-fourth lap, Segrave burst a rear tyre and limped in to the pits, where both rear wheels were changed, this incident losing him over two minutes, or the equivalent of one lap.

Masetti was now leading and Halford, who was well placed, was seen to be pushing his car into the pits.

Segrave made up his lost time in a wonderful fashion and from thence onwards the race became a Segrave-Masetti duel, though at one point we noticed Masetti wave his team mate on, and on other occasions he appeared to give way to Segrave.



SEGRAVE LEADS THE EARL OF COTTENHAM.

THE TWO HUNDRED MILES RACE—continued.



MAJOR H. O. D. SEGRAVE AND COUNT MASETTI.

Eyston now retired with big end trouble and Marshall was still in the pits as his engine refused to start after the recalcitrant valve spring had been replaced. He would not give in however, and after fitting more new plugs got going. The Bugatti was evidently in a bad temper, possibly blue paintwork does not agree with the machinery, or with its driver's sombre raiment.

Waite who had been travelling very consistently now pulled up for juice and learned of Grey's mishap. Monsieur Bovier called upon Newman to retire as he was obviously out of the running and the Salmson was wanted for some business at Montlhery.

Harvey Loses more Time.

Luck did not favour Harvey, who came in again for new plugs and lost valuable time as a result. Waite had the misfortune to tear up the fabric joint at the rear end of his cardan shaft and had to retire.

On the fifty-seventh lap Segrave overhauled Masetti on the corner, after which they ran in close company for the rest of the journey, which now partook of the nature of a high speed tour. De Marnier on his Salmson stopped for petrol and demanded "lunettes" and "a boire," which he duly received before continuing.

Smart Pit Work.

Stopped with a blown gasket Hall (Austin) did some splendid pit work by removing the cylinder head and fitting a new joint; this mishap losing him a place in the finish. His pluck in this adversity being rewarded by cheers when he re-started.

Marshall got going again, his persistence in face of adversity being very commendable. Segrave now passed the line on his last lap, with Masetti a few yards behind, and on pulling up these two stalwarts looked on to see who would come in third. For a time it seemed as if Halford was certain of the position, but running out of juice on the Byfleet Banking had to push his car from there all the way to his pit to fill up. This left the Frazer Nash No. 7 in the third place, and as a standard production chassis this machine did wonders and was finally classified as third.

1500 c c. Winner and Placings.

The first home in the 1500 c.c. was Major Segrave (Darracq Special) with an average speed of 78.89 m.p.h. Count Masetti was second with an average speed of 78.88 m.p.h. The third place was gained by C. W. Johnstone (Frazer Nash).

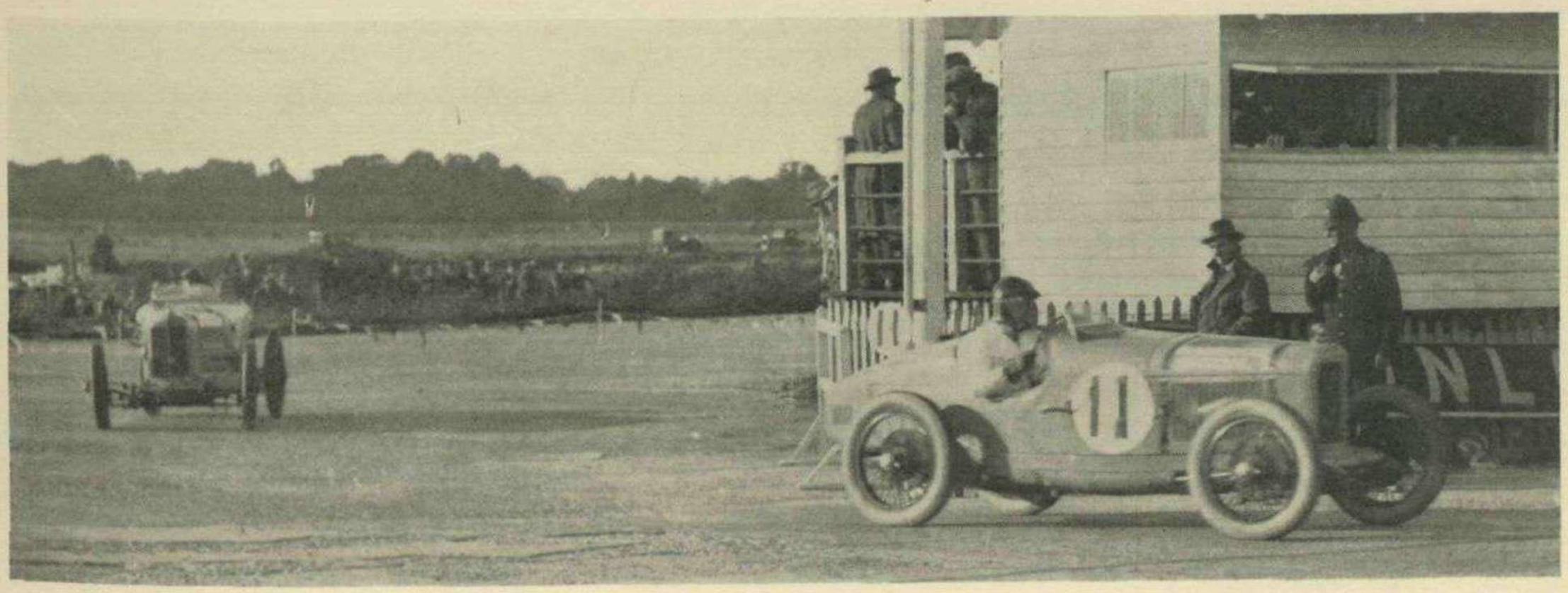
1100 c.c. Winner and Placings.

1, M. Goutte (Salmson), 68.55 m.p.h. 2, M. de Marnier (Salmson). 3, R. Pettitt (Salmson).

750 c.c. Winner and Placings.

1, Gordon England (Austin), 61.16 m.p.h. 2, Gordon Hendy (Austin), 61.15 m.p.h., and 3, Depper (Austin).

The placings for the general classification are as follows:—1, Segrave (Darracq). 2, Masetti (Darracq). 3, M. Goutte (Salmson). 4, de Marnier (Salmson). 5, Johnstone (Frazer Nash). 6, R. Pettitt (Frazer Nash). 7, Halford (A. M. Halford). 8, Gordon England (Austin). 9, Gordon Hendy (Austin). 10, Depper (Austin).



SEGRAVE AND MASETTI ON THE VICTORIOUS DARRACQS AT THE FINISHING POST.

THE WINNING OF THE GRAND PRIX DE BOULOGNE.

By BERTRAM S. MARSHALL.

ON the mantelpiece of my office there stands a figure of Pan, from whose pipes I seem to hear that peculiar music in which the roar of a Bugatti at speed mingles with the hum of voices as the Car flashes past the winning post, for this figure is the Trophy of the Grand Prix de Boulogne I was fortunate enough to win again this year.

Readers of MOTOR SPORT are now familiar with all the details of the great race, but at the Editor's request for a personal narrative, I have pleasure in recording my impressions.



AFTER THE RACE. MR. B. S. MARSHALL ON HIS VICTORIOUS BUGATTI.

Having gained a place in the 1923 race after persistent tyre troubles, and also having won the event last year with my veteran "Brescia" Bugatti in the 500 kilo. category, the idea occurred to me that by careful consideration I could enter it in the Voiturette Class (below 500 kilos.), and thus, after studying various details, it became possible to present the 1,500 c.c. Bugatti to the A.C.F. officials, who were obviously somewhat surprised when the scale turned at 465 kilos. How this was actually effected is too long a story to relate at present, but readers will recollect the general methods I described in my recent article entitled "The Reliability Factor in Speed Events," the latest success over the Boulogne Circuit indicating that there is something to be said in favour of meticulous care to details in car tuning, and learning the course. On completion of my preparations at home, my mechanic, J. Papworth, and I proceeded to Dover by road and duly arrived at Boulogne, where, recognised by the landing officials as an old friend, the little black Bugatti was greeted with friendly smiles, this incident serving as a pleasant augury of success.

As in previous years, I found accommodation for my car in the garage of Mm. Gournay Frérés in Rue Thiers, of which the proprietors are keen motoring sportsmen, and were obviously looking forward to the prospects of first-class Anglo-French duels in the forthcoming races.

The week I had allowed for practising on the actual course was very fully occupied, and although the circuit was supposed to be available for competitors daily between the hours of 6 a.m. and 8 a.m., there was so much traffic about that I decided to commence my road work with the dawn of each day.

With regard to practising, I may mention that no attempt was made to set up high practice speeds, for I knew quite well that the "Bug" would respond to any

THE WINNING OF THE GRAND PRIX DE BOULOGNE—continued.

call, and was therefore content to work at moderate speeds with the object of improving my already extensive acquaintance with the circuit. This perhaps, is a hint likely to be useful to aspirants for road racing honours; for many are inclined to waste precious opportunities by driving too fast instead of studying the course.

On the Friday prior to the day of the race, all competitors had to present themselves with their cars at the Boulogne Abbatior, where the cars were officially weighed, the ceremony being performed under the supervision of Capt. Darragh, an official of the A.C.F. and a well-known English resident at Boulogne. As already stated, the Bugatti came well within the stipulated weight for the Voiturette Class, and having been duly passed was in readiness for the event.

With the recollection of last year's tempestuous weather in mind, I decided at the last moment to fit mudguards to the car, which had a sequel to be mentioned later.

The Morning of the Race.

From experience of this race in the past, I knew the need for keeping physically fit, and part of my training consisted in a six mile forced walk each day over an unofficial course on the Digues, and at last, after a very busy week, the day of the race arrived.

Rising early and enjoying a good old-fashioned English breakfast I made my way to the starting point, and after a final conference with my pit attendants and Papworth, got ready to start. Rain began to fall as the start was made *en masse*, and the Bugatti was No. 11; my first problem was how to get on favourable terms with the drivers who had got away before us, for the Frazer-Nash and Senechal teams, together with a B.N.C. and a Salmson created something in the nature of a mobile barrage.

This possibility, however, had been foreseen, and by taking full advantage of the terrific acceleration for which the Bugatti is famous, I was able to account for at least three of the leaders within the first hundred yards. Warming up to its work, my car screamed past another as we rounded St. Martin's corner, two others being added to our bag immediately after. On approaching the last corner we were close upon Frazer-Nash, who was moving in good style, but eventually he too was passed long before Devres village was reached.

Towards the end of the first lap, Papworth and I were feeling quite comfortable, our spirits rose as we heard a roar of surprised greeting as we passed the grand stand, as the spectators were not expecting the Bugatti to arrive so soon.

Onwards we sped towards St. Martin's corner again, and keeping the car well within her stride followed close on the heels of Clive Gallop, who was very wisely taking the fullest possible advantage of the clear road he had at the start. Then it became a question as to whether he could hold the advantage from his pursuers, for yard by yard we began to make up for our unfortunate position in the mass start.

The second circuit gave me the chance of driving with a clear course, and on passing the pits I knew by a prearranged signal that the priceless seconds lost, owing to the start, were being made up.

During the third lap I began to feel a little uncomfortable, for having prepared myself for wet weather, the heat of the sun became oppressive, I wanted to take off my muffler, which was tied at the back of my neck, and after several gallant attempts to remove it—in which he untied everything he could feel—Papworth succeeded in releasing me. I seriously thought of taking off my coat, but by this time a chilly wind cooled me down fairly effectively.

"Are you feeling strong?" shouted Papworth as in a whisper, and when I nodded he stuffed a piece of chewing gum into my mouth which kept me quiet for the next couple of circuits.

On passing the grand stand on this, the third lap, I saw a car at one of the pits, which turned out to be Gallop's Frazer-Nash, and at the same time a very welcome buzzing noise greeted my ears. *It was the signal that we were leading!* And, as you may guess, it sounded really musical.

During the fourth and fifth laps nothing unusual occurred, but my sympathies were awakened for the unfortunates who had been lapped, and having raced for many years, I have, on many occasions, experienced the sickening feeling which overwhelms one at periods of ill-luck. It is very curious how certain trivial things create a lasting impression during a long race, and my thoughts became centred on a picturesque view of two horses pulling a plough on the skyline in contrast with which the speedy Bugatti in the foreground would have made an ideal subject for an artist called "Horsepower."

We had arranged to stop for replenishments on the sixth lap, and on drawing up at our pit everything had been prepared in readiness. My attendants with one exception were voluntary helpers, unassociated with the trade, and they carried out instructions to the letter. We filled up with petrol, water and oil, the only other attention being the tightening of the front Hartfords.

Papworth, who whilst putting back the empty petrol tins with one hand, snatched a drink with the other, but before he had finished distributing it inside and outside his neck, had to clamber into his seat as I accelerated on first gear. He was an agile fellow, and his gymnastic prowess was put to good account as we darted off to make up the lost time. From the time the wheels stopped to the moment they restarted a lapse of only 1 min. 25 secs. occurred.

During the seventh lap, one of the glasses blew out of my goggles and I felt the most peculiar sensation of driving with one eye exposed to the wind. I dug Papworth violently in the ribs and pointed to my eye, whereupon he produced one of the four spare goggles we carried in reserve. Changing goggles at speed on a bumpy road is no easy matter, and after jamming the goggles on various portions of my face, my mechanic fixed me up and comfort was restored, we went merrily on. A rather exciting incident took place on the eighth lap when on approaching the right hand corner in Devres village another car was seen immediately in front. Unfortunately, the driver mistook our intentions, and instead of allowing us to pass he accelerated round the acute bend, forcing us to take the wrong camber dangerously near the palisade. It was touch and go whether we should crash, but we just managed to scrape round

THE WINNING OF THE GRAND PRIX DE BOULOGNE—continued.

with a couple of inches to spare. What happened to the marshal with the blue flag I do not know, but no one was there to warn the " obstruction " that we wanted to pass. We managed to overtake our affectionate friend on the next left hand bend, and consequently felt much relieved to leave him as we sped up the hill out of the village.

By this time I was getting very thirsty, and thanks to the wonderful road holding qualities of the Bugatti, was able to drive with one hand at 80 m.p.h. whilst taking a refreshing draught with the other. It was on the tenth lap that I became aware of the approaching lunch hour, for all along the course spectators were preparing for picnics in real French style. The outstanding impression on my mind at this period was that of a continuous rapid motion film of people taking lunch, and I found myself making absurd calculations about the miles that would be covered if all the long loaves were to be placed end to end along the course. Then with my problem still unsolved, I passed the pits to become aware that we were on the last lap but one with a safe lead to our credit.

The twelfth and last lap I opened up a little more and increased our lead by half a minute, the car running comfortably all the time, and our last lap was our fastest. Our course was now marked by a continual toasting, our health being drunk by wildly gesticulating spectators, all sorts of people drinking all sorts of liquids out of all sorts of glasses. The long loaves were waved with glee, but the toast I appreciated most was from a sporting ploughman who proffered all his bottle of unlabelled Vin Blanc Ordinaire with a most magnificent gesture! On approaching the line we were slowed down by the blue flag, and received an ovation of which any Englishman might be proud. My friend of many years, Monsieur Franchomme, kissed me in approved French fashion ; and surrounded by enthusiastic crowds, I was presented with a bouquet by Monsieur Walther of Hartford fame. The " reliability factor " was again vindicated, but my victory was not without its detractors, for on reaching the official garage, I was informed that *an objection had been lodged* by another driver.

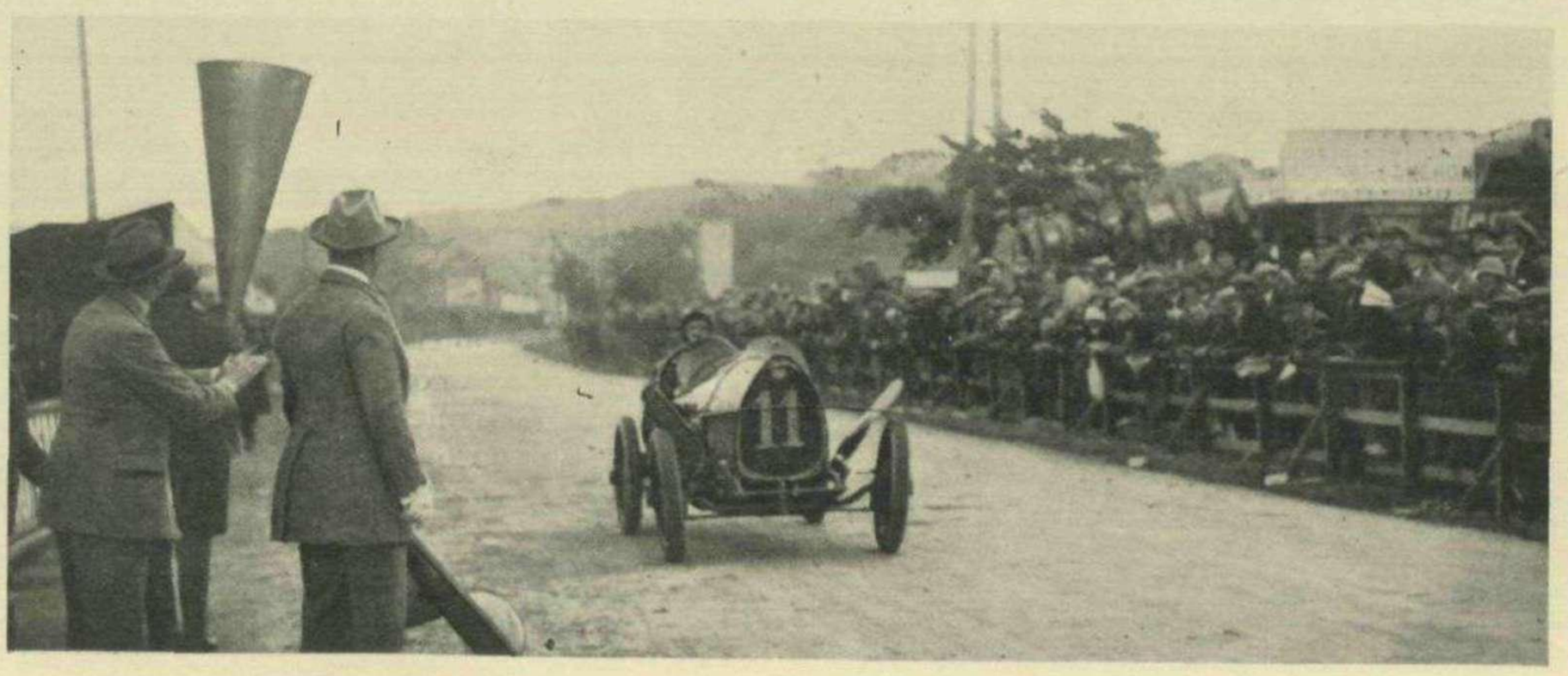
As mentioned earlier, wings had been fitted at the start, and this formed the grounds of the complaint, it being asserted that these must have increased the weight of the car above the stipulated 500 kilos.

Thereupon, the car was taken into the custody of a commissionaire, and off we went to a weighbridge to test the validity of the complaint. At this stage of the proceedings I received the pontifical and benign attentions of M. Charles Faroux. The car was weighed —found correct, and the objection was over-ruled. I was then received by the prefect of the Department of Pas du Calais, the Mayor of Boulogne and other notabilities, also receiving a bouquet from the wife of the President of the Boulogne Club.

The French sportsmen certainly know how to appreciate a victory, even though their own countrymen may not have gained the victor's laurels ; and whilst awaiting the return of my pit helpers at the garage, I received the undiluted congratulations of crowds of French people.

Reviewing the race as a whole, I never had an easier task, my car ran perfectly throughout without a single hitch, and never gave a moment's anxiety. My amateur pit helpers discharged their duties loyally and faultlessly, their signals enabling me to determine my exact position in relation to my nearest opponents at all stages of the race.

I had set out to run the 280 miles course in a regular fashion, and had no ambitions to set up lap or short distance records, considering these to be more satisfactorily performed on the occasion set aside for sprints on the previous Thursday. In conclusion, perhaps I may be permitted to remark that though engaged professionally in the motor business, I participated in a sporting spirit with one mechanic only and my car the only entry of its make—without any racing or factory organisation—proved more than equal to the task. I trust, therefore, that these remarks may serve to demonstrate the possibilities which are open to all who still hold that the future of motoring sport depends largely upon the support of sporting enthusiasts ; especially those who are prepared to give up time and take trouble to prepare themselves and their cars for a race in which reliability is the only foundation—for dazzling, brilliant patches, although more striking than mundane regular monotony, they never did win a race, even if numbers do increase the apparent chances.



SNAP OF MR. MARSHALL'S BUGATTI CROSSING THE LINE.



MOTORING SPORTSMEN.

Major H. O. D. Segrave.

By THE EDITOR.

SOME seventeen years ago, passers-by on a quiet Irish road were startled by the appearance of a single cylinder motor-car being driven for all it was worth by a very small boy. The car was a 6-h.p. Rover, and its driver Master H. O. D. Segrave, now known throughout the motoring world as one of the most skilled and fearless of racing drivers.

Henry O'Neill de Hane Segrave, to give him his full name, was born in America, his father being an Irishman and his mother American. Educated at Eton, de Hane Segrave was destined for a military career, and at the outbreak of the war we find him at the Royal Military College, Sandhurst, from whence he was commissioned as a second lieutenant in the Royal Warwickshire Regiment. Going overseas with his regiment, Lt. Segrave took part in the battle of Ypres, Neuve Chapelle, Somme, Festubert, receiving wounds in action on two occasions.

In 1915, he was seconded to the Royal Flying Corps, and after performing gallant service in the air was promoted to Flight Commander in the field, but on being shot down later was invalided home. As soon as he was sufficiently recovered to resume duty, Capt. Segrave was in harness again, this time as a Staff Captain, R.F.C., at the General Headquarters of the B.E.F.

Later on, he was appointed private secretary to Sir Henry Norman, Bart., of the Air Council, and served in a similar capacity to Major-General Sykes, Chief of the Air Staff. When the selection of British officers to accompany the Air Force Mission to the United States of America was made, Major Segrave was detailed for important work under the British Ambassador at Washington, and for a long time was responsible for what are known as propaganda duties in connection with British actions in the field.

During his military career Major Segrave was twice mentioned in despatches ; and, as may be gathered from the above brief summary of his service, his duties were of an extremely varied and important character, with a spell of diplomatic work.

Racing as an Amateur.

Soon after the Armistice, Major Segrave resigned his regular commission, and whilst still in America bought a 4-litre Mercer racing car with which he won several long distance events on American dirt tracks, gaining victories over well-known transatlantic speedmen on high-powered racing machines. Up to the year 1920, Major Segrave took part in racing events, hill climbs and speed trials as an amateur, many of his performances on the 1914 4½ litre Grand Prix Opel being remembered by our readers.

Fighting for Recognition.

His natural aptitude for speed work and steady nerve, cultivated largely when flying in the war, aroused in Major Segrave the ambition to become a professional motor-car racer. But how was this ambition to become achieved, seeing at that time he had practically no experience of road racing to his credit ? His offers to assist the Sunbeam organisation were repeatedly rejected ; but eventually, thanks to his persevering efforts, he at last induced Mr. Coatalen to give him a trial ; all sorts of dreadful penalties being held over his head should he crash the car or fail to make a show.

Major Segrave did not hesitate to accept the offer, and in 1921 took his place in the Talbot team in company with such famous drivers as Réné Thomas, André Boillot and Lee Guinness. Such a trial was sufficient to daunt any but the stoutest heart, but Major Segrave settled down to make the first circuit of what was for him the first lap in the race for fame and came in seventh. Mr. Louis Coatalen and his colleagues were watching the performance of this persistent young soldier, and in the end congratulated him upon a first-class display of skill and daring. This first exploit resulted in the signing of a contract for Major Segrave, who by personal effort has worked his way from being a

MOTORING SPORTSMEN—continued.

practically unknown amateur to one of the foremost drivers of the world. It is safe to say that Major Segrave has won more races than any other Englishman, and his records leave those nearly all Continental cracks well down the list.

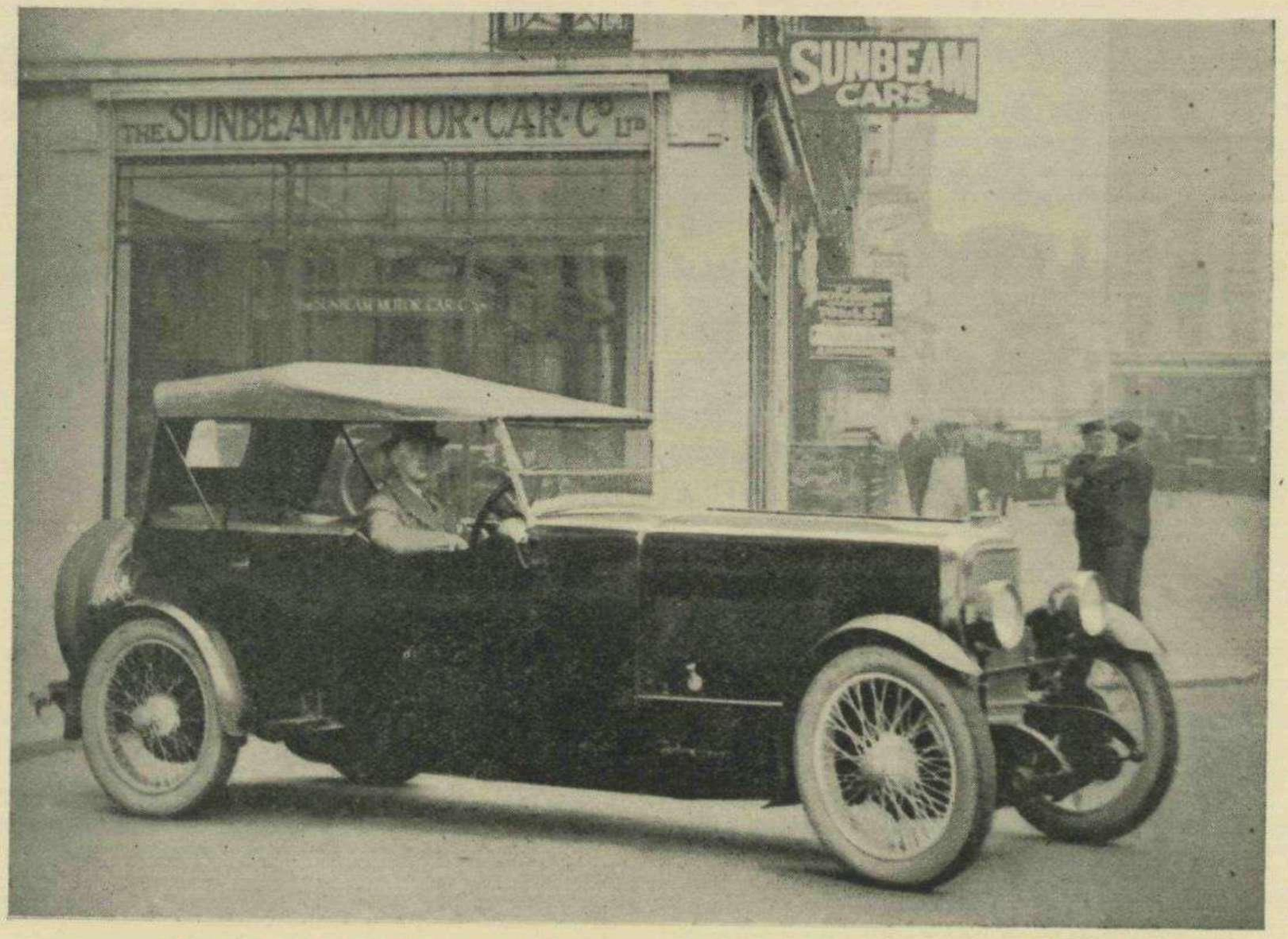
Some Racing Achievements.

Starting in 1921 when he drove in the Grand Prix, Major Segrave followed up his initial appearance as a road-racer by finishing third in the Grand Prix des Voiturettes at Le Mans in the same year, being only 1 min. 34 secs. behind the winner. In the autumn of 1921 he won the first Two Hundred Miles Race at Brooklands on the 1½-litre Talbot, this class of racing being easy work compared with the strenuous contests over Continental roads where more serious opposition was met.

In 1922, Major Segrave figured at Brooklands, and won many races on the single-seater Indianapolis Sunbeam with which he broke the Ten Miles World's Record, and at the championship meeting won the Championships for both the 5,000 c.c. and 2,000 c.c. classes.

British enthusiasts had an opportunity of watching the fascinating driving methods of the now famous Sunbeam exponent, when he took part in the Tourist Trophy race of 1922. Up to the time of his magneto failure, his driving was an outstanding feature of the race and, incidentally, he created a record for the course, which remains unbeaten to-day.

That year was a somewhat unlucky one for Major Segrave, for when running fourth in the French Grand Prix at half way he was forced to retire with engine trouble. Going over to Spain for the Penya Rhin race at Barcelona, Major Segrave finished fourth and then ran second in the Sicilian Coppa Florio over the mountain course, acknowledged by all drivers as the most difficult circuit in the world. Had there been any doubt about Major Segrave's prowess at the wheel—which there was not—his achievement on the Sicilian course would have dispelled it once and for all, and from that date onward he won the approval and respect of all the Continental cracks.



MAJOR H. O. D. SEGRAVE AT THE WHEEL OF THE NEW 3-LITRE SUNBEAM.

Major Segrave ran third in the Grand Prix des Voiturettes at Le Mans in 1922, and also in the Two Hundred Miles Race at Brooklands, thus finishing a remarkable year of racing.

In 1923, he won the French Grand Prix on a Sunbeam, the first and only Englishman who has won this blue riband of the motor world, and also the Grand Prix des Voiturettes at Boulogne.

Ignition trouble spoilt his chances in the French Grand Prix at Lyons in 1924, for after leading for four laps and putting up the record time for a circuit, he dropped to seventeenth position, afterwards performing the astounding feat of overtaking twelve competitors and finishing fifth. That year's wins included the Spanish Grand Prix at San Sebastian and third in the Two Hundred at Brooklands.

MOTORING SPORTSMEN—continued.

This year—1925—when driving a 1½-litre Darracq in an event for unlimited cars he won the Grand Prix de Provence against several 2-litre Grand Prix racers, though handicapped by the banning of super-chargers. At Montlhery he was third in the Grand Prix de Montlhery, and his most recent success up to the time of writing is the breaking of eight Class F international world's records at Brooklands on the new single-seater British built Talbot racer.

Major Segrave's Views on Racing.

Speaking of racing as practised in England and abroad, Major Segrave states that the Continental manufacturer takes a far more serious view of the benefits to be obtained from speed events than does his English confrere. To the former, racing is a great and important national industry and the drivers have in consequence attained a greater degree of skill than one finds in this country. As chief of the S.T.D. racing team, Major Segrave regrets the scarcity of British drivers, and as a result has to fall back upon the services of Continental exponents—who now help him as team mates. Whilst many promising drivers are to be found among British motorists, there is always the difficulty of training them for fast road work and the risk of entrusting a very costly racing machine, worth about £4,000, to a comparative novice is too serious to be taken lightly. Many promising drivers who possess the necessary nerve and dash appear, explained Major Segrave, to lack the iron restraint to avoid risks when practising and to carry out instructions upon which team success so largely depends. Motor racing is a most exciting and difficult profession which so far has seldom been regarded in its true light, but opens out for the keen youngster chances of a wonderful career—if taken up more as a business than as a mere pastime.

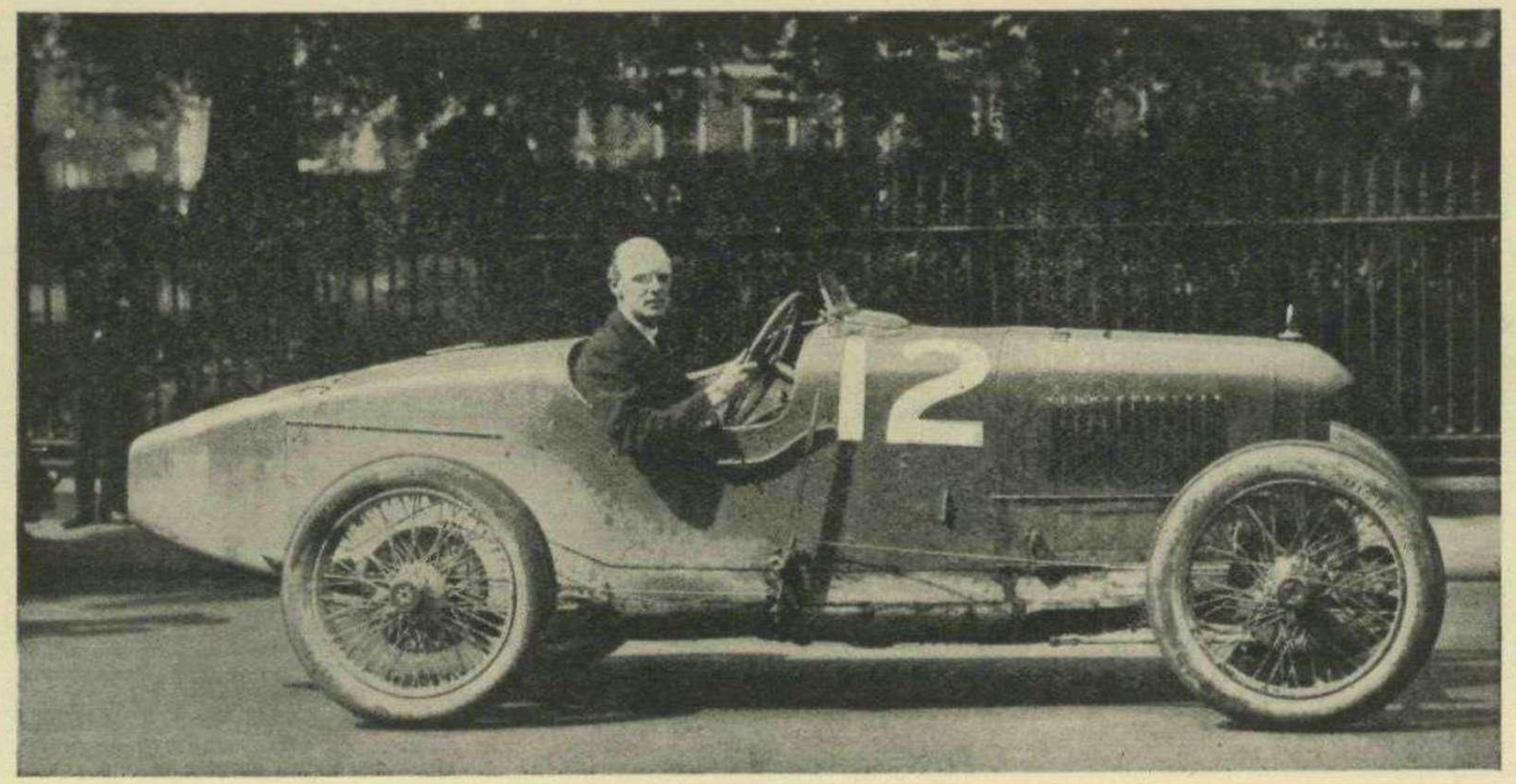
Major Segrave's views on this subject are of extreme interest, for while the amateur motorist has done an enormous amount of work in developing the sporting side of the pastime, one realises that in the hands of such men as Major Segrave, professionalism is raised to a dignified height, and his record is one of which any British motorist may well be envious.

Major Segrave's Hobbies.

As might be expected, the famous racing driver finds the fascination of the workshop too great to resist, with the result that part of his leisure is spent in working on cars, his own garage and shop being fully equipped for this end.

His mechanical genius also finds ample scope in the construction of model railways, his electrified system of model railways some 600 ft. in length being one of the finest in existence. He also plays a useful game of golf and is a quick and accurate shot, spending part of his holidays on the moors with the guns.

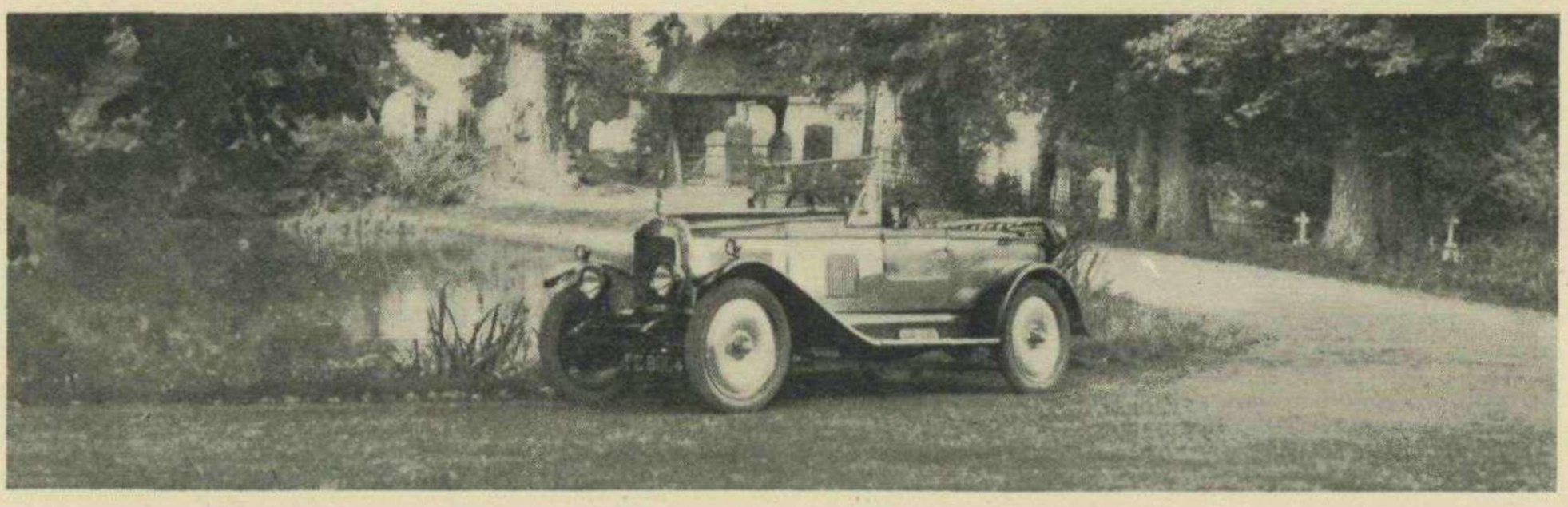
Whilst his reliability and steadiness is universally recognised, he is primarily a fast driver, and possesses wonderful judgment, which accounts for his successes on cars that if cubic capacity were taken into account would have very little chance of offering serious opposition to those of greater horse-power. In conclusion, we may affirm that the wonderful records put up by the Sunbeam-Darracq-Talbot combination are due in no small measure to the personal application and painstaking efforts of Major Segrave whose successes stand out as a wonderful example of single-handed achievement.



A Recent Photograph of Major Segrave on a Sunbeam Racer.

SPORTING CARS ON ROAD AND TRACK.

THE M.G. SUPER SPORTS.



THE M.G. SUPER-SPORTS, NEAR WICKHAM CHURCH, KENT.

ABRIDGED SPECIFICATION.

Engine : Four-cylinder, 75 mm. × 102 mm., side valves, detachable head.
Gear Box : Unit construction, centre change. Three speeds—14.3-1, 7.6-1, 4.4-1.
Final Drive : Spiral Bevel.
Brakes : Four-wheel.
Weight of Car, complete : 18 cwt. 2 qrs.
Maximum Speed : 65 m.p.h.
Price : Four-seater, £375.

KNOWN as the "M.G." Super Sports, the smart little car shown in the accompanying illustrations is a special model of the well-known Morris Oxford adapted to the requirements of the sporting owner by The Morris Garages of Oxford, the design having been evolved by Mr. Cecil Kimber, who is well known to our readers as a keen competition driver.

In view of the remarkable performance of which this car is capable, it may be of interest to enumerate the differences existing between it and the standard Morris production. As a matter of fact, no structural alterations whatever are involved, the process of increasing the efficiency of the normal chassis consisting solely in attentions to tune, modifications of the suspension and the provision of a suitable sports body in addition to minor alterations.

On arrival at the M.G. Tuning Department, the Morris engines are stripped entirely and any attention necessary in the way of further balancing operations are carried out. Another small but important detail is that of cleaning and polishing the engine ports, after which, the engines are submitted to adequate bench tests before being re-erected in the chassis. As far as the chassis is concerned the modifications are very few, and comprise an adjustment of the steering column to give extra rake, the flattening of the springs so as to give a lower chassis line, and the provision of a side lever to operate the handbrake. After several experiments with the suspension system the adoption of Hartford shock absorbers for the rear-axle and Gabriel Snubbers for the front has been adopted as standard.

In the ordinary way, the Smith carburettor supplied as standard is used ; but in the car we tested, an S.U., had been fitted, which seemed to suit the engine remarkably well, the extra jet control being very useful in regulating the mixture as required for varying conditions, hill climbing and maximum speeds when driving all out.

Excellent Bodywork.

As may be seen from our illustrations, the lines of the M.G. Sports are particularly attractive, the low straight sides following on from the bonnet in a very artistic fashion. In the front, the adjustable bucket seats give plenty of leg room and a comfortable driving position, whilst an equal amount of room is allowed at the rear, a feature not always to be found on small sports models. Having driven the M.G. for many miles in bad weather we can testify as to its all-weather protective qualities, and when the hood is folded it lies very snugly and inconspicuously under a detachable cover. One of the specially noteworthy features of the M.G. bodywork is the double opening inclined screen to which triangular side pieces are permanently attached, these latter excluding all side draught from the driver when the car is travelling fast.

The front wings slope gracefully down to the short running boards, and the wheels are finished off with Ace aluminium discs.

The M.G. Sports is also available as a two-seater with adjustable bucket seats and an off-side door.

Remarkable Acceleration.

Taken all round the M.G. Super Sports is capable of extraordinary good performance, especially when one considers that it is a practically standard Morris production vehicle as far as structural features are concerned. The makers make no extravagant claims to tremendous road speeds, but have certainly succeeded in producing a very smart, reliable and lively car with sporting characteristics for the modest sum of £375 ; a car, moreover, which has behind it the wonderful resources of the world-famous Morris productions.

Our first impression when taking the car over recently was that of the remarkable acceleration, the engine leaping into life immediately the accelerator was

SPORTING CARS ON ROAD AND TRACK—continued.

touched. On a level road the car will accelerate up to 50 m.p.h. in just over 24 seconds, the first and second gear ratios being well suited for a quick get-away. Speaking of the gears, the change up or down can be effected with ease at almost any speed, though for a silent change a moderate pause in neutral is beneficial. When getting away the engine gives out a most healthy bark, which, if anything, is a little too invigorating as it attracts attention in police infected areas, so unless one proceeds quietly on top, there is a chance of being credited with greater speed than is actually the case.

It is possible that means for driving with a quieter exhaust would be beneficial at times, though the ultra-sports driver appears to be willing to risk the costs of a 100 m.p.h. roar.

long loop where it is liable to damage. Whilst the four-wheel brakes are admirably proportioned and act with great effect, there is just a suspicion of the Morris squeak which characterises their application, but this we suppose can be corrected without much difficulty.

At low speeds the steering is not quite as light as one might wish, but the objection disappears on closer acquaintance with the car. When travelling fast the car holds the road well and there is no "dither" or shock transmitted to the driver's hands.

The engine sticks to its work manfully, and on the whole the transmission is good, but as one might well expect it is possible to feel a period or so when the car is forced to its utmost limit of speed, which on the much-used example we tested was in the neighbourhood of 65



A Good Performance by the M.G. Sports on a New Test Hill.

A Few Minor Criticisms.

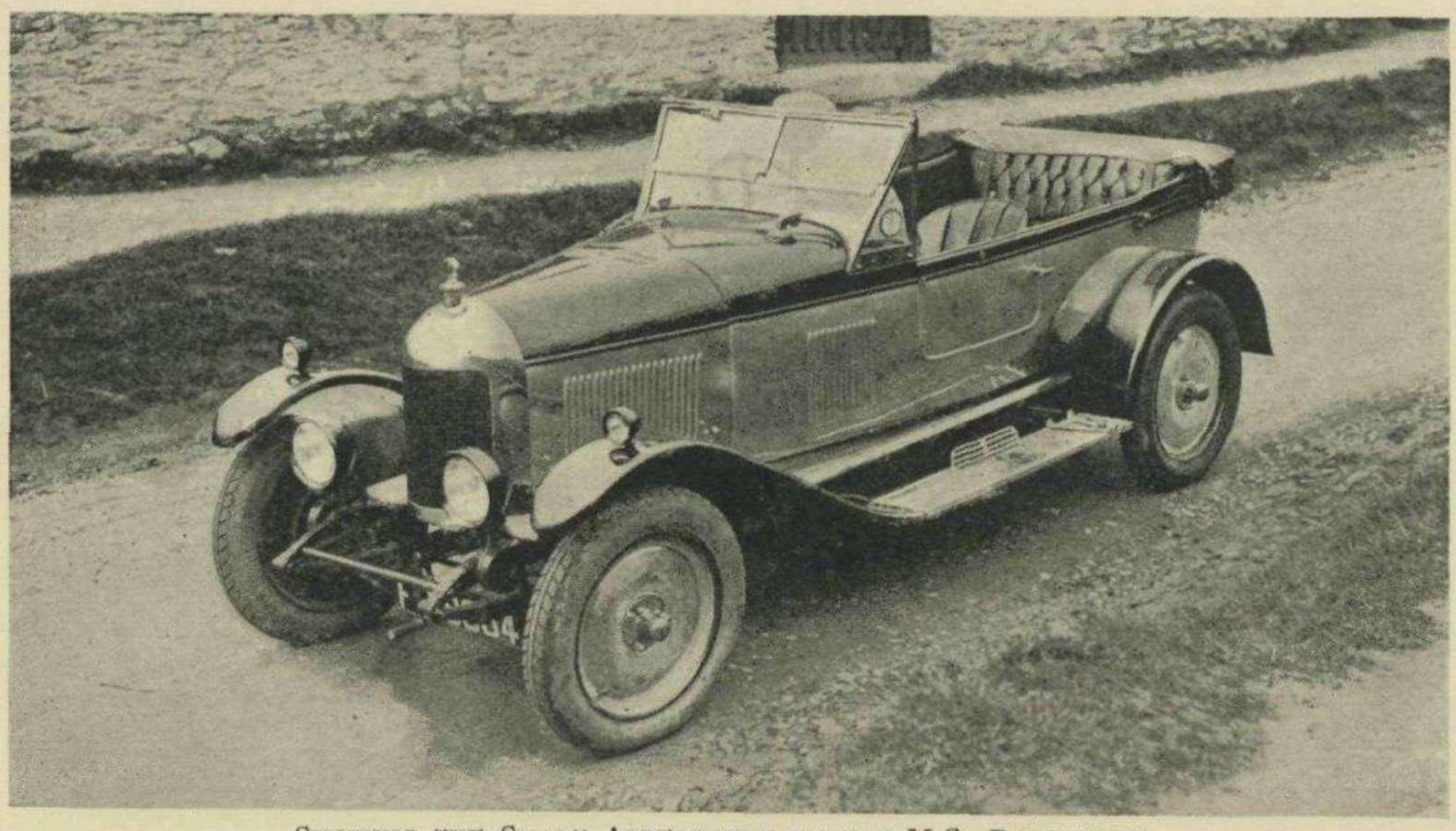
In pursuance of our duties in making the kind of criticism our readers demand, we were on the look-out for any faults in the M.G. Sports which can be expressed in a few words. The position of the side brake lever is a little inconvenient if one drives with the right elbow over the side of the body, and the lever could be a couple of inches longer with advantage. We understand that for the 1926 model, the body will be 2 in. wider, which will give more room for getting at the brake lever as well as increasing the comfort. In flattening the springs, the ground clearance has been somewhat restricted, the tail of the exhaust pipe being too close to the ground for comfortable negotiation of rough surfaces; this, of course, being easily altered. It would be neater if the speedometer cable from the nearside front wheel were clipped close to the chassis instead of hanging freely in a

with four up. This should not be taken as adverse criticism for there are very few cars—and none of its own particular class—which make less fuss at speed than the M.G. Sports.

Hill Climbing Capabilities.

When we mention that the identical car in question has won a gold on the London—Lands' End, to say nothing of numerous other trials, readers may rest assured as to its climbing capabilities, for Beggars' Roost is an incline commanding respect from most cars of to-day. Not having an opportunity of trying it up any famous hill, we contented ourselves with the ascent of a little incline off the beaten track which is seldom used for trials as it is a cul-de-sac. It boasts a very rough surface, an awkward bend and a maximum gradient of 1 in 3 for about 80 yards. The climb starts with a rise of 1–6 which can only be reached by reversing

SPORTING CARS ON ROAD AND TRACK—continued.



SHOWING THE SMART APPEARANCE OF THE M.G. BODYWORK.

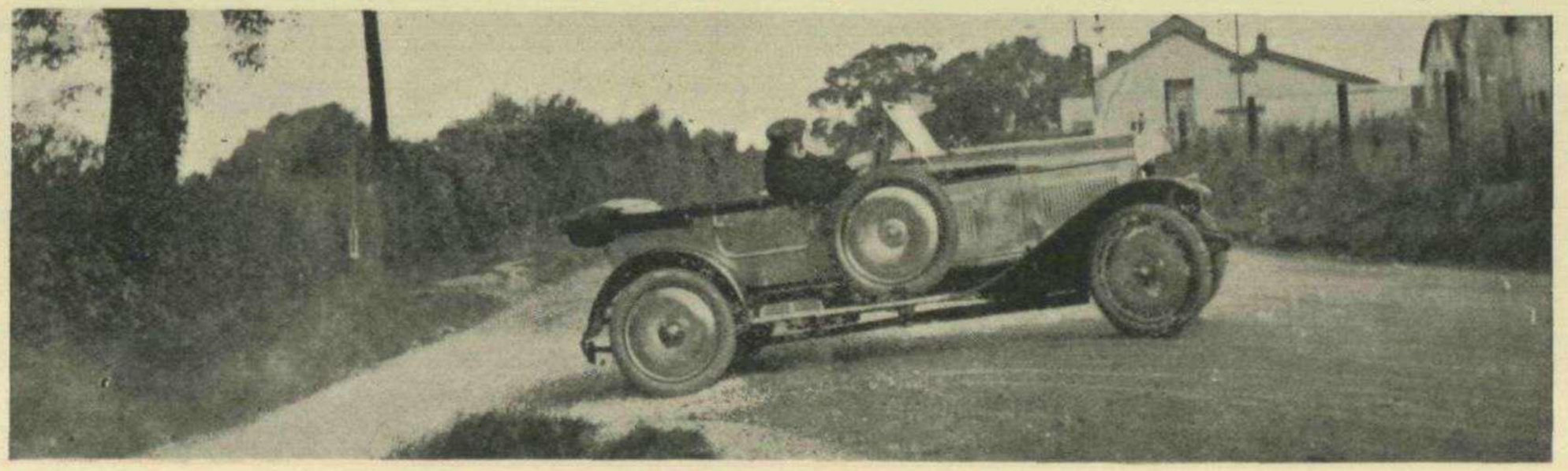
down the slope, but the M.G. Sports made light work of the hill and finished with a speed of nearly 20 m.p.h. on first gear. Reigate Hill with four up was taken at 38 m.p.h. on second without any apparent diminution of engine revs., much to the astonishment of the usual crowd of Sunday sightseers gathered at the top, who failed to understand how so much kick got behind the familiar Morris radiator. A run of forty odd miles all out on a good main road proved the engine an absolute glutton for hard work, and the faster it went the more happy it seemed. There is no difficulty whatever in keeping up a steady fifty-five, and on occasional good stretches the needle went well and truly over to 65 without a murmur. Though one would not describe the car as absolutely silky at 65 there is a noticeable absence of unseemly vibration or body noises, the sensation is one getting an abnormal performance out of a normal chassis with a degree of steadiness and comfort that one hardly expects.

Good for Fast Touring.

Apart from its characteristics as a first-class performer over typically competition courses, the M.G. Sports is an ideal machine for traffic work and touring as high averages can be maintained without effort. In gaining the high speed efficiency, nothing has been given away that impairs the general utility of the M.G. Sports, and one can use it as a top gear car without imposing undue stresses on the engine or transmission. Thus in traffic it will run smoothly at 6 m.p.h. on top gear and accelerate comfortably, without any signs of distress, to a good touring speed. All ordinary gradients may be taken on top gear, unless one is out for really high averages when the early changes of gear are very effective.

The production of a sports car with the kind of performance mentioned above for the sum of £375 brings the ownership of a fast and lively little car well within the range of many who hitherto have considered a four-seater car with a 14/28 h.p. engine beyond their means, and having thus achieved success in this direction, Mr. Cecil Kimber intends to introduce developments which will still further increase its popularity. It is probable that in the near future, still greater scholastic honours will fall to the Morris cars which have successfully matriculated in Mr. Cecil Kimber's Finishing School for Morris cars, where the curriculum includes courses in "Hotting up," "Hill Climbing," and the "Correct Deportment of Cars in Sporting Events."

We hope in an early issue to give full details of the 1926 model, which promises features of great interest.



LEAVING THE TEST HILL FOR THE MAIN ROAD.

THE GRAND PRIX D'ITALIE.

COUNT BRILLI-PERI WINS INTERNATIONAL RACE ON HIS ALFA-ROMEO.

THE BUGATTI TEAM SCORES ANOTHER SUCCESS IN THE VOITURETTE CLASS.

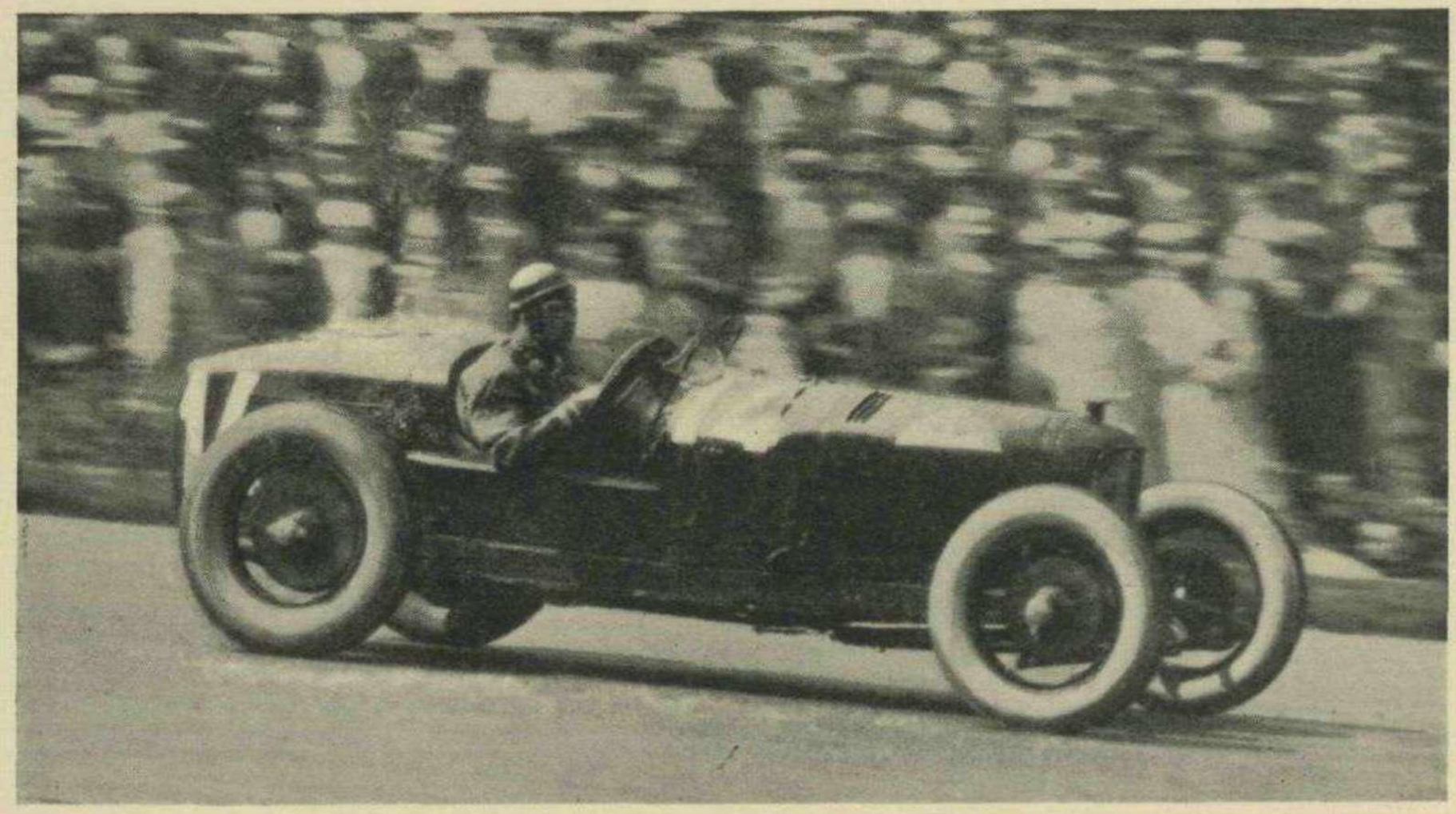
YET another classic event has added laurels to the famous Alfa-Romeo cars, which now occupy the premier place among the world's fastest cars. On Sunday, September 6th, a vast concourse of 140,000 spectators were assembled at Monza, near Milan, to witness the fifth race for the Grand Prix d'Italie; members of the Italian Royal Family, Signor Mussolini and Gabriel d'Annunzio being present.

As is well-known, the Monza circuit, which includes the great Italian race track, is 800 kilometres in length, the total distance comprising eighty laps of roads which had been specially prepared for the event. In spite of the enormous crowds and some 11,000 cars gathered at different portions of the route, the organisation was so admirable that no traffic congestion was experienced, whilst the control of the course assured the safety of the spectators and competitors alike. Indeed, it seemed as if every official available had been called in to assist in making the great Italian road race a complete success as a national festival of premier importance.

In accordance with the regulations covering International Grand Prix contests, the engine capacities of the cars did not exceed 2 litres, with a minimum unladen weight of 650 kilos. Two-seater bodies were stipulated, but only one driver was permitted for each car, and adequate provisions for preventing the escape of oil on the track were insisted upon.

The Competing Cars.

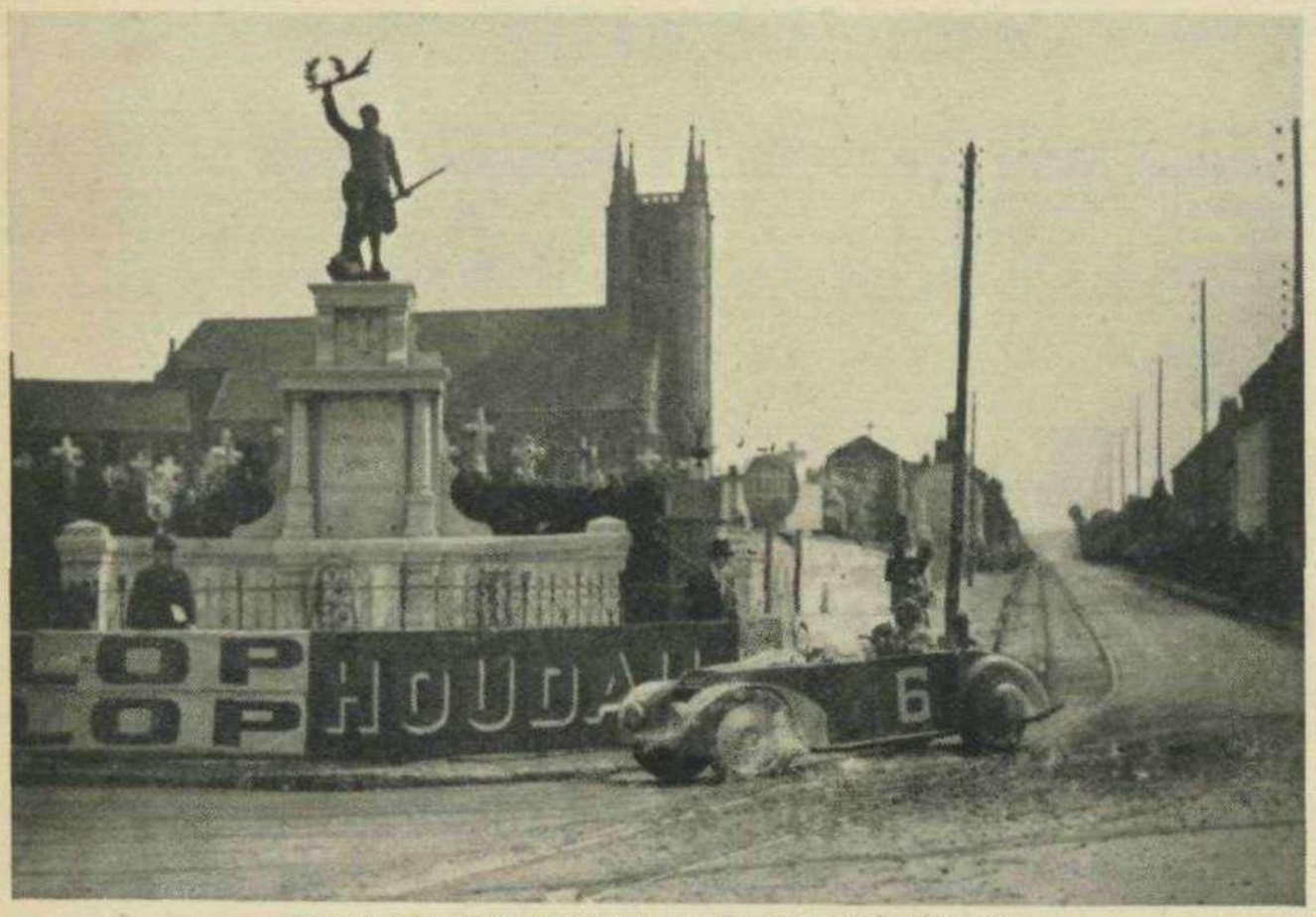
Special interest was evinced by the entry of the Dusenberg track racing cars, which in the hands of Kreiss and Milton were expected to extend the Alfa-Romeos, the latter being piloted by Brilli-Peri, Campari and the American, de Paolo. A Diatto driven by Materassi; a Guyot Special with Guyot at the wheel, completing the list of starters for the Grand Prix classification which was run off simultaneously with the race for the Grand Prix des Voiturettes de L' A. C. d'Italie, in which the following cars participated:— Five Bugattis, driven respectively by Constantini, P. de Viscaya, F. de Viscaya, Goux and Foresti; two Cheribiris, with Plate and Santoleri as pilots; and the Eldridge-Special, with its owner at the wheel. It was an understood thing that the Bugatti team was out to give a demonstration of reliability, but, at the same time, one cannot but remark how the car handled by Constantini with its 1,500 c.c. engine ran in to win its class at a higher average speed than that of the 2 litre supercharged Dusenberg, which finished third in the Grand Prix proper. The latter car was fitted with a blower revolving at the enormous speed of 3,000 r.p.m., whilst those of the Alfa-Romeos were of the Rosto type with a two-speed gear.



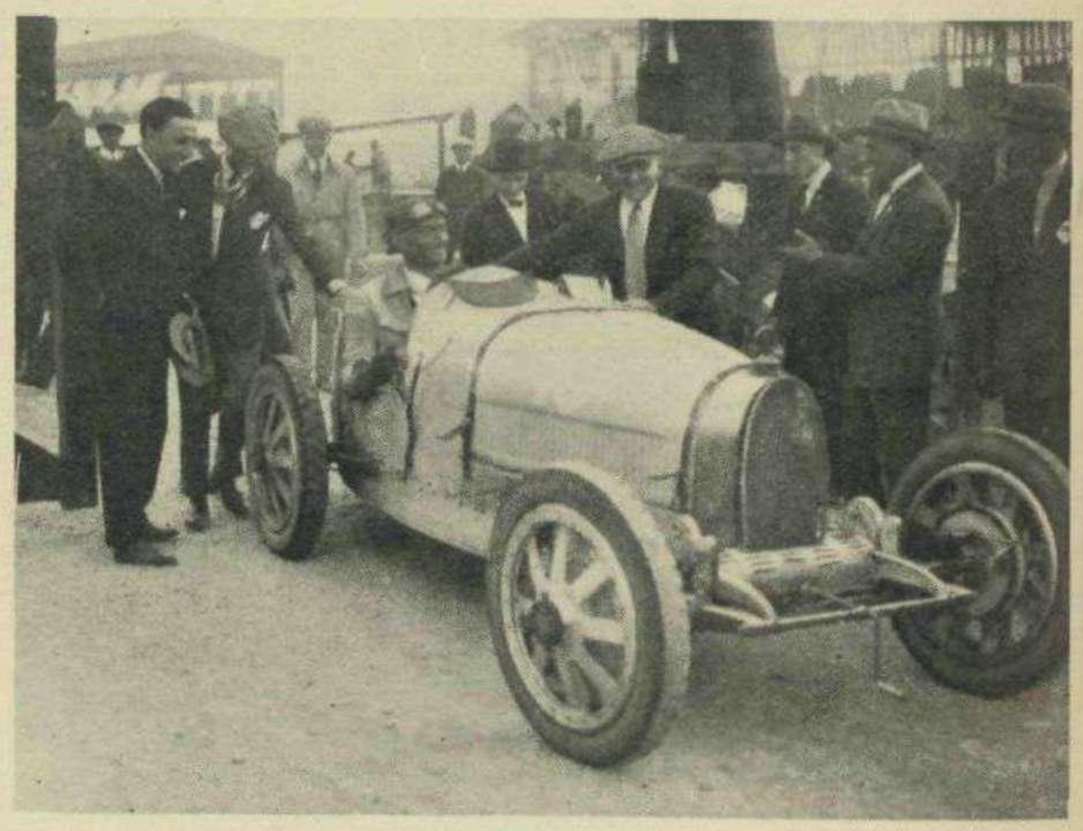
COUNT BRILLI-PERI ON THE WINNING ALFA-ROMEO.

At 10.0 o'clock, the signal for the start was given by the Crown Prince Humbert of Savoy, and amid extraordinary scenes of enthusiasm, the cars were sent off on their journeys. Campari on his Alfa-Romeo set the pace, closely followed by de Paolo, Kreiss, Milton and Brilli-Peri; but after some magnificent driving, Kreiss began to challenge Campari for the lead. His success was short-lived, however, for on the third circuit he suffered a severe skid, which, though he escaped un-

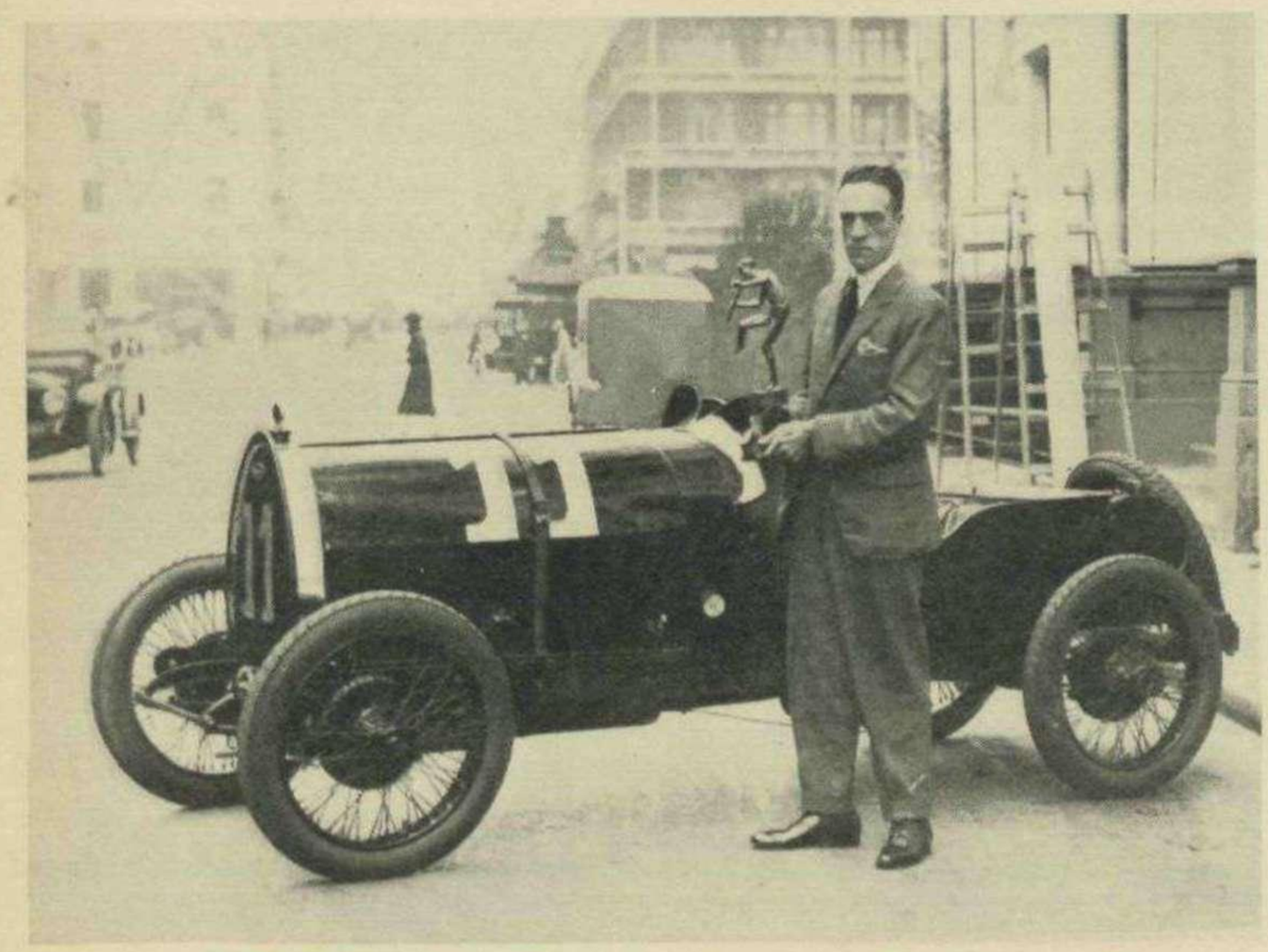
Recent Events in the



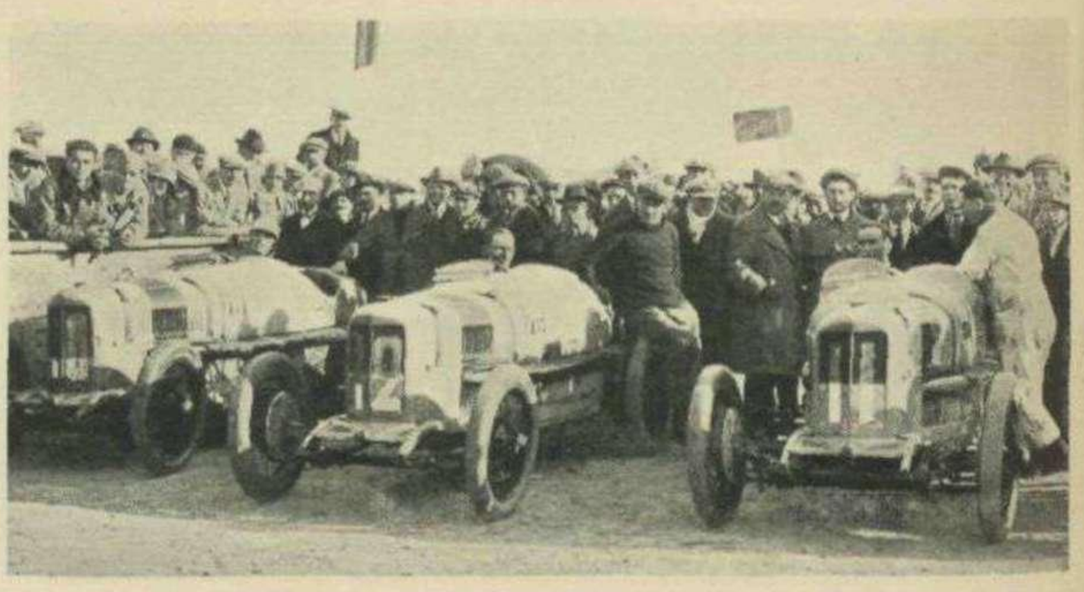
BOULOGNE: THE CHENARD AT ST. MARTIN'S CORNER.



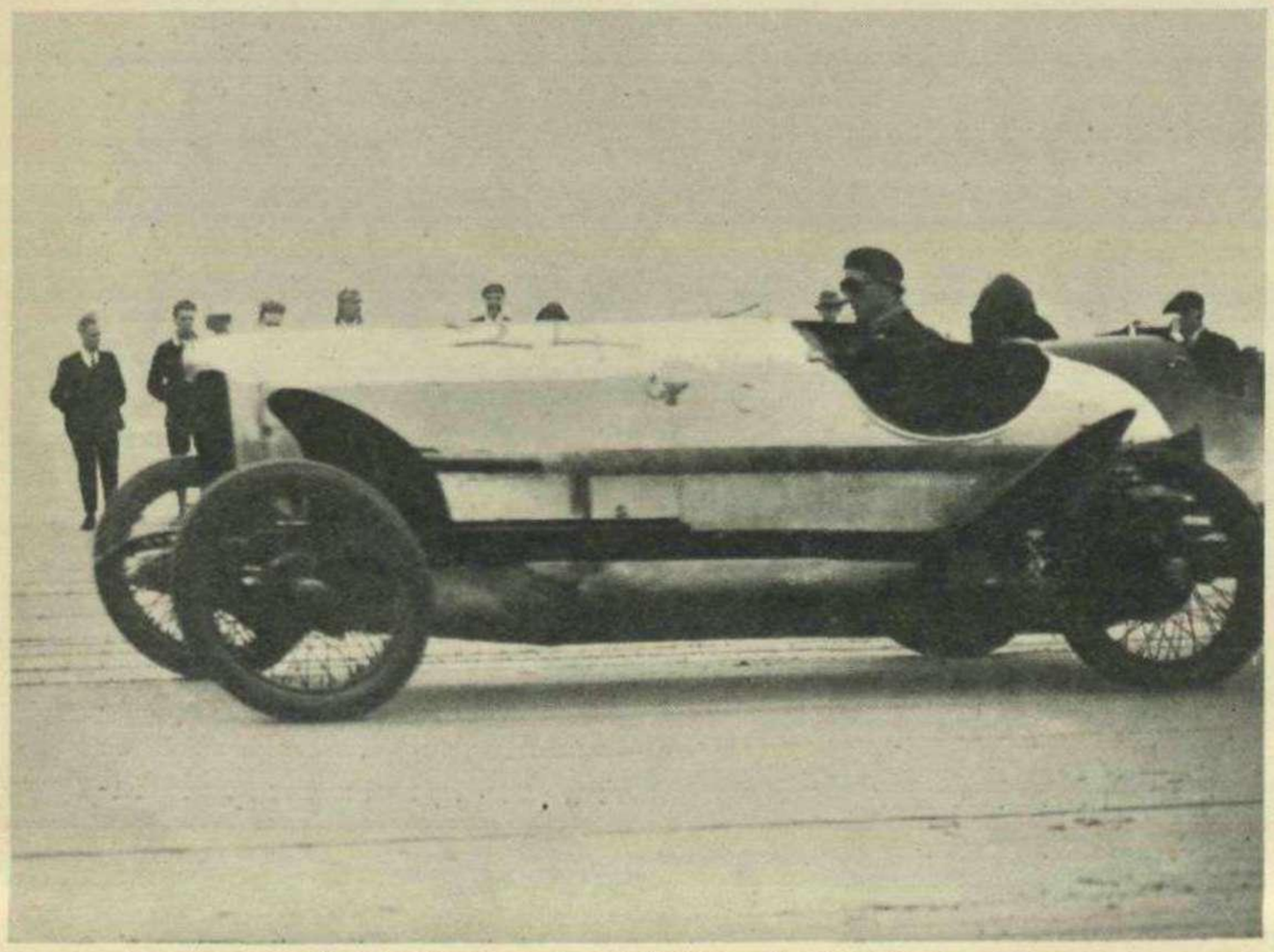
BOURNEMOUTH GIPSY M.C.C. CONSTANTINI ON THE GRAND PRIX BUGATTI.



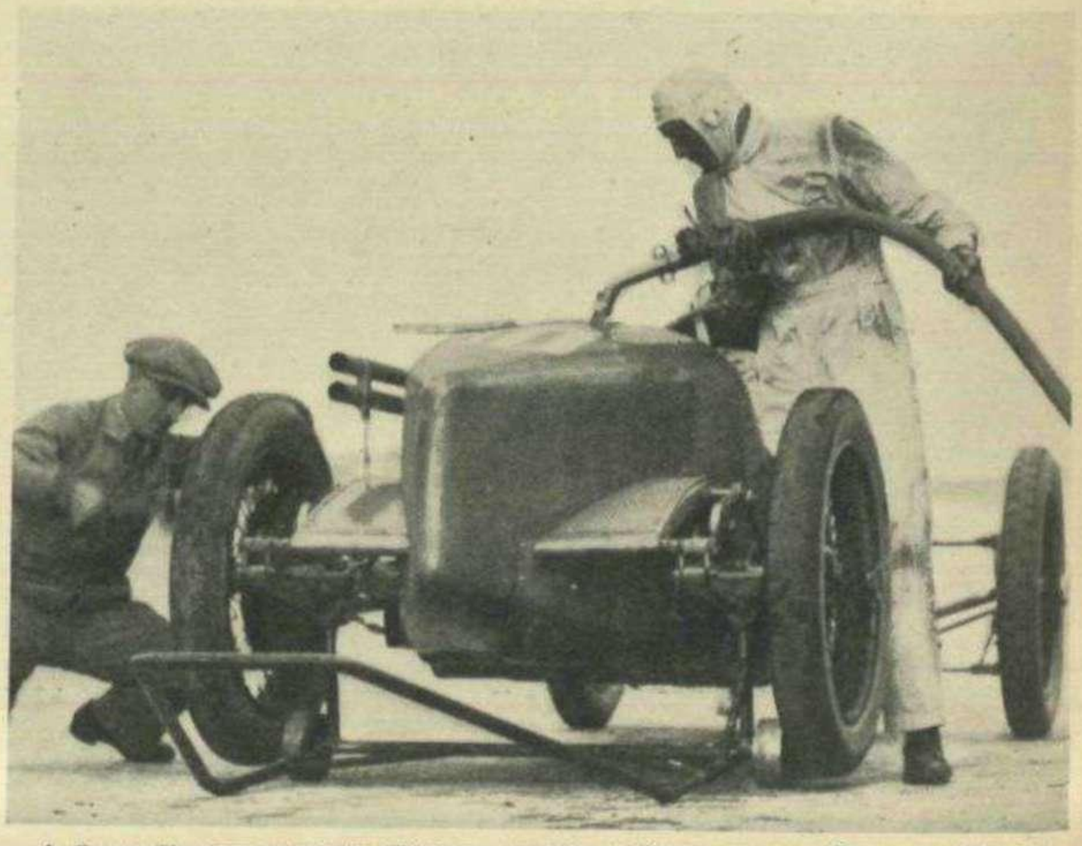
MR. B. S. MARSHALL WITH HIS BUGATTI AND GRAND PRIX DES VOITURETTES TROPHY.



THE "200 MILES" DARRACQ TEAM AT MIRAMIS.

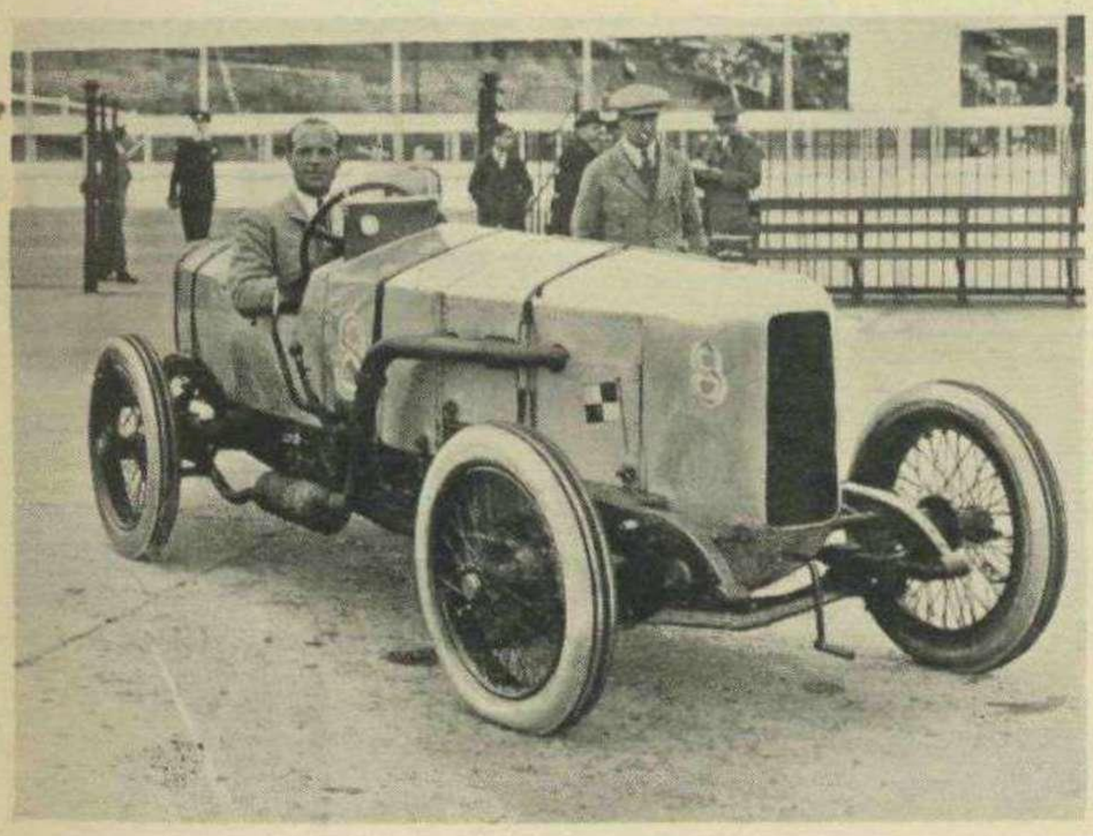


V. WALLSCROUP ON HIS SPEEDY RILEY SPORTS.

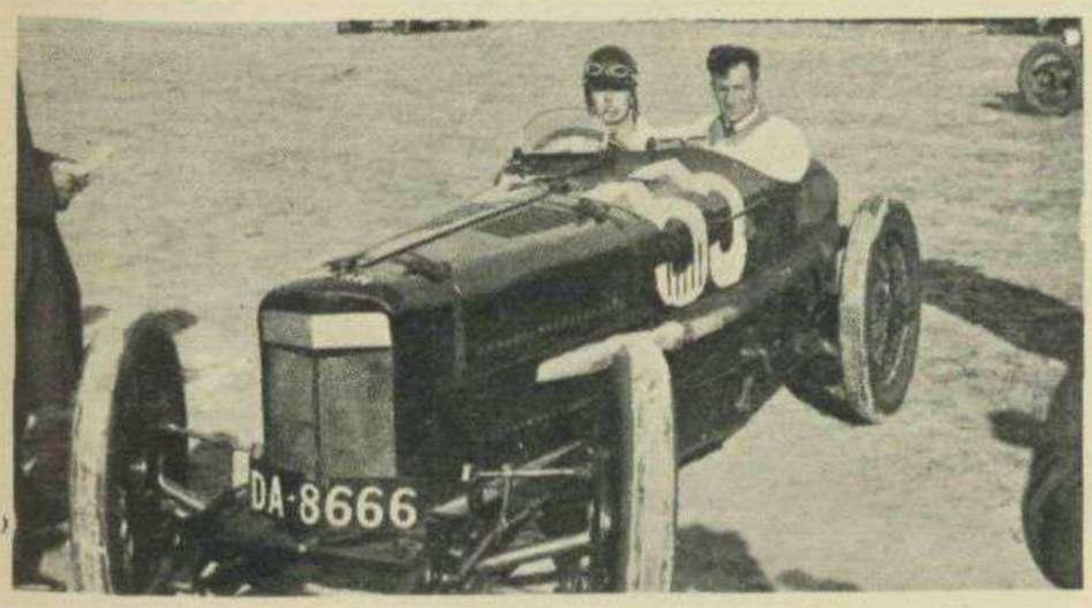


A GOOD EXAMPLE OF PIT WORK. BENOIST FILLS UP AND CHANGES TYRES

Motor Racing World



MAJOR ROPNER ON HIS "SILVER ARROW" VAUXHALL.



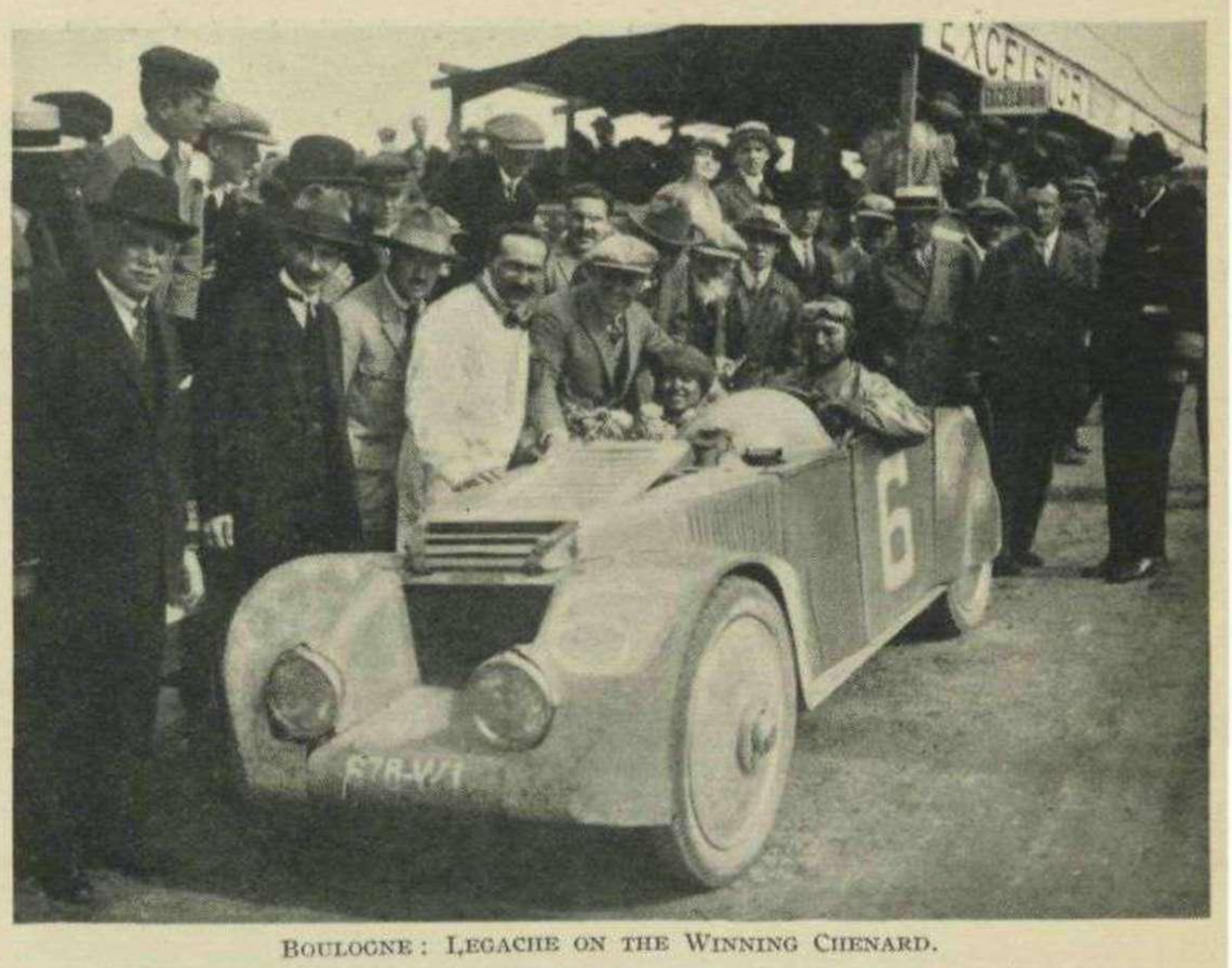
MAJOR SEGRAVE ON HIS SUNBEAM AT SOUTHPORT.



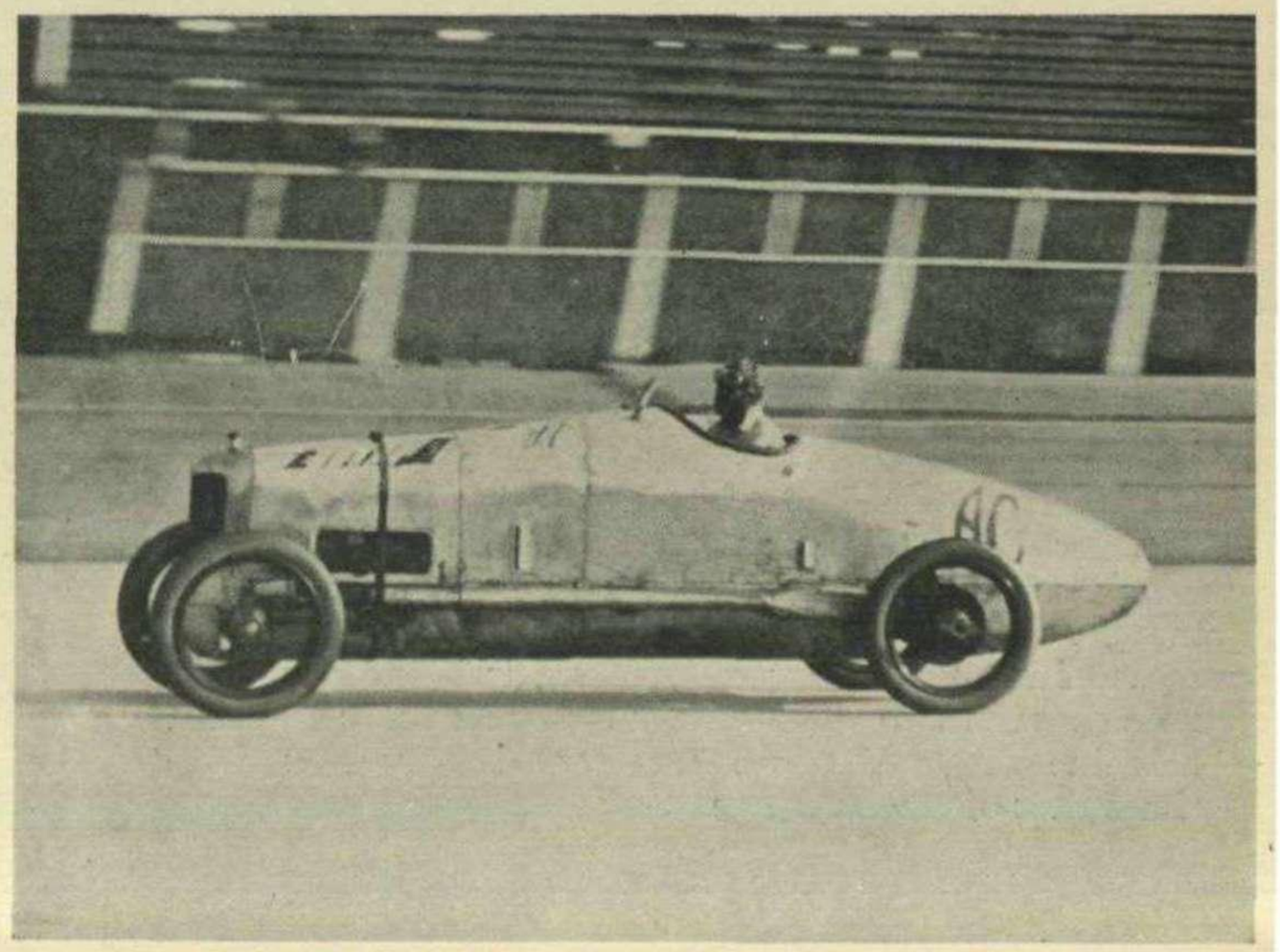
LEGACHE: WINNER OF THE BOILLOT CUP.



BOULOGNE: START FOR THE GRAND PRIX DES VOITURETTES.



BOULOGNE: LEGACHE ON THE WINNING CHENARD.



THE A.C. RACER SNAPPED AT SPEED ON THE MONTLHERY TRACK.

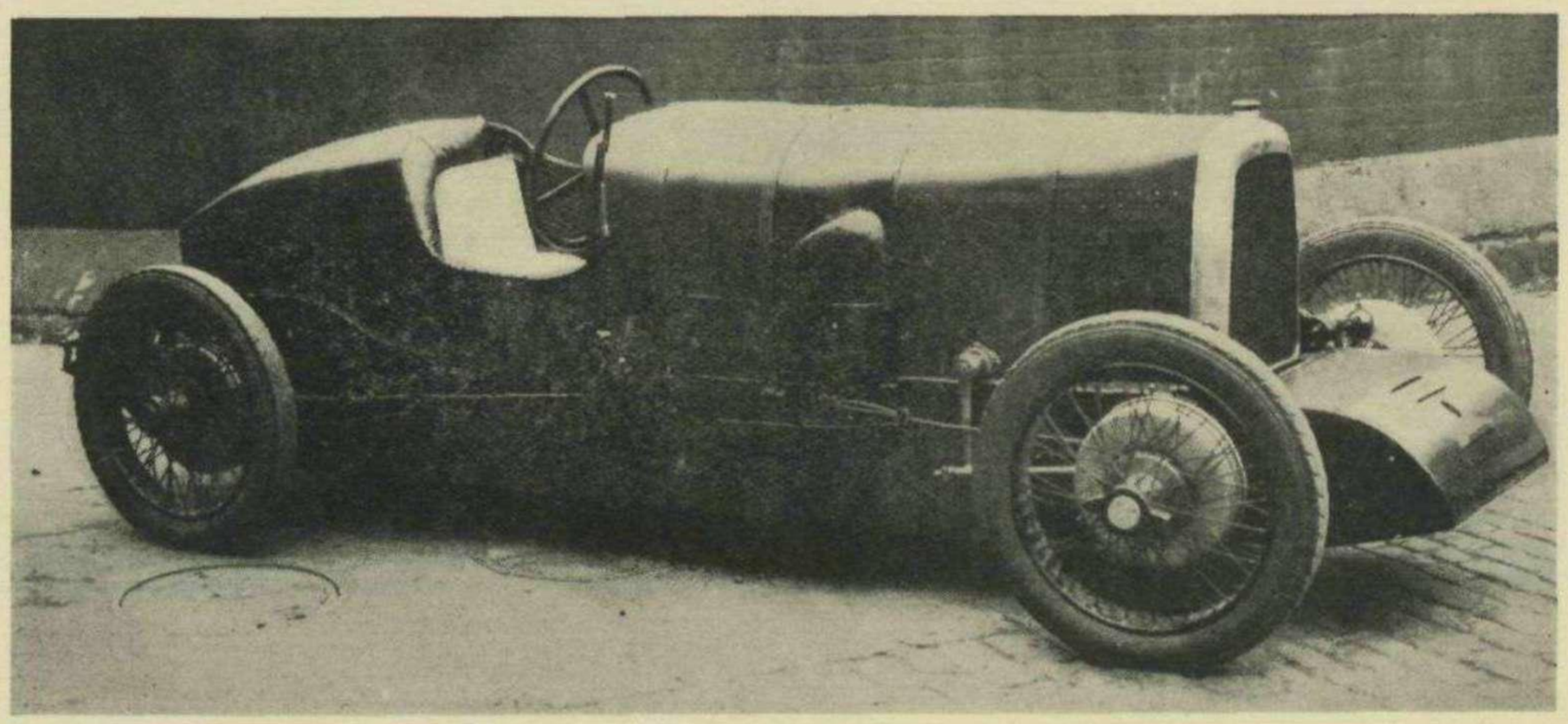
THE GRAND PRIX D'ITALIE—continued.

injured, forced him to retire. After 50 kilometres, the three Alfa-Romeos held the lead, Campari and Brilli-Peri holding first and second places respectively until the thirtieth circuit, after which Milton on the Dusenberg forced his way to the front, with his compatriot, de Paolo, on the Alfa-Romeo, following close behind in the second place. At this stage, it looked as though the Dusenberg had found its legs, and the spectators began to fear the victory would be wrested from the Alfa-Romeo team, which appeared very possible until Milton lost several circuits owing to the loss of oil from a fractured pipe. For a large part of the race Milton was obliged to use his top gear owing to a mishap to his gear-box soon after the start. When running second at 300 kilometres, de Paolo's Alfa-Romeo came to a standstill, and the driver had to change his carburettor, but he afterwards made up time in a splendid fashion and took up his position behind Milton.

At 400 kilometres, Brilli-Peri assumed the lead, the field now being reduced to four with the retirement of Materassi on the Diatto, and for the next 300 kilometres the order of the race was Brilli-Peri, de Paolo, Campari and Milton. After the 70th circuit the position changed, Campari and Milton both overtaking de Paolo, and near the end the Dusenberg made another great attempt to get on terms with the leader, but without much hopes of success. The four cars were now travelling at terrific speeds, and with so close an issue at stake the drivers were exercising every conceivable effort to outdrive each other; nevertheless, the order did not change, and Brilli-Peri came home a winner with an average speed of 94½ m.p.h. followed by Campari, Constantini in the Voiturette class, Milton and de Paolo.

The Grand Prix des Voiturettes.

The story of this race is soon told, the Bugattis and Constantini, the brothers de Viscaya and Foresti outclassing their rivals in an unmistakable manner. Eldridge retired early in the race with magneto trouble; Plate, on the Cheribiri, fell out at 150 kilometres; Santoleri skidded and turned over three times, only escaping serious injury by the merest chance; and Goux (Bugatti), after holding the lead from the tenth to sixty-fifth circuit, was forced to retire owing to a damaged petrol tank. Constantini's time for the 800 kilometres was 5 hours 44 mins. 46 secs., his team mates running in as a regular procession at very short intervals.



W. H. Cook's Aston-Martin which Crashed in the 200 Miles Race.

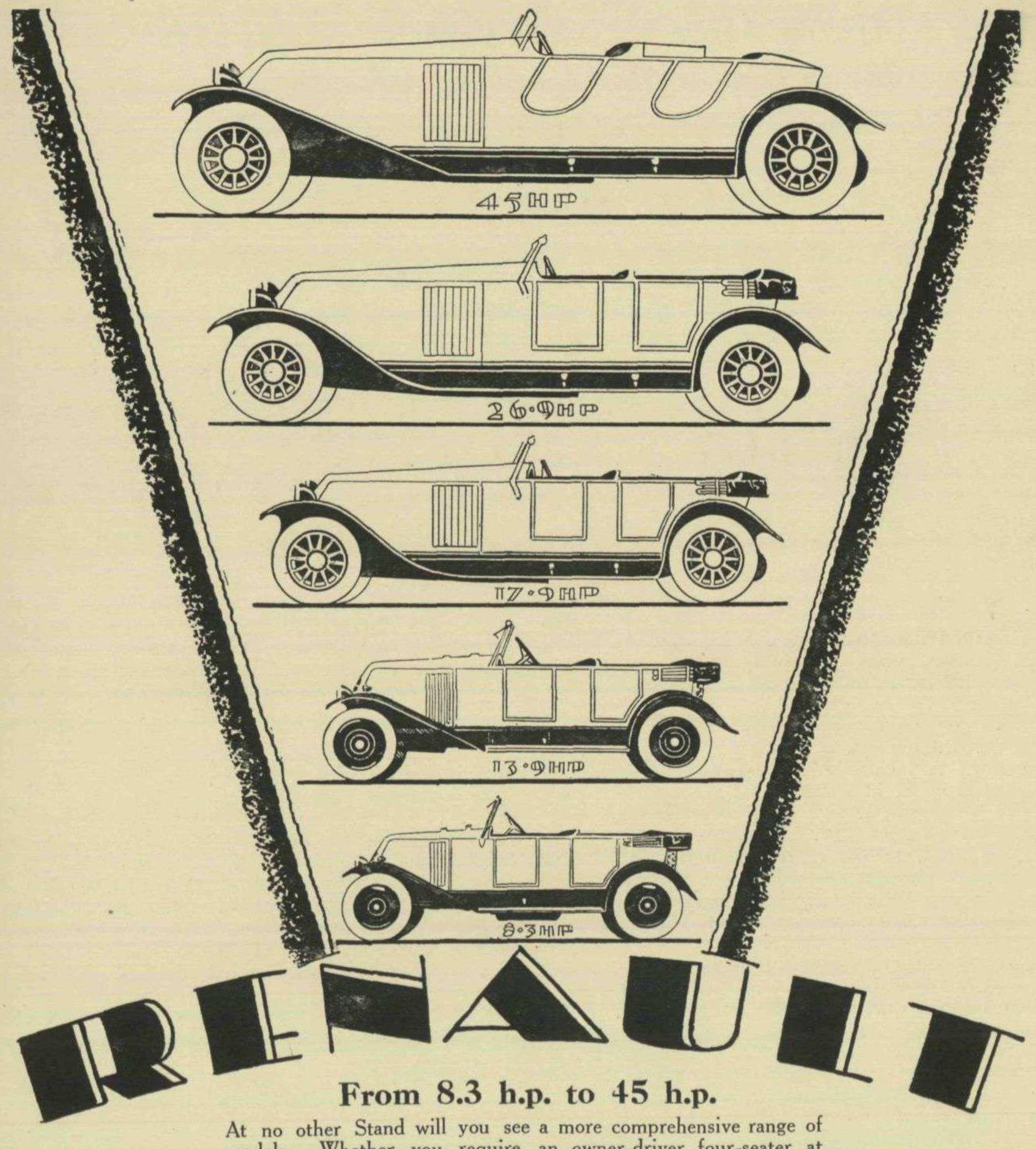
THE KLAUSEN HILL CLIMB.

Over a mountainous course about 27 kilometres in length, with no fewer than two hundred bends and corners, Count Masetti put up a very noteworthy performance on his 2-litre super-charged Sunbeam recently. His actual time for the ascent was 17 min. 27 secs., which was not only the fastest run of the day, but beat the previous record for the Klausen Hill Climb by the wide margin of a minute and a half. The entries included most of the prominent makes, and it is interesting to note that the second fastest time was put up by a French machine with an engine capacity of 6-litres or three times that of the Sunbeam.

THE ULSTER GRAND PRIX.

In the fourth Ulster Grand Prix, which took place on Saturday, September 5th, over a course of 205 miles, J. Craig, on a 490 c.c. Norton, made a new record for the event, with an average speed of 72.04 m.p.h. This makes the third time in which Craig has put up the fastest time for the Ulster Grand Prix. The results of the Handicap are as follows:—

1st.—J. W. Shaw, (490 c.c. Norton), 2 hrs. 43 min. 40 secs.
2nd.—J. Craig, (490 c.c. Norton), 2 hrs. 44 min. 29 secs.
3rd.—J. G. Burney (344 c.c. Royal Enfield), 2 hrs. 46 min 47 secs.
4th.—A. de Gourley (499 c.c. Montgomery), 2 hrs. 48 min 58 secs.



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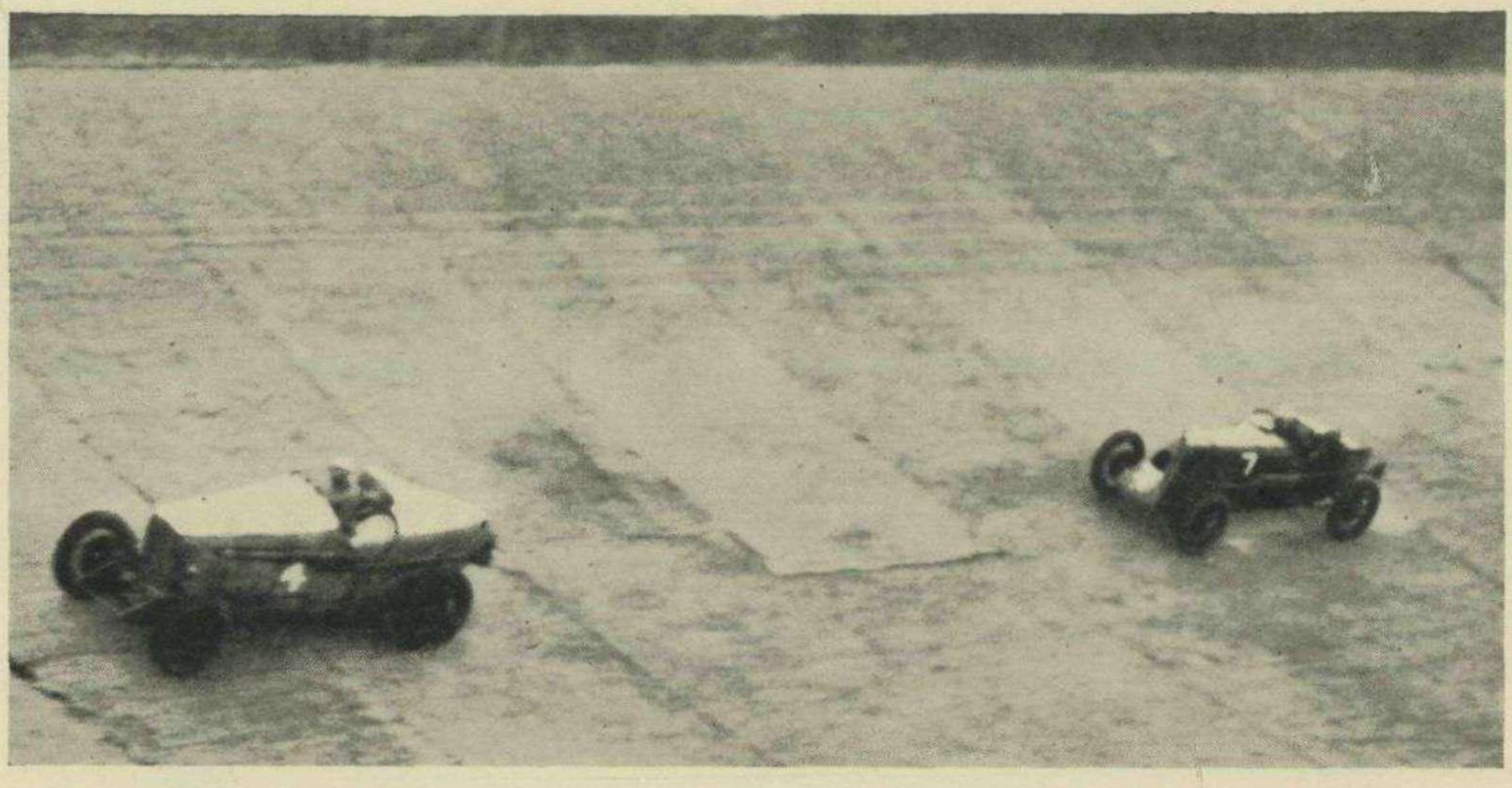
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THE B.A.R.C. AUTUMN MEETING.

Historical Dead-Heat between Alvis and Austro-Daimler Cars.



CAPTAIN BARNATO (BENTLEY) LEADING MORGAN (THOMAS-SPECIAL) IN 90 M.P.H. HANDICAP.

THOUGH a very representative list of entries marked the programme for the Autumn Meeting of the B.A.R.C., fewer spectators than usual gathered to witness what turned out to be a fine afternoon's sport.

Vernon Balls' Amilcar was re-handicapped for the first event on account of the new streamline body which was fitted, the new figures leaving him but a poor chance of success. A. Jackson's Alvis got away well and set-off at a good speed in company with Sir R. Gunton's "Bora." At first, the issue of the race seemed uncertain until J. P. Turner with his 2-litre Austro-Daimler gathered speed, and coming off the home banking at a great pace made after the leaders, overtaking all except H. W. Purdy on the Alvis, with whom he dead-heated, thus creating the outstanding feature of the meeting. Some eighteen years ago, Cecil Edge and Charles Jarrott ran to a dead-heat, since when, no race, until the last meeting, has been finished under this condition. The Austro-Daimler duel was at an average speed of 87½ m.p.h.

Barclay won the second event on his red Vauxhall at 99¾ m.p.h., overtaking Meeson also on a Vauxhall and George Duller. Barclay is rapidly becoming one of the star turns on the Brooklands course, and great things may be expected of him next season.

Ninety-three miles per hour is good going for a standard Chrysler chassis, but this is the speed at which Malcolm Campbell won the third race on his well-tuned Chrysler with one of the smartest streamline bodies we have seen on the track for some time. Meeson and Duller were second and third respectively; the race having been robbed of some of its interest by the failure of H. S. Eaton's home-built Gwynne racer, which retired owing to a broken driving chain.

In the fourth race, J. R. Cobb drove Mr. Warde's Fiat to victory at an average speed of 104 m.p.h., an excellent performance for this veteran machine. He led well from the start, and was closely followed by Kaye Don on the huge Wolseley "Viper," Howey's Ballot and Thomas on the Leyland-Thomas bringing up the rear. Thomas, who has now recovered from his recent spill at Boulogne, drove with his usual dash, but was unable to make up the space between him and the leaders.

An ancient, but speedy, vehicle took part in the next race, in the shape of J. S. Spencer's Napier, which, in spite of its age, put up the respectable average of 90 m.p.h. From the start, Gillon's Riley was better at accelerating, but the advantage was soon reduced, and Spencer took the lead again. On the second lap, Morgan's Thomas-Special got on terms with the leaders, but by clever driving, Turner on the Austro-Daimler worked up into a good position. Morgan on the Thomas passed the Napier, as did the Austro-Daimler, these two cars finishing first and second respectively. Winner's average: 90½ m.p.h.

R. B. Howey won the sixth race on his brother's Leyland-Thomas, after an exciting tussle with Barnato on his streamlined Bentley. Cushman drove his blue Crossley with fine effect, but the car lacked the speed of the Lanchester driven by J. G. P. Thomas and Barnato's Bentley. Howey ran in a fairly easy winner with an average speed of 109 m.p.h.

The seventh race was more or less of a procession, consisting of Barnato on the Bentley, Morgan on the Thomas-Special, followed by Purdy on his Alvis. There was little chance of any close finish or change of positions and the event went to Barnato whose average speed was 92¼ m.p.h.

A very high lap speed was put up by R. B. Howey on the Ballot in the course of the last race, this being timed at 116.2 m.p.h. Howey caught up with Barclay's Vauxhall at the Fork and with Thomas close on his heels, won the last race for big cars at Brooklands this year, with an average speed of 108.46 m.p.h.

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TOURIST TROPHY SIDECAR, 1925—55·22 m.p.h.—on "B P."
(Mr. L. Parker, Douglas.)

SENIOR TOURIST TROPHY, 1924—61·64 m.p.h.—on "B P."
(Mr. A. Bennett, Norton.)

RECORD LAP for SIDECARS on T.T. COURSE—57 m.p.h.—on "B P."
(Mr. F. W. Dixon, Douglas.)

100 MILES RACE FOR HUTCHINSON CUP WON on "B P."
(Mr. F. A. Longman, Harley-Davidson, 89·66 m.p.h.)

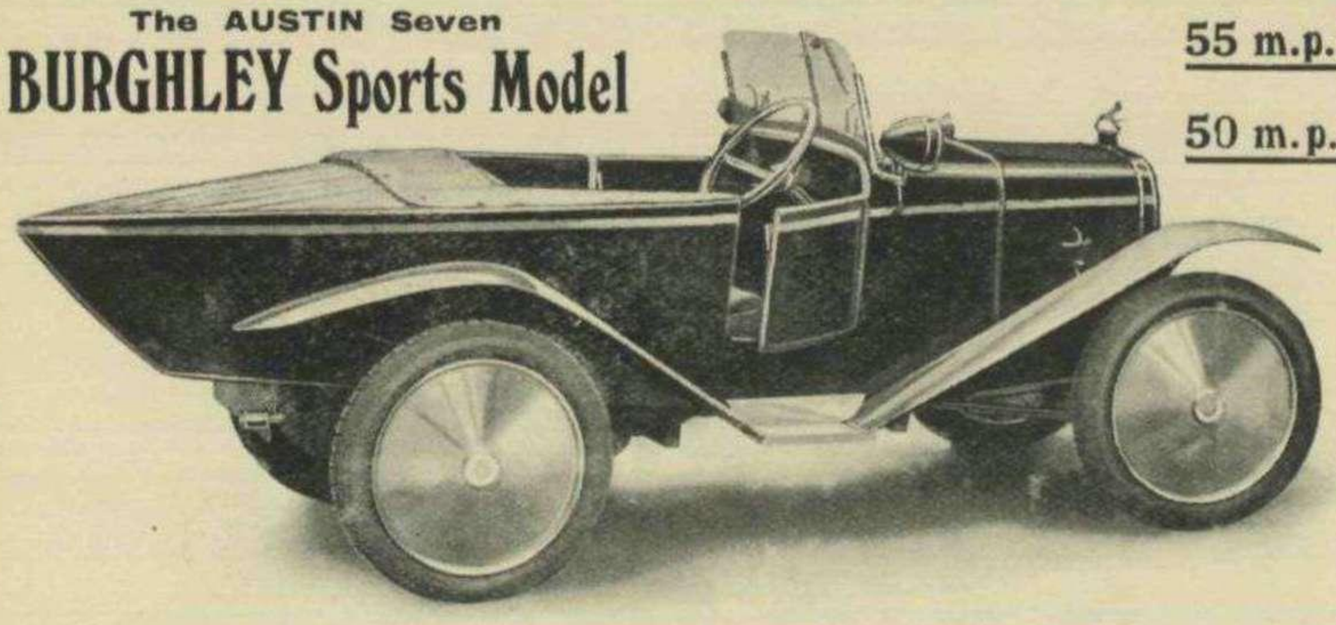
These are only a few from the long list of records established on "B P."

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BURGHLEY Sports Model



55 m.p.h.

50 m.p.g.

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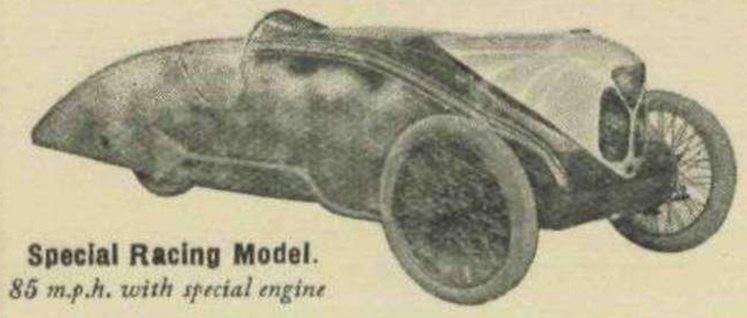
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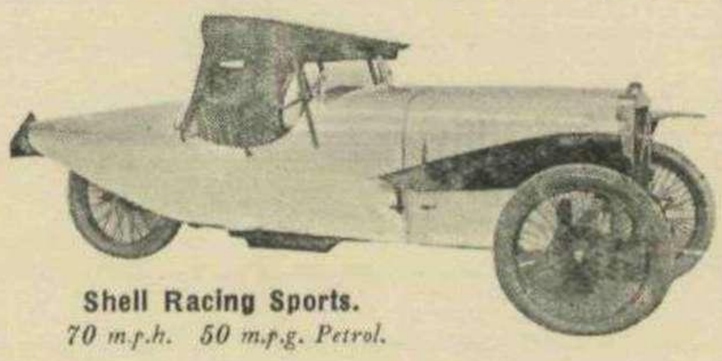
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CHATEAU THIERRY HILL CLIMB. Emergency brake test on a kilometre on a gradient of 10%.

The D'YRSAN had excellent result; during the last timed 100 metres of braking the extraordinary short period of 6⅜ secs. was registered, this represents at this point of the climb a speed of 34 miles per hour before stopping.



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70 m.p.h. 50 m.p.g. Petrol.

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EXTRAS: Special Cam, £4; 710×90 Tyres, per wheel, £1; Straight Side Tyres, per wheel £2; Speed Indicator £4; Watch, £2; Special Colours, £2; Aluminium Bonnet, £5.

The above prices include Wind Screen, Spare Wheel and Hood. *These prices subject to alteration without notice. Special Racing Model Price on application.*

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Price - £42 10s. Carriage Paid

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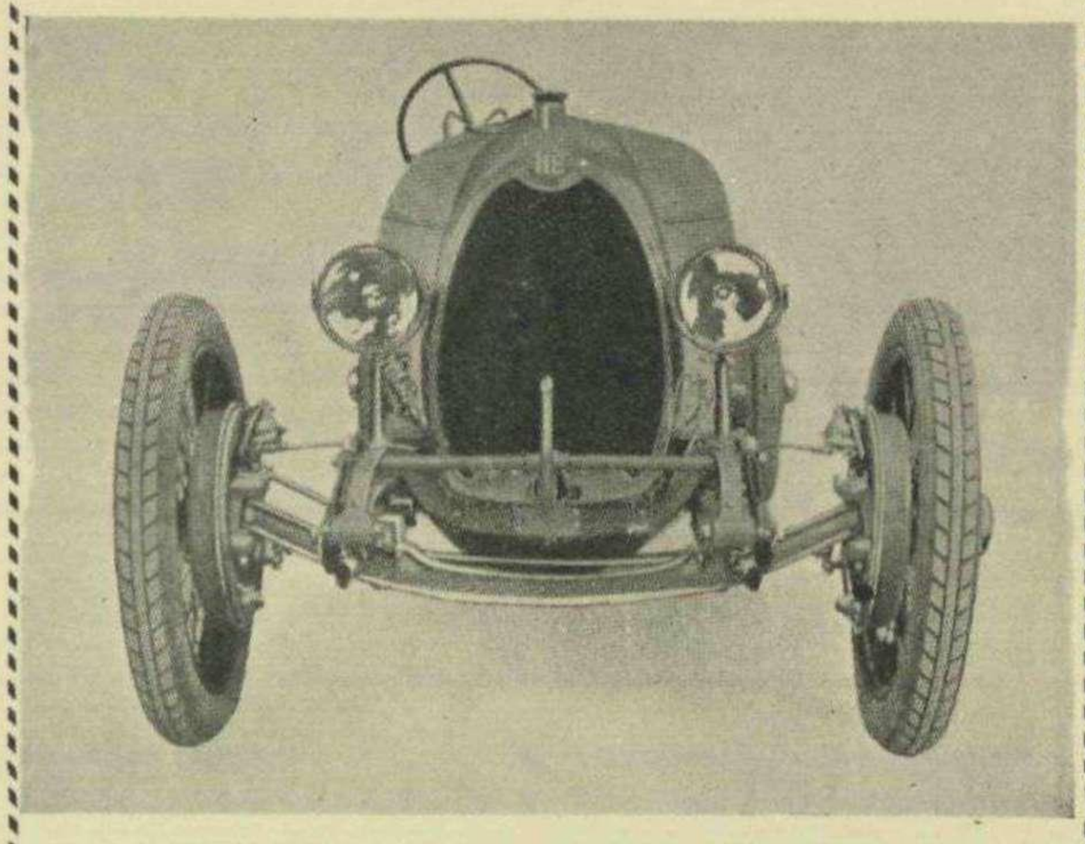
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SPORTING MACHINES ON TEST.

The CONNAUGHT-BLACKBURNE.

A Moderate Priced Machine with a Good Performance.

By ARNOLD RADCLYFFE.

NOT to everyone is given the type of pocket by virtue of which every machine in the kingdom is within their reach. To those who desire a good-looking sports machine at a reasonable figure, the Connaught-Blackburne should appeal. The Sports Model can be purchased either with the well-known 350 c.c. O.H.V. Blackburne unit or with the latest 350 c.c. side-valve engine of the same make. As the former is the more expensive machine and, of course, the better known, we will deal only with the side-valve model.

Any remarks about the frame and gear-box will, of course, apply to the O.H.V. model as well, as there are only minor differences between the two machines. At the present time the $2\frac{3}{4}$ Sports, as it is listed, sells at £42 10s. od., surely a reasonable price for a machine incorporating a high-grade engine like the Blackburne.

On taking over the Connaught from Messrs. Ingrave Motors of Clapham Junction, we got the impression that strength had been sacrificed for lightness, but after quite a strenuous test over some bad country, without fracturing anything, we naturally modified this view somewhat.

In traffic the machine is very docile, tractability being assisted by the position of the clutch lever which is mounted on the end of the left handlebar; this position seems more natural than the usual method and the likelihood of its coming adrift is lessened.

Steering at first was very unstable, until it was discovered that the head had slackened off; after adjustment the good qualities of the Druid pattern forks began to assert themselves. These forks incorporate spring locking devices on all the parallel spindles, thus doing away with the old trouble of continually using a spanner on the eight nuts holding the moving parts. The springs appeared very stiff for such a light machine, but no jars were felt at any period, so on this machine at least are forks fitted which do their job with comfort but without sacrificing the strength needed for emergencies.

Other features of the frame are the duplex tubes which support the tank and tie the main members to a certain extent. The tank is mounted in a very neat manner on these tubes, two cast aluminium clips being utilized.

Internal expanding brakes are used front and rear, generous dimensions being employed for the drums. That the brakes are good can be judged from the fact that a faultless descent was made of Alms Hill, the wheels never being locked once. It is, of course, possible to lock the wheels, but the test of a brake depends not only on their actual efficiency but upon the method of operation, namely, the design of the pedals and the leverage given thereby.

Mudguarding is of D section, the appearance being good and the efficiency as high as one expects on a British machine. The carrier is of stouter construction than is usual on a small machine, inasmuch as the mudguard is relieved of work by two stout stays lugged on to the main back forks.

Handlebars of stout section and good curves are finished off by long rubber grips, a useful as well as a sporting feature.

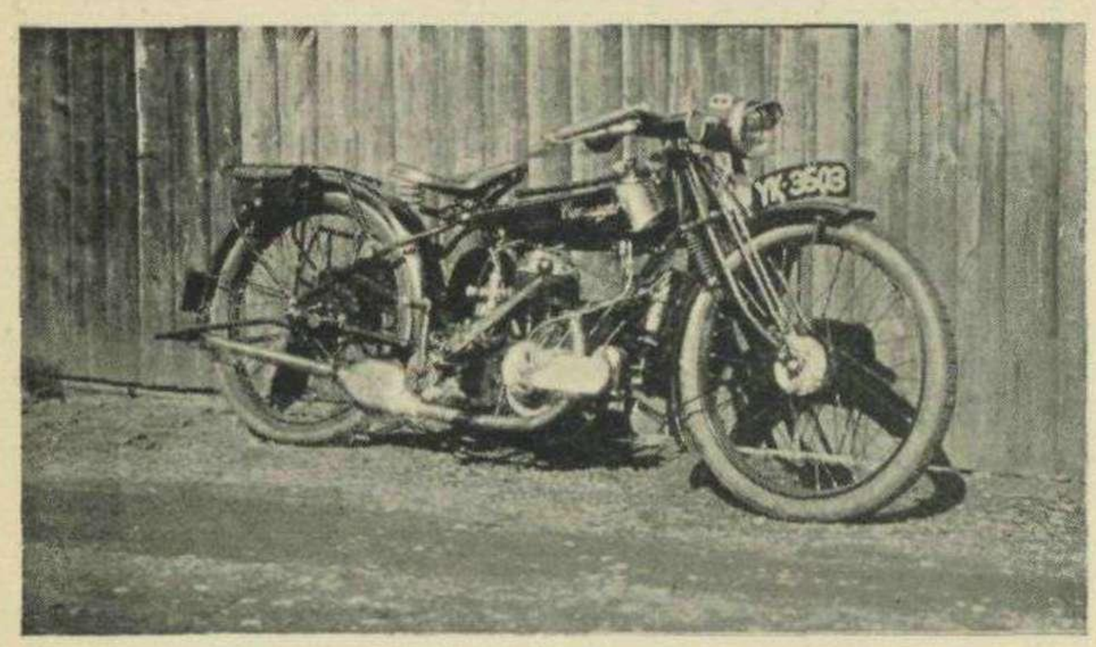
Points of criticism include the saddle which is too small, the wheels which could be stouter, thus improving the whole appearance of the machine, and the gear-lever which fouls the knee. This latter point should be emphasised as one cannot be expected to grip a gear-lever when one desires to get a firm hold on the tank with one's knees.

The gear change is certainly very easy, and it would be easier still if the lever were to be bent or disposed elsewhere. The gear ratios are correct for a semi-sports machine, but if anything, a bit too low for fast work; the box is not noisy, and second gear is pleasant to use, as it gives no indication that the power is being transmitted in any other manner than directly from engine to back wheel; incidentally, acceleration is exceptionally good on this gear.

Coming now to the road performance; it was disappointing at first as regards speed, but as the carburettor was set for economy, this was not surprising. No spare jets being available for the Amac, we fitted the latest type of two-jet Binks. This bucked matters up considerably, a difference of nearly ten miles per hour resulting. With this instrument a speed of over fifty was reached, and a clean ascent of Alms Hill was made: as this Hill was just the slightest bit greasy in parts it was a very creditable performance.

Acceleration was generally improved, and the feeling of starvation present with the Amac disappeared. The latter carburettor could, undoubtedly, be tuned to give a much better performance if the petrol consumption was not taken into account. As it was the consumption of the Amac was very small indeed, being well over the hundred mark. Oil also was only consumed in very minute quantities, a mechanical pump delivering to

SPORTING MACHINES ON TEST—continued.



SHOWING THE LAY-OUT OF THE CONNAUGHT-BLACKBURNE.

a drip feed on the tank, whence the oil travels to the crankcase.

Disposition of weight is well carried out on the Connaught for both steering and cornering capabilities are excellent, and the negotiation of rough ground is pleasant, The bike does not " bucket " on the road, and it will not wobble even upon prevarication. These two qualities are essential in a modern machine, but are not by any means universal even yet, wherefore their presence in a machine selling at so low a figure should be strongly borne in mind by any prospective purchaser of a small sports bike.

Altogether, the machine is well finished, and the quality of the material used should be assured by reason of the good name which the Connaught people have always had. As an example of the thought expended on the bike, it should be mentioned that grease gun lubrication is fitted, a feature eminently desirable in a modern production.

THE "BURGHLEY" SPORTS MODEL AUSTIN SEVEN.

The illustration reproduced herewith shows the latest " Burghley " type Austin Seven, which is rapidly coming into vogue amongst small sports car enthusiasts. The chasis is a standard Sports Austin as supplied by the Austin Motor Co., Ltd., the complete bodywork being designed by Wilson Motors, Ltd., of Eccleston Street, S.W.1. As will be seen, the lines of the bodywork are particularly attractive, for notwithstanding the shortness of the chassis an elongated streamline suggestion is provided. Disc or wire wheels can be chosen, as desired by purchasers; our personal preference being for wire wheels, which seem to give an improved appearance. The photo shows the new type wings; but models with the flaired pattern of wing are also available.

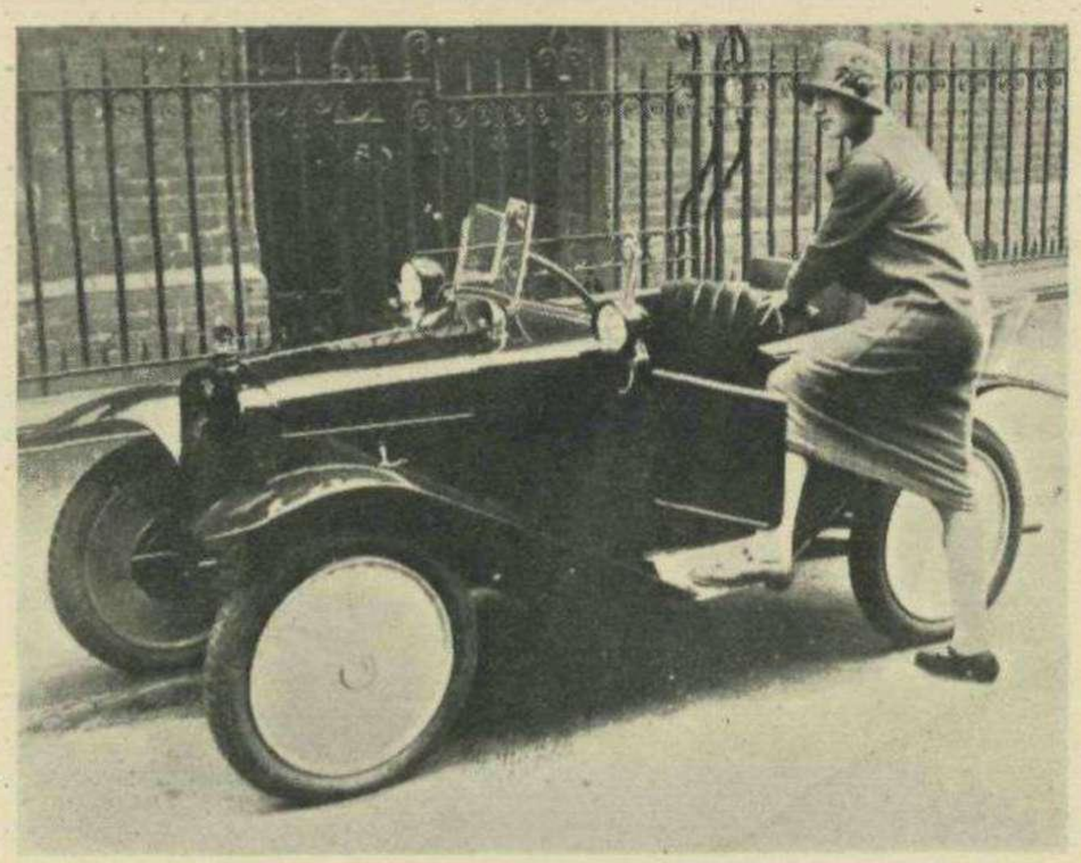
With its disappearing hood and luggage locker behind the seat squab, this little Austin model provides an ideal little sports car, and the bodywork is of such design, construction and finish as conforms with the general excellence of the chassis.

C. F. TEMPLE COVERS 100 MILES in the HOUR.

C. F. Temple put up a most remarkable record at Montlhery on September 7th, by covering 101.98 miles in the hour during a non-stop, no-trouble run. The machine he used was a 996 c.c. O.E.C. Temple-Anzani, built specially for him by the Osborne Engineering Co. of Gosport.

It is interesting to note that one of the new Constantinesco carburettors was used in this record. For some time past Temple has been busy with attempts on this record, and on several occasions he came quite near to success, but bad luck has dogged him when previous efforts were made.

C. F. Temple is one of the most prominent speed riders whose performances at Brooklands and elsewhere have always attracted considerable attention, and we add our congratulations to those he has already received on making a historical achievement on the track.



THE SPANISH GRAND PRIX.

Marred by the unfortunate accident in which Torchy, who was driving a Delage, lost his life, the Spanish Grand Prix was won by Divot on a car of the same make in 5 hours 45 min. 1 sec. Benoist and Thomas, driving Delages, being second and third. Masetti, on a Sunbeam, was forced to retire with a damaged steering-gear. Constantini was unfortunate in crashing his Bugatti, after covering one lap at the speed of 82¾ m.p.h., the remainder of the Bugatti team in the hands of Goux, Pierrè and Ferdinand, Viscaya and Leboux finishing fourth, fifth, sixth and seventh with the usual reliability associated with the name.

VAUXHALL CARS.

" With reference to the article on the 30/98 Vauxhall appearing in our September issue, we omitted to state that Messrs. Vauxhall Motors, Ltd., have their London Showrooms at 174/182, Great Portland Street, W.1, where a very large proportion of the total sales is effected, and further that the appointed London Agents are Messrs. Shaw & Kilburn, of 20, Conduit Street, W.1.

THE NEW GHOST SILENCER.

There are very few motor-cyclists who have not heard of the Ghost Silencer ; from the moment of its inception it aroused interest, partly by its unique shape and arrangement, but perhaps principally by the guarantee given with it, namely, that its manufacturers would indemnify users of the Ghost against any fines or costs accruing through its use. Nevertheless, many have fought shy of it purely because of the advertised illustration, which displays its internal parts ; they cannot see how it fails to get clogged and how back-pressure can be averted.

Recently, we conducted a fairly exhaustive test of the small size Ghost ; it was fitted to a single cylinder Zenith and sidecar. Naturally, no better test can there be for a silencer than to fit to such a machine. Any high efficiency single is noisy when solo, but when pulling a sidecar the exhaust noise is of greater intensity and frequency, also by reason of the need for more gear work.

After observing the performance of the machine over a long period including a great many hills, in fact, this machine followed the competitors in the International Six Days, we drove it ourselves for some miles, and our observations may be of interest to a great many readers.

The machine was undoubtedly silent, what exhaust noise there was present being of a pleasant nature, and not calculated to attract the attention of any man in blue. Even on low gear, hill ascents with the engine revving full out, the silencer handled the output in an effective manner.

The construction of the latest Ghost differs only from last year's model inasmuch that the front end of the wire cone is flattened instead of being pointed. It was found that considerably less resistance to the gases was obtained by this design.

The actual ratio of metal to air space in the cone is interesting. One sixth only is metal ; this is not just any steel shavings, but a scientifically thought-out low carbon grade of mild steel. This is prepared by being rolled flat then twisted laterally, three twists going to the inch.

After the demonstration, the silencer was removed from the pipe—one fly nut releasing the whole—and to our surprise, nothing more than a thin film of soot was present on the cone. In view of the fact that the silencer had not been touched for about fifteen hundred miles this is quite a phenomenon when it is considered that on the backstand of a machine which accompanied us a small carbon cone would collect every ten miles or so. This was about one inch long with a similar base. In the case of the Ghost this is somehow propelled right through the mesh of wire, and yet without causing any more than a modicum of back-pressure. For ordinary touring, nothing could be more suitable than such a well-behaved silencer as the Ghost.



SHOWING HOW THE "GHOST" SILENCER CAN BE DISMANTLED.



J. S. WORTERS AFTER HIS RECORD-BREAKING RUN.

AN EXCITING CAR v. MOTOR CYCLE DUEL.

At the recent meeting of the Southport Motor Club, C. Needham, on his Brough-Superior, put up the fastest time of the day in the motor cycle section, equalling that of Major H. O. D. Segrave on the Sunbeam racer. Great interest was aroused in the tie between these two, which was won in fairly easy style by Needham. Major Segrave was successful in winning the Dunlop Cup, the James Trophy for the Ten Miles race, and the Southport Motor Club Challenge Trophy.

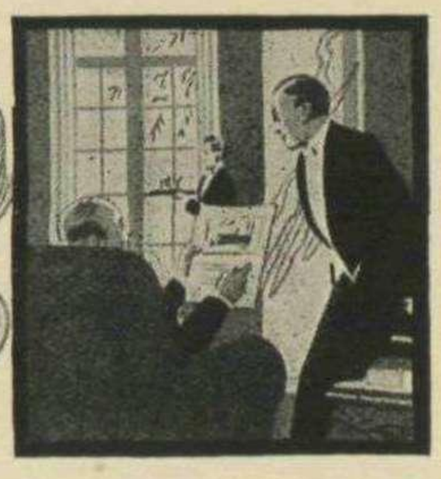
MOTOR CYCLE RECORDS AT BROOKLANDS.

The following records were broken by J. S. Worters at Brooklands recently on a 175 c.c. Cotton :—

50 miles : Average speed, 59 miles 62 yards per hour.
One hour : 50 miles 1091 yards.
100 miles : Average speed, 58 miles 9 yards.
2 hours : 116 miles.
200 kilometres : At 98 km. 440.
300 kilometres : At 92 km. 250.
3 hours : 171 miles 962 yards.
200 miles : Average speed of 57 miles 31 yards.



Round the Clubs



NORTH LONDON MOTOR CYCLE CLUB.

The second part of the season was inaugurated with a social run on Sunday, September 6th. The destination was Clacton-on-Sea; and the participants met at the Alexandra Palace at 10.30 a.m. At Enfield more members joined the party, which proceeded by way of Epping and Chelmsford to a secluded spot a few miles before Colchester, where a picnic lunch was taken. This was no sooner over, however, than heavy rain set in, and as all present were unanimous in deciding that a seaside resort on a wet day is most unattractive, Braintree became the next port of call. Tea was taken at the White Hart Hotel.

The return journey, via Bishops Stortford and Ware, was accomplished under very pleasant conditions. An excellent supper at the Red Lion, Hatfield, terminated a very enjoyable event.

Hon. Secretary, A. W. Day, "Claremont," Ballards Lane, Finchley, N.3.

THE HONITON MOTOR CYCLE & LIGHT CAR CLUB.

The ninth event of a very enthusiastic season was run off on Saturday, September 5th; and in spite of very heavy rain, there was a good field at the start. The start was at Nothcote Cross, and the route led to a "twiddly bit" near Claypitts Hill, the first observed point. Winding lanes led from there to the next point, Vale Cottage Rise, near Cotleigh. A little main road and some difficult lanes brought the competitors to the cream of the course—Tricombe Track. This led back over Marlpitts Hill to the start, and the circuit was again covered, each circuit being about 20 miles.

The continuous rain made the second circuit very heavy going, and clean climbs made on the first circuit were not in many cases repeated. On the first run up Vale Cottage Rise, J. Hann (Panther) made a clean climb and took things very comfortably; but Eddy (Velocette) was not, and did not look very happy; C. Lake, on a similar machine, very much wanted to foot, but did not; F. Fitch (Panther) was quite at ease; Steele Perkins (A.J.S.) was speedy and confident; V. Ellis (Enfield) steady but sure; F. Sutton, on a sister machine, slightly faster; R. Fitch (New Gerrard) rather highly geared, but climbed without hesitation; J. Tweed (B.S.A.) a perfect climb; Ashmole and Stickland, on Scotts, came up almost together and in a perfectly finished manner; F. Knill, on his Raleigh, chose the side left by others; F. Spence found the gradient too much for his little Coventry Eagle, and stopped; as also did W. Nicholls (Riccy) and Tompkins (Zenith); D. McNeil (A.J.S.) and W. Payne (Sunbeam) each put one foot down. Quite a crowd of spectators assembled at Tricombe to watch the fun, which was fast and furious. Clean climbs on both circuits were made by Eddy, F. Fitch, F. Knill, and Steele Perkins who was very fast on the second circuit. On the first circuit, Hann, C. Lake, McNeil, R. Fitch, A. Ashmole, R. Stickland, W. Nichols, and Tompkins all stopped. Tweed went up well the first time but failed on the second circuit, while C. Lake reversed this performance. V. Ellis made a splendid climb the second time, while McNeil did better although footing heavily. At the checks many were rather behind time, and there were five retirements at the end of the first circuit mainly through water in vital parts. Messrs. Kirton and Davies deputed as two of the four observers at this point acted as "shovers" for the unlucky, and had a busy and exciting time. The results are as follows:

THE SECRETARY'S TROPHY FOR 1925.
F. Fitch.

LLOYD'S BANK CHALLENGE TROPHY AND CLUB MEDAL.
R. Stickland.

THE VELOCE CUP, for the best Performance by any Machine under 350 c.c.
J. Eddy.

SILVER SPOONS.
J. Hann, A. Ashmole, C. Lake, and D. McNeil.

NEWCASTLE AND DISTRICT MOTOR CLUB.

The 200 mile trial of the Newcastle and District Motor Club proved to be more arduous than anticipated, for the third-class roads included developed into real Colonial rough-stuff and dry-skids were frequent. There were several spills, but none of a serious character.

The principal awards were as follow:—

TRIUMPH CUP (WON OUTRIGHT) FOR BEST PERFORMANCE BY SOLO MACHINE.—J. Joynson (N.U.T.), error 3 secs.

ENAMELLED GOLD MEDAL FOR THE BEST CAR PERFORMANCE.—J. E. Reed (10 h.p. Ariel).

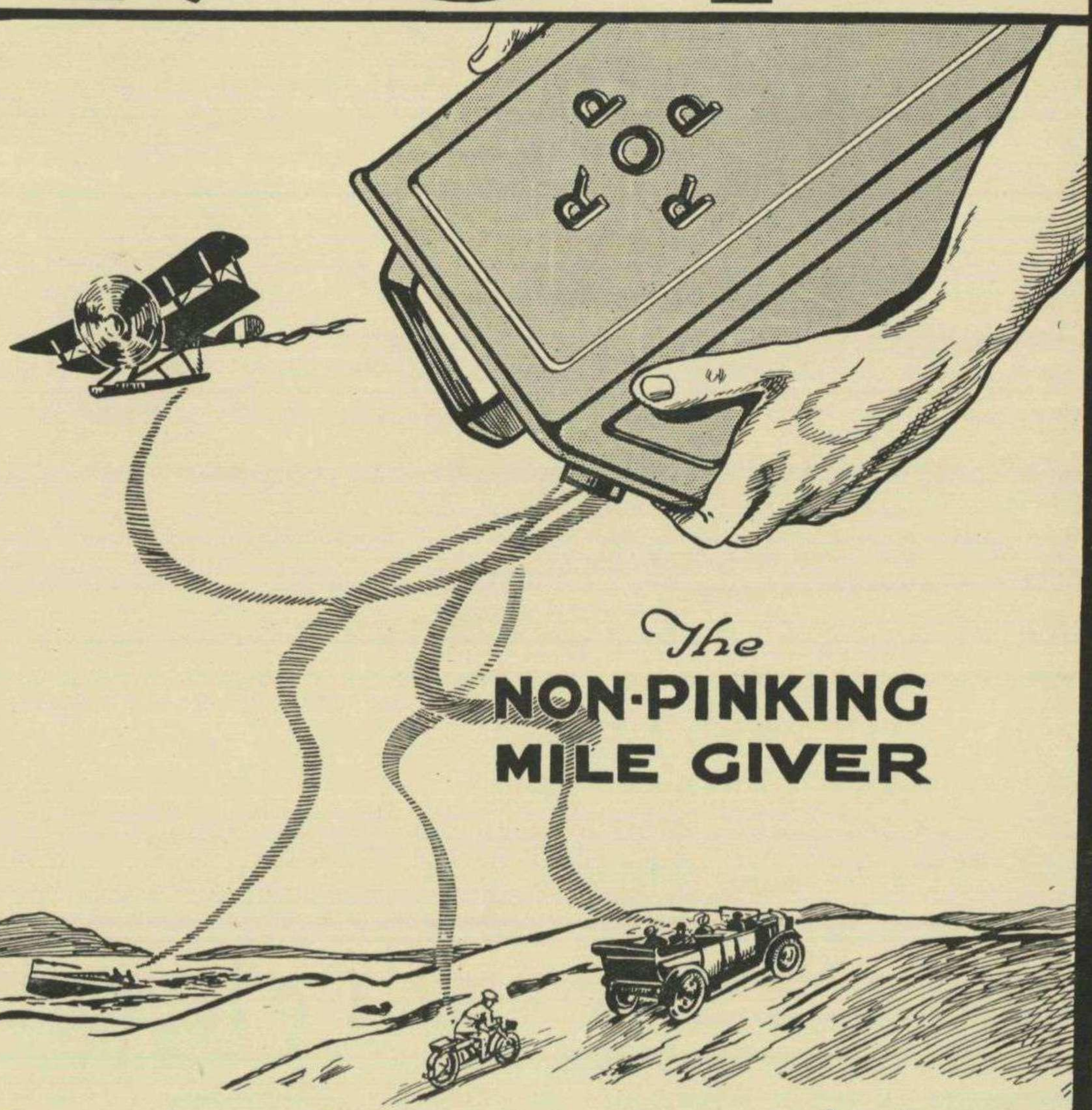
TEAM PRIZE.—G. Raper (Lagonda car), J. Bainbridge (A.C. car), J. E. Reed (Ariel car).

FIRST-CLASS AWARDS.—G. Raper, Lagonda car; T. Storey, New Gerrard; N. Howard, New Gerrard; E. Richardson, O.K.; C. R. Sanderson, B.S.A.; C. Spark, B.S.A.; J. Handley, N.U.T.; P. Crozier, James; J. Wray, Norton; C. Hut, Zenith; T. R. Williamson, James; R. D. Foster, Raleigh; R. Ripley, A.J.S.; P. L. Spear, Sunbeam; B. Ferguson-Tree, B.S.A. sidecar; A. Franklin, Norton; R. Wylie, Matchless; R. Taylor, Scott; G. S. Mordue, Rover; T. C. Wood, Francis-Barnett; J. E. Reed, Ariel; J. Robson, Norton; J. B. Bainbridge, A.C. car.

DURHAM AND DISTRICT MOTOR CLUB.

A reliability trial promoted by the Durham and District Motor Club was decided recently over the Durham—Whitby course, a distance of nearly 130 miles, the trophy being a solid silver cup, which has just been presented to the club. The tour, including long

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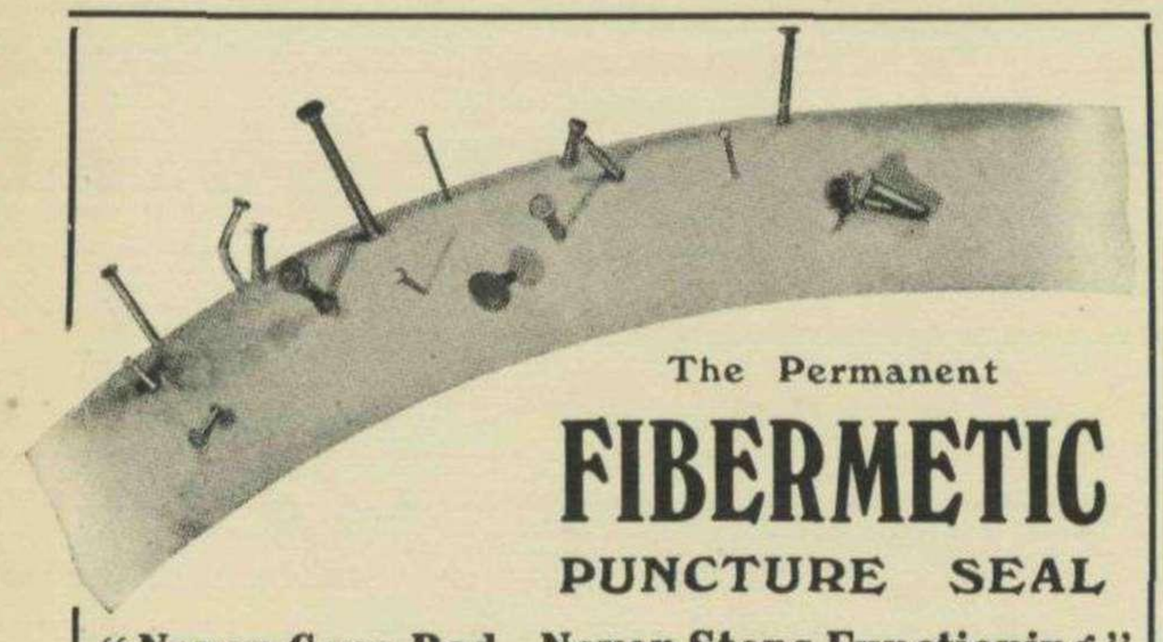
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ROUND THE CLUBS—continued.

stretches of moorland tracks with innumerable gates on the fells, was from Durham by Thorpe, Thewles, Stockton, Gisborough, Hutton, Commondale, Dalehouse, and Roxby. For the return journey the competitors travelled via Sandsend, Hinderwell, Staithes, Bank Brow top, Loftus, Brotton, Saltburn, Lazenby, Stockton, Sedgefield, and home. Several failed to cover the whole of the course, and thus lost valuable points, which completely spoilt their chances. The speed fixed was 20 miles per hour. Subject to confirmation by the Committee, the prizes were awarded as follow :—1, Harry Proctor ; 2, W. Remington ; 3, Wilf. Driver.

Officials who checked the course were : Mr. Bert Neil (trial secretary), Mr. Charles Burdon (club secretary), Mr. R. S. Metcalfe, Mr. H. Crowe, Mr. Walter Driver, Mr. R. Chapman, Mr. H. Carter, and Mr. Frank Smith.

THE WEST OF ENGLAND MOTOR CLUB.

Congratulations to Sub.-Lieut. H. G. Dobbs, R.N., who won the Amateur T. T. His record win was all the more sporting as he rode with a loose saddle. It is interesting to note that Dobbs, who joined the Club while at the R.E.N.C., Devonport, received his sub-lieutenancy the day before the race.

The West of England Club are holding a half-day sporting trial on October 10th, and it is hoped to attract a large entry. Particulars may be obtained from the Hon. Secretary, L. W. Pearse, St. Brelades, Cheddon Road, Taunton.

TAUNTON AND DISTRICT MOTOR CYCLE AND LIGHT CAR CLUB.

Acting on the suggestion of the R.A.C., the Taunton Club organised a most successful Children's Outing. Fifty cars, several motor-cycles and sidecars and three large charabancs were kindly lent by members and friends, and 300 school children were taken for a very delightful half-day trip.

Starting from Taunton at 2 p.m., the route was taken through Williton, St. Audries and Kilve to Nether Stowey. Here the cars, etc. were parked in the cricket field kindly lent for the occasion, and various games and competitions were organised and enjoyed equally by adults and children. Not the least amusing sight was the antics of several elderly car drivers who had become involved in a " pick-up " soccer match.

After an hour or so, which seemed all too short, the bell was sounded, and it was with a hearty appetite that the 300 kiddies enjoyed a liberal picnic tea.

A further hour's frolic, and the signal was given to embark for home. Before leaving, the Mayor of Taunton made a brief but happy speech, and with cheers for the Club and counter-cheers for the Mayor, the party moved off in high spirits, not before, however, each child had been given a " lucky bag," without which, no outing would be complete. Taunton was reached at 8.15 p.m., and it is noteworthy that both the outward and homeward journeys were completed without a single mishap of any kind.

So successful was the Taunton Club's first effort, that it has been decided to make it an annual, or possibly a biannual event, when arrangements will be made to take 600—700 children.



MOTOR CYCLE FOOTBALL : AN INCIDENT IN A MATCH BETWEEN COVENTRY AND BIRMINGHAM.

HARTLEPOOL MOTOR CLUB.

Some five thousand spectators gathered to witness the motor cycling speed trials organised by the above club recently ; the events being run off on the fine stretch of sands at Seaton Carew. The course left much to be desired, but some excellent sport was seen during the afternoon.

C. Poole won the Flying Kilometre (Solo 250 c.c.) on his 2.49 B.S.A. in 54.54 secs. ; the 1,000 c.c. class going to Denny on a 4.94 Douglas at 73 m.p.h. ; the fastest time of the day. G. Reynard (Royal Enfield) delighted the spectators with some excellent riding in the 6 miles solo race, which he won easily.

The Hodgkin's Bowl for the fastest average time by amateurs went to J. W. Jennings (4.98 Scott), and F. Reynard won the North Eastern Automobile Challenge Bowl.

ROUND THE CLUBS—continued.

SOUTH MIDLAND CENTRE A.C.U.

The " Bloater " Trial.

There were 46 motor-cycle, seven car entries and eleven teams nominated for the first London–Yarmouth–London Bloater Trial, which started from the Alexandra Palace.

The course consisted of main roads, except for a combined mud and water splash near Much Hadham, a sticky section which also boasted a mud splash after Sudbury on the outward journey and some lanes in the neighbourhood of Welwyn which were covered after dark on the homeward trip. Incidentally, the method adopted by the organisers of having a light shining on each arrow must be considered little short of ideal, and no one reported having lost the way. The timing was carried out at the start and finish by W. H. Wells, Esq., and at Yarmouth by E. A. Bridgeman, Esq. Members of the Bury St. Edmunds M.C. & L.C.C. and the Wymondham M.C. officiated at Bury St. Edmunds and Thetford, respectively. The arrangements at Yarmouth were in the hands of C. E. Bartlett, Esq., and the Police Force and Boy Scouts of that town rendered great assistance. The ladies who tied bloaters on each machine deserve special mention and profuse thanks for not insisting upon tying these preliminary trophies on the handlebars or windscreens.

As far as can be ascertained at present, the following competitors are debited with stops in the non-stop sections :—H. A. Clarke (249, B.S.A.) ; J. A. Blackside (349, A.J.S.), who stopped accidentally ; F. W. Fowles (986, Matchless Sc.), tyre trouble. A. H. Davies (976, Zenith Sc.), lost his hat and stopped to retrieve the said garment. R. H. Hay-Will (349, A.J.S.), had to re-light his lamp on the home non-stop section. R. R. T. Bowen (346, New Hudson), stopped three miles from the finish with engine trouble, probably caused by the oil pump going out of order. After a great deal of R. & P. he arrived at the finish, very late and utterly exhausted. C. G. Robinson (492, Sunbeam), was more fortunate in meeting his troubles outside the non-stop sections in the shape of a horseshoe complete with nails which jammed the front wheel.

There were four retirements. K. M. Hurst (248, Raleigh), was not seen after the first 50 miles. H. A. Farmer (550, Triumph), retired at Sudbury with back-wheel trouble. M. C. Perret (349, B.S.A.) deeply engrossed in route card study and speedometric calculations ran into a cart at Norwich, putting his machine hors-de-combat, and H. A. Davies was last seen effecting repairs 3 miles after leaving Yarmouth.

A secret check was taken on each journey, and Messrs. ——no, the gentlemen who did the dirty work will not be given away, lest the competitors ..... suffice it to say that the job was done " dans toutes les regles de l'art."

The organisers, in running a long distance trial in the South-Eastern Counties, adopted the motto of the North London M.C.C. " To foster and encourage the sport of motor-cycling," and judging from the public interest taken in last Saturday's event they have been very successful. It is to be hoped that the Bloater Trial will become one of the annual classics.

THE J.C.C. SOUTHAMPTON—EXETER TRIAL.

On September 6th the fifth annual reliability trial of the South-Western Centre of the J.C.C., starting from Southampton, attracted 37 starters, the route including a run to Salisbury, Taunton and Minehead, in which three secret checks took place. After a halt for lunch at Minehead, the competitors were sent off at three minute intervals to reduce chances of baulking on the hilly section, which included the ascent of Porlock, Lynton and Beggars Roost. The former was in fairly good condition, but accounted for three failures, namely Alan Hill (Rhode), E. R. Goffe (G.W.K.) and G. Simms (Austin Seven). Lynton Hill, though in a greasy condition, was surmounted by all the competitors, though Macdonald (Alvis) failed to make a clean ascent.

As usual, Beggars Roost extracted a heavy toll from the competitors, the twelve failures including a Trojan, a Lea-Francis, two Clynos, two Lagondas, two Austin Sevens, a Frazer-Nash, an A.C., an Amilcar and a Riley. At the conclusion of the trial, the members of the Club adjourned to the Rougemont Hotel, where a dinner was followed by an impromptu dance. The following checked in at the end of the trial :—

W. H. Oates, F. King, H. N. Edwards, W. T. Edis (Lagonda), V. G. Walsgrove, J. Havers, C. R. Whitcroft, R. H. Cooper, E. R. H. Hill (Riley), A. G. Williams (Lea-Francis), E. J. Sleep, I. Macdonald (Alvis), C. Allison (Horstman), G. N. Norris, S. D. Marr, A. A. Mauleverer (Lea-Francis), B. Alan Hill (Rhode), V. O. Wiles, Lilian M. Roper (A.C.), C. L. Clayton (Amilcar), G. Hendy, G. Simms (Austin 7), E. Hancock, E. Hillary, H. J. Aldington, E. Veendam (Frazer-Nash), W. M. Holbeach, J. S. Gorst (Salmson), D. L. Underwood, H. W. White, H. G. Dixon (Clyno), J. Young (Standard), W. Rawlins (Alvis).

BARROW & DISTRICT MOTOR CLUB.

Result of Fisher Cup Trial :—

1st.—H. V. Shuttleworth (3½ Sunbeam).
2nd.—J. Lennox (3½ Ricardo Triumph).
3rd.—H. Olliverson (Salmson Car).

A Northern Centre Reliability Trial open to all Clubs in this Centre will be run on October 4th for the President's (A. J. Miles) Trophy.

Hon. Secretary, W. V. Singleton, 144, Sutherland Street, Barrow-in Furness.

NEWCASTLE AND DISTRICT MOTOR CLUB.

Heavy rain fell almost incessantly during the recent meeting of the above Club at Druridge Bay, Widdrington, with the result that the times recorded were slow, and the competitors were faced with great difficulties in the various events. The following are the results of the meeting :—

Solo Motor-Cycle, 175 c.c., 4½ Miles Scratch Race.—1, H. G. Hicks (1¾ Francis Barnett) ; 2, H. Gill (1½ Ajax).

Solo, 250 c.c. 10½ Miles Scratch Race.—1, Hugh Mason (2½ Henley) ; 2, H. S. Thompson (2½ Velocette) ; 3, Davison Hall (2½ Rex Acme).

Sidecar, 500 c.c., 6½ Miles Scratch Race.—1, H. L. Young (2¾ A.J.S.).

Sidecar, Unlimited c.c., 6½ Miles Scratch Race.—1, J. Parsons (4 Norton).

Solo Motor-Cycle 30½ Miles Scratch Race, Unlimited.—1, C. R. Sanderson (2¾ B.S.A.).

Cars, 6½ Miles Scratch Race up to 1,600 c.c.—1, J. Glenton Friars (10.8 Clyno) ; 2, Jasper Spencer (11.9 Calthorpe) ; 3, E. J. Moore (10 Frazer Nash).

Cars, 6½ Miles Scratch Race, Unlimited c.c.—1, C. G. Cathie (11.9 Star) ; 2, J. Glenton Friars (10.8 Clyno) ; 3, Jasper Spencer (11.9 Calthorpe).

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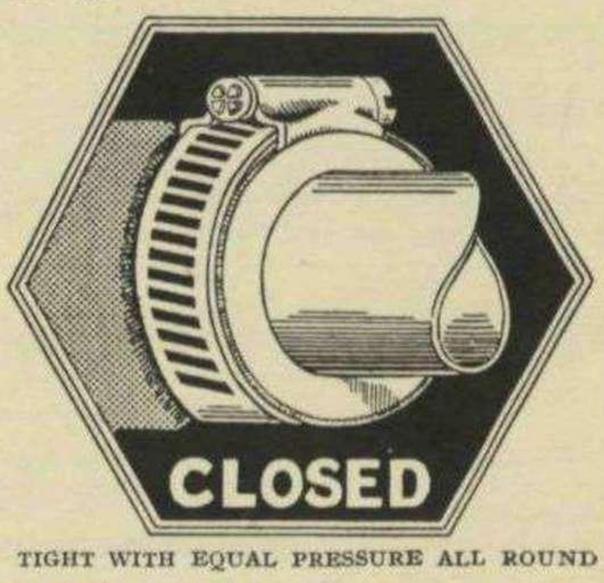
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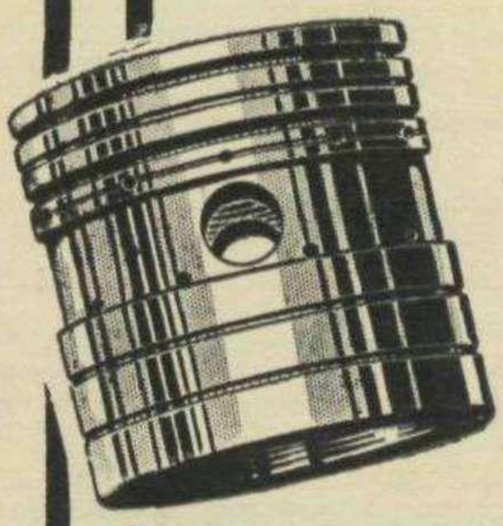
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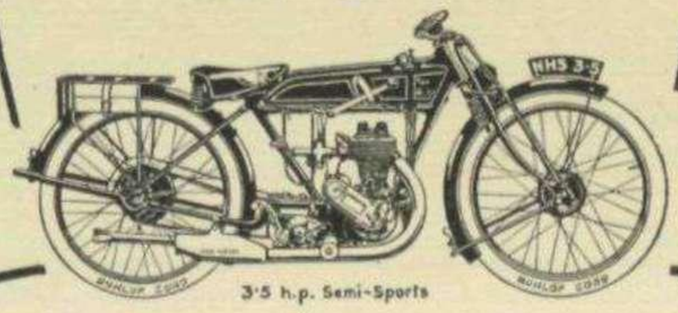
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4.9 h.p. O.H.V. Super-Vitesse	£65

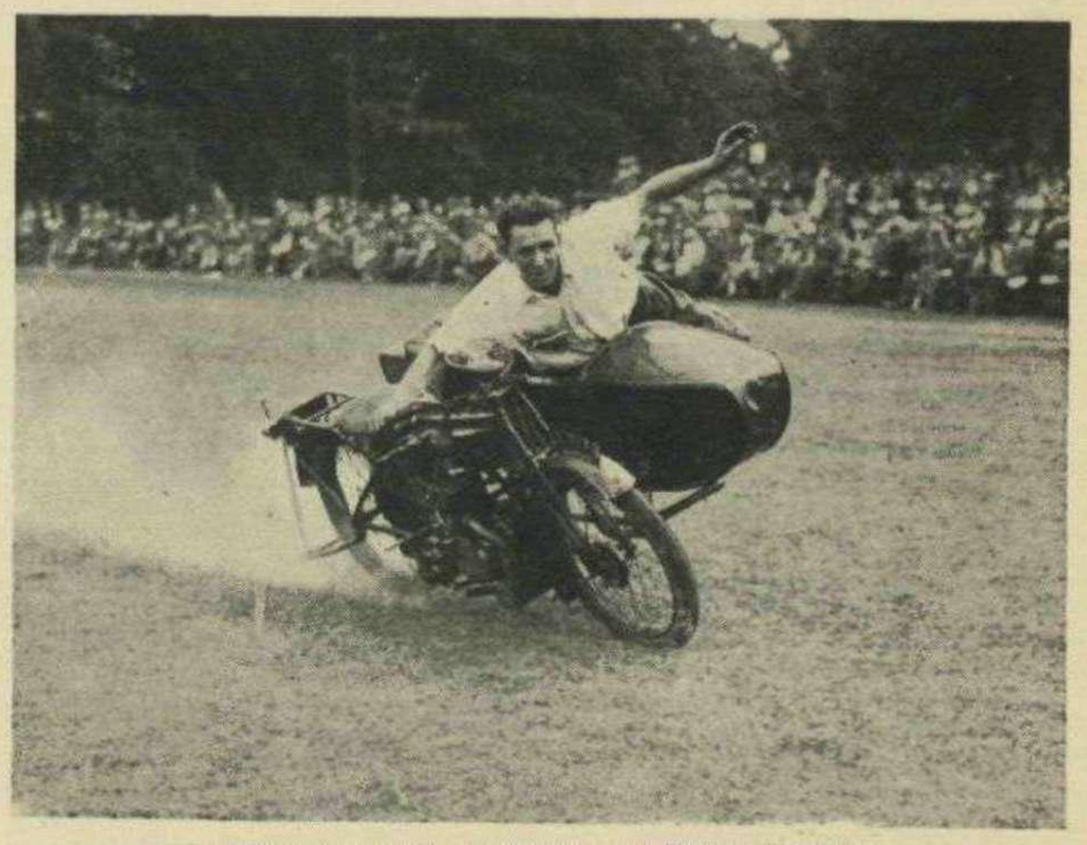
M.G.P.

CLUB NEWS IN PICTURES.

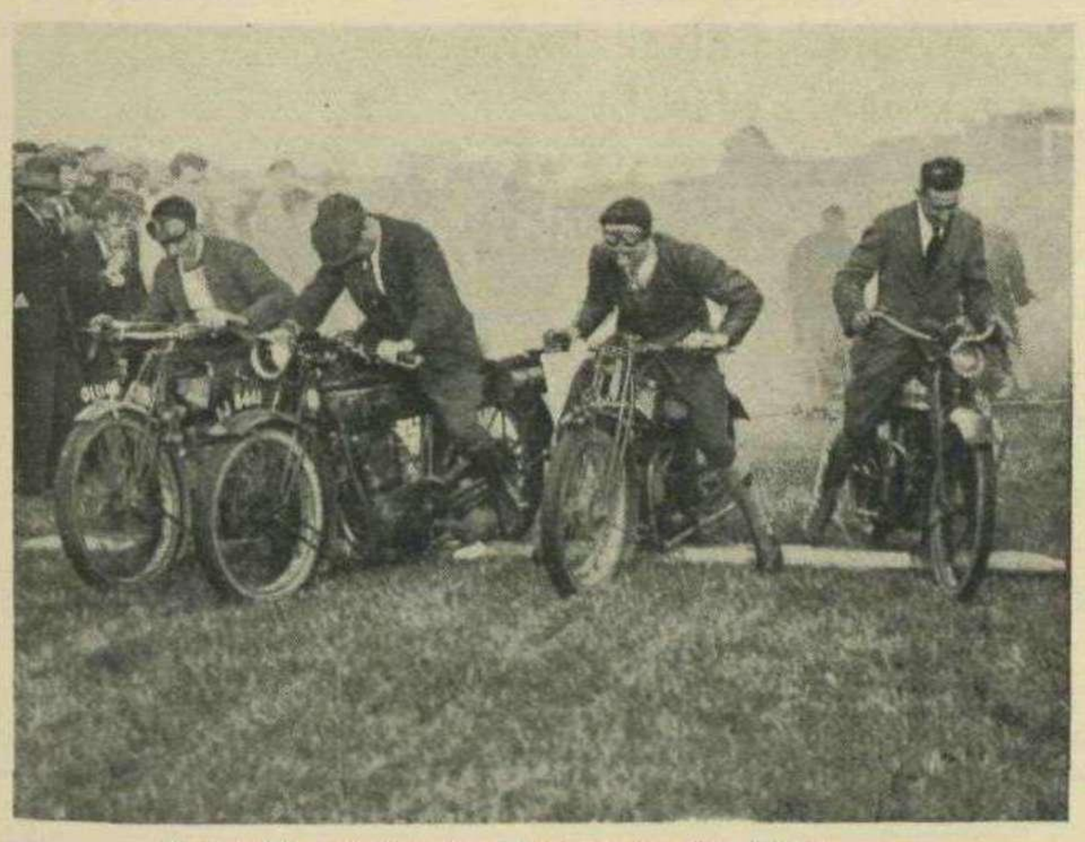
NOTE.—The Editor will be pleased to receive photos of events from Club Secretaries.



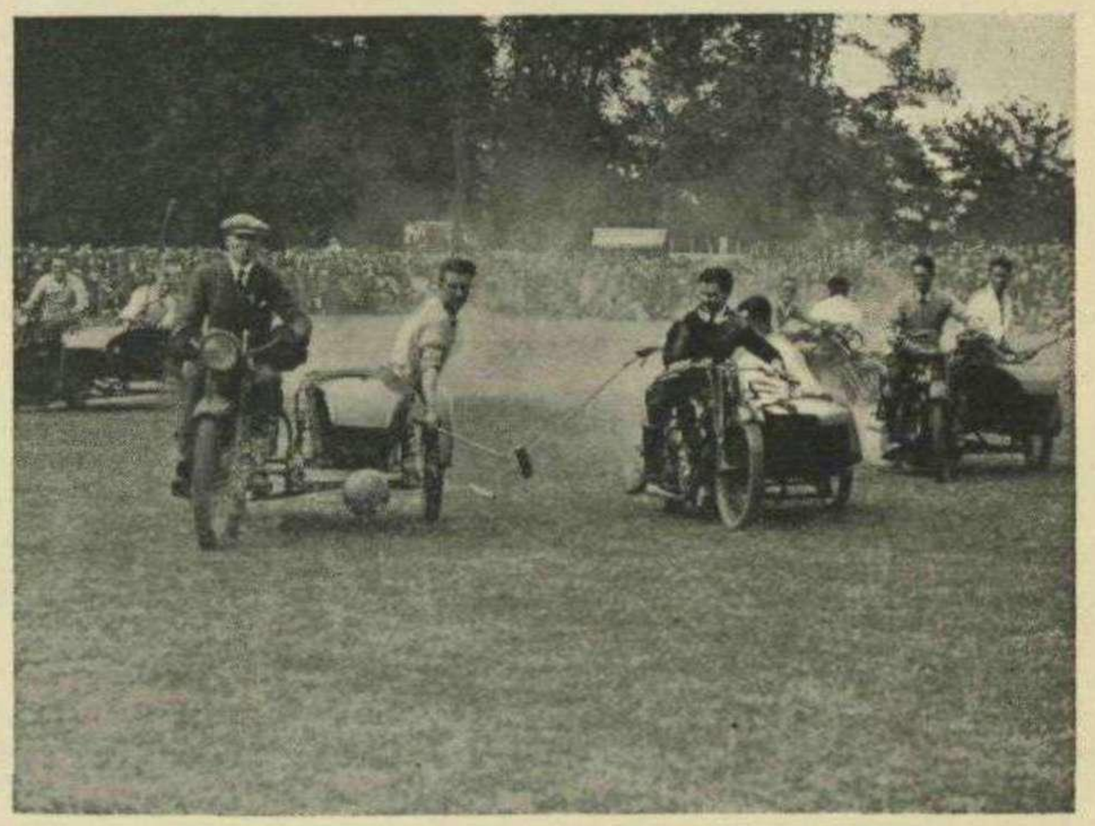
MR. G. REYNOLDS OFFICIATING AT A CLUB EVENT.



L. HELLIER GIVES A DISPLAY OF TRICK RIDING.



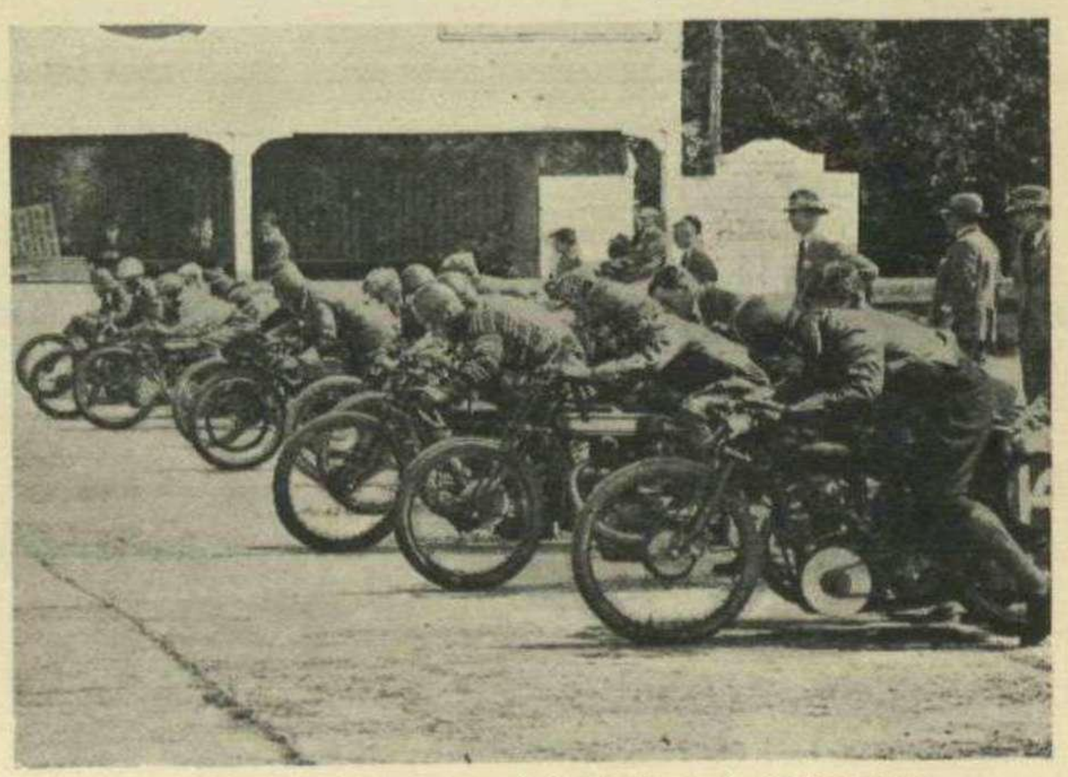
TUG-O'-WAR MATCH AT BALLYDRAIN, CO. DOWN.



CAMBERLEY "A" *v.* CAMBERLEY "B" POLO MATCH.



THE BOURNEMOUTH GIPSY M.C.C. FOOTBALL TEAM.



B.M.C.R.C.: START FOR 3-LAP PRIVATE OWNER'S RACE.

ROUND THE CLUBS—continued.

NEWCASTLE & NORTHERN MOTOR CLUB.

Extract from Minutes of Meeting held at Headquarters on Tuesday, September 1st, 1925.

Winter Programme.—The Meeting were asked for suggestions with respect to the winter programme. It was decided that we should endeavour to arrange a lecture for the next Monthly Meeting on the Magneto and Ignition.

The usual Bohemian Concert to take place for the presentation of the prizes, and the first Whist Drive to be held at the " Cottage," taking the full suite, and to form future arrangements in accordance with the attendance present at that function.

A letter was read asking for the opinion of the Club with respect to Newspaper Proprietors promoting competitions, and it was agreed that no opinion be expressed, and the letter be allowed to lie on the table.

R.A.C.—Correspondence was read from the R.A.C. with respect to Children's Day, and after considerable discussion it was arranged that the Secretary should write, pointing out what the Club already did in the City on their own, but that they would still be prepared to organise, with the assistance of other Clubs in the district, any outing for the benefit of the poor children, provided the day was altered to earlier in the Season, so that the full benefit could be got out of the day when the nights were long.

Reliability Trial for Anderson Cup.

The above Club held one of their most exacting trials over a distance of 160 miles by Spennymoor, Bishop Auckland, Barnard Castle, Kirkby Stephen, Shap, Alston, Stanhope, Shotley Bridge and home again. Checks were taken on the hill from Penrith to Alston and at the top of Crawley Side, these really being in the nature of observed hills. There was a good turnout, and the weather conditions were all that could be desired.

At the first check at Barnard Castle, seven of the competitors lost a few marks, but the run up to then had been exceptionally keen. At the second check at Kirkby Stephen, there were nine competitors who did not lose a mark, and the highest out was 38 seconds. Here, the officials and competitors had lunch at the " Black Bull," about thirty sitting down, there being an allowance of one hour.

At the final check there were five competitors right on time ; and from the provisional results which have been taken out, it appears that Mr. Percy with his " Morris Cowley " will take the Cup and the first prize, with a loss of two marks. Mr. Reavely with his " Alvis " second, with a loss of 24 marks ; and Mr. A. Jennings with his " Darracq " third, with a loss of 30 ; and Mr. A. Wright, fourth, with his " Morris Cowley," with a loss of 73.

These results are subject to confirmation by the Sports' Committee.

BOOKS.

AUSTIN TWELVE, The Book of the, A guide for owner-drivers. By Burgess Garbutt, with special articles by Richard Twelvetrees, and sketches by H. M. Bateman. Fully illustrated, cloth gilt binding, price 5s. Remarkably interesting to owners of Austin and similar cars. Of booksellers or Pitman's, Parker St., Kingsway, W.C.2.

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Single Copies : One Shilling. Annual Subscription : 14/- post free.
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