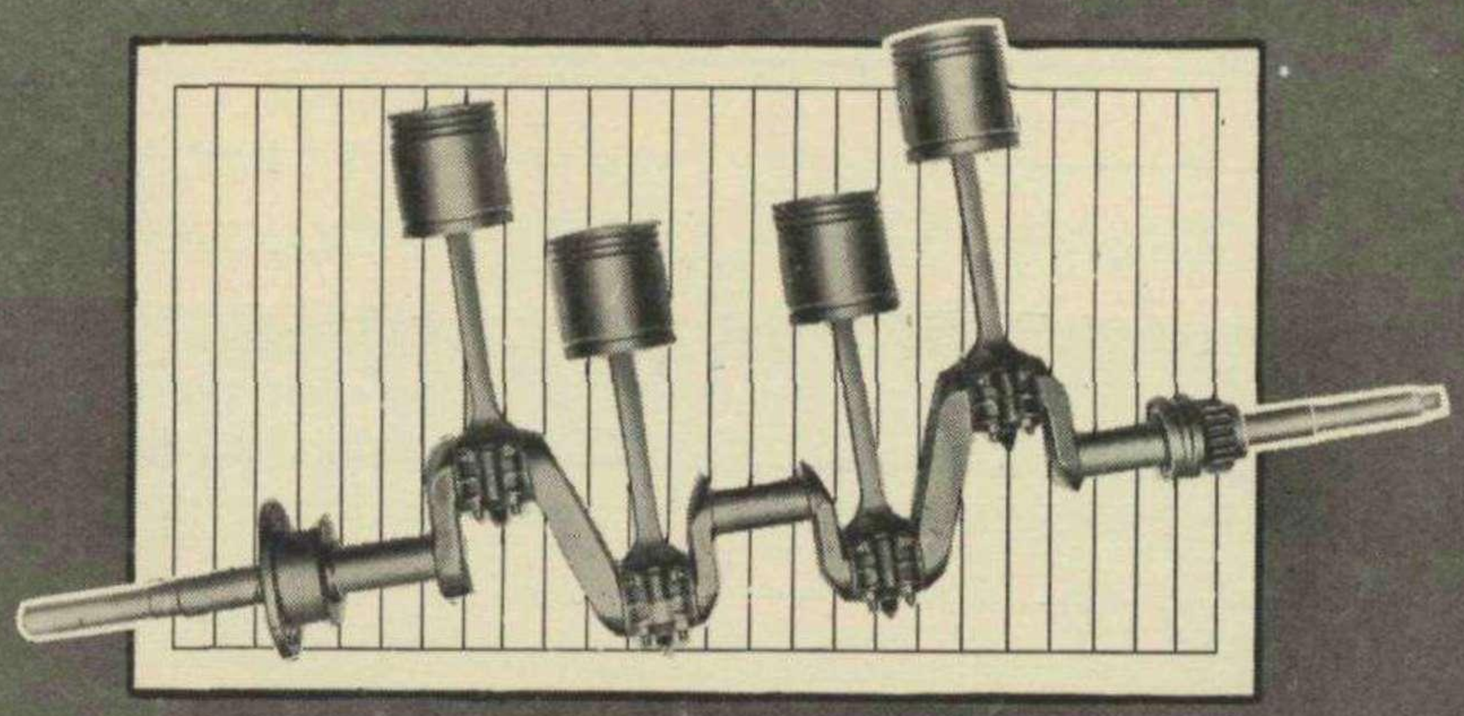


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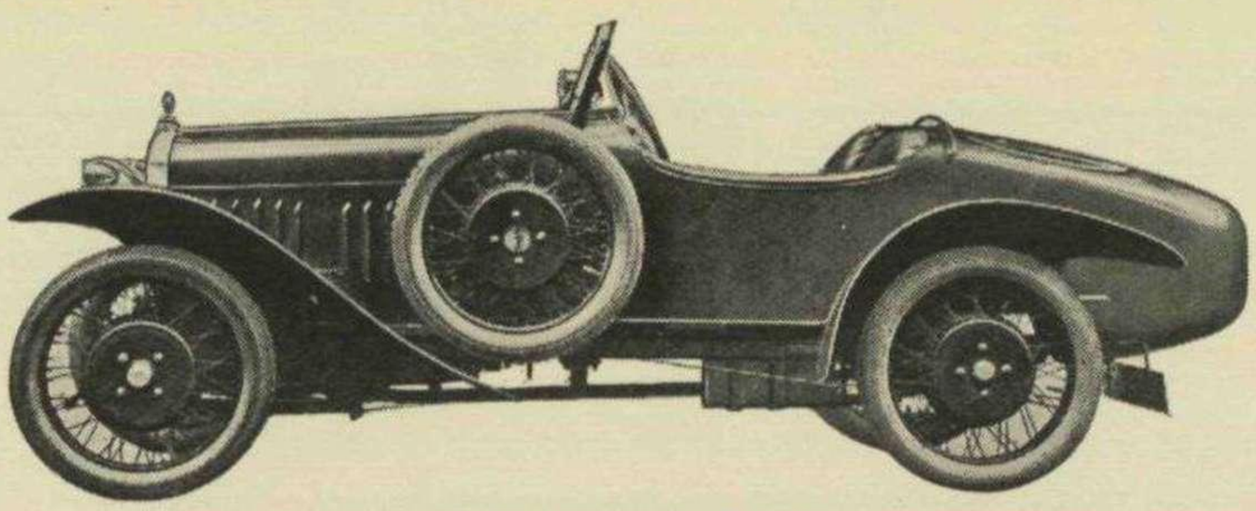
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No. 3. VOL. 3.

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

SEPTEMBER, 1926.

EDITORIAL NOTES.

Ramblings, Rumours and Reminiscences.

Being Asides About All Sorts of Things.

THOUGH we are still in the thick of the sporting season, rumour is growing busy concerning the Autumn Shows and from what I hear two very interesting exhibitions may be expected. News comes in from Coventry that certain manufacturers propose to stage entirely new models in the motor cycle line, besides which numerous improvements may be expected with reference to further mechanical refinements and additions in the way of accessories.

Perhaps I may be too sanguine in hoping for advances in motor cycle frame design, for up to the present designers have found it difficult to break away from the modified form of diamond frame as used for pedal driven cycles. A little while back, however, one very well-known designer showed me the blue prints of a much improved model embodying many real advances not only with regard to the lay-out of mechanical details, but including a really well conceived frame. Even so the proposition in putting a new machine on the market in these days of fierce competition is not one to be entered upon lightly, though my friend is still persevering with the thankless task of getting the support necessary to start production on a commercial scale.

* * *

It is early yet to predict what will happen in the sporting car line when the great Olympia Show opens, but there are already quite promising indications. For instance, the Daimler Company have come boldly forth with admittedly sporting models. The Sports Daimler which was described in *Motor Sport* is now a production model and similar bodies can be supplied for the larger types. I have already been invited to test the new 35-120 h.p. Sports Saloon and will certainly do so as soon as the opportunity presents itself. There is no doubt that these new Daimlers have a wonderful turn of speed as I discovered early this year when testing a standard 20-70 saloon. A trip from London to Exeter and back was easily accomplished in one day and during the trip we gave two youngsters driving a small racing car—make not observed—the surprise of their sweet young lives. As our horn made a genteel appeal for a little share of our road, two *beret* capped heads turned to look and seeing a Daimler saloon trying to pass the heads faced forward, a puff of blue Castrolly smoke showing that they did not mean to be overtaken.

As we had been hitting up seventies on the way down, we simply sat on their tail for a few miles, becoming more and more amused at their frantic efforts to escape. At last weary of the huge shape behind they of the racing car drew into the side and with affected nonchalance began to light up their cigarettes. But, bless your soul, we knew that in the matter of m.p.h. the Daimler had got them stone cold.

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EDITORIAL NOTES—Continued.

That new Lea-Francis racer is quite an interesting little bus and no doubt more will be heard of it, for I understand that a new specially " hot " six cylinder engine is well on the way. If my information is correct the new power unit was designed by Mr. Lord, who was responsible for the Lloyd-Lord four cylinder two-stroke car and other engines. During its early tests in a used Vulcan chassis speeds of over 75 m.p.h. on the road were attained, and as for reliability, the test consisted of some two hundred successive climbs of Kirkstone Pass, during which the only trouble was the cakeing of the ports due to the use of a well-known brand of lubricating oil, which from its name and reputation ought to have known better.

* * *

So we have to look after ourselves with regard to noise again, as Mr. the Home Secretary, informs us. Well, perhaps it is quite as well and our designers and manufacturers especially in the motor-cycle line, must really begin to sit up and take notice. Quite a lot depends, too, on driving, but if everyone takes the little trouble necessary to reduce noise to a reasonable limit no harm will be done. During my recent incarceration in Charing Cross Hospital, watching the welding operation on a tibia and fibula smashed in six places, there was ample opportunity of observing how noisy cars affected people for whom undisturbed sleep was a matter of life and death.

All night long crackling exhausts, roaring exhausts, reverberating exhausts, tinny exhausts and indescribably objectionable exhausts, thundered and spat along King William Street, so that it was only patients who had been doped with morphia who got any sleep at all—until their ears became accustomed to the din.

We live and learn, my masters, and apart from thundering past hospitals at the dead of night, shall we remember on our trips home from town that within the walls of houses in deserted streets, there may be someone lying dangerously ill and the rattle of our exhaust may just break a slumber upon which the very life of the sufferer depends.

* * *

Having got that bit of moralising off my chest (and how we all hate moralising !), let me ramble off to more cheerful topics and recall to mind the ever-growing fascination of the type of car described as the " Special." By this I do not mean the hotted up production type as prepared by manufacturers for such events as the J.C.C. Two Hundred Miles Race, but the hundreds of individual efforts with Braidwood's funny old machine (described in these columns recently) at one end of the scale and J. G. Parry Thomas' " Babs " at the other. Between these two types are many surprisingly interesting vehicles, some of which appear at Brooklands and elsewhere and some are kept as secret sources of enjoyment by their proud and happy owners.

Have you ever, when speeding along on a nippy little car of known make, been hopelessly outclassed by some mediocre looking affair with no pretensions at a sporty appearance ? If so you have probably been the victim of some keen amateur enthusiast, who, faithful to an old and trusted bus has spent time and money in an outrageously extravagant fashion by hotting up his machine.

In the silent watches of the night he has been busy in his own little workshop pulling certain pieces out of his engine, which wrapped in mysterious packages have found their way to Ewer Street, Southwark, where the Laystall wizards have performed dark operations upon them.

Some of these owners of " specials " are quite content to travel about by omnibus and train for long periods at a stretch so that their beloved cars can be fitted with unstandard parts which give that extra five or ten miles per hour. And it really *is* a most fascinating game even if it does consume most of one's available pocket money.

Talking of " specials " I wonder how Malcolm Campbell is getting on with that new fire eater of his, or does his new nest of " Bugs " keep him too fully occupied to attack worlds' records once again ?

* * *

Our Editorial notes last month on the subject of a brighter Brooklands seem to have aroused considerable interest, judging by the letters we have received.

Under the circumstances we have revived the correspondence columns in this and future numbers, and invite readers to write us on any matter of interest.

We are publishing a selection of letters on the Brooklands question, one of them being from one who takes us severely to task for reviling the ordinary B.A.R.C. meeting. Far be it from us to discourage this club, as our correspondent suggests ; in fact, *Motor Sport* policy from the beginning has been solely to encourage racing and competition, being, as we are, dependent on these features for our very existence.

Our remarks therefore were made in a genuine attempt to improve the ordinary Brooklands meeting as a spectacle, and we still maintain them.

We maintain that the spectators on the hill are " uninformed " in so far as they are unaware of any non-starters, re-handicaps, winners' speeds, etc., that may be posted on the score boards in the paddock. The crowd in the paddock, on the other hand, can see very little of the actual racing, unless they are among the uncomfortable crowd on the small grandstand.

Our correspondent, quite rightly, avers that " racing " essentially means covering the course at utmost speed, and we agree with him that the B.A.R.C. handicap event does produce speed, if nothing else ; but the point we wish to emphasise is that sheer speed, at any rate at Brooklands, is not, of itself, an interesting spectacle.

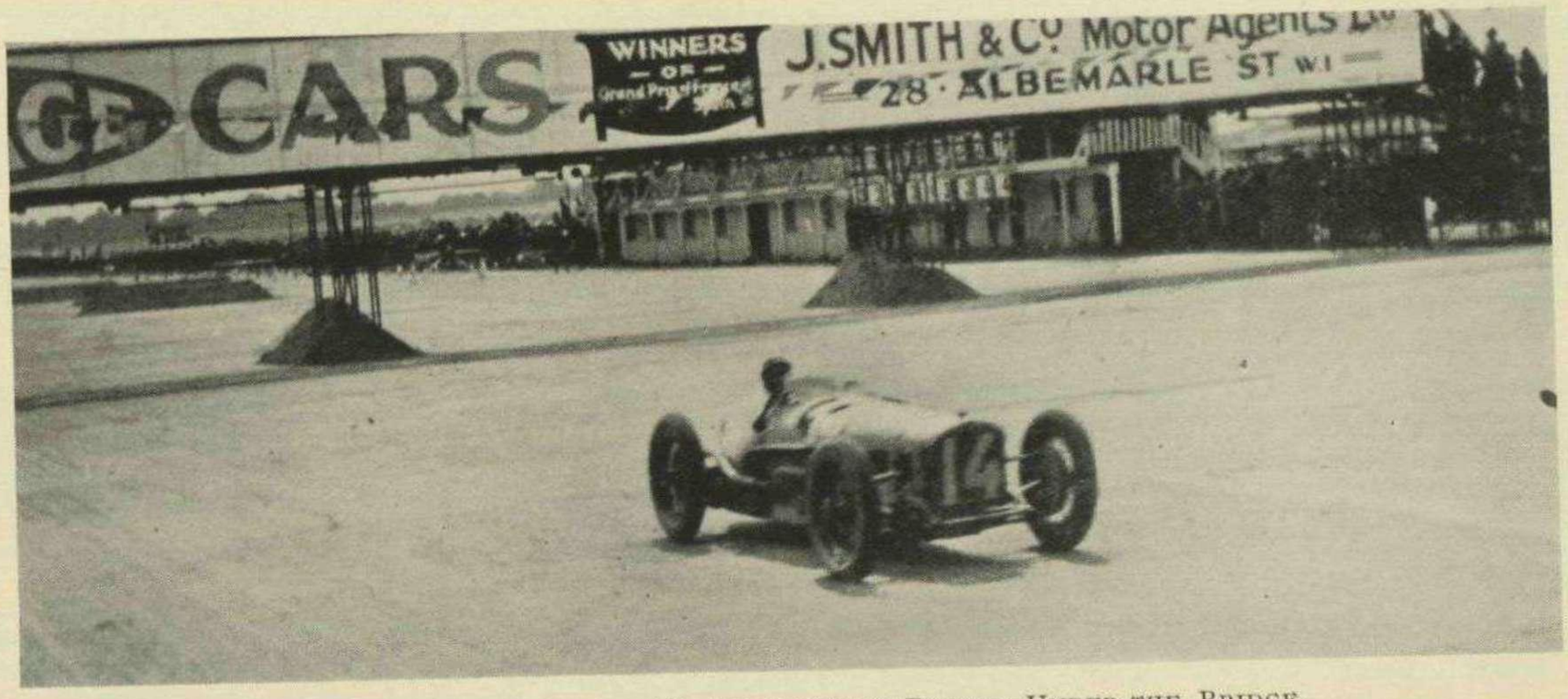
The track is too large and distant for any real impression of speed, whereas the semi-road race introduces fast cornering, which is altogether more spectacular and exciting.

With regard to the latter point, the bends should not be as " slow " as they were in the British Grand Prix, as apart from the antics of one driver the cornering was rather uninteresting.

We quite agree that a race for privately owned sports models is of little interest except to the drivers and perhaps from the point of view of the prospective purchaser.

BRITISH GRAND PRIX.

The first Great International Race held at Brooklands.



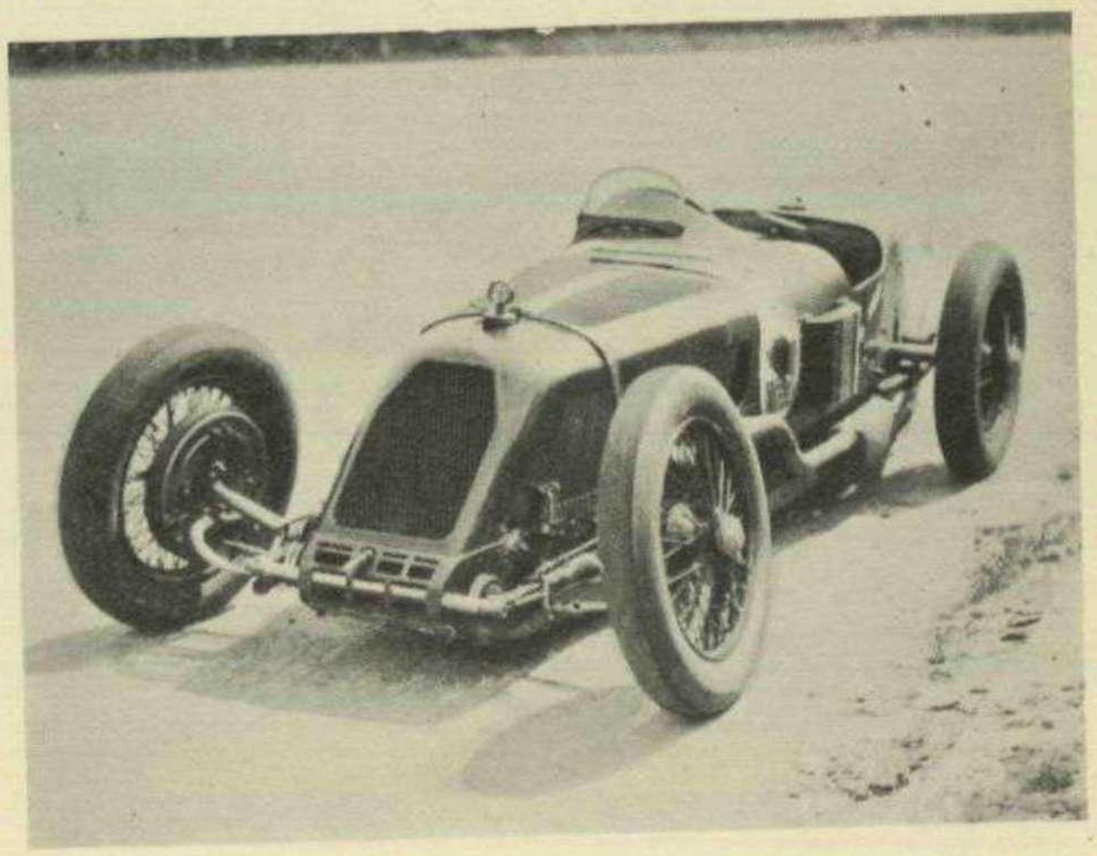
ROBERT SENECHAL ON THE WINNING DELAGE PASSING UNDER THE BRIDGE.

A BRIGHTER scene than Brooklands on August 7th, 1926, would be hard to imagine; sunshine, dresses, sumptuous cars, grass, trees, advertisements, and lastly the little green and blue projectiles themselves, such is the picture retained in the mind, of this great event. One was impressed by the resemblance to a horse-racing meeting, even to the parade of cars burbling gently out to the distant starting line from the paddock, to the delight of the huge crowd, many of whom did not again have an opportunity of examining the vehicles at such close range. The antics of the mechanics when climbing in to accompany the drivers to the start, were most amusing, some of them only just retaining their precarious seats as the driver "trod on the gas." At length the cars were lined up at the end of the finishing straight, and with commendable promptitude Mr. Ebblewhite's little red flag was raised and dropped to the accompaniment of a crescendo of exhausts and the shrill whine of nine, no, twelve superchargers (the Delages each had two superchargers). Almost at once the terrific acceleration of the Talbots became obvious, all three shooting to the front, and Divo, in particular, handsomely outstripping even his team mates.

In an incredibly short time the competitors came screaming off the Byfleet banking, the three Talbots in the van, but, to everyone's dismay, Moriceau's car was seen to be in trouble. With wildly wobbling front wheels the car was gradually pulled over to the left of the track and stopped. It was then observed that the front axle had collapsed, allowing the front wheels to sag inwards in a most pathetic manner. There was no time to ponder over this misfortune, however (which naturally caused Moriceau to retire), for the rest of the field came snaking through the bends, Divo, Segrave and Benoist (Delage) leading, with the other two Delages at the tail end of the procession, and temporarily behind, the three British drivers, Campbell (Bugatti), Halford (Halford), and Eyston (Aston Martin), who completed the procession.

The first change in the order resulted in Sénéchal on the Delage overtaking Eyston, and this order was maintained for about six laps, during which time the three leaders, now in close formation, averaged 82 m.p.h.

At this early stage of the race several interesting facts were noted: Segrave's Talbot exhaust pipe belched wicked yellow flames in the most ominous manner without apparently affecting his speed; Sénéchal appeared to delight in violent skidding on all the corners,



THE FIRST CASUALTY, MORICEAU'S TALBOT WITH A BROKEN FRONT AXLE.

BRITISH GRAND PRIX—continued.

whereas all the other drivers restrained themselves from this amusing and destructive policy ; it was interesting to note that Segrave and Divo shot away from Benoist's Delage on leaving the last sandbank, but owing to unreliable brakes and lack of faith in their front axles, they cut out much earlier than Benoist, approaching the bends, so that the Delage lost no ground to them on the whole lap.

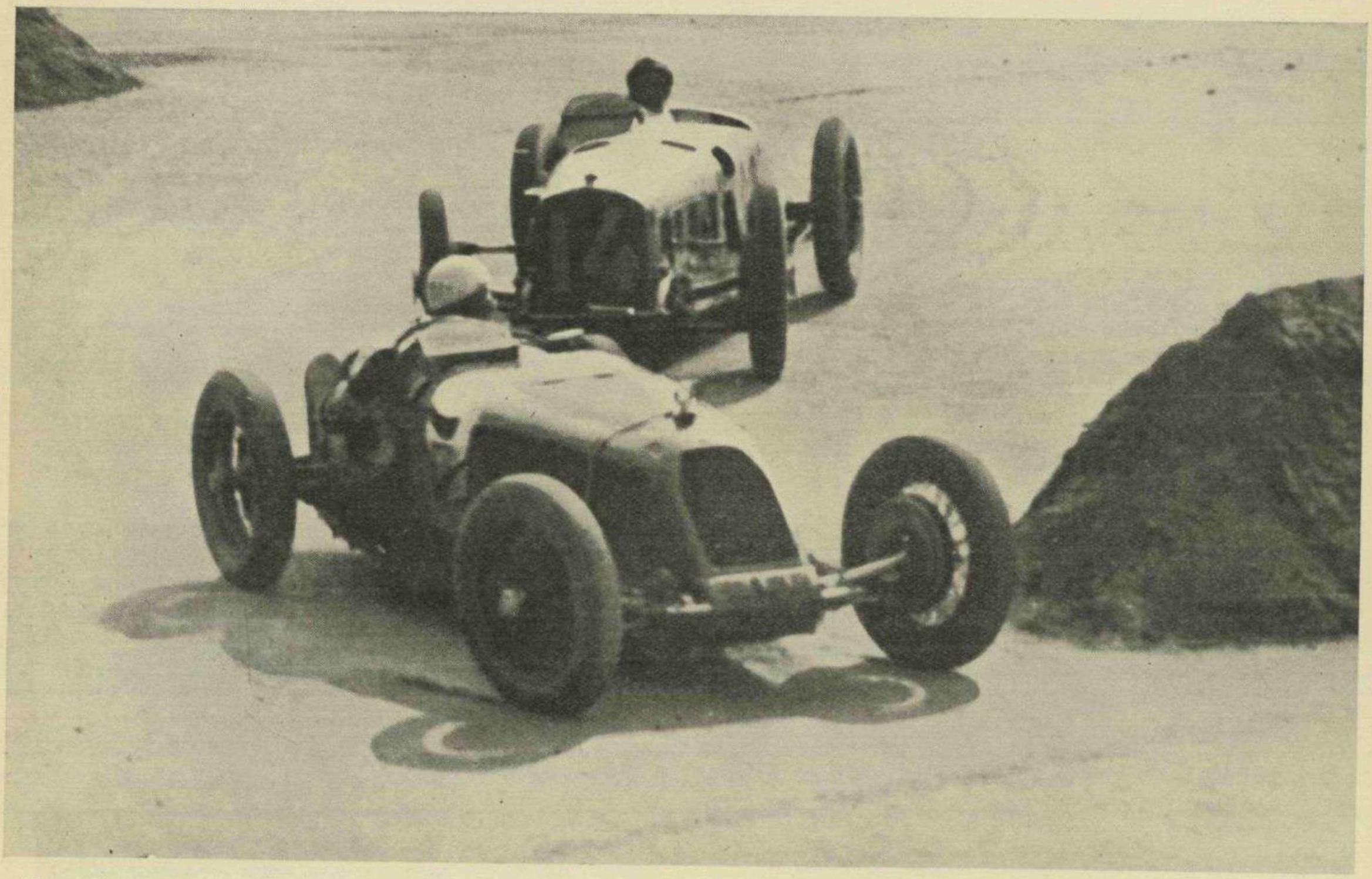
Louis Wagner stopped on his third lap and fitted a set of new plugs to his Delage, an operation which he repeated several times during the next few laps. However, it seemed that the much-maligned sparking plug was once more not to blame, and the trouble was something deeper. To everyone's surprise, Wagner was announced as retiring with feet burnt by his exhaust ; surely Delage had not ignored their San Sebastian lesson ? Actually, however, the hot exhaust pipe set fire to the body of the car, thus contributing to the causes of its withdrawal. About this time Divo also called at the pits for plugs, allowing Segrave to take the lead, which he held until the thirteenth lap, when he shed a tyre tread and stopped to change both back wheels.

Segrave's stop gave the lead to Benoist, who had been quietly biding his opportunity in second place, and who continued to lap at 82-83 m.p.h. Sénéchal and Segrave, who had restarted, were running level, about two laps behind, in second and third positions respectively, followed by Halford, Campbell, Divo and Eyston in the order named.

An interesting feature at this period of the race was the ugly behaviour of Segrave's front wheels on approaching the first corner. The axle appeared to judder badly, the wheels wobbled and sometimes locked, as though the brakes were seizing. Halford was very fast through the bends, swinging out wide just by the bridge and menacing the timekeeper's box. His car appeared to roll somewhat. Very little change in the order took place during the next twenty laps ; Benoist changed his rear tyres without losing the lead, and Divo stopped now and again to carry out adjustments. Towards the 50th lap Segrave's Talbot began to cough and splutter, at one time almost stalling by the last sandbank ; Segrave stopped to alter the mixture, but no great improvement was noticed. When the leader completed 50 laps the order was :

1 Benoist (Delage). 80.41 m.p.h. ; 2 Senechal (Delage) ; 3 Segrave (Talbot) ; 4 Halford (Halford) ; 5 Campbell (Bugatti) ; 6 Divo (Talbot) ; 7 Eyston (Aston Martin).

Shortly after this Eyston stopped to investigate the cause of overheating, and discovered a blown cylinder head joint and water pump trouble. After an attempt to repair matters he retired. A very creditable effort,



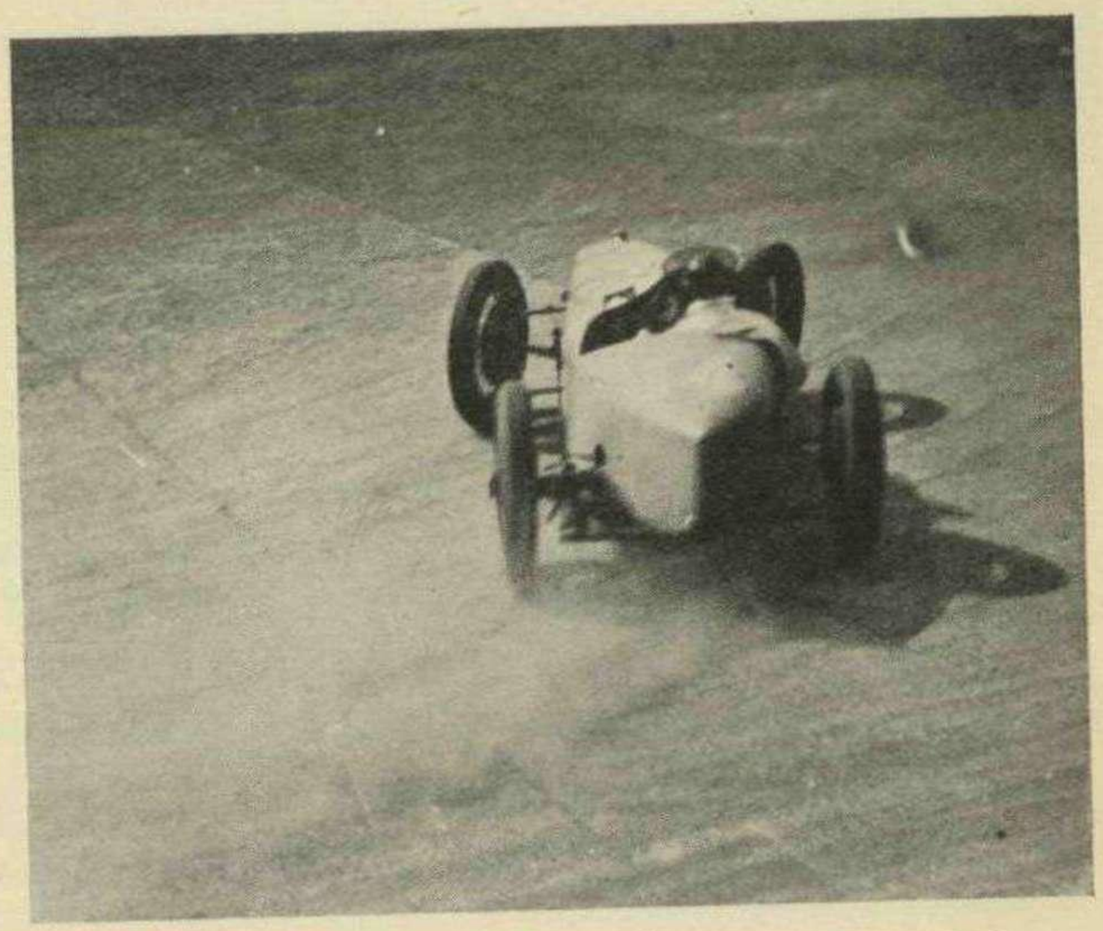
MAJOR SEGRAVE WHO MADE FASTEST LAP ON HIS TALBOT CLOSELY FOLLOWED BY SENECHAL'S DELAGE ON ONE OF THE BENDS.

BRITISH GRAND PRIX—continued.

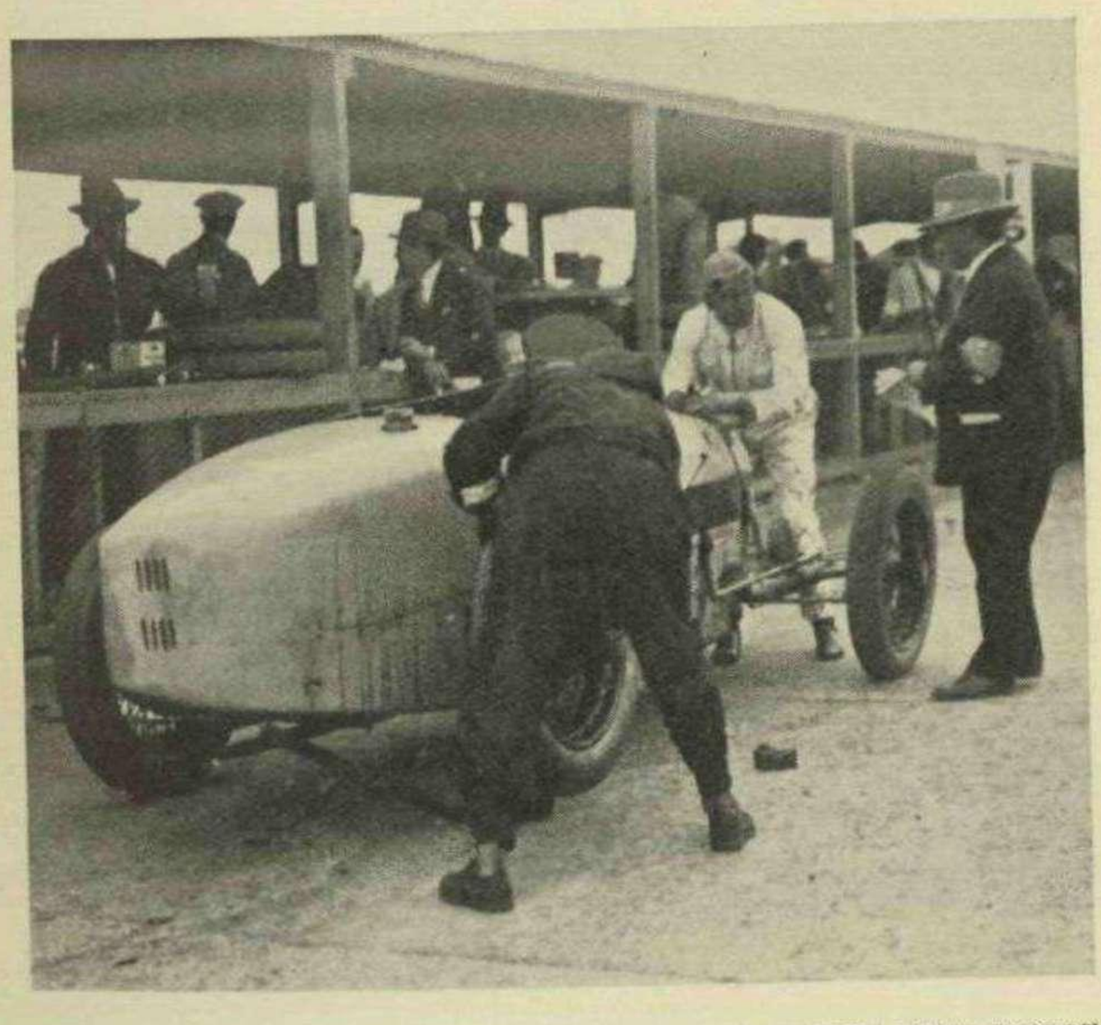
when it is known that the engine was only installed two days before the race.

Segrave now began to stop on almost every lap, and was passed by Halford ; thereafter he made spasmodic attempts to continue, but eventually retired " before he broke everything." Among other troubles, his car had been on fire at the pits, but was quickly extinguished.

The crowd now settled down to watch the extraordinary skids performed by Robert Sénéchal, who seems to delight in this method of cornering. One of the most exciting incidents of the race occurred at the second series of bends : Sénéchal was being closely followed by Divo, who was usually most unspectacular ; on the right hand turn Sénéchal skidded broadside, nearly stopping in front of Divo ; in perfect time Divo executed an exactly similar skid, checking his car when it was parallel to the Delage ; both cars then proceeded to turn left on to the main track, where the same thing took place again, except that Divo slipped past Sénéchal on the inside and stole a useful lead.



M. SENECHAL IN THE THROES OF ONE OF HIS SKIDS.



MALCOLM CAMPBELL SNAPPED DURING ONE OF HIS FEW DEPOT STOPS. NOTE GEORGE DULLER IN THE PIT.

On another lap the exuberant Sénéchal waved both his arms in the air in the middle of a very lurid skid, or, as the lay press stated, " Threw up his arms in despair."

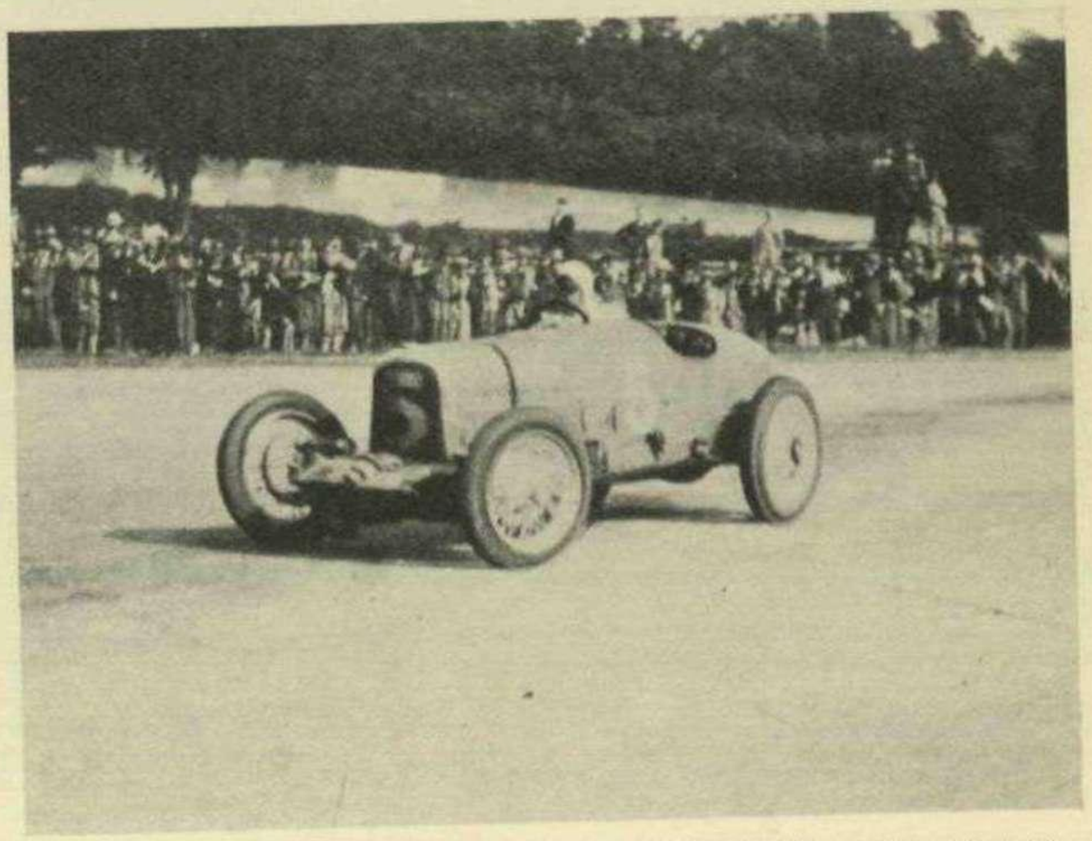
Malcolm Campbell now began to drive the Bugatti faster, and he and Halford changed places several times owing to replenishment stops ; meanwhile Divo seemed to have got over his troubles and was working up, eventually attaining third place after about 70 laps.

Benoist now began to lose ground, his engine was misbehaving and the old exhaust pipe trouble was recurring ; however, he had a substantial lead, and in spite of a depot stop he was not displaced. Sénéchal was the next to suffer, as his pedals and floorboards began to scorch his feet. The race thus assumed a curious aspect. The three leaders were all in some form of trouble, while the two tail enders, Halford and Campbell, were running well ; in spite of this, however, Divo's Talbot was the fastest car running, although misfiring. On his 83rd lap Sénéchal stopped and leapt into a foot bath of cold water, and Wagner took his place in the Delage, getting away in company with Divo, who had stopped for replenishment.

It now appeared that the Halford stood a very good chance of winning, as it had been performing with such reliability, but it was not to be ; on its 83rd lap it stopped between the bends with a broken universal joint and caused Wagner, who was just behind, to take the middle arch of the bridge. Halford pushed back to the pits and retired.

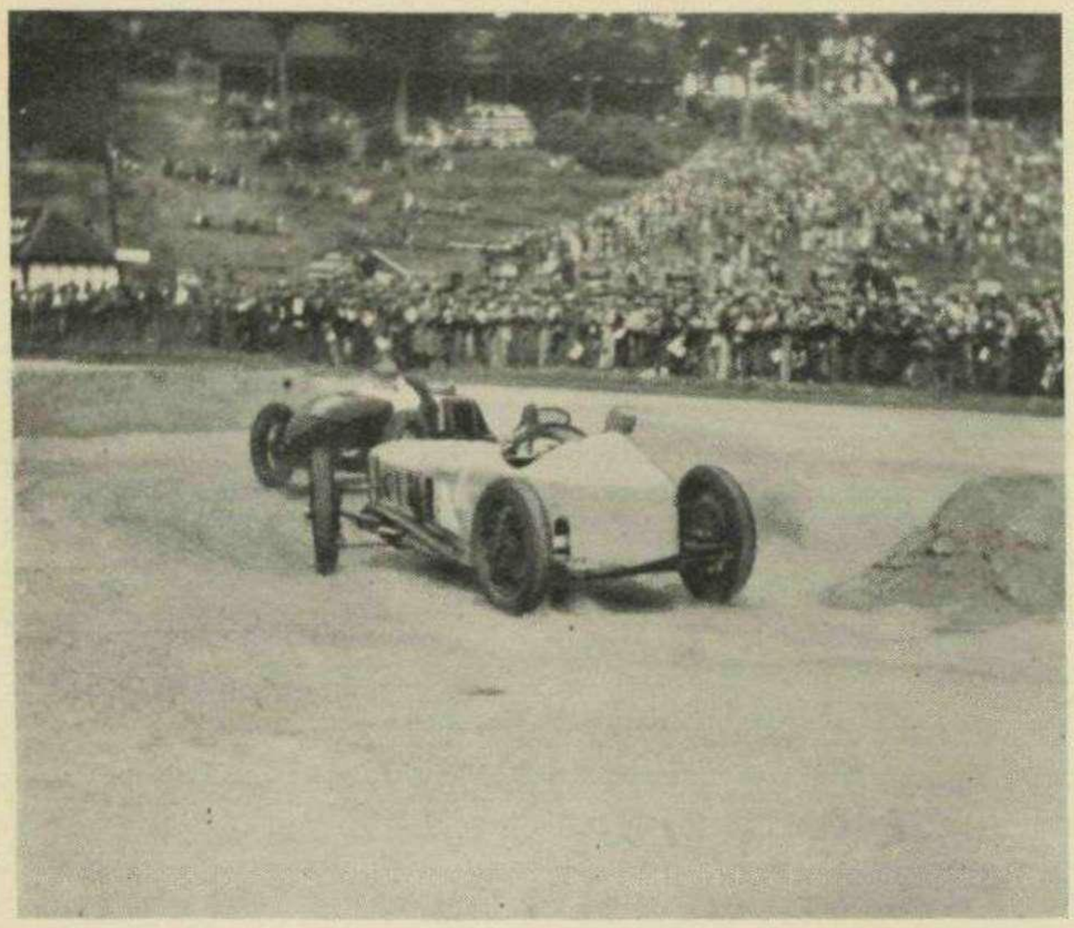
Just before 90 laps Benoist came in to try and rectify various troubles, and Wagner took the lead on Sénéchal's Delage. Benoist's car was on fire, and spent some time at the pits, eventually restarting in the hands of Dubonnet, an amateur, who drove in his " gent's natty suitings " and hatless !

Wagner was soon in trouble with his feet, and stopped every few laps to bathe them, but managed to retain an ever decreasing lead. Divo in the meantime stopped



THE HALFORD SPECIAL WHICH PUT UP SUCH A PROMISING PERFORMANCE.

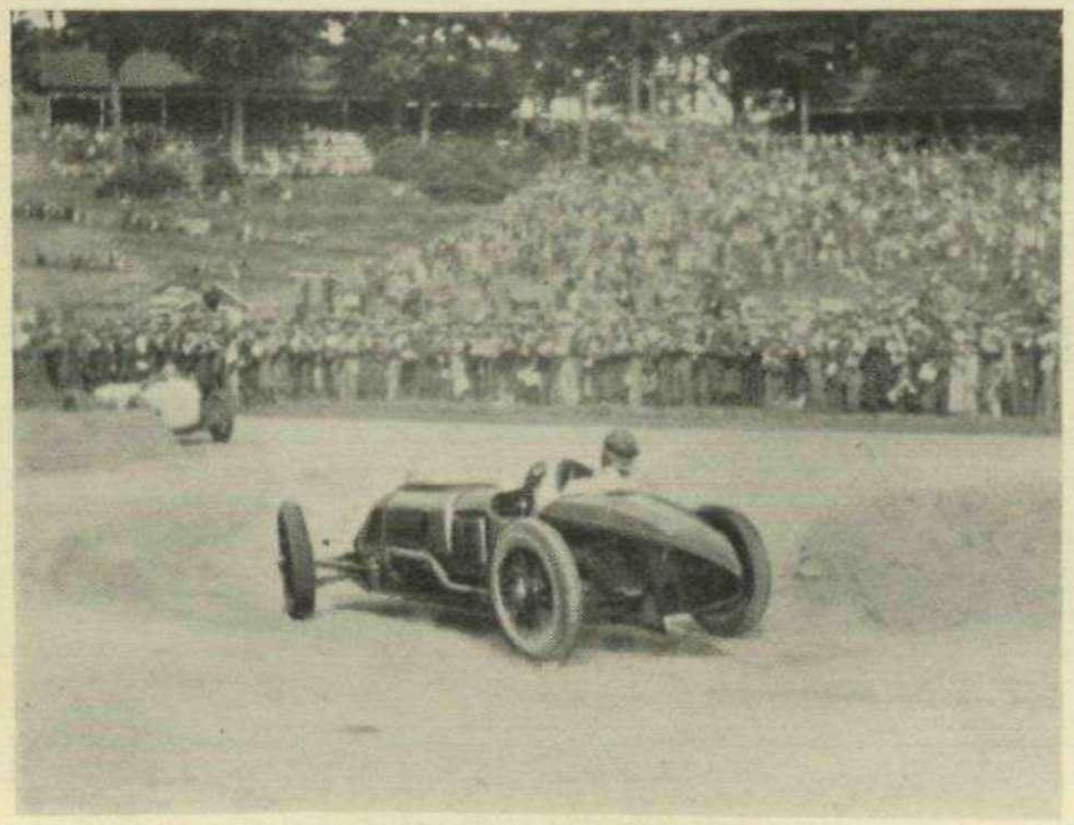
BRITISH GRAND PRIX—continued.



ALBERT DIVO AND ROBERT BENOIST WHO BOTH LED AT TIMES DURING THE RACE.

once more, and after many fruitless attempts to restart eventually gave up, thus eliminating the last British hope. Excitement rose to fever pitch during the last 15 laps, with Campbell gradually overhauling the crippled and flaming Delage driven by Dubonnet, who was evidently suffering greatly, tongues of flame belching from the bonnet. Both these cars, however, were catching up Wagner's Delage, which kept on stopping on account of the driver's feet. On the 102nd lap the Bugatti passed the Delage, thus securing second place, which it maintained to the end. Wagner was too far ahead to be caught, and eventually won at 71.61 m.p.h., a remarkably good speed considering the number of stops.

Malcolm Campbell (Bugatti), who only had three stops, finished second at 68.82, just in front of Benoist's and Dubonnet's red-hot Delage, which averaged 68.12 m.p.h.



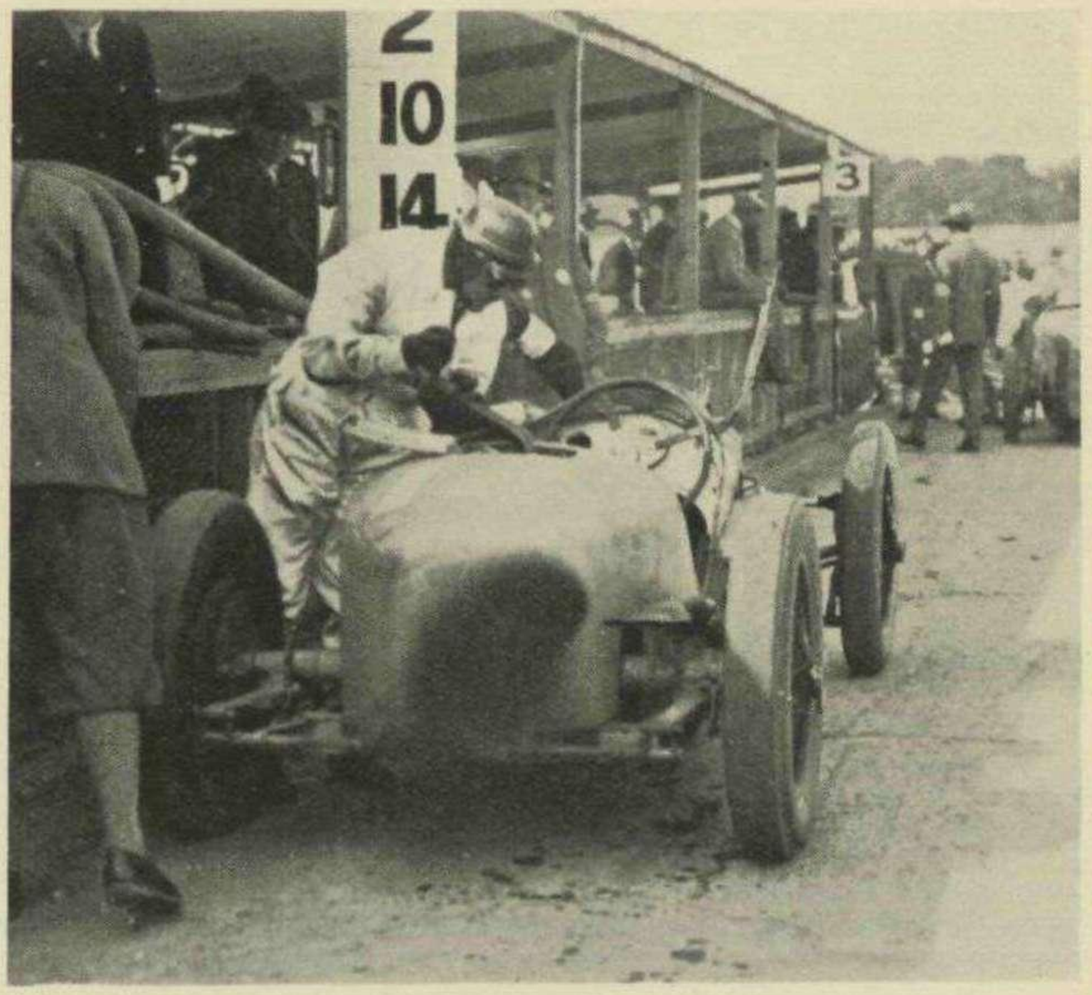
THE SAME PAIR AS ABOVE BUT IN REVERSED ORDER.

Thus finished the greatest race ever seen at Brooklands; at the conclusion the Delage drivers had to be lifted out tenderly and have their feet treated for burns, Benoist incidentally announcing that unless the design was altered he would not drive again.

During the course of the race it was announced that the Stanley Cup for the fastest lap was won by Major Segrave, who covered one circuit at 85.99 m.p.h.

THE KLAUSEN HILL CLIMB.

THIS annual event has, in the last five years, risen from an open club event to the status of an International Grand Prix. It is quite the most important event in Switzerland. It occupies two days, and there are classes for motor-cycles, novice and expert, and for cars, touring, sports and racing.

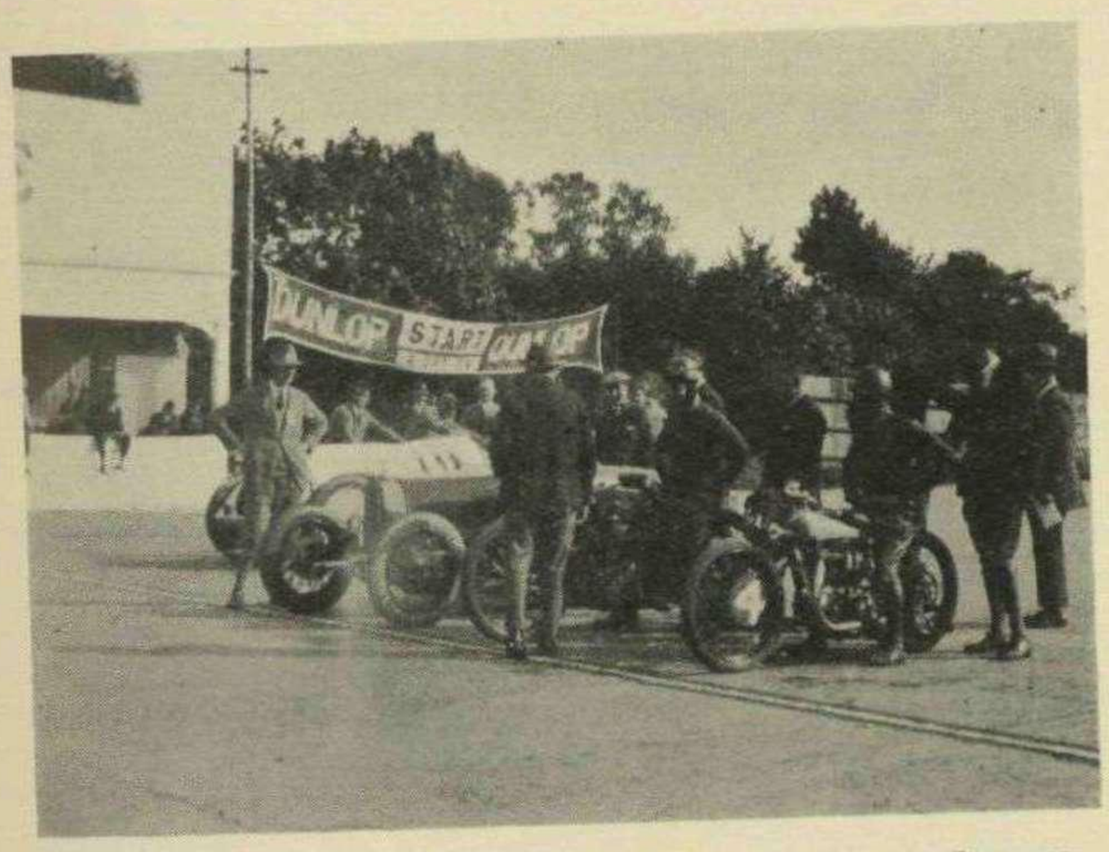


M. SENECHAL WHO WORE A CRASH HELMET, REPLENISHING HIS DELAGE.

This year there was a record entry of about 180. The course is easily the most arduous in use. It is 13½ miles long, and contains 24 hairpins and innumerable other bends and corners. The difference in altitude between start and finish is over 4,000 feet. The average gradient is 1 in 16, and the maximum 1 in 11. About half way up the course there are 4 kilometres almost straight, and in the middle of this a flying kilometre is timed for each competitor. Also, the course is nearly flat for this kilometre.

The lack of English support was really deplorable. The British Grand Prix unfortunately clashed with this event, but that is no excuse for the lack of support by motor-cycle manufacturers. Motor-cycles are quite popular in Switzerland, and in competitions the Motor-acoche has matters practically all its own way. It is up to our manufacturers to challenge them on their own ground.

THE ESSEX MOTOR CLUB'S BROOKLANDS MEETING.



AN INTERESTING RACE BETWEEN CARS AND MOTOR CYCLES.

KLAUSEN HILL CLIMB—continued.

Unfortunately the event was marred by very bad weather, as it rained and snowed for practically the whole of the two days. In spite of this, however, several records were broken, although the record made last year by the late Count Masetti still stands (it was made on a 2-litre G.P. Sunbeam, the time being 17 mins. 28.8 secs.). He also holds the record over the flying kilometre, his speed being 156.52 k.p.h.

On the Saturday the chief feature was the fight between Guiseppe Franconi on his Motoracoche and Pietro Ghersi on the Guzzi in the 500 c.c. Experts Class. The former held the record for the course in 18 mins. 21.8 secs. In spite of the conditions he beat his record by 33 secs., his time being 17 mins. 48.6 secs. Ghersi, however, could do no better than clock 18 mins. 18 secs. It was announced that he had had two crashes en route, and so it was really a very fine performance. In the same class Dom on a Scott was third : it will be remembered that he made fastest time in the recent Dutch T.T. when he won the 750 class. Evans, an Englishman, on a four-valve Triumph, was fourth.

In the 1,000 c.c. class Franconi's old record was beaten for the third time by Cérésole on a Harley-Davidson, his time being 18 mins. 11.8 secs.

In the Novices classes Hanselmann made fastest time on a Scott, but was disqualified later, as his machine did not comply with the rules.

Franconi on the 500 c.c. Motoracoche made fastest time in the flying kilo., his speed being 136.842 k.p.h. The fastest in the Novices class was Piazza on a 500 c.c. Sunbeam, his speed being 135.242 k.p.h.

In the 1,000 c.c. Sidecar class Gex on his Motoracoche established a new sidecar record, his time being 21 mins. 23 secs.

In the Sports Car classes under three litres, small French cars had matters all their own way.

In the Racing Car classes fastest time was made by Kessler on a 2-litre Alfa-Romeo. He made a very neat climb in 18 mins. 42.8 secs. Another Alfa-Romeo made fastest time over the kilometre at a speed of 149.245 k.p.h.

THOUGH compared with the meetings of the B.A.R.C., the series of races arranged at Brooklands on Saturday, August the 14th, by the Essex Motor Club provided some very good sport, and exciting finishes were witnessed.

These smaller club meetings are very enjoyable in that the social side of club life is mingled with the interests of the purely sporting fraternity, and, moreover, the proceedings are sometimes brightened by the interposition of private matches to fill any gaps that may occur in the programme. Such a match was witnessed at the last meeting, when two private members, driving a 30-98 Vauxhall and a six-cylinder A.C. had a three lap handicap, favouring the latter, which won easily.

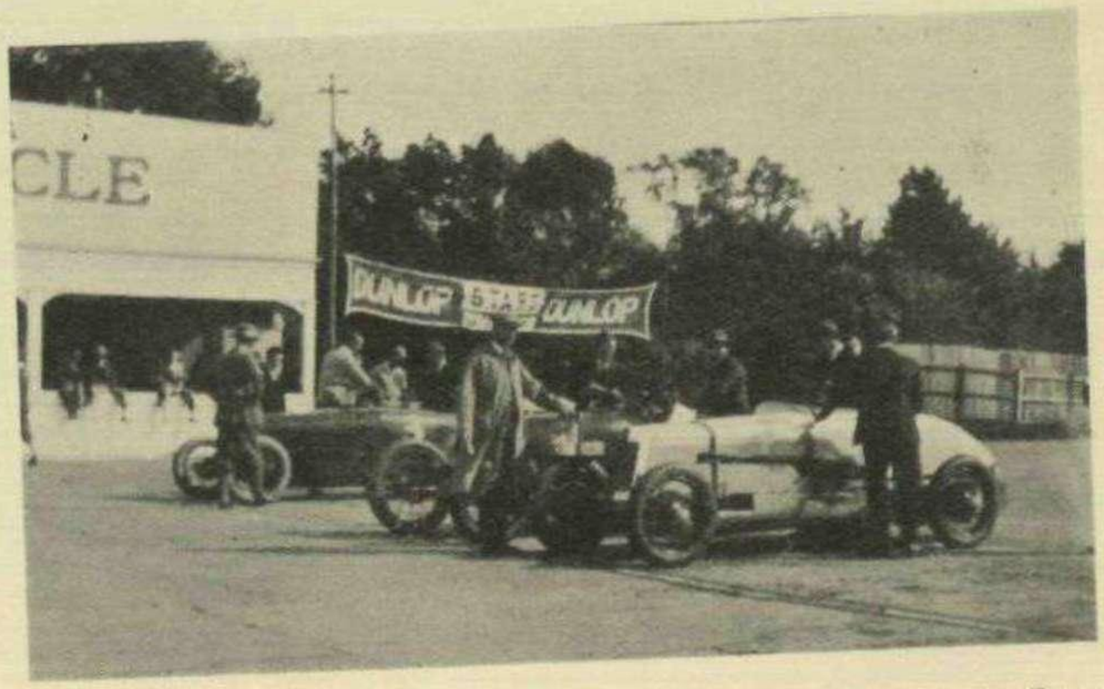
Four starters turned up for the first race, which was the Essex Junior Handicap, and proved to be an easy thing for the Bugatti driven by J. Taylor. G. N. Norris on his smart looking Lea-Francis being second. The winner's speed was 86.46 m.p.h.

The second event was for motor-cycles, being a twenty-five miles handicap for solo machines up to 1,000 c.c. In this event J. S. Wright, the Zenith speedman, was expected to exhibit some of his prowess, but his machine was evidently out of temper, and after covering a few fitful laps, Wright was forced to retire. The same fate overtook H. J. Knight on a similar machine, in this case, however, the retirement was reported as being due to burst flywheels.

C. W. G. Lacey on a Grindlay-Peerless was putting up a very good show, but was gradually overhauled by F. G. Hicks on a Velocette, who would have won had his engine not developed a bad attack of misfiring, which allowed W. A. Jacobs (Rex-Acme) to run home a winner at a speed of 69.85 m.p.h., Hicks and Lacey being second and third respectively.

J. G. P. Thomas laps at 126 m.p.h.

The Essex Senior Long Handicap produced a very good race, which started by Hazlehurst (Salmson) making the most of a good start and holding it until the end of the second lap. The Lea-Francis and J. Taylor's Bugatti then closed in upon him, with Capt. Campbell's Bugatti, Kaye Don on his big Sunbeam, and Thomas on his Leyland-Thomas bringing up the rear.



THE START OF THE WINNERS' HANDICAP, SHOWING THE NEW LEA-FRANCIS RACER.

THE ESSEX MOTOR CLUB'S BROOKLANDS MEETING—continued.

The Sunbeam appeared to be quite fast, and was making up ground well, though it bounced over the bumps in a terrifying manner, which must have made the occupants feel very uncomfortable.

Thomas, whose engine seemed to be irregular as it passed the stands, was in reality travelling very fast, for during the race his lap speed worked out at 126 miles per hour.

The race resulted in a win for Norris on the Lea-Francis at a speed of 85.72 m.p.h., with Kaye Don (Sunbeam) second, and Hazlehurst (Salmson) third.

The Essex Lightning Long Handicap was won by Capt. Campbell on his eight-cylindered Bugatti at 104 m.p.h. Kaye Don, whose tyres were in such a bad condition that the stewards should have prevented his running, came in second, and Thomas was third.

Winners' Handicap for Cars.

The competitors for this race comprised those who had gained first and second places during the afternoon, the handicap being according to the speeds in these races. Norris (Lea-Francis), who had 1 min. 36 secs. start from Parry Thomas, just managed to beat the latter at a speed of 85.72 m.p.h., with Capt. Campbell, on his Bugatti, third.

Cars v. Motor Cycles Handicap.

Prior to this race, Marchant, on a Chater-Lea, attempted to lap at 100 miles per hour, but after carrying on for a couple of laps, gave up owing to the rough wind.

In the last race, the cars were represented by Thomas' Leyland-Thomas, Campbell's Bugatti, and the two-wheelers by C. W. G. Lacey's Grindlay Peerless and H. J. Knight's Zenith-Jap.

Lacey got away with 1 min. 35 secs. start, the order of running for the first two laps being: Lacey, Knight Campbell and Thomas. It then looked as if Lacey would be successful in holding his lead to the end, but on the railway straight he was overhauled by the Bugatti, which ran home an easy first. A lew seconds after Campbell had crossed the finishing line there was a closely packed bunch, consisting of Knight, Thomas and Lacey, who were so close that it was difficult to observe the order in which they actually crossed the line. Winner's speed: 104.63 m.p.h.



AN IMPRESSIVE VIEW OF THE START OF THE BRITISH GRAND PRIX. DIVO'S TALBOT HAS ALREADY SHOT AHEAD WHILE SENECHAL AND WAGNER, NOS. 10 AND 14, WHO DROVE THE WINNING CAR ARE STILL AT THE POST.

SPORTING MACHINES ON TEST.

THE No. 1. o.h.v. B.S.A.

By "DOUZEARBRES."

MY attention was first directed to the overhead valve model B.S.A. on the memorable occasion, a year or so back when in the hands of H. S. Perrey, it climbed the railway track up Snowdon in the teeth of a terrific gale. There is no need to mention numerous other successes of this intriguing little machine, except perhaps to remind readers of the sixty ascents of Bwlch-y-Groes when fitted with a sidecar.

Though personally I am not so qualified to report on the behaviour of any two wheeler as are my colleagues on the staff of *Motor Sport*, special privilege has been accorded in this case, as the test happened to be of quite an unusual nature, part of it including several hectic days of despatch riding in the great National Emergency. One result of the test, for which the machine cannot be blamed, is that all future tests of motor cycles will be done by other members of our staff, this being my first and only appearance as a motor cycle critic.

For years and years the B.S.A. products have been world renowned for reliability and the man who wanted to get there and come home again with the certainty of having no trouble, naturally bought one of these machines, but for years the connoisseur of speed mounts look with disappointment in the catalogue of the firm's products. Now, whilst the virtue of reliability has not been sacrificed we find the 3.49 h.p. overhead valve Super Sports B.S.A., which possesses qualities calculated to please the most ultra of ultra-speed men, who maintain that the 350 c.c. category is the best for general purposes.

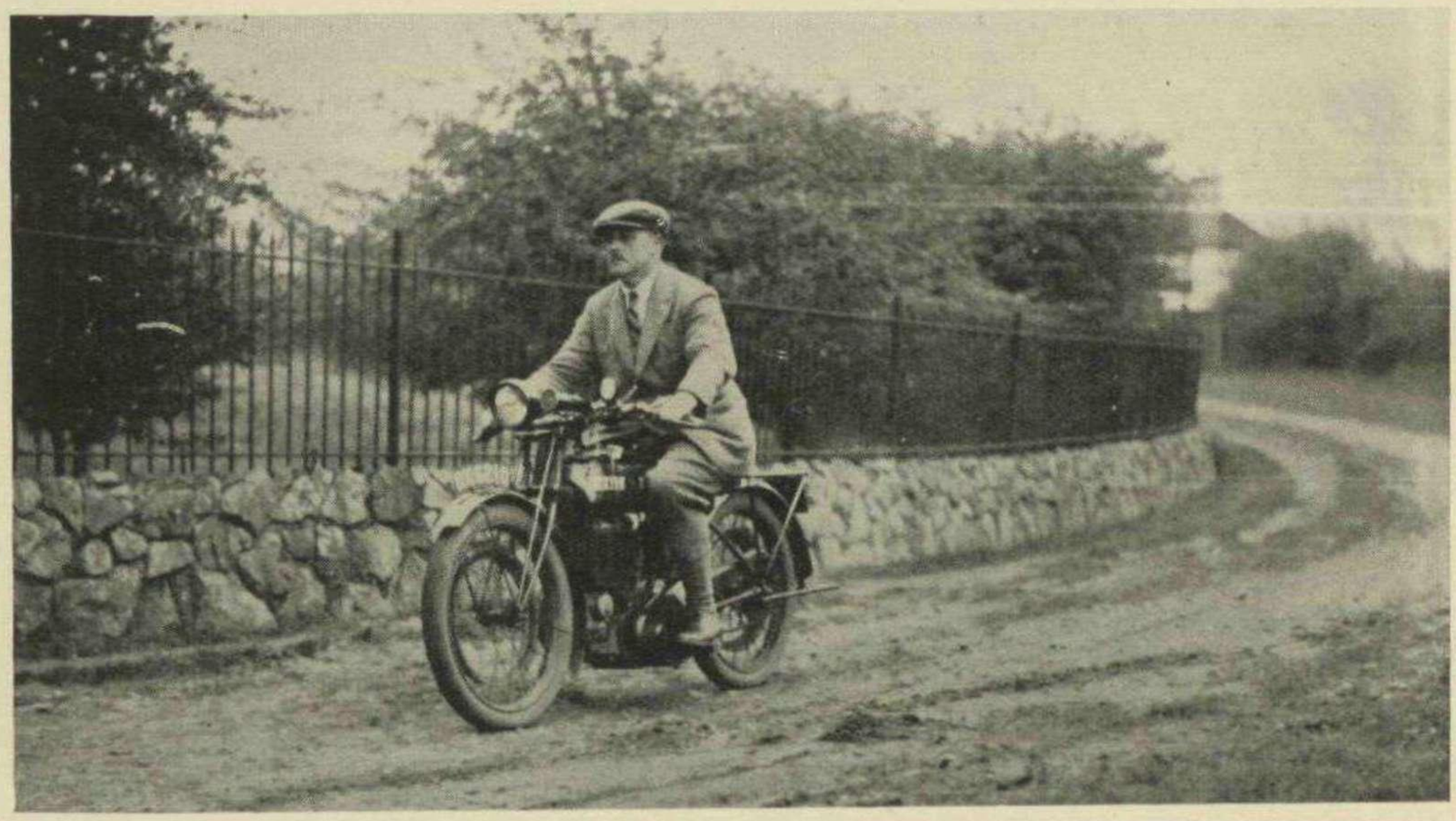
An Unassuming Mount.

For all its turn of speed and acceleration the No. 1 O.H.V., B.S.A. is quite an unassuming bus as far as appearances go. This, of course, constitutes one of its many charms, for one can steal along unnoticed by the "knuts," open out and leave most of them gasping with astonishment. "Good heavens," they say, "pipped by a B.S.A.", and if they take up the challenge it wants something quite out of the ordinary to enable them to read the number plate.

My first experience on this bus was a long trip on a rainy day, as I thought it best to get over any skidding tactics before any sort of over-confidence led me to take risks. No skidding occurred, however, either on tram-lines, cobbles, wet tar-mac roads or slithery mud. The weather protection provided by the unvalanced mud-guards was quite good, the only inconvenient thing I noticed was a tickling on my neck, caused by the plug shorting against the wet skirt of a leather driving coat.

At all speeds the B.S.A. is perfectly steady and after shifting the saddle, foot rests and handlebars to suit one's anatomy, nothing better could be desired for riding comfort, the well sprung forks and Terry saddle combining to dispel the terrors even of bumpy roads.

Though the machine was sent out with the high compression piston and strong valve springs, I found no difficulty in getting it down to a crawl on top gear, though naturally for traffic work the alternative parts supplied with the machine would be rather better. Personally, however, the fascinating acceleration seemed worth the risk of a little extra wear on the cams and one



COMFORT AND TRACTABILITY ARE NOT SACRIFICED TO SPEED.

SPORTING MACHINES ON TEST—continued.



A " Brake " and " Break " Test on the " Kindergarten Camberley."

expects to pay in some form or another if quick riding cannot be resisted.

A Few Speed Tests.

Being satisfied with the preliminary canter of my test the next step was naturally that of finding out something about speed. To this end I wended my way to a quiet arterial road, where when no traps are about and " early falls the dew " one can do a comfortable eighty without any trouble. I am not absolutely definite as to the speed attainable on bottom gear as between 35 m.p.h. and 37 m.p.h. the speedometer needle suffered from the jumps. On second gear, however, with the touring sprocket on the engine, an easy sixty was reached and the merry little piston and things simply loved being shaken up to that tune. Besides it was my own bike and if it got busted up there need be no explanations, but this and other experiments gave me the impression that the B.S.A. is " unbustable." I never got the bus really going on top gear, for I was afraid of attracting unwelcome attentions. She was quite seventy-fivish, however, with plenty more throttle to open.

In racing trim, with a magneto in lieu of the Magdyno I had fitted I should say 80 m.p.h. was a distinct possibility with the machine as it is turned out from the works.

My car was having a real holiday during those delightful days, and my word ! how dissatisfied the B.S.A. made me with the piffling 60 m.p.h. to which I can sometimes urge my decrepit 11.9 h.p. four-seater ! For the sensations of sheer speed and exhilaration I—a hardened car user—must admit that a motor bike has it every time.

A Kindergarten Camberley.

" Well now," says I to myself says I, " what about a spot of rough stuff," and finding a suitable venue I began a few fork breaking tests. Up and down over the kind of ground shown in the illustrations, falling over several times be admitted, the little B.S.A. defied all my attempts to break its heart. Whilst being amply powerful for all kinds of stunts the machine is not too heavy if one takes a topple—I mean the ordinary kind of topple, not getting huffed by a taxi at 45 m.p.h. That I can assure you is intensely objectionable.

Some Criticisms.

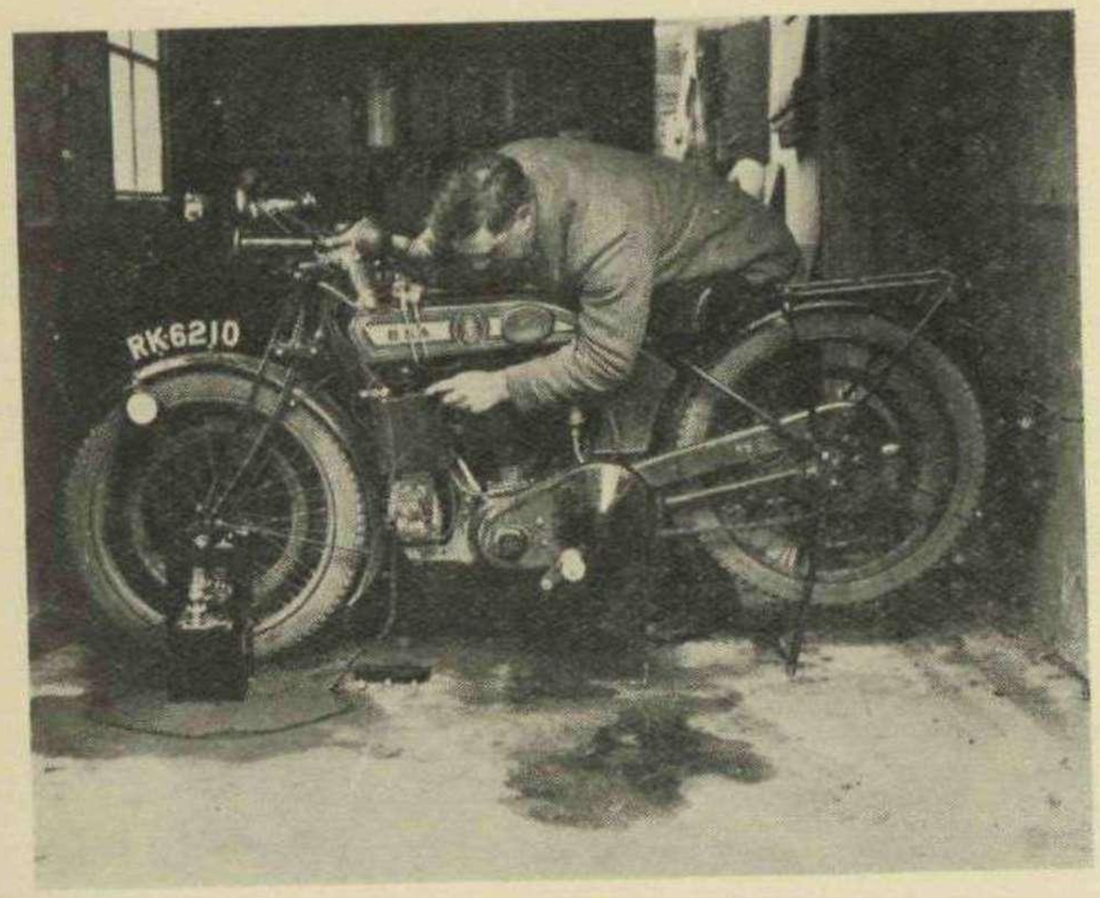
Now to dispel the idea that I am booming this bus I will record a few minor details which appear to me as criticisms. Firstly the hand operated clutch wants a very strong grip, as one discovers if driving much in traffic. The difficulty was reduced to some extent by removing the spring at the upper end of the clutch plunger lever.

If one is not very careful in regulating the oiling system to a nicety, the clutch plates are inclined to become gummy so that no free engine is available. The machine



The Super Sports B.S.A. Makes Light of Severe Gradients.

SPORTING MACHINES ON TEST—continued.



SHOWING THE GENERAL LINES OF THE MACHINE. NOTE THE PHILIPS RECTIFIER FOR "GINGERING" THE ACCUMULATOR.

was sent to me with the magneto sprocket nut on the loose side and when the timing slipped I burnt up a fur glove in extinguishing a flaming carburettor. But one always expects the job of going over important nuts after a new machine has done a few miles on the road.

There is a tendency for oil leakage from the engine chain case which is rather a nuisance if one leaves the machine standing for any time in well-kept front gardens. But apart from these details I should describe the B.S.A. super-sports as being very good indeed.

One very curious mishap occurred, which is nothing to do with the B.S.A. people but is worth while recording. One night just after starting up I heard a loud bang, something fell on the road, some liquid trickled on my boots, and the lamp went dim. The accumulator had blown the side out of itself—why, goodness only knows, but Lucas' changed it for a new one without demur.

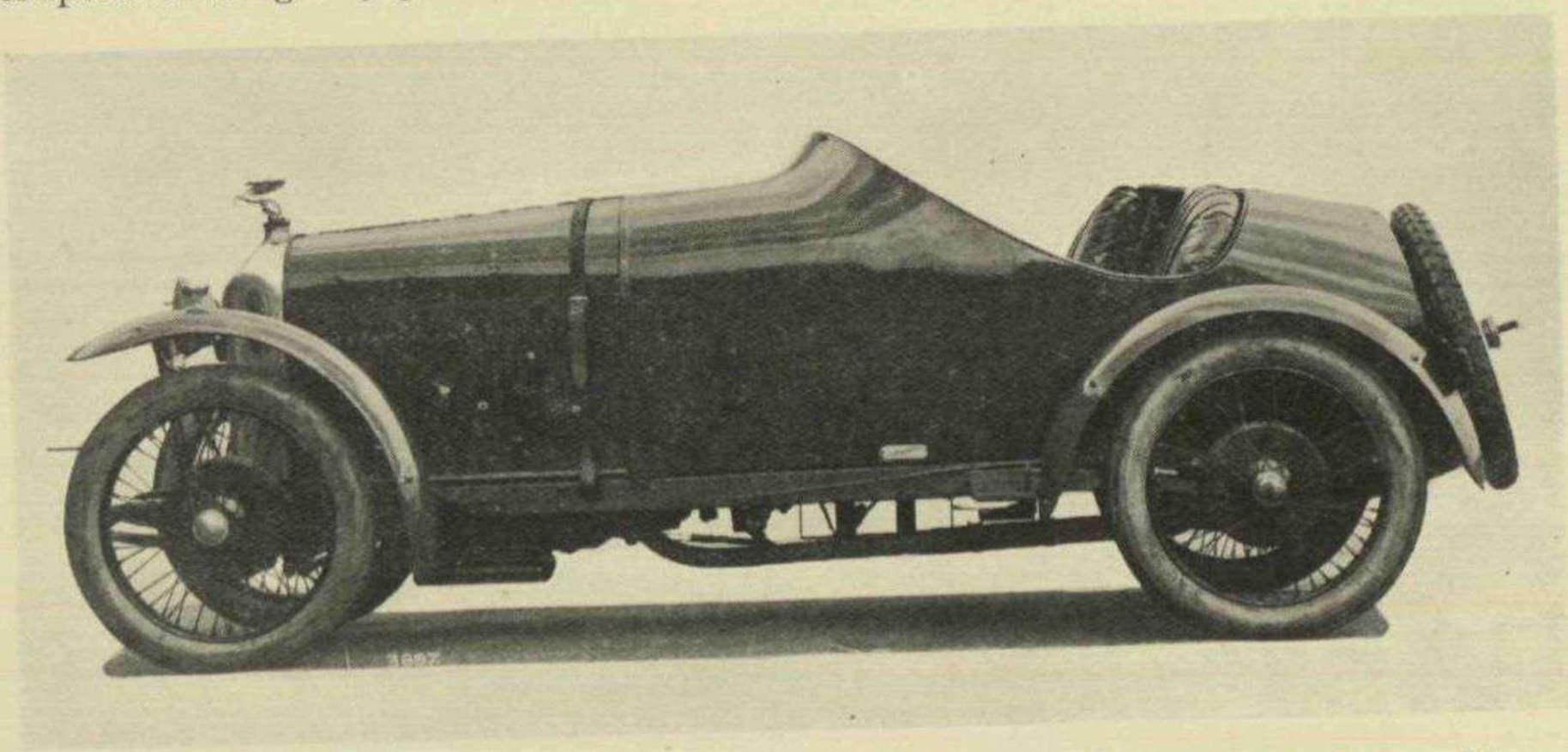
Starting Work.

Early in May, it will be remembered, there was a sudden call for all sorts of vehicles, so the B.S.A. was put to work and spent three or four very amusing days on national duty. The first trip to town—normally a matter of 15 minutes—took one hour and the traffic conditions made it convenient to keep the engine running all the time. The T.T. Amac carburettor gave a good tick over and the engine showed no sign of overheating.

My job was darting about in town and very pleasant it was too, for free from speed restrictions one could really enjoy life. I shall not forget many impromptu dusts-up with Panthers, Scott Squirrels and other fast bikes with the Strand and other thoroughfares as speed testing grounds. Those *were* times when a really good bike was needed and the super-sports B.S.A. filled the bill to my entire satisfaction.

One night, however, Nemesis overtook me and my machine, there was a wallop and the nurse said "Drink this," so me for four wheels when my leg gets mended.

'Pon my word I haven't said anything about the machinery, but if you drop a line to Birmingham you will receive a very nice catalogue, which will tell you all about that, and if you want a jolly little machine, the B.S.A. certainly merits your careful consideration.



THE NEW "MANX" MODEL AMILCAR, AS ANNOUNCED BY MESSRS. BOON & PORTER, LTD.

Known as the "Manx" by reason of its short tail, this new model incorporates the following improvements: Greatly improved Dash mounting, carrying petrol tank, improved instruments and wiring system. Carburettor fitted with choke lever. Positive ignition control in place of Bowden wire. The track has been widened by 2½ inches, giving increased steering lock and better road holding. A new steering box has been fitted and a slightly lower gear ratio, and it is now absolutely impossible to tell that it has not a differential. The steering is very light and positive.

A new Engine Sump has been fitted, which holds ½ gallon more oil and is ribbed for increased cooling.

A Marelli Magneto is standardized in place of the R.B.

The Brake Drums have been increased to 10½ inches in diameter, and the Actuating Rods have been replaced by steel ribbon.

The Chassis is 4 inches lower. The Engine has been slightly improved in the head, and is capable of even higher revolutions than heretofore.



MOTORING SPORTSMEN.

Captain T. C. Douglas.

By THE EDITOR.

CAPTAIN JOHN CHARLES DOUGLAS, who has figured prominently at Brooklands since the war, is one of those amateur drivers of whom but little is known by the average habituee of the track, for until quite recently he has had no direct interest in the motor business. It is interesting, therefore, to record some of his more notable achievements of the past, especially in view of his outstanding success in winning the One Hundred Miles Race at Brooklands on August Bank Holiday last, when competing against a field of which every member was out to win an important trophy.

On leaving Westminster School, J. C. Douglas was articled to Mr. A. E. Carey, M.Inst.C.E., and was duly initiated into the arts and mysteries of civil engineering, but soon discovered that the particular branch of engineering upon which he was engaged, namely harbour construction, and foreshore work, did not strike him as being sufficiently engrossing to take up as a career and so in the year 1908 he abandoned that profession and sailed for the Argentine, where he took up the duties of *administrador* on a cattle *estancia*, or ranch.

Strangely enough, it was amid these queer surroundings that Douglas first became interested in motoring and in the course of business and pleasure covered many thousands of miles in an ancient, but remarkably reliable Thornycroft car, of the type that Mr. Tom Thornycroft drove in the Tourist Trophy in the Isle of Man.

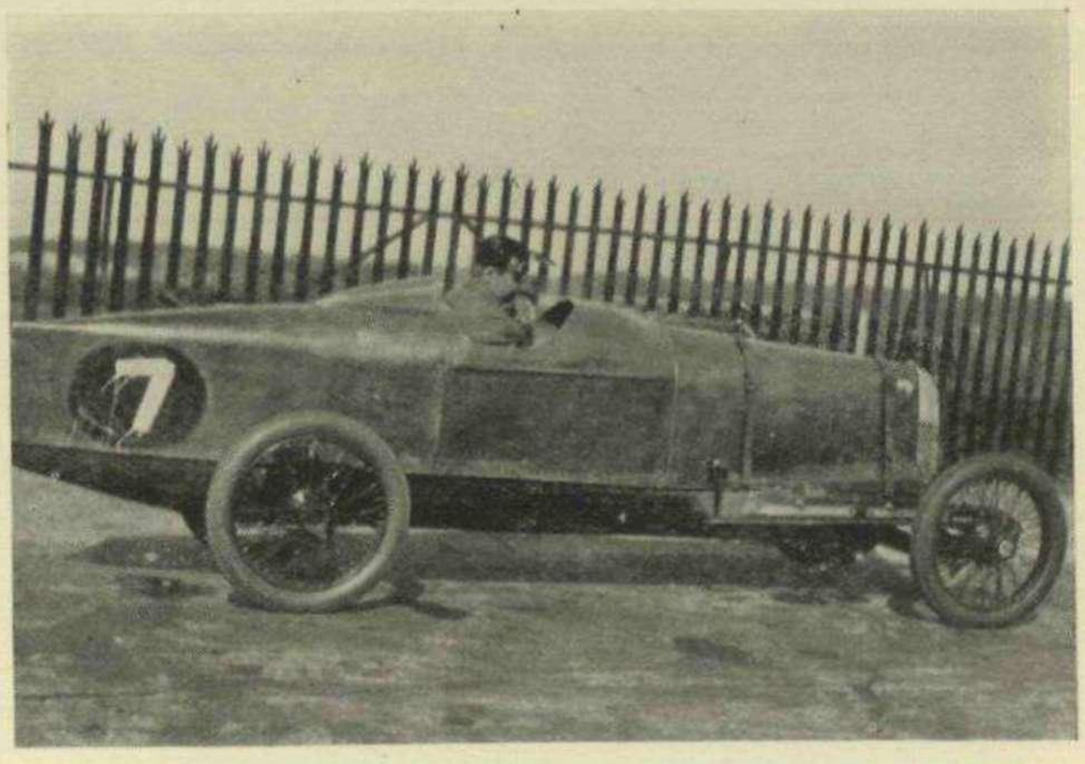
At that time, however, the conditions of the roads were such as to render much in the way of speed impossible, besides which the game of polo occupied a large part of his leisure, and Douglas soon became known as a 5 handicap man and took part in many important tournaments. At the outbreak of the War, Douglas found himself in Bolivia, whence he had gone to purchase cattle for the *estancia*, but as soon as possible returned to England to offer his services. Being given a commission in the Royal Field Artillery, he saw service with the 29th Division in Gallipoli and later in France, where he was promoted to the rank of Captain.

After being demobilised, he took up motoring as a hobby and acquired a Perry car, which will be remembered as the progenitor of the Bean, but it was not until 1922 that the sporting side of motoring attracted his attention. His first taste of the pleasures of real speed came when he purchased one of the Sports Enfield-Allday cars built for the 1922 Two Hundred Miles Race, with which he was fairly successful at Brooklands for a couple of seasons.

Aston Martin Enthusiast.

Whilst at Brooklands he frequently competed with Aston-Martin cars and the performance of these machines so attracted his admiration that he was not long in making a change in favour of the little black Aston-Martin "Nigger," which he used almost entirely for racing, purchasing a very fast little three-seater of the same make for touring purposes. With the exception of competing in the Kop Hill climb, Capt. Douglas did not take part in any road competition events, but kept to track work.

In 1924, he was associated with Mr. Bertelli, the Enfield-Allday designer, and Capt. Woolf Barnato in building the Bertelli car, which he drove in the Two Hundred Miles Race of that year. The Bertelli car was fitted with



THE WELL KNOWN ASTON MARTIN, WHICH CAPTAIN DOUGLAS USED TO DRIVE.

MOTORING SPORTSMEN—continued.

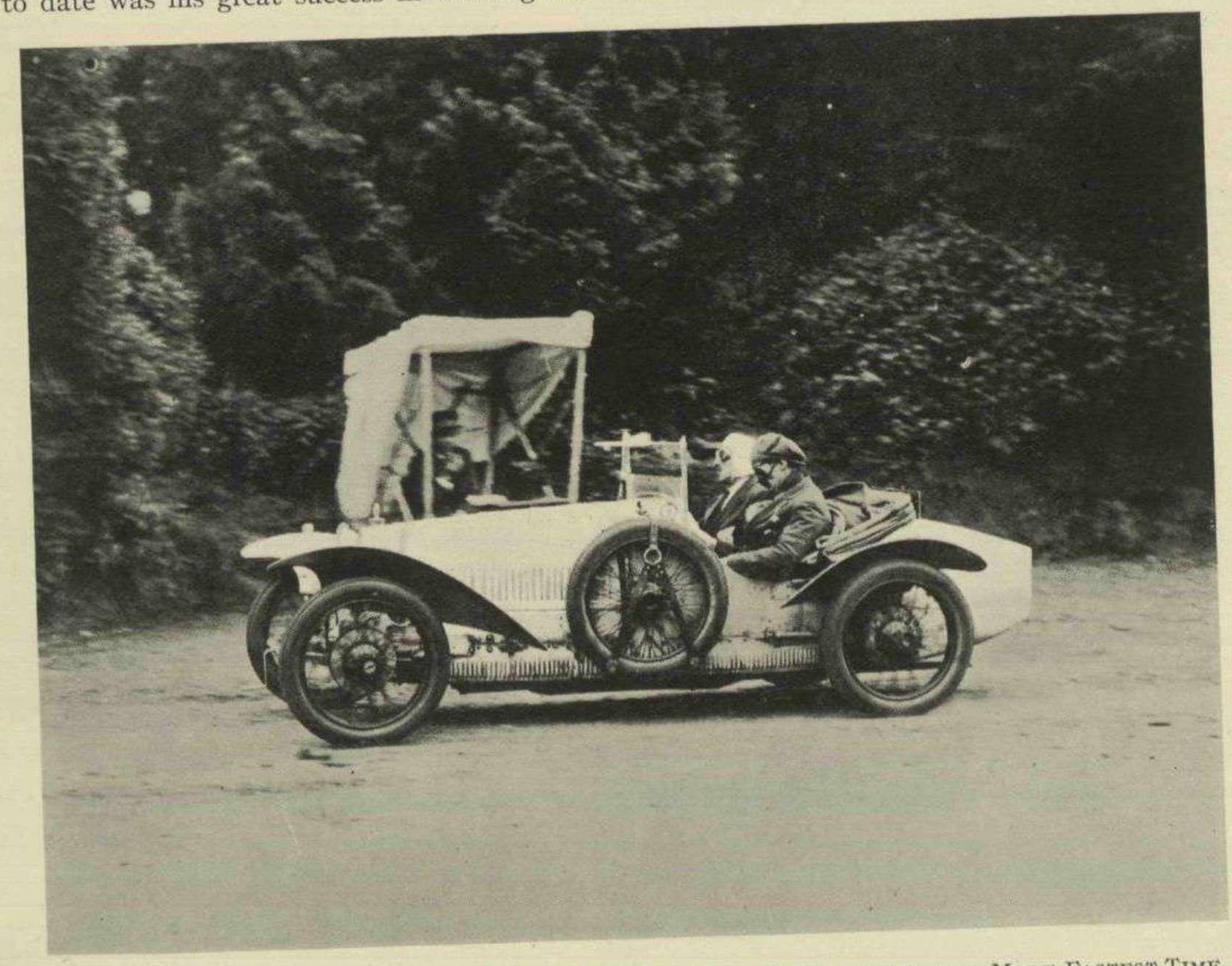
a Burt McCullum single sleeve valve engine and in spite of its being got ready only just in time for the race, managed to put up a very good show. Capt. Douglas still believes that that particular type of engine has great possibilities as a really " Hot " job, and it is quite likely that future developments may take place in connection therewith.

His next car was the famous Aston-Martin " Razor Blade," which was originally intended for an attack upon the Hour Record, but for some reason never achieved its destiny. Instead it became a consistent performer at Brooklands and will be remembered by its fine exhibition in the hands of its owner by finishing second to J. G. Parry Thomas in the *News of the World* Handicap of 1925. Another success of this car was the Essex Motor Club " Hundred " and during the same season Capt. Douglas won the Ninety Miles Handicap on Whit Monday.

As mentioned previously Capt. Douglas' best performance to date was his great success in winning the *Evening News* Hundred Miles Handicap at an average speed of 94.75 m.p.h. on his 1500 c.c., four cylinder Bugatti, which ran with remarkable regularity throughout the race, largely due to the skilful manner in which it was handled.

Though essentially a fast driver Capt. Douglas has had a wide enough experience of racing to appreciate that the mere " standing on the gas " is not the only way to win races and having had plenty of opportunity of studying the finer points of track-craft in the various races in which he has participated, should come still further to the front in the future. Readers will follow him with interest in the coming Boulogne Grand Prix and the Two Hundred Miles race for which he has entered his Bugatti.

Capt. J. C. Douglas is now associated with Capt. Malcolm Campbell of Malcolm Campbell Ltd., in the racing department, and his wide experience as an amateur Bugatti enthusiast will doubtless prove of inestimable value to those who seek his advice.



CAPTAIN DOUGLAS DRIVING A BUGATTI IN THE J.C.C. HIGH SPEED TRIAL, IN WHICH HE MADE FASTEST TIME.

THE AMATEUR ROAD RACE CHAMPIONSHIP, 1926.

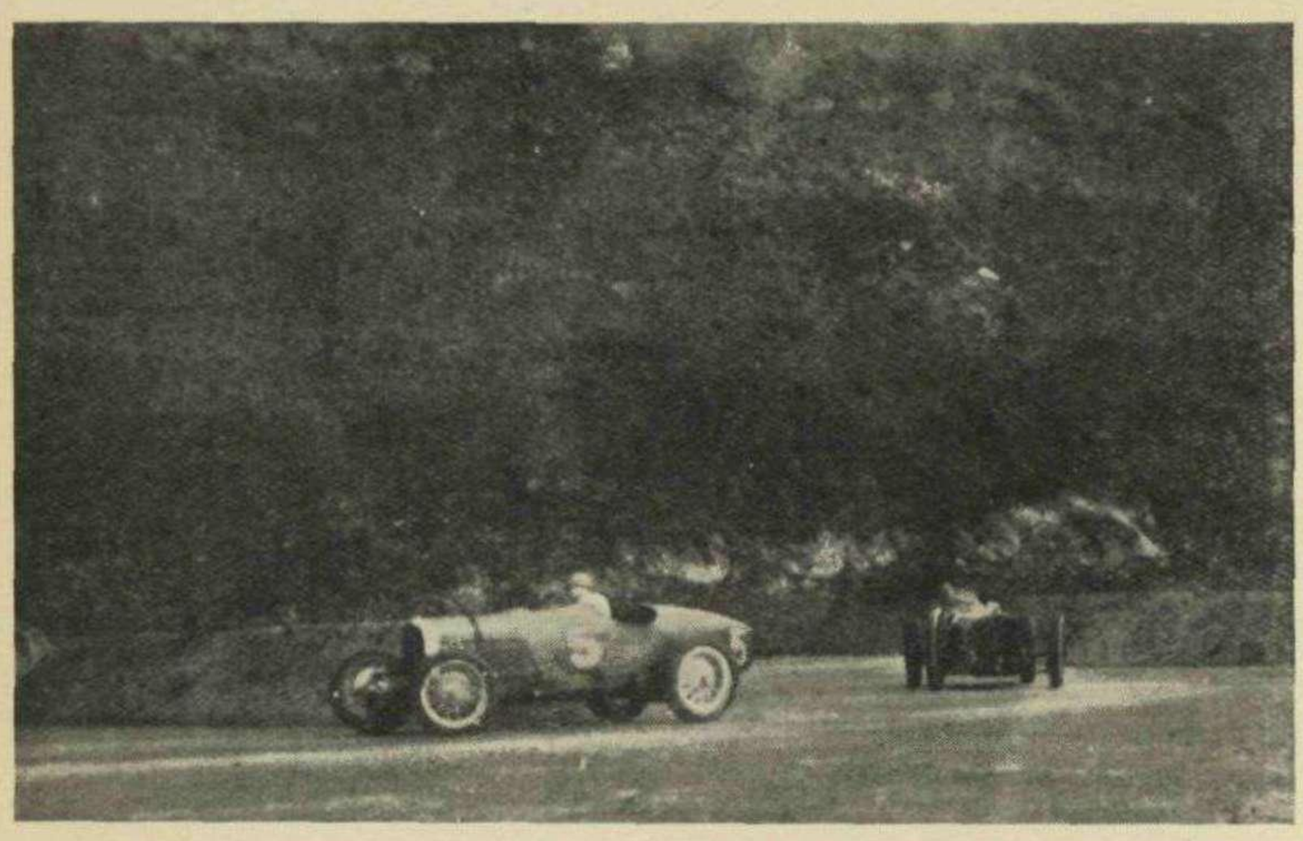
Sporting interest in early September centres on this event, popularly known as the Amateur T.T. Over fifty entries have been received, which is easily a record, among them being J. C. Vaughan, who was second last year on a Norton, and J. W. Morton, who won the cup for the fastest 350 c.c. rider on a New Gerrard-Blackburne.

Last year's winner, Lieut. H. G. Dobbs, R.N., is expected to defend his title if he can obtain the necessary leave, a difficulty which faces several other would-be naval entrants.

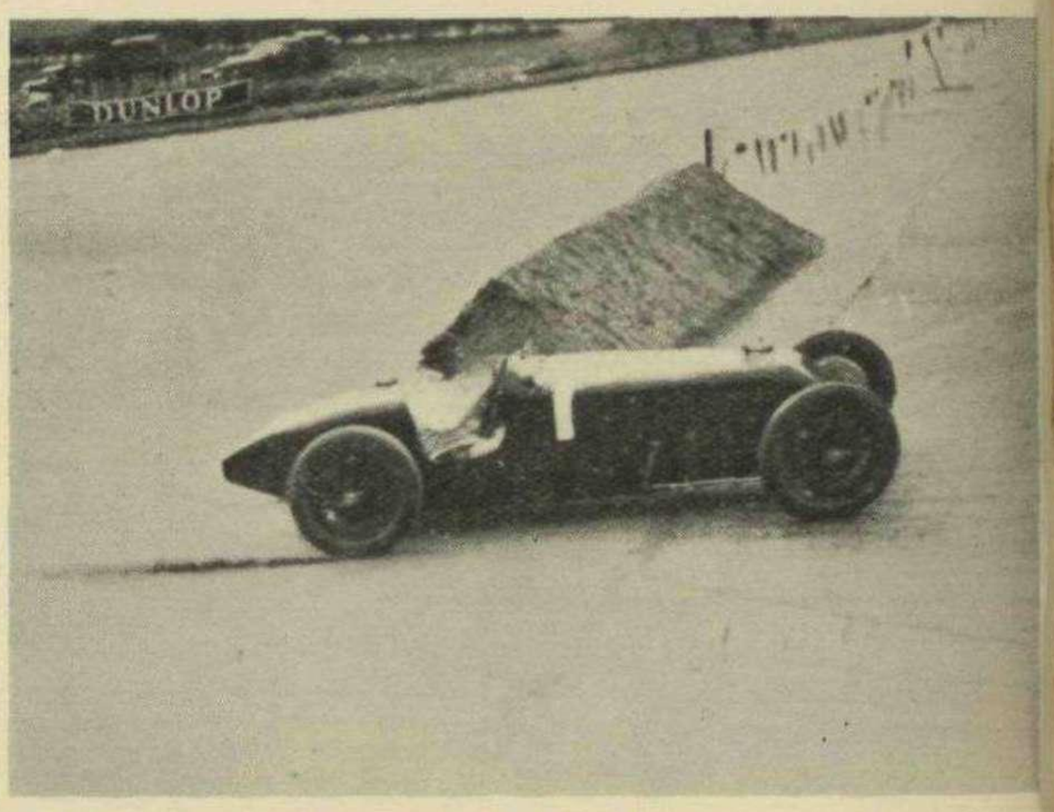
This year the race will be run over six laps (instead of five) of the T.T. course, and T.T. conditions prevail throughout, with the exception that there is no restriction of fuel, as in the A.C.U. races. Alcohol mixtures will therefore be used in all probability by some entrants.

The organisation is carried out by the Manx Motor Cycle Club, of whom the Secretary is H. E. Kneale, Esq., 1, Athol Street, Douglas.

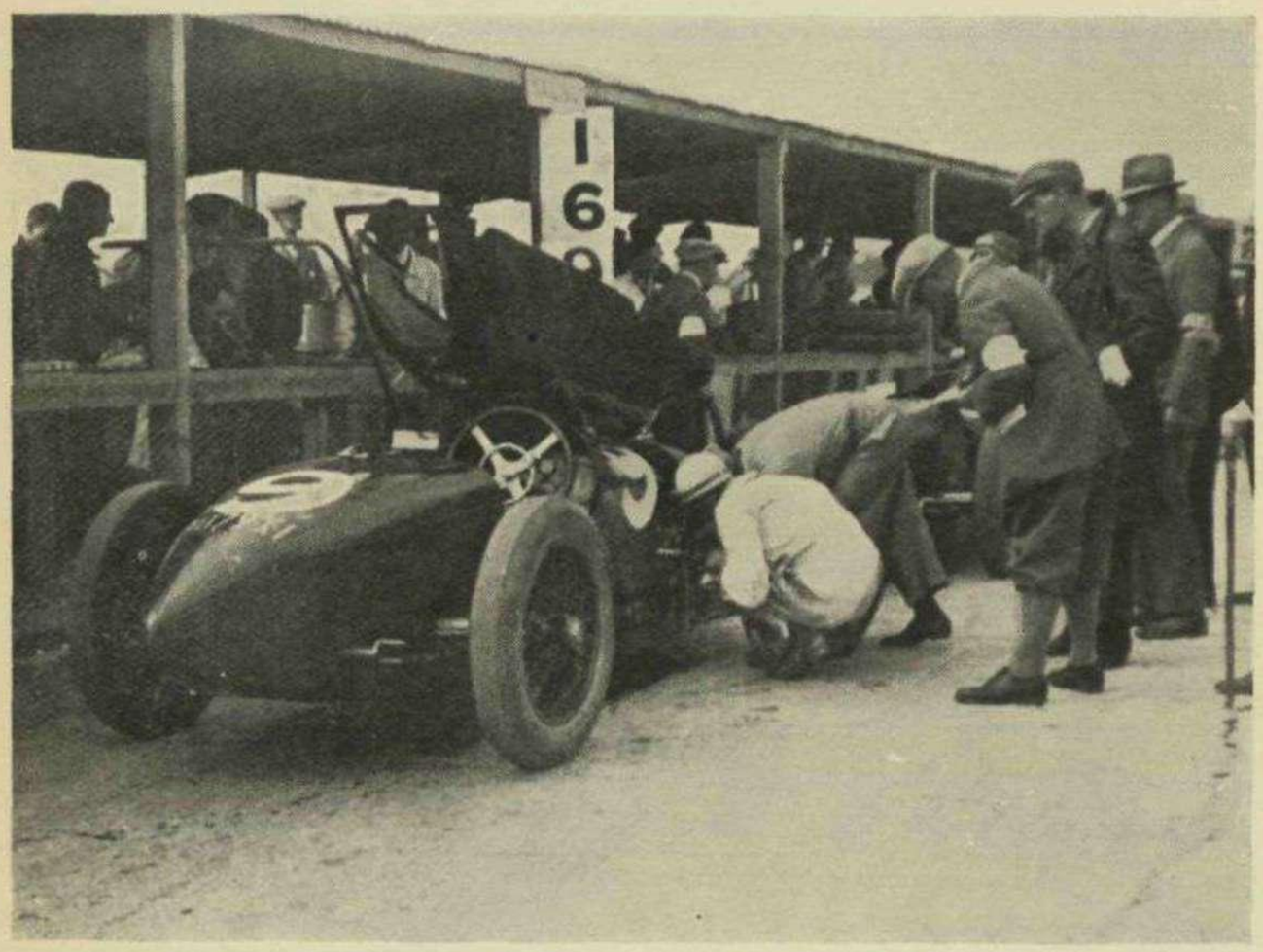
Recent Sporting



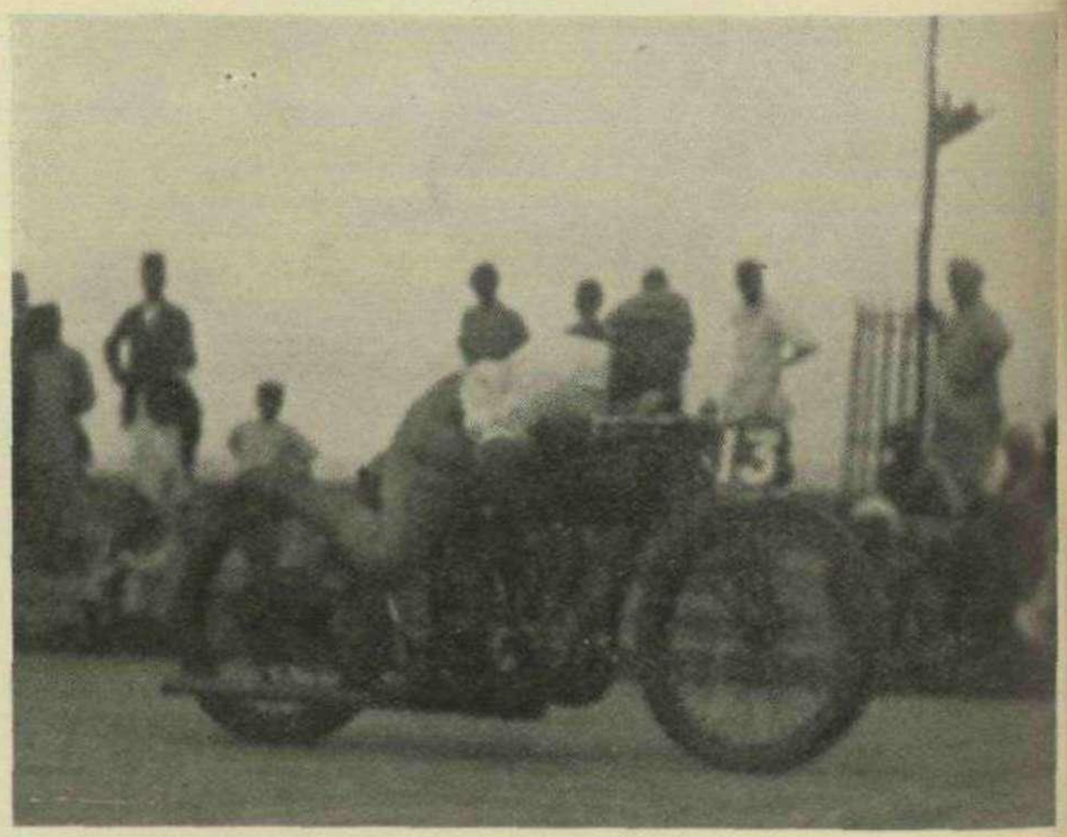
NOT THE TARGA FLORIO, AS THE SCENERY SUGGESTS, BUT OUR OLD FRIEND BROOKLANDS DURING THE GRAND PRIX.



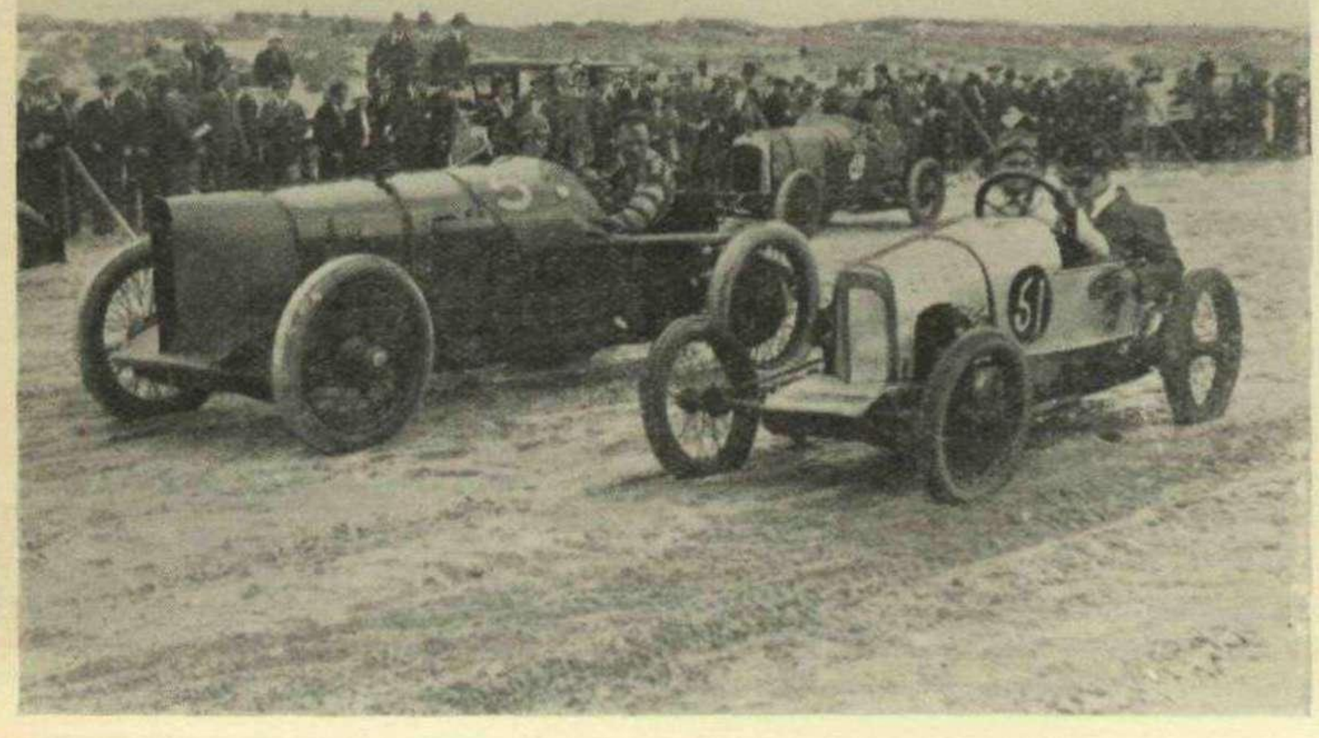
ALBERT DIVO ON TALBOT I. ENTERING THE LAST BEND. R.A.C. GRAND PRIX.



MAJOR SEGRAVE TRYING TO INDUCE HIS TALBOT TO RUN PROPERLY DURING THE R.A.C. GRAND PRIX.



BOMBAY SPEED TRIALS. M. D. PETIT (INDIAN) AT SPEED.

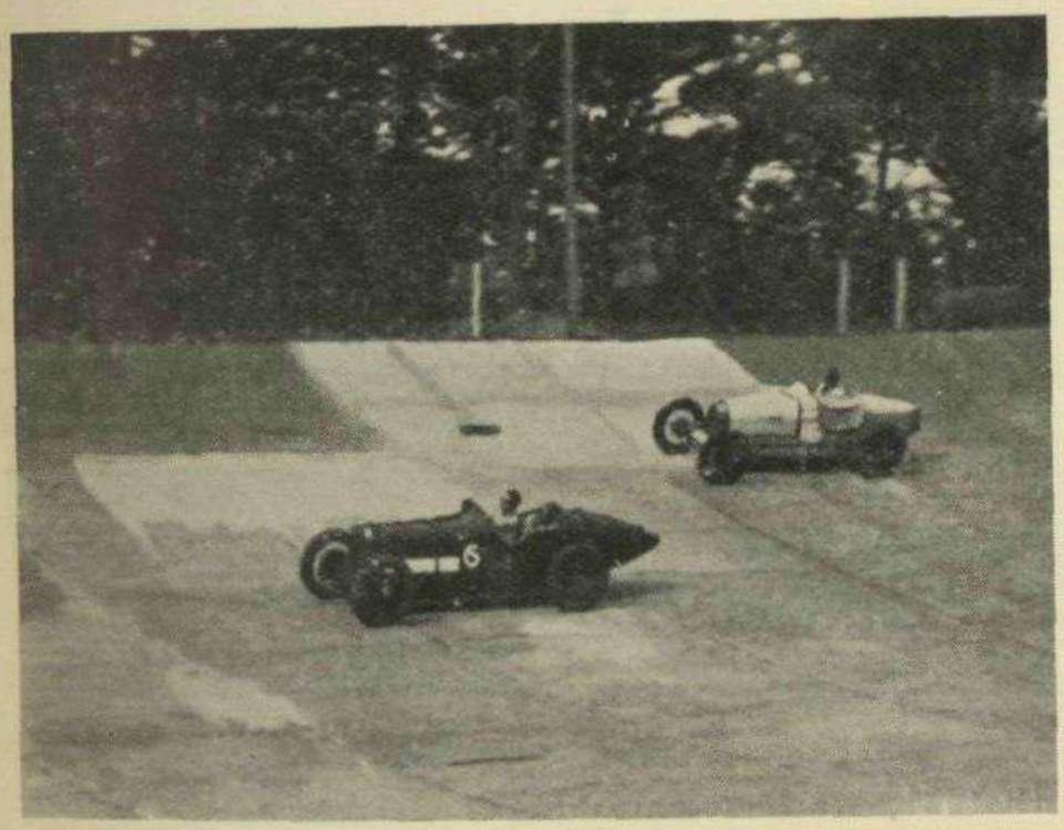


MISS CUNLIFFE (BENTLEY) AND B. H. DAVENPORT (FRAZER NASH) AT SOUTHPORT.

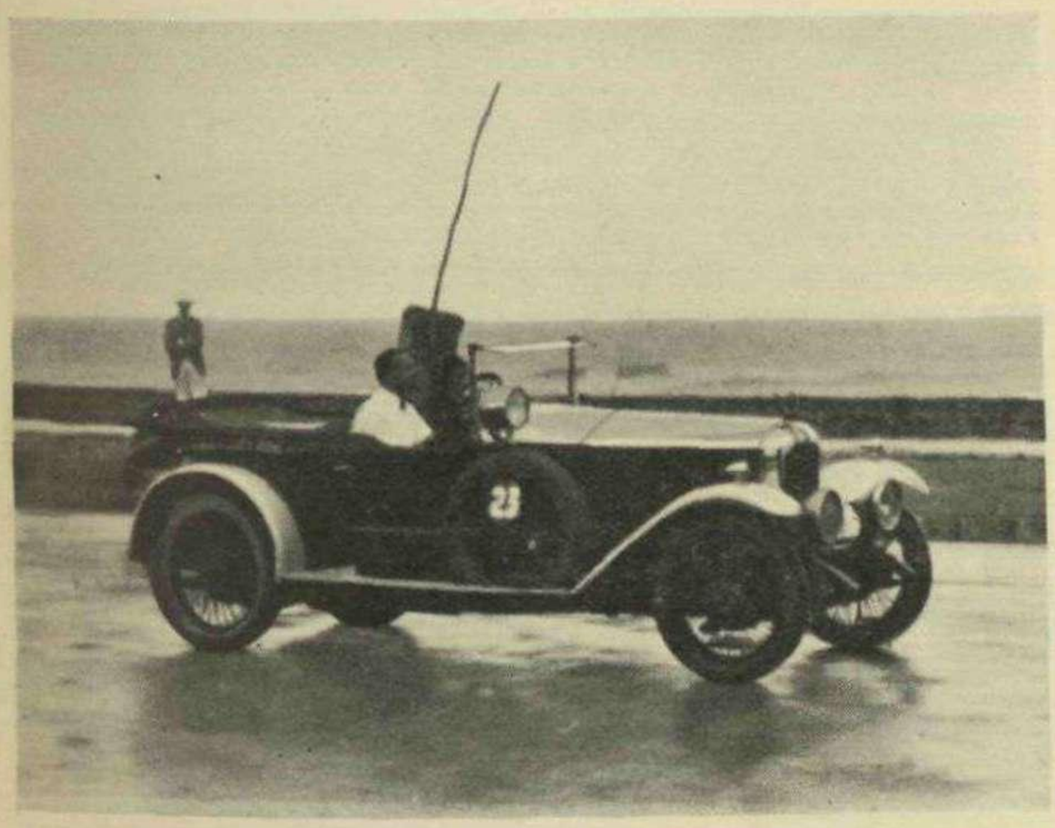


C. T. ASHBY (ZENITH), WINNER OF THE 1,000 C.C. CLASS IN THE 200 MILE SOLO RACE, STOPS AT THE PITS.

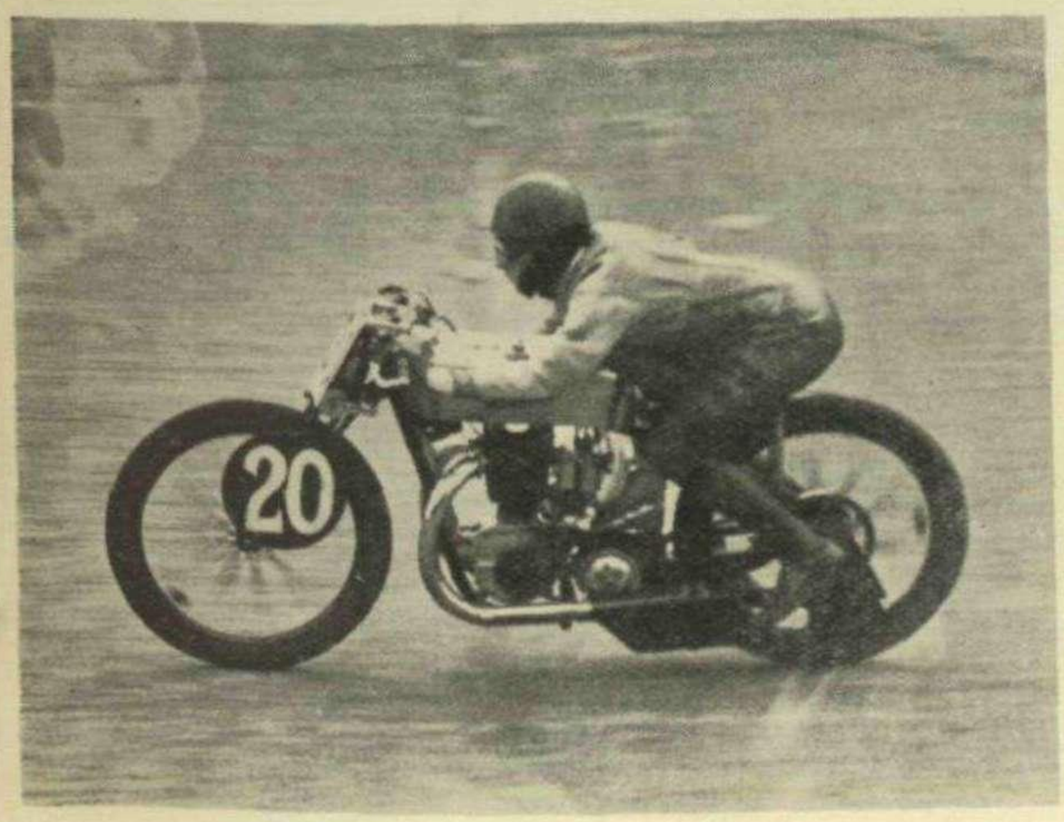
Events in Pictures



G. E. T. Eyston (Bugatti) Overtaking J. S. Spencer (Sunbeam) During the August B.A.R.C. Meeting.



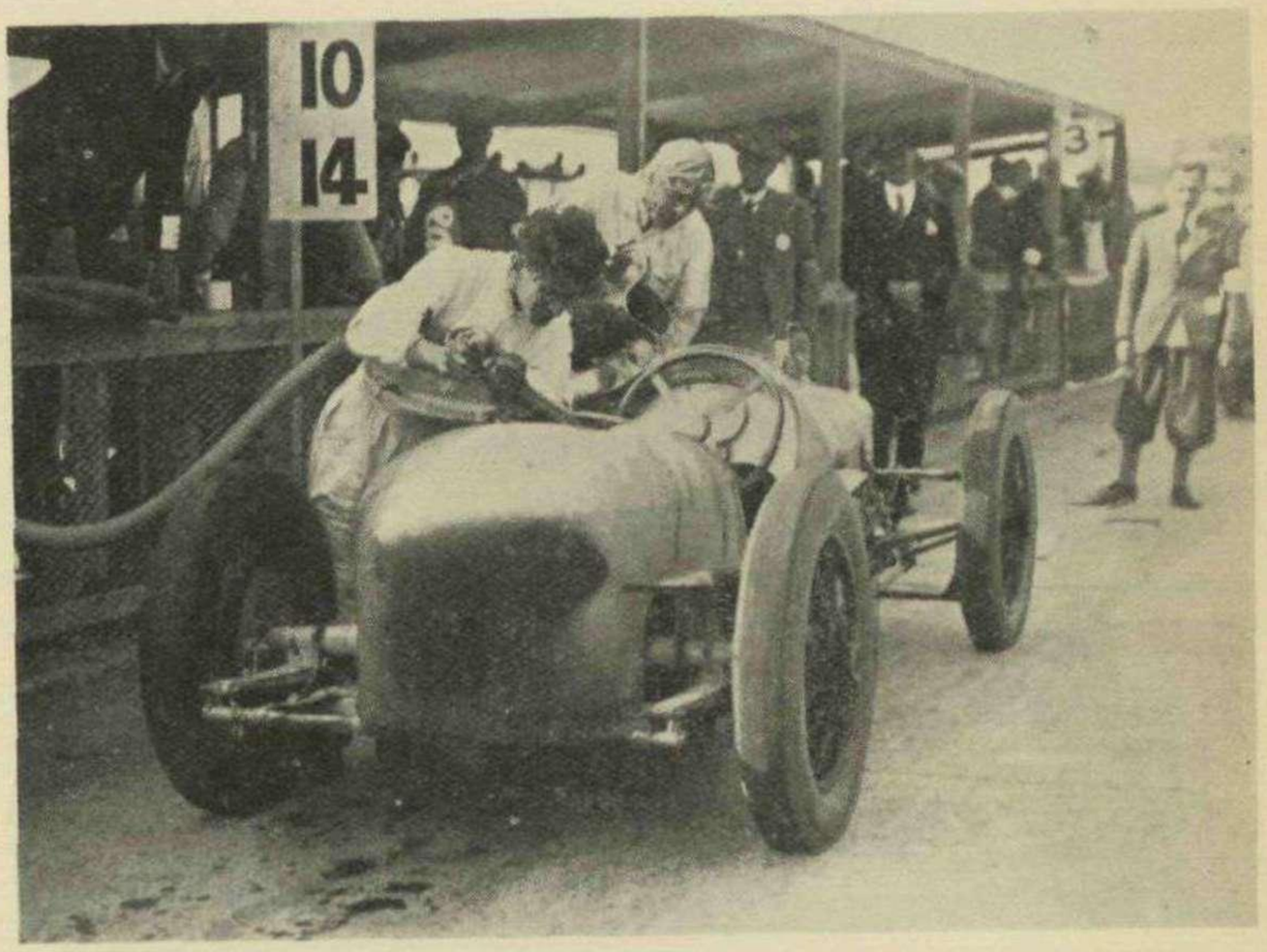
F. D. Petit (30-98) Vauxhall Making Fastest Time at the Bombay Speed Trials.



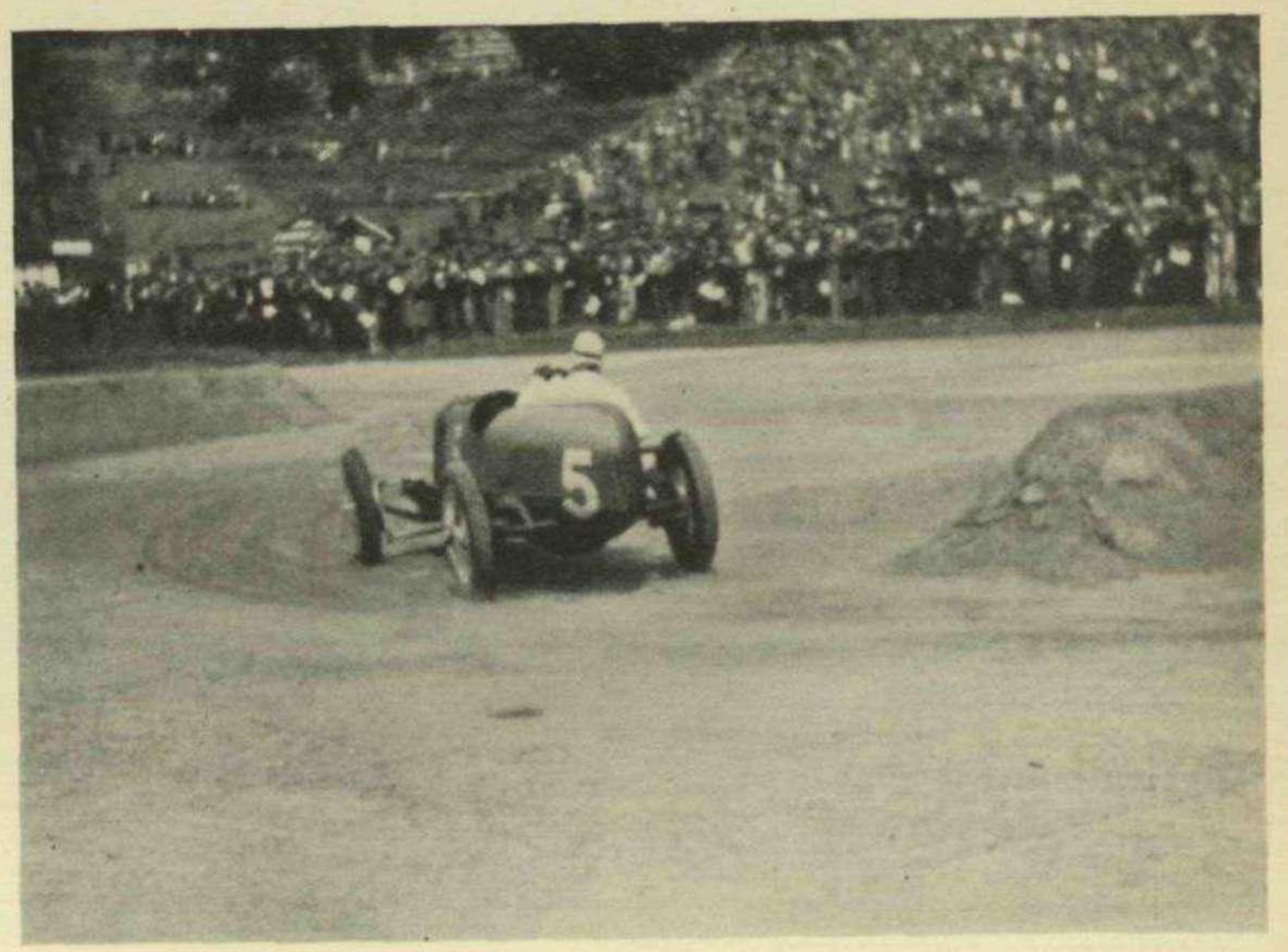
C. W. G. Lacey (344 Grindlay), Who Won the 350 c.c. 200 Mile Race at 81 m.p.h.



The Start of the "Evening News" 100 Mile Handicap at Brooklands on August 2nd.



Robert Benoist Refilling His Tanks During the British Grand Prix. He led for Most of the Race.



The Halford Special Rolls Slightly on a Corner in the British Grand Prix.



SPORTING CARS ON ROAD AND TRACK.

1,500 c.c. Grand Prix Bugatti.

By RICHARD TWELVETREES.

EVER since the Bugatti made its first appearance in this country it has been the subject of warm admiration on the part of all sporting motorists, and even if some of the early models were inclined to be a bit fickle at times, the moods were readily excused and discounted by the extraordinary fascination these wonderful little machines never failed to evoke. I have been for trips in "Bugs" during which the good Ettore has been anathematised in no unmeasured terms, but even a spell of work with intricate little bits of machinery has never failed to damp my personal affection for his sweet little productions.

One has only to glance at the 1,500 c.c. Grand Prix Bugatti, however, to observe that it is a distinct advance on any of its forerunners, and the manufacturers have introduced a new era for the sporting motorist by placing a real production racing car in the hands of the public. That is to say, one can purchase one of these machines drive it away, and as delivered it will be fit to win races and competitions without any need of "hotting up."

The actual car portrayed in the accompanying photographs is that belonging to Capt. J. C. Douglas, and was driven to victory by its owner in the "Evening News" Hundred, as described elsewhere in this issue. Incidentally it may be mentioned that the car won that event in its ordinary touring trim, and also that it is used daily as a runabout by Mrs. Douglas for shopping expeditions in the West End, which supports the makers' claim as to docility.

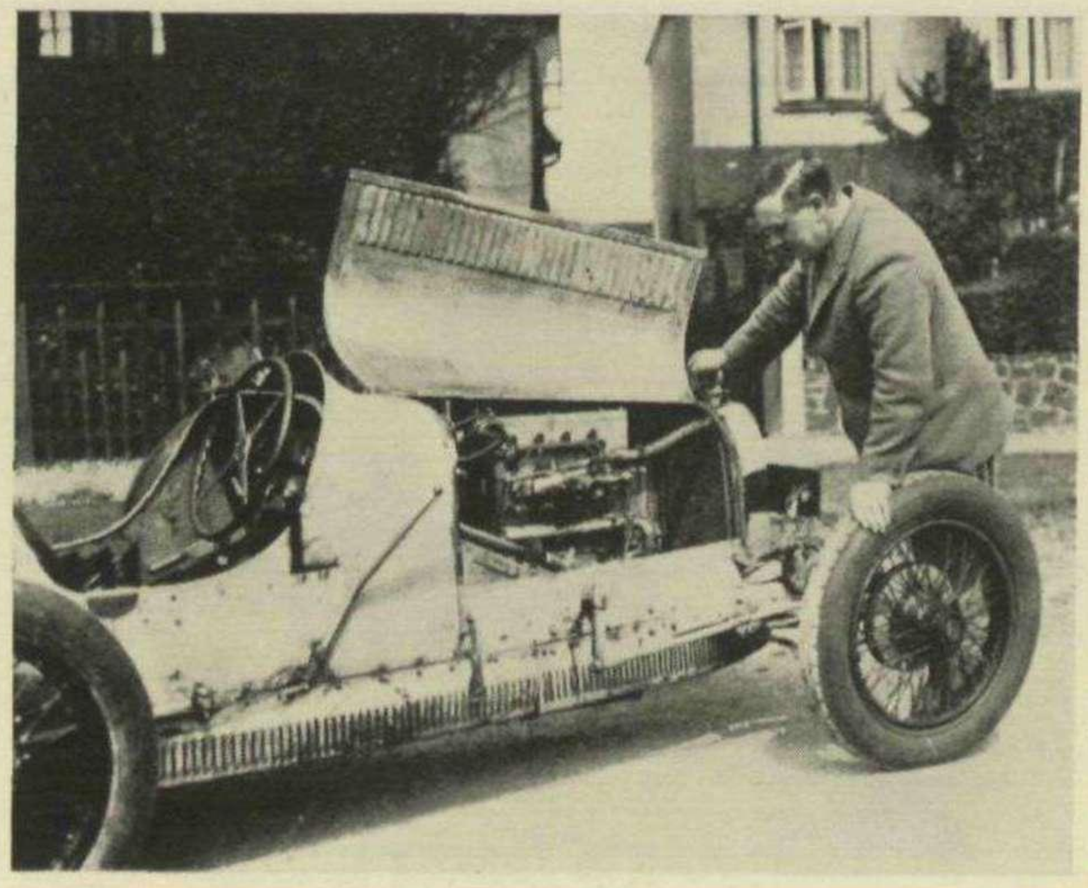
Technical Features.

The stability of the Grand Prix Bugatti and its wonderful steadiness in cornering at speed is largely due to the very low centre of gravity, the chassis being very low without detracting too much from ground clearance. The suspension comprises semi-elliptic front springs, located outside the frame members and provided with rebound clips on the forward halves. The well-known and tried reversed quarter-elliptic springs carry the rear axle, shock absorbers of the Bugatti design being employed for both sets of springs.

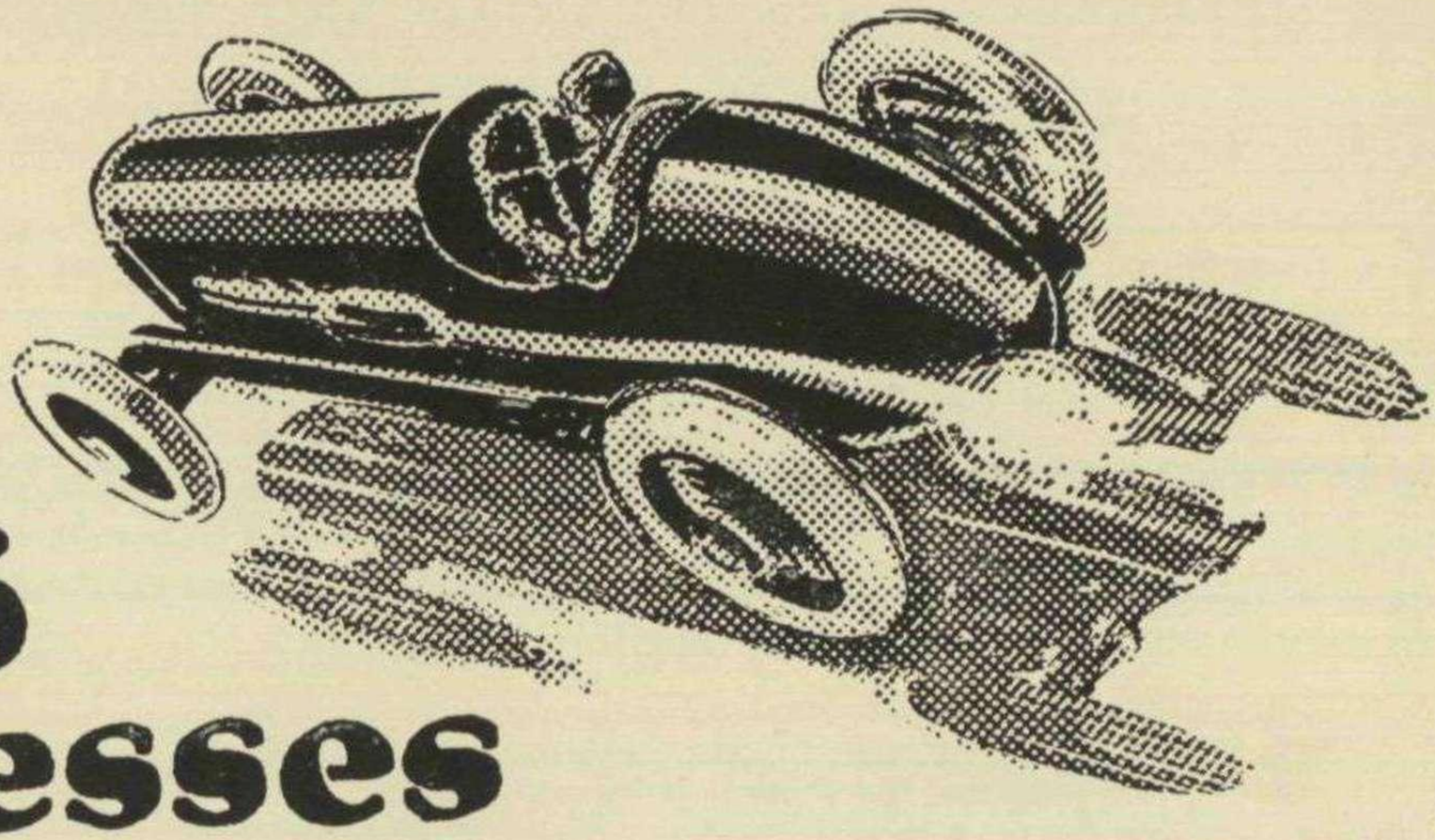
Though the seats are arranged very low, the riding is quite comfortable, and plenty of leg room is provided on either side of the clutch and gear box, this part of the mechanism being covered by a readily removable leather flap.

An Accessible Power Unit.

When the bonnet was removed for examination of the engine, I was surprised at the amount of accessibility, for from the external appearance of the car one is apt to imagine that the mechanism must be somewhat cramped. There is, however, plenty of room to get at everything, and any of the normal running adjustments can be made with extraordinary facility. The four-cylinder engine, which follows the design of the famous "straight eight" very closely, measures 69 mm. bore and 100 mm. stroke, equal to 1,496 c.c., and revs. up to well over 5,000 r.p.m. almost as soon as the accelerator pedal is depressed. The overhead camshaft gear is enclosed in a neat square aluminium cover, which, conforming with the outline of the cylinder block, gives the engine a particularly neat appearance. Both the revolution counter and the Delco distributor take their drives from the rear end of the camshaft, and immediately above these instruments is a pressure release valve, through which surplus oil from the camshaft gear is returned to a reserve tank situated beneath the driving seat.



SHOWING THE APPARATUS RESPONSIBLE FOR THE SPEED OF THE "BUG."



Some 1926 successes on DUNLOP

HARTFORD CUP

March 28th.

1st and 2nd places.

TARGA FLORIO

April 25th.

One First. Three Seconds.

In three Classes.

RUDGE WHITWORTH CUP

(24 hours race) June 12th.

1st, 2nd and 3rd places.

BELGIAN 24 HOURS RACE

July 3rd.

First place in Three Categories.

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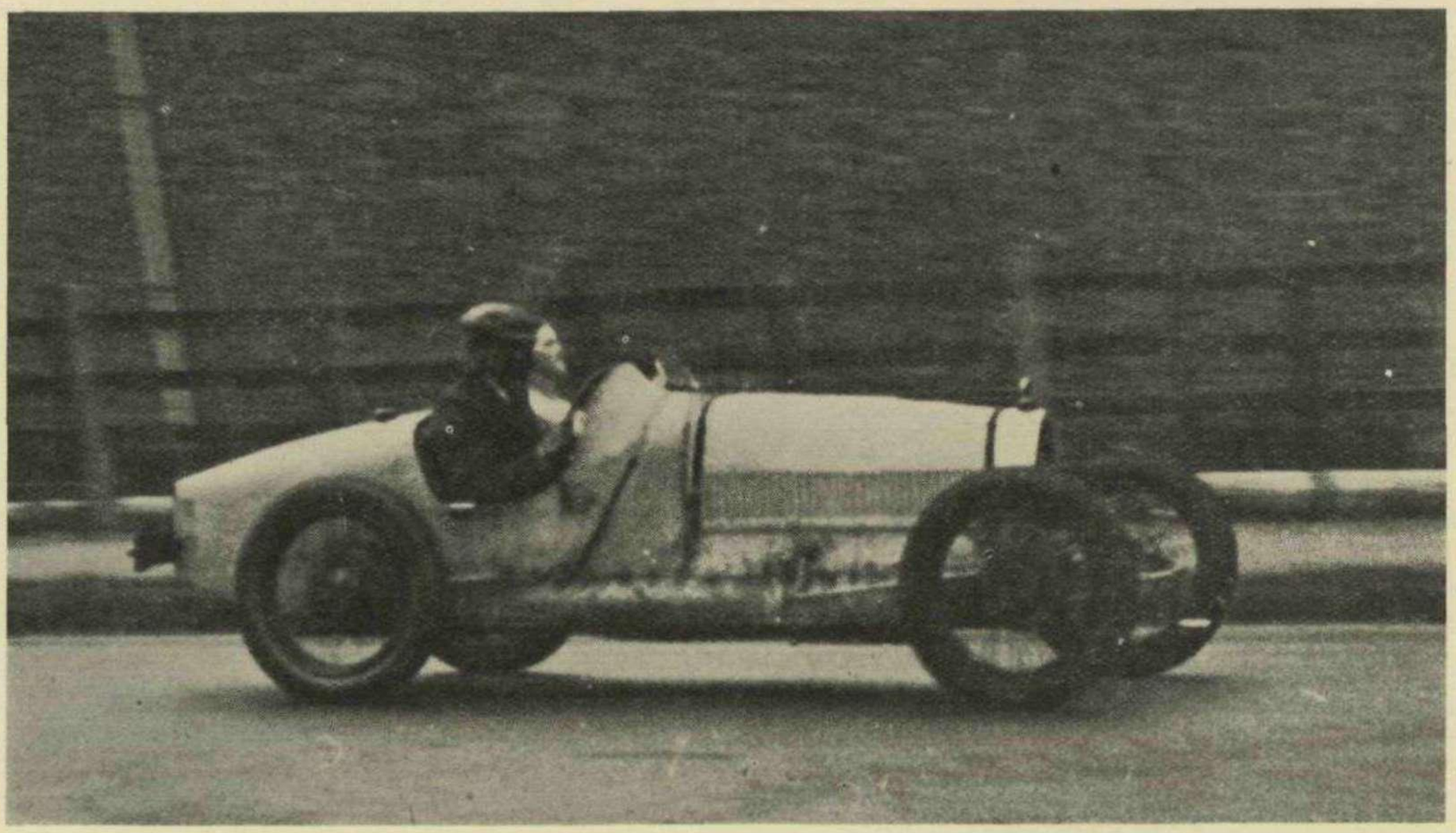
C.F.H. 272

DUNLOP—THE STANDARD *by which* ALL TYRES *are* JUDGED

SPORTING CARS ON ROAD AND TRACK—continued.

A single Solex carburettor of large dimensions is bolted to an aluminium water jacketted induction pipe, and below this on the right hand side of the engine are the sparking plugs, which are easily accessible. At the front of the engine are arranged the centrifugal-type water pump and an unusually large pump of the gear wheel impeller variety, from which the oil is fed under pressure to the various parts through large diameter copper pipes. Special attention has been paid to the free passage of the exhaust gases, large pipes from the respective parts leading downwards to a large diameter tube. The Bosch dynamo is directly coupled to the forward end of the crankshaft, and is located low down in the frame.

The general appearance of the car is greatly enhanced by the narrow Grand Prix pattern radiator, which, though narrow, is of deep section, and presents ample cooling surface.



THE BUGATTI IS CAPABLE OF FAR HIGHER SPEEDS THAN THE PUBLIC ROAD PERMITS.

Clutch and Transmission Details.

The drive from the engine is transmitted to the gear box by a multi-disc clutch of the metal to metal variety, which is rapidly regaining popularity for fast cars at the expense of the single plate type. A separate four-speed gear box, with a minute gate charge, provides ratios especially suited for high speed driving on track and road, which are as follows :—First speed, 7.5. to 1 ; second speed, 6.5 to 1 ; third speed, 5 to 1 ; and top speed, 4 to 1. The change speed lever passes through a slot in the side of the driving scuttle, the slot being shielded by a flexible leather flap.

As befits a model with such a noteworthy speed performance, the Bugatti four-wheel brake system is particularly effective, a neat chain compensating gear being incorporated in the cable operating mechanism. The old transmission brake has been discarded, and the hand lever operates a special set of shoes in the rear wheel drums.

A fully floating rear-axle is employed, with an exposed cardom shaft, but the torque reaction is resisted by ball ended radius rods, attached at their forward ends to the outside of either side member of the chassis.

Thanks to the 7ft. 10½in. wheel-base, and a track measuring 3ft. 11½in., together with a very good steering lock, the Bugatti can be negotiated with ease in confined spaces, and is therefore very handy for competition work as well as flat out racing.

Impressions during Road Test.

I was fortunate in being able to see the best of this attractive little sports model in really expert hands, for Capt. J. C. Douglas is certainly amongst the top-notchers of demonstrators. I had expected to be whirled along the main roads at lightning speed, having to keep my eyes well skinned in case a man in blue hove sight. Instead of which the car was driven gently along at a comfortable touring pace, running with remarkable smoothness though some very pretty work with the gears produced something quite out of the way as regards acceleration. The bodywork gives a good position, but, as might be expected, fails to provide the luxurious comfort to be found in some of the more elaborate sports tourers, and one has to remember that the rear wheel is very close when tempted to put the elbow too far over the side.

Leaving the traffic, I was treated to a turn of speed along a good wide open road, and again by using the gears with fine judgment Capt. Douglas made the little bus hum along merrily at over 85 m.p.h., with plenty

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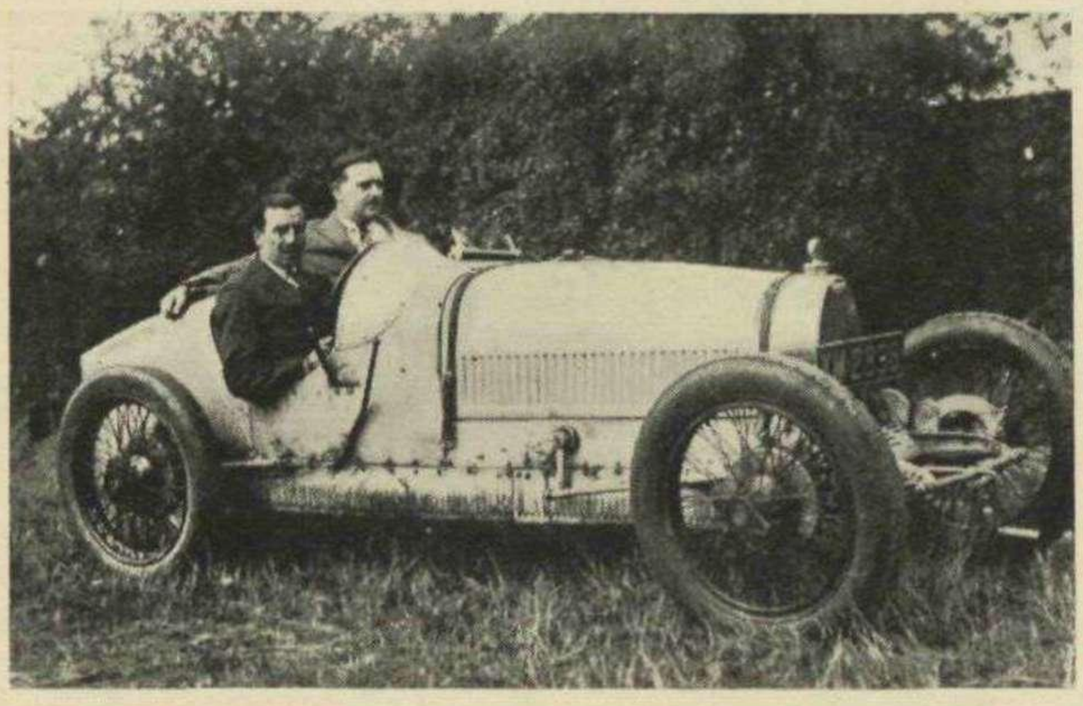
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T.M.77

SPORTING CARS ON ROAD AND TRACK—continued.



THE BUGATTI PROVIDES GREATER COMFORT FOR THE PASSENGER THAN THIS PHOTO SUGGESTS.

more movement left on the accelerator pedal. When going at over 70 m.p.h. he shouted to me to hold tight, and by applying the brakes brought the car to rest in an incredibly short distance, though I was expecting a skid, and said so.

" Oh ! she will skid all right, if that is what you want to see," said my companion ; so turning off on to an unmade road I sometimes use for tests, he treated me to some very spectacular and thrilling slithers.

Coming to Succombe Hill at Warlingham we took the steep and winding ascent quite easily on second gear, and later made three fast climbs, all out on first speed, with the object of testing the cooling efficiency of the engine. Removing the radiator cap after the third ascent, there was practically no sign of overheating, such as one might have well expected. I must say the Bugatti created a most favourable impression, and at a later date I hope to be able to give some further experiences after a more extended trial, either with this or the eight cylindered model.

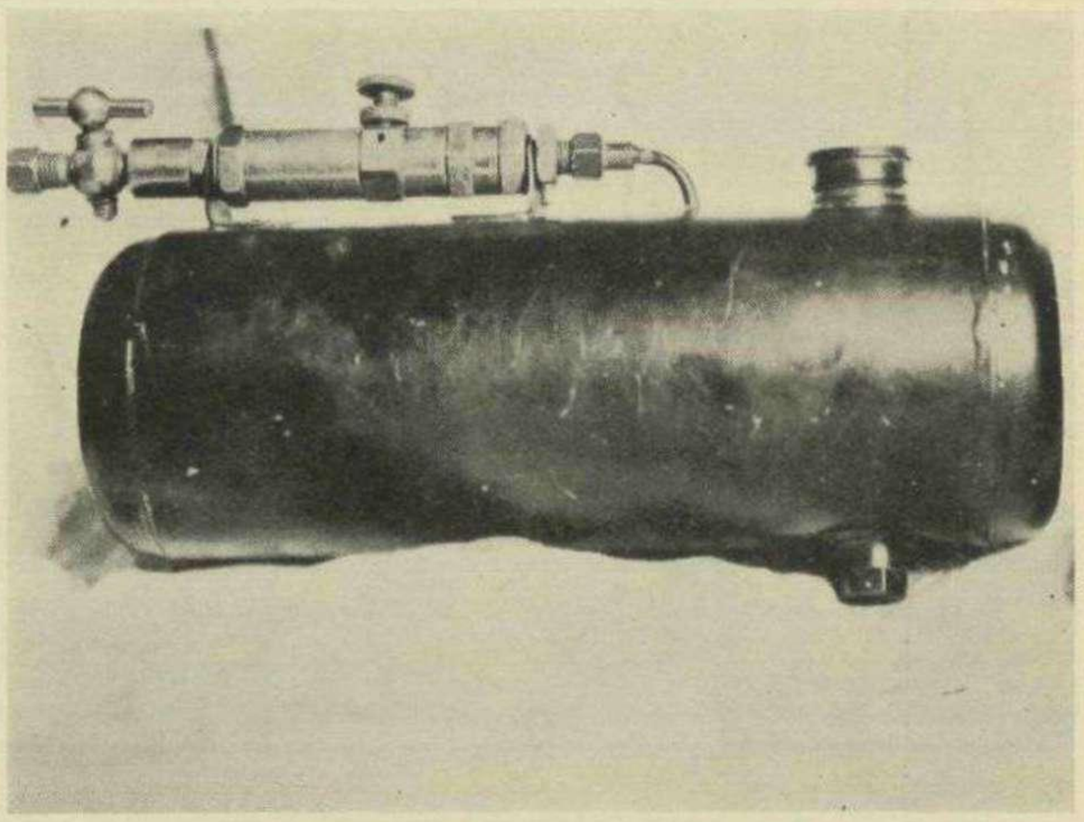
THE GAZOLEX WATER CARBURETTOR.

THE idea of employing water injection in internal combustion engines as a method of cooling, and to cushion the force of the explosion, is by no means new, as it has been employed on stationary gas and oil engines with considerable success in the past.

However, the high speed internal combustion engine with a large speed range and throttle controlled, as used in modern mechanically propelled vehicles, presents a much more difficult proposition to which to apply any water injection device ; and it has been left to the Gazolex Manufacturing Co., Ltd., of 50a, Kingsbury Square, Aylesbury, Bucks, to produce a practical and neat device for this purpose.

One of the motor cycle models has recently been in use in one of the " Motor Sport " machines, to wit, a high compression o.h.v. 250 c.c., which is naturally prone to knocking and harshness, unless extensive use is made of the gear box. The tank and carburettor, which is illustrated here, fitted quite neatly on the rear chain stays, and the thin water pipe was led into the induction pipe by means of the union provided. An adjustment on the Gazolex is provided, by which the proportion of air to water fed to the engine can be varied, in the extreme position the device being merely an extra air inlet, with the water cut off completely. Not being so much worried about petrol consumption as about power output, we used settings giving a considerable water feed with a very marked difference in the behaviour of the engine as compared with when the Gazolex was cut off by the tap provided.

A slight tendency to eight stroke at very low throttle openings was noticed on turning on the tap ; but the most marked difference was the smoothness of pulling without knock or snatch, and the fact that, with the device in use, instant acceleration from low engine speeds on top gear was obtained with perfect smoothness. The maximum revolutions were unaffected, and the engine ran distinctly cooler. We hope at an early date to give the results of some tests on the track with regard to this latter point, and also to its effect plugs at full throttle.



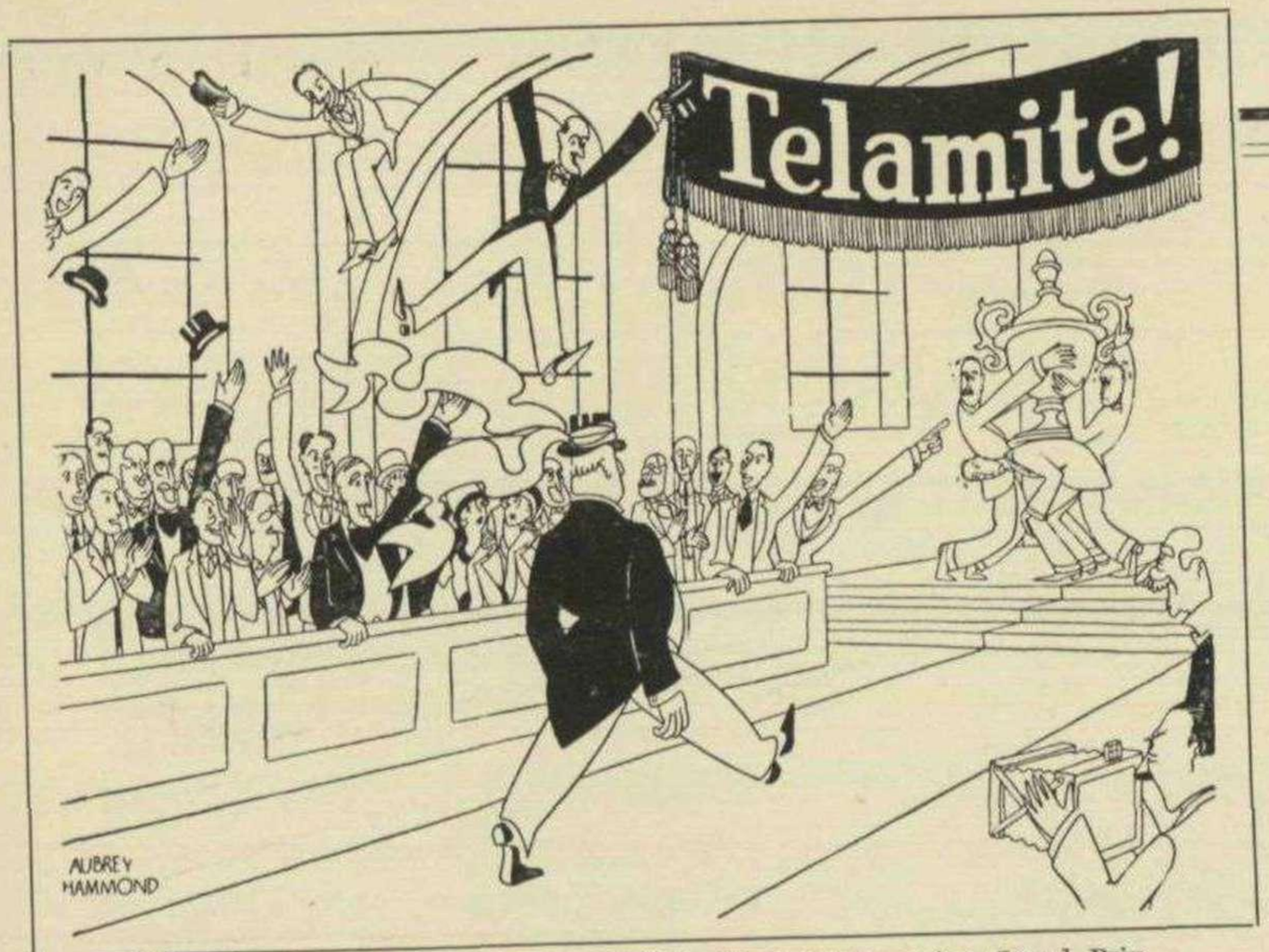
THE GAZOLEX WATER CARBURETTOR APPARATUS TESTED BY " MOTOR SPORT."

To owners of sports cars and motor cycles which are harsh and prone to pinking we can heartily recommend this interesting device. The car model incorporates a dashboard control, and a feature of the instrument is the ingenious automatic piston valve, which prevents water being sucked into the combustion chamber when the throttle is closed.

All particulars and prices can be obtained from the makers.

FOR THE AMATEUR T.T.

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Tales from Telamite: (6) Telamite Director receives Grand Prix.

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THE AUGUST BANK HOLIDAY MEETING of the B.A.R.C.

Brooklands Makes a Venue for Thousands of Holiday Makers.



AS news the following report cannot be classed as "new" news, but we include a brief report, late as it inevitably is, for the benefit of those of our readers who desire that their copies of *Motor Sport* may serve as a record and reference of the principal events of the season.

The inclusion of a One Hundred Miles handicap in the programme certainly did much in increasing the public interest in the event and this added to the advance publicity afforded by the proprietors of the newspaper offering the prizes served to remind everyone that such a place as Brooklands race track really existed.

Favoured by glorious weather, first class racing conconditions and a very large attendance, the whole meeting turned out to be an excellent afternoon's entertainment in which the wonders of automobile design only just eclipsed the charm of the *creations* effected by the fair devotees of the members' enclosure and the paddock. Some day the possibilities of Brooklands as the scene of a romantic sporting story will be discovered by our leading novelists, but for the time being the lure of speed alone must be our theme.

The Fortieth 75 m.p.h. Short Handicap.

Among the starters for the first race was to be seen G. N. Norris at the wheel of his new racing Lea-Francis, which made a very successful debut. In appearance this machine should satisfy the most exigent critic, the streamlining being particularly effective and its turn of speed quite surprising.

At the outset things looked fairly easy for Densham's Bugatti, which got away with characteristic *elan*, but did not prove fast enough for some of the less supported competitors. Soon the Lea-Francis began to show its paces and after a thrilling duel with the Marandez Special, crossed the line a good 150 yards ahead of the latter at an average speed of 82.04 m.p.h., with Whale's Calthorpe a good third.

The Fiftieth 100 m.p.h. Short Handicap.

This race served to add yet another laurel to the garland of R. B. Howey's Ballot, though the now famous car had to be pressed fairly hard to overtake Newman's Austro-Daimler, the two cars being separated only by 60 yards as they flashed across the finishing line in the Railway Straight. From the distance it seemed doubtful as to who would gain the second place, for Kaye Don on Capt. Miller's big Sunbeam was roaring along in great style behind the Austro-Daimler, which, however, just managed to get home behind the Ballot. The average speed of the winner was 110.43 m.p.h.

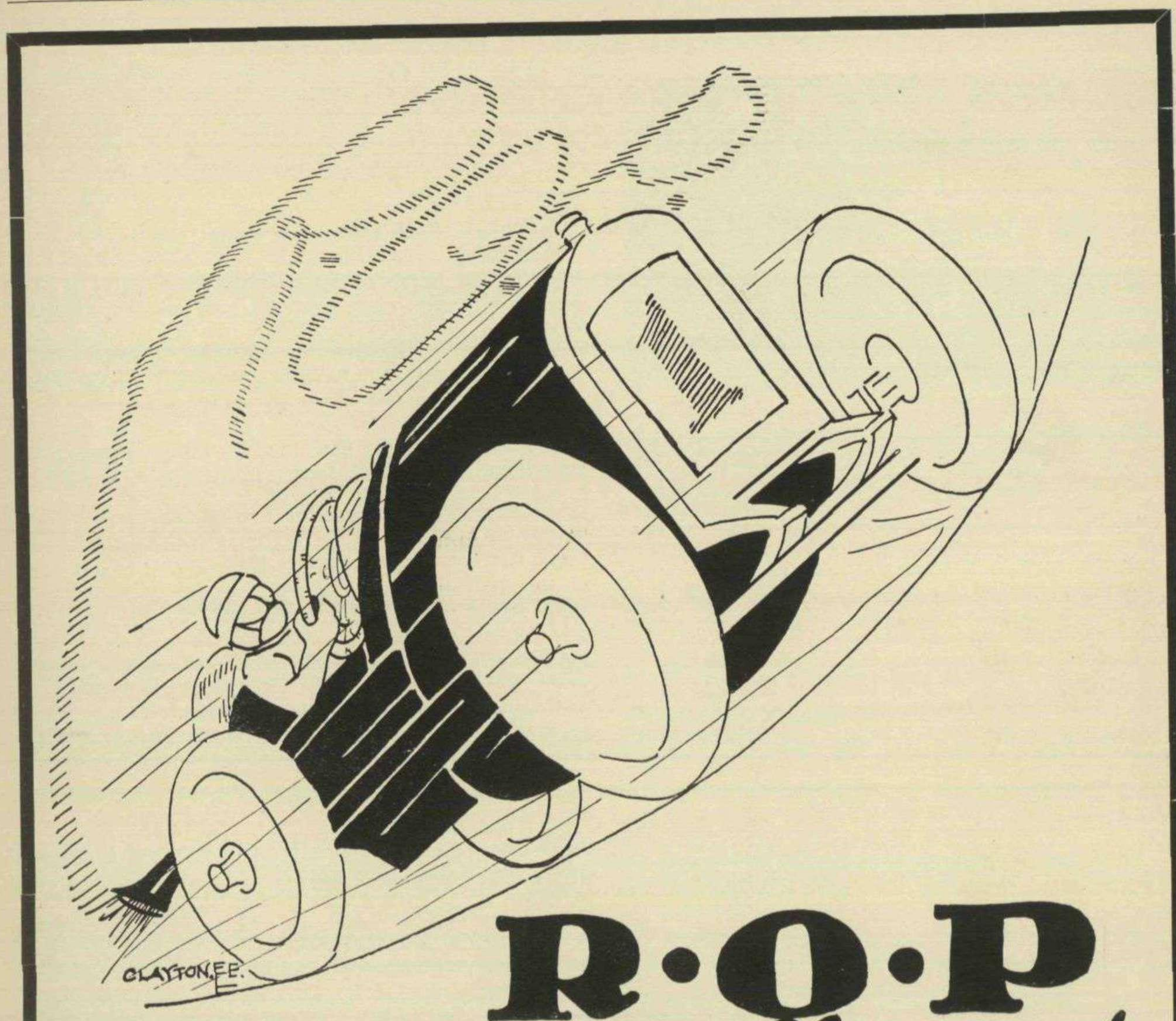
The Twenty-Fifth 90 m.p h. Short Handicap.

Though Meeson on his Vauxhall led throughout the race he was hotly pursued from start to finish by the four-cylindered Grand Prix Bugatti, which was effectively handled by G. E. T. Eyston. The 200 Miles Race Bugatti driven by P. L. Denshan was also well in the running, the cars maintaining the same order until the end, though at one moment the Lea-Francis, which suffered from a re-handicap, looked like gaining a place in the first three. Meeson (Vauxhall) won by 80 yards at 93.17 m.p.h.

The Thirty-Fifth Lightning Handicap.

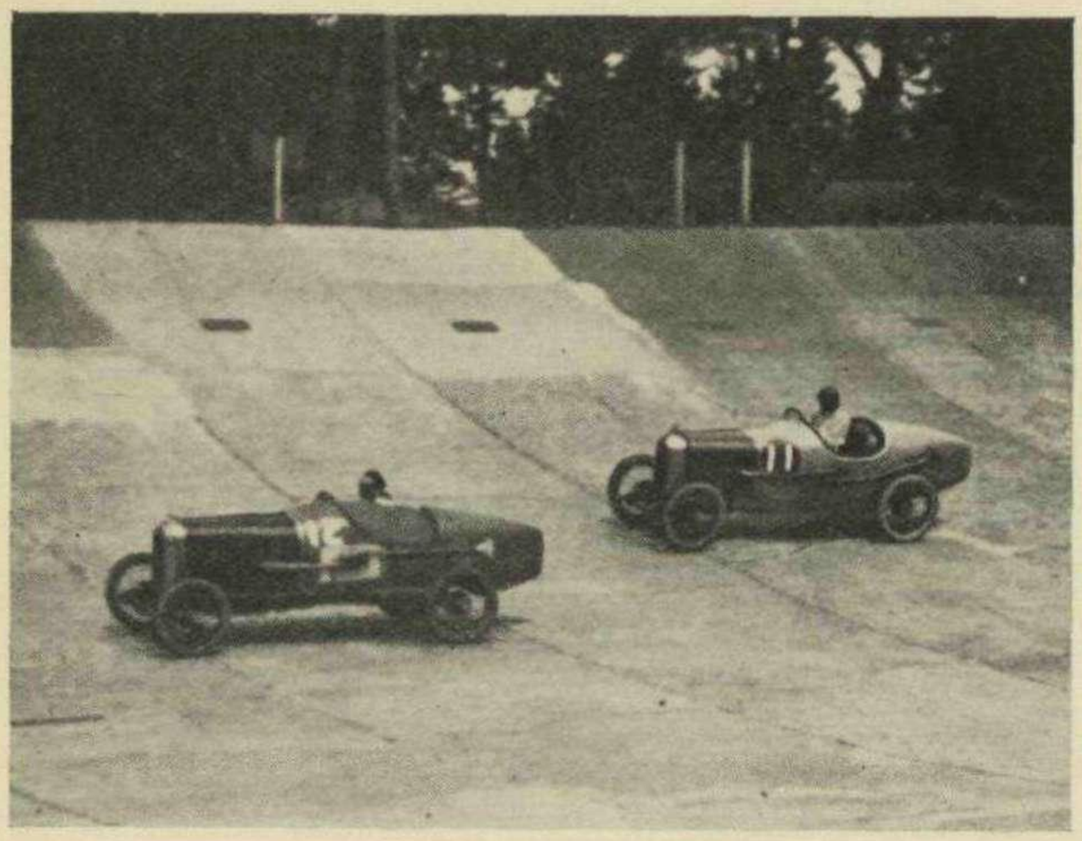
The fourth race proved to be a meeting of giants for "Babs," the Ballot, the big Sunbeam among others turned out to the delight of the spectators. Bone's Sunbeam-Napier figured on the programme, but the unfortunate accident previously accounted for its absence.

George Duller, on Woolf Barnato's 2 litre Bugatti, J. D. Barclay (T.T. Vauxhall) and Miller (Sunbeam) shot off with 31 seconds start and proceeded to sort themselves out, whilst the Ballot and "Babs" were held in restraint by "Ebby." When his flag dropped in front of "J.G.P." the fun commenced. Howey gave "Babs"



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AUGUST BANK HOLIDAY B.A.R.C. MEETING—continued.



A DUEL BETWEEN TWO SALMSONS ON THE MEMBERS' BANKING.

plenty of room as it streaked past him, allowing Thomas to give yet another of his incomparable displays of track-craft. Kaye Don, however, was not to be denied and pushed the Sunbeam over the line some 150 yards ahead of Thomas, who was swooping down off the banking upon him at a terrific speed, closely followed by Duller (Bugatti), the three finishing in the order named. Thus Kaye Don won a well fought out contest at the creditable speed of 102.65 m.p.h.

Brooklands President's Gold Plate.

This annual event attracted as usual a good field and produced a somewhat surprising result, for G. W. Olive's E.H.P., which previously has not shown up to the best advantage, won in the easiest style imaginable, leaving the other cars in the race sadly in the rear. Five cars were more or less bunched together and a keen contest was fought out for the second place in which Marandez on his Special and Dr. Benjafield (Salmson) figured prominently, eventually securing the second and third places respectively. Olive won by *over a mile* at the speed of 89.05 m.p.h., possibly the biggest margin for a win ever recorded on the Weybridge track.

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

Kaye Don appeared to have this race well in hand, having overhauled E. Poppe on the Rover racer, which showed an improved turn of speed since its first appearance. Just as it was all over " Bar shouting " as they say in the shilling ring, Thomas swooped down from the banking and caught the Sunbeam which was overtaken as it was about to cross the line, thus leaving the Leyland to win by the narrow margin of 15 yards, at the refreshing speed of 117.88 m.p.h. Kaye Don (Sunbeam) was second and Poppe (Rover) third. Thomas received a tremendous ovation on returning to the paddock for giving the holiday crowd just the sort of win they came to Brooklands to see.

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

Olive's E.H.P. and the new Lea-Francis both put up extremely good showing in the seventh race, but well as they ran they proved no match for Hazlehurst's speedy Salmson which won by 70 yards at an average speed of 83.19 m.p.h. Meeson had tyre trouble which spoilt his very good chances on the Vauxhall. The E.H.P. and the Lea-Francis were second and third respectively.

The Thirty-Fifth Lightning Long Handicap.

Something of a close finish with the old Wolseley-Viper in the hands of Kaye Don well to the fore was expected in this race, but the last named machine refused to do its bit, leaving the issue to be fought out between Duller (Bugatti), J. G. Parry Thomas on the Leyland-Thomas, and Barclay's Vauxhall. Once again Thomas repeated his well-known tactics and snatched a narrow victory from George Duller, Barclay on the Vauxhall being third. One hundred yards separated the winner and second man, the race being run at an average speed of 116-96 m.p.h.

The " Evening News " 100 Miles Handicap.

The 100 Miles Handicap was, of course, the star turn of the day and fifteen competitors faced the starter. What with tyre trouble and a host of minor mishaps the field was reduced to three when the bell rang for the last lap, the whole event being full of interest and excitement. Those who had seen the supercharged Salmson make its victorious debut on this side of the Channel predicted an easy win for L. du Marnier, who came over specially to drive the car. Bad luck was his portion, however, and though after frequent stoppages he lapped at 103 m.p.h., he never got on terms with the leaders.

At 50 miles Dunfee (Salmson) was in front, closely followed by Eyston (Bugatti) and Waite on the little Austin, the latter falling a victim to clutch trouble.

Eyston (Bugatti) got into trouble with his lubricating system and had to retire, two other Bugattis, driven by Duller and Capt. Campbell, were placed hors de combat with tyre trouble ; but the reputation of the *marque* was gallantly upheld by Capt. J. C. Douglas, whose driving, if lacking the dash of the two last-named, proved to be just what was wanted in such a race, for he drove home a good winner at 94.75 m.p.h. Dunfee (Salmson) was second and J. G. P. Thomas on Barclay's Vauxhall third. During the race the latter broke the 100 miles international Class E record.



FELIX SCRIVEN AT SPEED ON "SERGEANT MURPHY."

THE LATE CAPTAIN HOWEY.

IT is with deep regret that we have to announce the passing of a great sportsman, for Captain R. B. Howey was the victim of a fatal accident on August 26th, whilst taking part in the " Course des Cotes " at the Boulogne meeting. Whilst driving his Ballot round one of the bends in the course, Captain Howey skidded and crashed into a tree, passing away without regaining consciousness. A very popular figure at Brooklands, Captain Howey was twenty-five years of age and an Australian by birth. Possessing considerable means he took up motor racing as a pastime with great enthusiasm, being a regular competitor in the principal meetings at the Brooklands track.

He was best known for his performances on the straight-eight Ballot car, which, with several others he purchased from the late Count Zborowski. In October last he created a series of world's records at speeds of 118 miles per hour. Among his successes this year may be mentioned the winning of the Brooklands' Founders Gold Cup at a speed of 106 m.p.h. and the Gold Star race at 110 m.p.h.

Captain R. B. Howey was a thoroughly good sportsman and a man of charming personality who followed the sport of motor racing for the pure love of the game, which sustains a big loss by his death. The sad accident at Boulogne came as a great grief to his many friends and to the public by whom he was rightly regarded as one of the safest drivers on the track.

One Hundred and Sixteen M.P.G.!

A test of the most unusual kind took place recently under R.A.C. observation in which an A.C. racing car was entered for a petrol consumption trial. The object was to demonstrate the maximum distance the car could possibly travel on one gallon of petrol and the result was 116.88 miles, equivalent to 70.4 ton miles per gallon.

The method by which this astounding figure was accomplished, however, appears to have little to recommend it, for the car was accelerated to 25 m.p.h., when the clutch was disengaged; and, the engine having stopped, the car allowed to coast until the speed dropped to 15 m.p.h. At this speed the engagement of the clutch allowed the engine to restart and the speed of the car then rose to 25 m.p.h., the whole procedure as above described being repeated throughout the whole trial from Barnet along the Coventry road to three miles beyond Towcaster and back.

A top gear ratio of 2.47 to 1 was employed and the car weighed approximately 12 cwt., a mixture of high grade motor spirit and benzole was used in equal proportions and a Strombey carburettor was fitted.

Though the engine was fitted with two inlet valves per cylinder, only one per cylinder was actually used in the trial for which R.A.C. certificates were issued with respect to the mileage covered and to the performance of the Strombey carburettor.

Races for Touring Cars.

In view of the increasing popularity of long-distance races for touring cars, we learn that several British firms are already considering the question of entering for the Le Mans race next year. The development of this class of racing certainly appears to be a step in the right direction and should open up possibilities for those amateurs for whom the possession of a real racing car exists only as a cherished ambition.

B.S.A. Motor Cycles at Olympia.

In consequence of the fact that the B.S.A. Company were not exhibiting at last year's Olympia Show, it has been rumoured that the firm will not be represented this year. This, however, is not the case, for B.S.A. Cycles Ltd., will occupy Stand No. 20, where a full range of all the new models for 1927 will be shown and the exhibit promises to be one of exceptional interest.

British Successes in the Six Days Trial.

British motor cycle manufacturers have every reason to congratulate themselves on the results of the classic International Six Days Trial, as demonstrating the very marked superiority of British products over those from abroad. The International Trophy was again won by England, whilst the runners-up for this award were also machines of British manufacture. The same team that won the International Trophy also gained the International Silver Vase, while the third team for the Vase was also English.

Great credit is certainly due to the Dutch team which gained the second place for the International vase, especially in view of the severe nature of the course and the fact that all the members of the team were amateurs.

According to the official report of the trial it is stated that this year's Trial shows decided improvement in the direction of constructional detail in the machines and, furthermore, that the condition of the machines at the end of the trial was infinitely better than that of last year.

J. S. Worter's Latest.

Riding a 350 c.c. Excelsior J.A.P., equipped with Dunlop tyres, J. S. Worters recently broke the following Class B. records at Brooklands:—Ten miles, standing start at an average speed of 76.35 m.p.h. and the Ten Kilometres, standing start at an average speed of 75.49 m.p.h.

A New British " Six."

A new British six-cylinder car known as the Brocklebank is shortly to make its appearance. The manufacturers, Messrs. Brocklebank & Richards, Ltd., of Suffolk Works, Birmingham, have been engaged in the process of evolving the car for the last four years and a modern machine plant, organised on highly progressive lines, has been laid down. The Brocklebank has been produced with the intention of marketing an inexpensive six-cylinder model to compete with the numerous makes imported to this country from America, and while following the lines of orthodox design, presents many features of great interest, especially with regard to the excellent construction and attention to all those minor details which make for popularity in an owner-driven car.

THE EDITOR'S CORRESPONDENCE

It is proposed to continue this feature henceforward, for the inclusion of any letters of general interest that may be received.
Readers are invited to express their opinions on any matter likely to arouse interest and controversy.

THE BROOKLANDS QUESTION.

Sir,

May I suggest that there is a large number of people who would totally dissent from your proposition that "Nothing could be worse from a spectacular point of view than the ordinary B.A.R.C. meeting . . . ?'

I do not say that nothing could be better, but it is idle to speak of invisible starts and finishes. The starts are, indeed, unimpressive, as any handicap starting must be, but they can be, and are seen by a good proportion of visitors, who from the hill can see most of the track as well as the finish, and these visitors do not seem to me, as I move among them, at all "uninformed."

Racing, after all, means covering the course at utmost speed, and for that reason the B.A.R.C. handicaps take precedence in my estimation over long track races, or semi-road races, useful and interesting as these may be, and sometimes are. But if these semi-road races are to be attractive, and I do not by any means wish to decry them, the cars must be real racing cars. It depends on them, not on the course. The British Grand Prix was a successful spectacle, though three cars only finished, because it was a contest to destruction between up-to-date racing cars. Had these been super-sports models with half their owner-drivers keeping one eye (I do not blame them) on the well-being of their car, how tame the affair would have been!

I wish to press the point that, for true sport in motor racing, you must have first-class cars, first-class drivers, and first-class prizes. This last is, perhaps, where the B.A.R.C. fails—but it is little encouragement the club gets, from a section of the technical press!

With your hopes for this introduction of a true road race, and the elimination of popular prejudice and judicial persecution, I am altogether in accord.

Yours faithfully,

KEXEXI,XL.

WE ARE CRITICISED!

Sir,

I received my copy of August *Motor Sport* for which I thank you. I should like to append detailed criticisms on this last number, as I think I can see it from the point of view of the ordinary reader. I shall try to make it instructive, not destructive, and you need not read it if you do not want to.

Short Notes on the Grand Prix Cars. These are very interesting. I consider that the road racer is, as it were, the stallion of the breed, and it is therefore very interesting to read the descriptions of the various road racers that are produced. These notes should be repeated before important races when new machines are produced.

Sporting Cars on Road and Track. This is a really good series. A few criticisms might be made. I do not consider that 68 m.p.h. is a very good speed for a car of the size and price of the O.M., although 72 m.p.h. was apparently obtained by using the down hill. The presumption is that the engine was a bit stiff. If this was so, it was only fair to the car to say so; if it was not, the reader should be told the worst. I would suggest, therefore, that the reader should always be told whether the car had been run much before being taken on test. Another thing readers like to know is the top gear ratio. Some cars with a useful third gear are deliberately overgeared in top for the purposes of sustained speed, and in judging maximum speed it is again only fair to the car to tell us whether it is intentionally overgeared. Actual figures for braking and acceleration are also interesting.

The Articles on Tuning A.J.S. motor cycles, and High Efficiency Piston Design, appear to have been written by the same hand. This contributor appears to have the gift of writing articles of this type lucidly, and can state his points clearly. They should, therefore, be of great interest to the sporting but comparatively inexperienced rider-mechanic, and the writer in question should most certainly continue his contribution. It is to be hoped that the article on Tuning A.J.S. motor cycles is the first of a series. People who have been successful with other engines should be got to write companion articles, and the article on pistons might be followed up by articles on other components of sporting motor cycles.

Sporting Machines on Test. This is a thoroughly good article, and the writer does tell us that the machine was a new one. These articles are so similar to the car ones, that the remarks on car tests apply to these, and no more need be said on this point.

Motor Cycle Speedmen. I always find this most interesting. I am glad to notice that you have been doing more motor cyclists lately, as you started off with a run of car drivers. However, the car people should not be forgotten. I think the more amateur the rider or driver is, the more interesting his biography, but I think it is a good plan to keep the scope of this series as wide as possible, and to include trade rider and amateur and designers, as well as drivers, as you have been doing.

The Fernihough Morgan. This article is distinctly interesting, as descriptions of home-made vehicles always are, and I consider amateur motor building a sport in itself. It is very refreshing to hear of a more or less serious experimental job being undertaken by an amateur, especially when it is sufficiently sporting to break records. I hope *Motor Sport* will continue to tell us about any special jobs that are undertaken in the motor world, whether they are chiefly interesting from the fact that they are amateur, or that they are original. Special jobs undertaken in a more professional way, too, are often worth a description, as they play their part in the development of the breed, and an

CORRESPONDENCE—continued.

occasional article devoted to such machines, of any size, from the pigmy "Jappic" to the giant "Babs," would not come amiss, although these particular cars are probably fairly well known by now.

Another very interesting article in the first volume was the personal reminiscences of Miss Ivy Cummings, which suggests another line to work from.

The J.C.C. Production Car Race. This is a very interesting account of the race, a type of contribution worth keeping up. May I thoroughly endorse your remark about the Frazer Nash success? If I remember rightly, Captain Nash once waxed wrath about a remark in an earlier edition of *Motor Sport*. It is high time England put up an effective challenge to the Amilcar, Salmson, and Sénéchal type of car, and the Frazer Nash deserves encouragement as the best attempt on these lines.

Finally, *Motor Sport* has always been justly proud of its photographs, and I hope that you will preserve the standard of one of the best features of a thoroughly good paper.

Wishing you good luck in future,

Yours sincerely,
J. R. SIMPSON.

LEGALIZED INJUSTICE.

SIR,

May we avail ourselves of your valuable space to protest against a most flagrant case of infringement of the rights of all users of a Public Service.

By the Economy Act (1926) the Postmaster-General is empowered to imprint upon our envelopes any advertisement he wishes—including publicity matter emanating from competitive firms.

Admittedly, immediately after posting, all letters dispatched by us are in transit *technically* the property of the P.M.G.; actually, however, they belong to us. If we send matter through the post contrary to or in defiance of postal regulations we, and not the P.M.G., are proceeded against by the authorities. If documents valuable to us are lost in the post we, and not the P.M.G. are the losers. We, not the P.M.G., pay the cost of collection and delivery, at a rate which, if it is not the highest in Europe, is among the highest.

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Why must we submit to the decoration or utilization of our property by Public Servants in a manner which is distasteful to us, and is calculated to result in financial loss to us. Why is the implied contract to deliver our property in its original condition not respected?

Why must we, at the behest of the P.M.G. subsidize or pay for, or facilitate, the advertising of other peoples' goods; why, for example, should our heavy world-wide mail be converted without our permission into an advertising medium from which we derive no benefit, and which may involve us in loss of business?

Why, in order to protect ourselves against unfair exploitation must we rent or purchase a franking machine of alternatively be compelled by the P.M.G. to advertise in a manner which does not appeal to us, and whose value is unknown and undeterminable?

In short, why should the Government unjustifiably and inequitably use our property to increase Revenue *at our expense*?

May we hope that the wide publicity which this letter will receive will arouse long suffering manufacturers and traders to combine and undertake concerted action to end this legalized injustice.

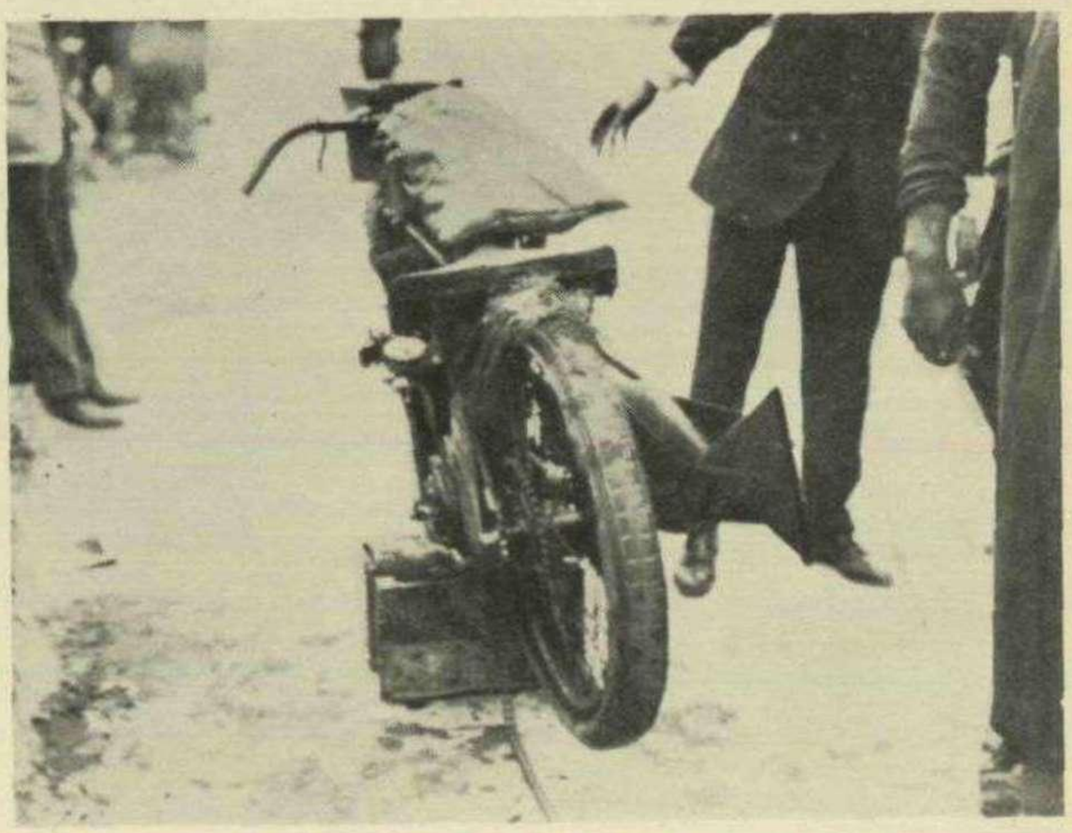
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C. W. BRETT,
Managing Director.

THE J.C.C. TWO-HUNDRED MILES RACE.

A large entry has already been received for the J.C.C. two-hundred miles annual event. This great race takes place at Brooklands on the 25th of September, under road conditions. At present the entries in the 1,500 c.c. class comprise Malcolm Campbell, W. Johnston, and J. Douglas driving Bugattis; C. M. Harvey and probably the Earl of Cottenham piloting Alvis cars. T. Thistlethwayte and J. G. P. Thomas on the Thomas Cars which should have appeared in the recent Grand Prix. It is practically certain that the three Talbots will also run on their return from the Monza Grand Prix. M. K. Marendaz will drive a Marendaz.

The entry in the 1,100 c.c. is larger than ever. Vernon Balls is entering his Amilcar, and it is probable that two other Amilcars will also run. J. Turner will drive the Gwynne, A. Bovier has entered three Salmsons, and Eric Longden a 7-h.p. Fiat. A. Waite will drive an Austin with an enlarged engine.

At present there is a scarcity of entries for the 750 c.c. class, the only probable starters being G. Hendy's Austin and three others.



WHAT SOMETIMES HAPPENS!
THE BACK TYRE OF O. M. BALDWIN'S ZENITH DURING THE 200 MILE SOLO RACE.



Round the Clubs



HONORARY DISTRICT AGENTS.

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BARROW-IN-FURNESS, Lancs.	W. A. Singleton, 114, Sutherland St.
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BLACKPOOL, Lancs.	T. Sharples, Rawcliffe Hall, via Garstang.
BLOXWICH, Walsall	Horace R. Millington, Wallington Heath.
BODMIN, Cornwall	W. H. Jenkin, Bodmin [Rd.
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BROMLEY, Kent	F. Wilson Smith, 32, Hammelton Road.
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CARLISLE, Cumberland ...	F. Rowlands, "Douglas House," Nelson Street.
CARMARTHEN, Carmarthen. ...	J. Jones, Nelson Hotel.
CLECKHEATON, Yorks. ...	F. A. Brown, "Hill-Crest," Whitcliffe.
DERBY	Mr. M. A. McEvoy, Vicarage Lane, Duffield, Nr. Derby.
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GRAVESEND	S. J. Gillis, "Comines," Wrotham Road.
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NEWCASTLE, Staffs.	E. Willan, 42, Grey Street.
NORTHALLERTON, Yorks. ...	R. D. Hudson, Old Bark House.
OTLEY, Yorks.	J. H. Holmes, The Garage, Station Road.
OXFORD, Oxon.	W. Mathews, 6, St. Aldate's.
PATELEY BRIDGE, Yorks. ...	G. Kingham, Colton Croft, Burnsall.
READING	S. W. Woollan, Caversham Motors, Ltd.
SCARBOROUGH, Yorks. ...	J. G. Bayne, 36, Trafalgar Sq.
SHEFFIELD, Yorks.	H. W. Ogg, 12, Southbourne Road, Broomhill.
STROUD, Glos.	W. E. Hayward, Bideford, Bisley Road.
TAUNTON, Som.	P. V. Hare, The Parade.
WOLVERHAMPTON, Staffs. ...	H. L. George, "The Homestead," Old Fallings Lane, Fallings Park.

Honorary District Agents are appointed by "Motor Sport" to further the interest in the sporting side of motoring and motor cycling.

We give on this page a list of the Honorary District Agents already appointed. Through these Honorary Agents we keep in touch with local events in all parts of the country, and with their co-operation we hope to increase the popularity of motor and motor cycle sport. Honorary District Agents will be pleased, whenever possible, to give assistance to motorists and motor cyclists, desirous of taking part in local events.

If you have any difficulty in obtaining "Motor Sport" in your neighbourhood, the nearest Honorary District Agent will inform you how you may obtain it.

CUMBERLAND COUNTY M.C.

A reliability trial was held recently, and arranged so as to give inexperienced riders an equal chance with the more expert riders of the Club. The results are as follows:—

Hilton Robinson Cup.—Solo, A. Braddock (300 Omega), Scratch; 2, W. T. Tiffen (348 Velocette), Handicap 20 marks; 3, H. Bell (348 Velocette).

County Garage Cup.—Sidecars, J. L. Shields (596 sc.), 10; A. Reid (799 A.J.S.) 20.

W. T. Tiffen was also awarded a special prize for making the fastest time across the Dockray Colonial section.

SOUTH DOWNS M.C.

In the "Grass T.T." held recently by this Club two circuits of a 16¼ mile course had to be covered. The premier award was won by T. Smith (348 o.h.v.A.J.S) with an average speed of 27.5 m.p.h. for the two circuits. E. Joyce (490 Norton) came second with an average of 27 m.p.h., and C. Gander with 24.2 m.p.h.

The General Secretary invites all sporting motorcyclists who reside within a reasonable distance of Littlehampton to communicate with him. His address is New Road, Littlehampton.

CARSHALTON M.C.C.

Old Chalky Hill was included in the mid-week social run held recently. One member of the club made the ascent on the rim of his back wheel, as his back tyre came off.

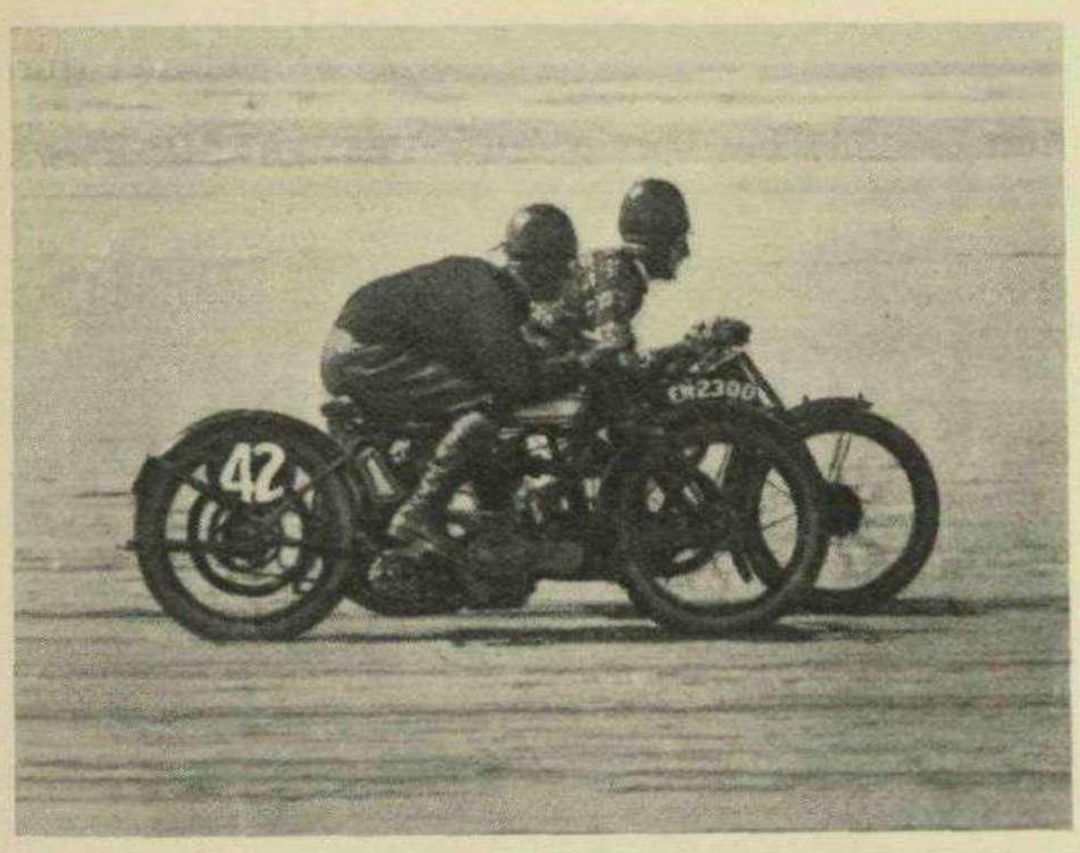
Gold Cuff Links were awarded to J. Delves-Broughton (Dunelt). Silver Cuff Links were awarded to F. R. Button (Francis Barnett)

A Speed Judging Contest will be run on August 29th.

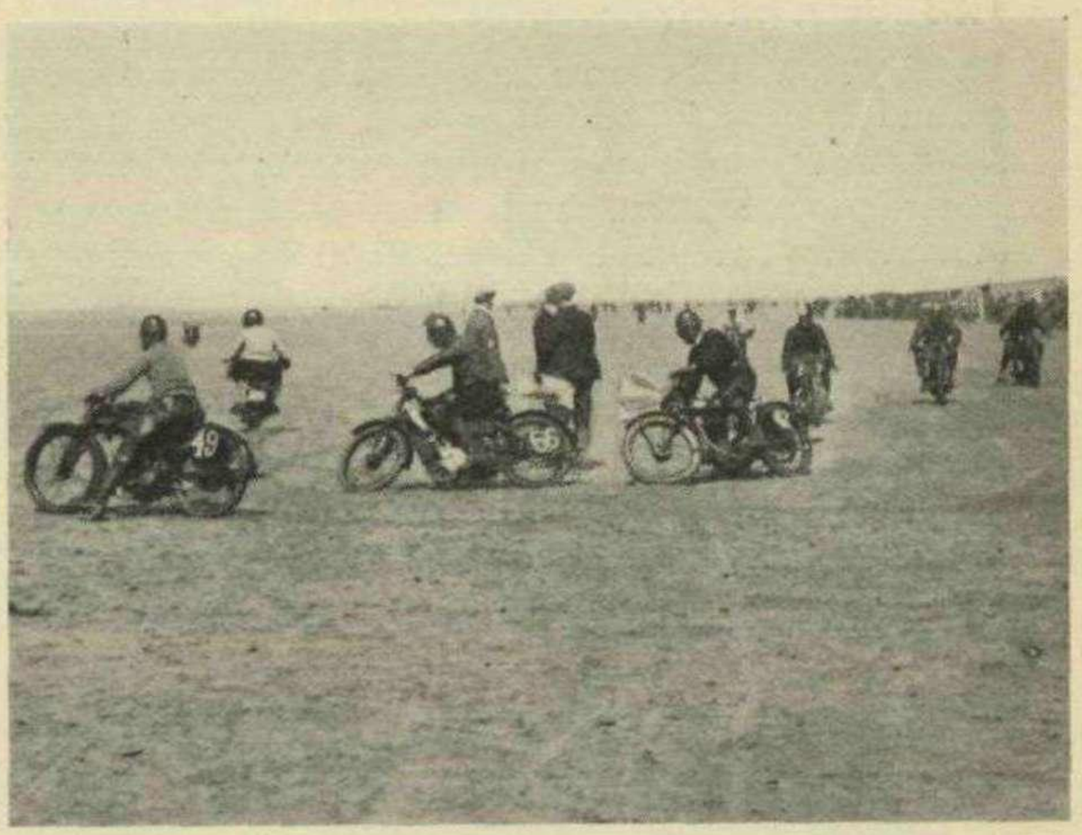
STAVELY & DISTRICT M.C. & L.C.C.

The night reliability to Blackpool held recently attracted an entry of twenty-five members, who all arrived at their destination quite safely after having very much enjoyed the run. They were required to ride to a twenty-mile schedule. The run was 111 miles. The best performance, irrespective of class, was put up by H. Bradley (348 o.h.v.A.J.S.), who lost 8 marks. He was awarded a Gold Medal. Solo Class—1 (silver medal), E. Sherwin (348 o.h.v.A.J.S.), lost 10 marks; 2 and 3, Ray Wilson (498 A.J.S.) and A. Green (499 James), both losing 16 marks each; 4, J. Godfrey (345 Rudge), lost 20 marks; 5, E. Wilson (347 Matchless), lost 22 marks.

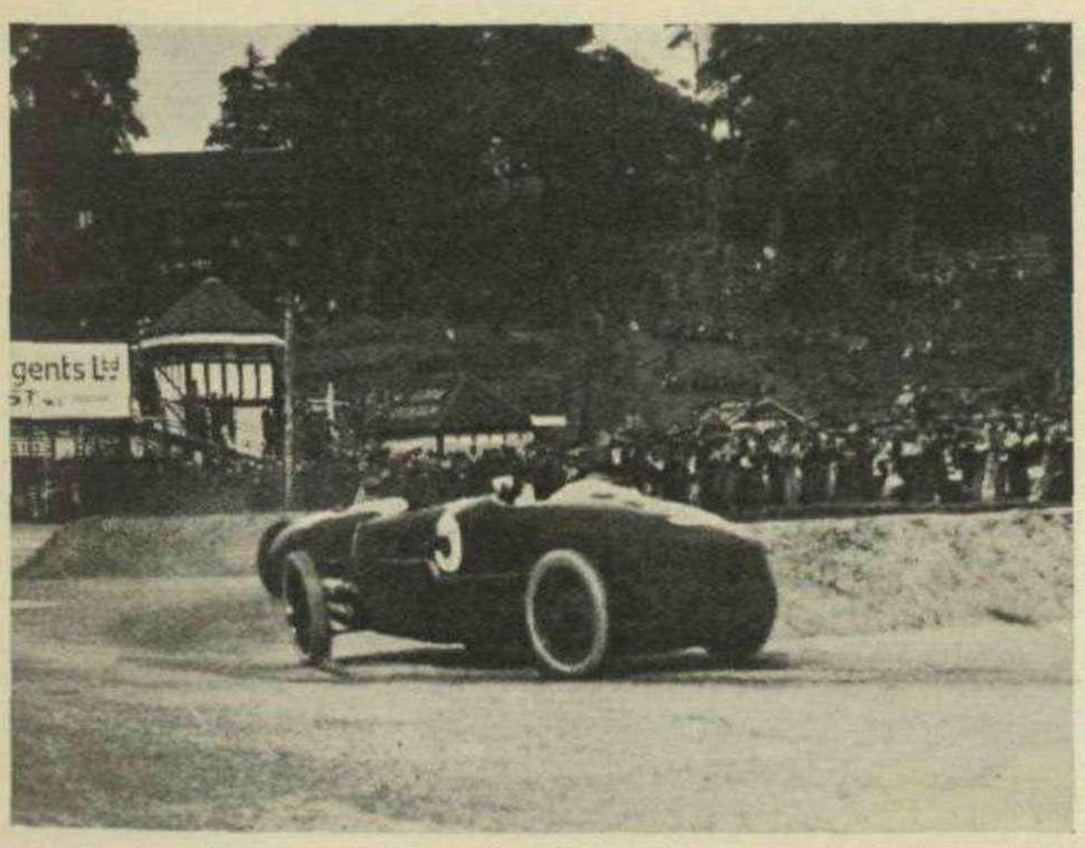
PICTURES FROM VARIOUS SOURCES



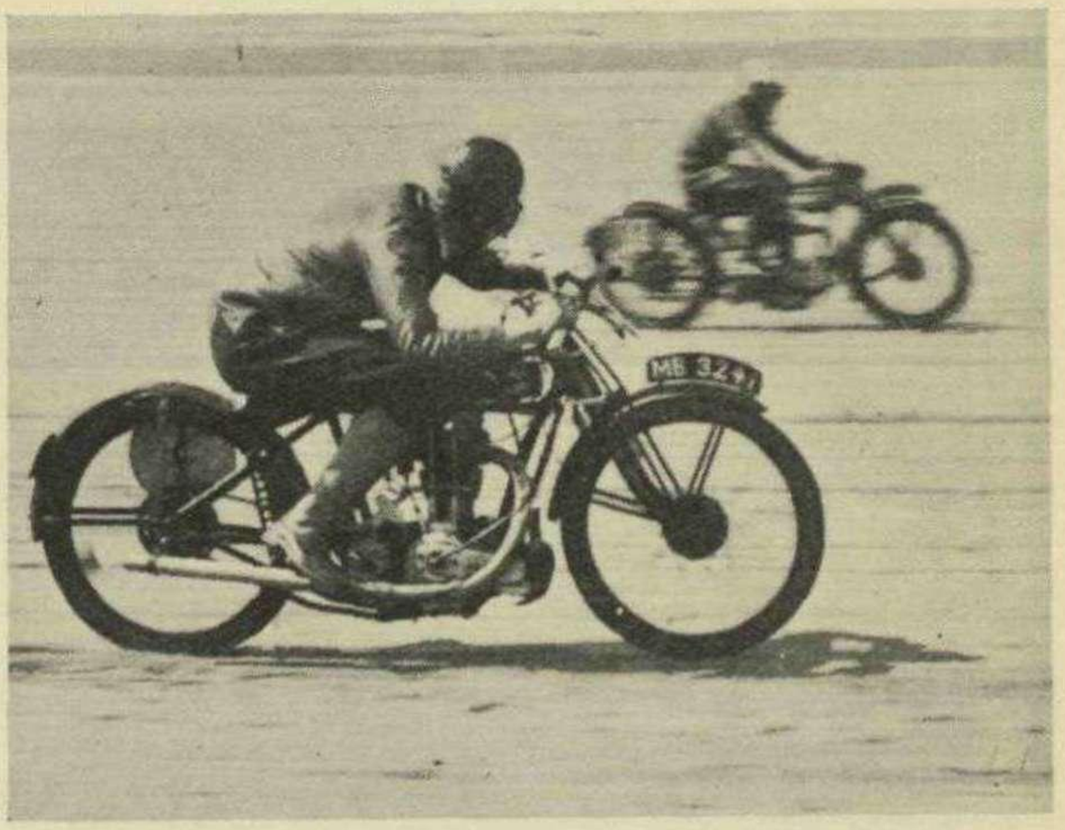
NECK AND NECK—A THRILLING DUEL BETWEEN A NORTON AND AN A.J.S. AT SOUTHPORT.



A STRING OF COMPETITORS CORNERING AT A SOUTHPORT RACE MEETING.



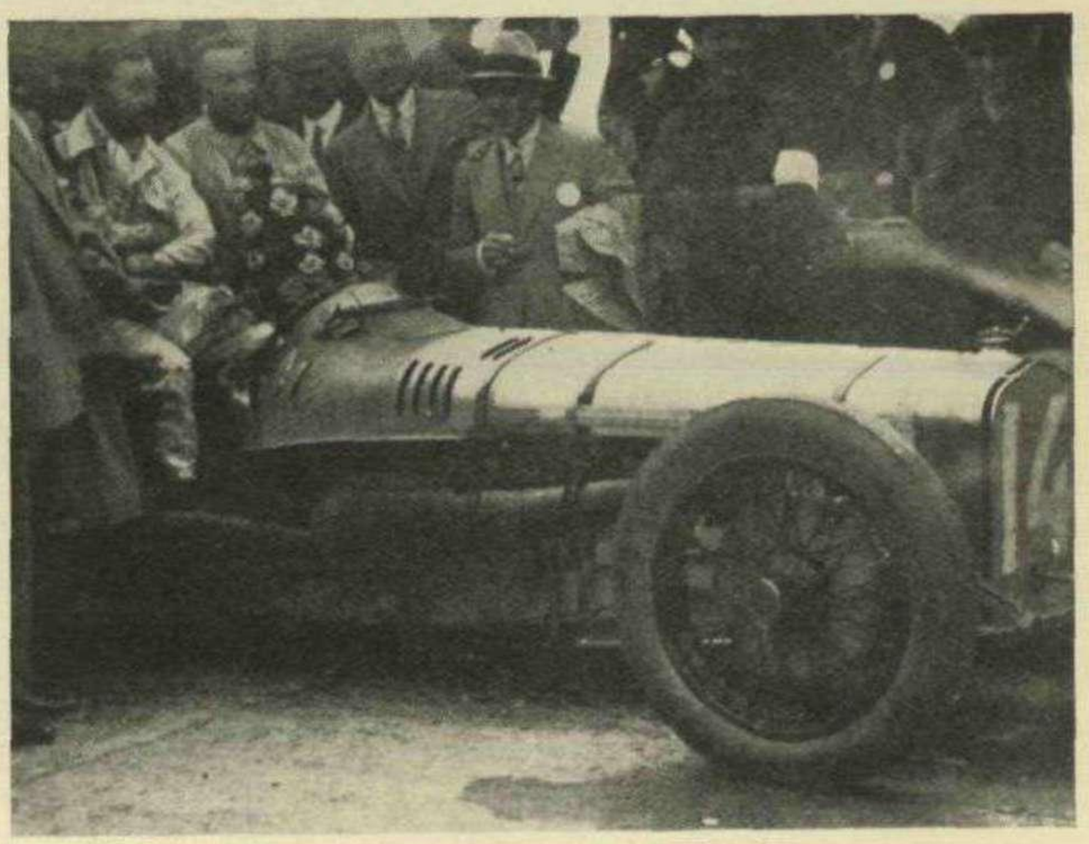
G. E. T. EYSTON, WHO PUT UP A PLUCKY FIGHT ON HIS ASTON-MARTIN IN THE GRAND PRIX.



AN INTERESTING HYBRID, THAT HAS PERFORMED VERY WELL IN THE NORTH—M. E. DAVENPORT'S 490 C.C. A.J.S.-J.A.P.



MISS BEDLINGTON ON A VELOCETTE, ONE OF SEVERAL LADY RIDERS IN THE INTERNATIONAL SIX DAYS TRIALS.



R. SENECHAL AND L. WAGNER AFTER WINNING THE R.A.C. GRAND PRIX.

ROUND THE CLUBS—continued.

SURBITON M.C.

The London Barnstaple trial held during the Holiday week-end was very well supported, there being nearly sixty entrants in the solo and sidecar classes. The weather proved ideal, and the first control was at Andover, through Guildford, Farnham and Basingstoke. Refreshments were indulged in before starting off again. At the fork about a mile from Andover several competitors mistook their way, and great was their consternation when they found themselves at Salisbury instead of Amesbury. They all succeeded in making up their lost time, however, and clocked in at the breakfast control at Bridgewater to time. After breakfast at the Royal Clarence Hotel the route led by way of Williton, the outskirts of Minehead to Porlock. The famous hill was in fairly good condition. Here G. A. Hull (492 Sunbeam) failed on the lower bend; P. R. Bradbrook (498 Scott) skidded on the loose surface and fell from his machine. W. Fuller (496 Coventry Eagle) and B. J. Habgood (596 Scott) also failed; J. O'Brady (499 Rudge) missed his gear change, and C. P. Lamber (248 Raleigh) seized his engine. Good climbs were made by G. G. Stone and A. W. Colton on 349 Humbers. R. B. Waters made an outstandingly good climb with his 748 F.N. and double seater sidecar. The route then continued over twelve miles of moorland to the sharp descent of Countisbury Hill and up Lynmouth Hill, which account for several failures. Here the road became blocked as a descending car collided with a horse and cart, but the solo riders managed to squeeze through, and by the time the later arrivals came to ascend the hill the obstruction had been removed. A brief halt was made at the foot of Beggars Roost for fresh supplies of petrol, and this gave all a fair chance on the hill, as only one machine took the hill at a time. Several failures occurred. Good climbs were made by H. J. Edmund (494 Sunbeam sc.), G. A. Bull (492 Sunbeam), J. Lewis (495 James), and A. W. Colton (349 Humber). Sharp to the right of the "Roost" the road led across the moors to Simonsbath. A source of trouble here was the numerous motor coaches, which made passing difficult on the narrow twisting roads. At Barnstaple, where the last check was held, only four competitors failed to check in at the finish.

BRADFORD M.C.

The Hepolite Scar hill-climb held on August Monday was a great success, and was attended by a great many people. The surface of the hill was good, being dry and loose; despite this fact, only two soloists made clean climbs, namely, Hemingway (Royal Enfield), winner of the solo novice 350 c.c. class, and Smith (B.S.A.), whose time almost equalled that of his rival. B. Bradley put up the best performance in the unlimited novice class. Hillas made a very fine attempt in the unlimited class. The open class was decided on time only. Hemingway (Royal Enfield) made the best time of 59 3/5 s. Smith came second, making the time of 60 9/10 s. Hillas (Sunbeam) was third, doing the climb in 65 s. Some wonderful riding was witnessed in the Rodeo Classes, which were run over the steepest part of the hill. In the 350 class the first place was obtained by Bradley (Raleigh) with a time of 35 1/10 s. Brigham (A.J.S.) and Smith (B.S.A.) came in second and third respectively, making the climb in 40 and 47 seconds. In the unlimited class Walker (Douglas), 33 7/10 s., was first; Fernside (Sunbeam), 34 4/10 s., second; and Langton (New Hudson), 37 5/10 s., third. The unlimited solo class was a very thrilling event, and was finally won by Hemingway (Royal Enfield), who, after riding neck to neck with Fernside (Sunbeam) for some time, overtook his opponent and rode into first place.

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