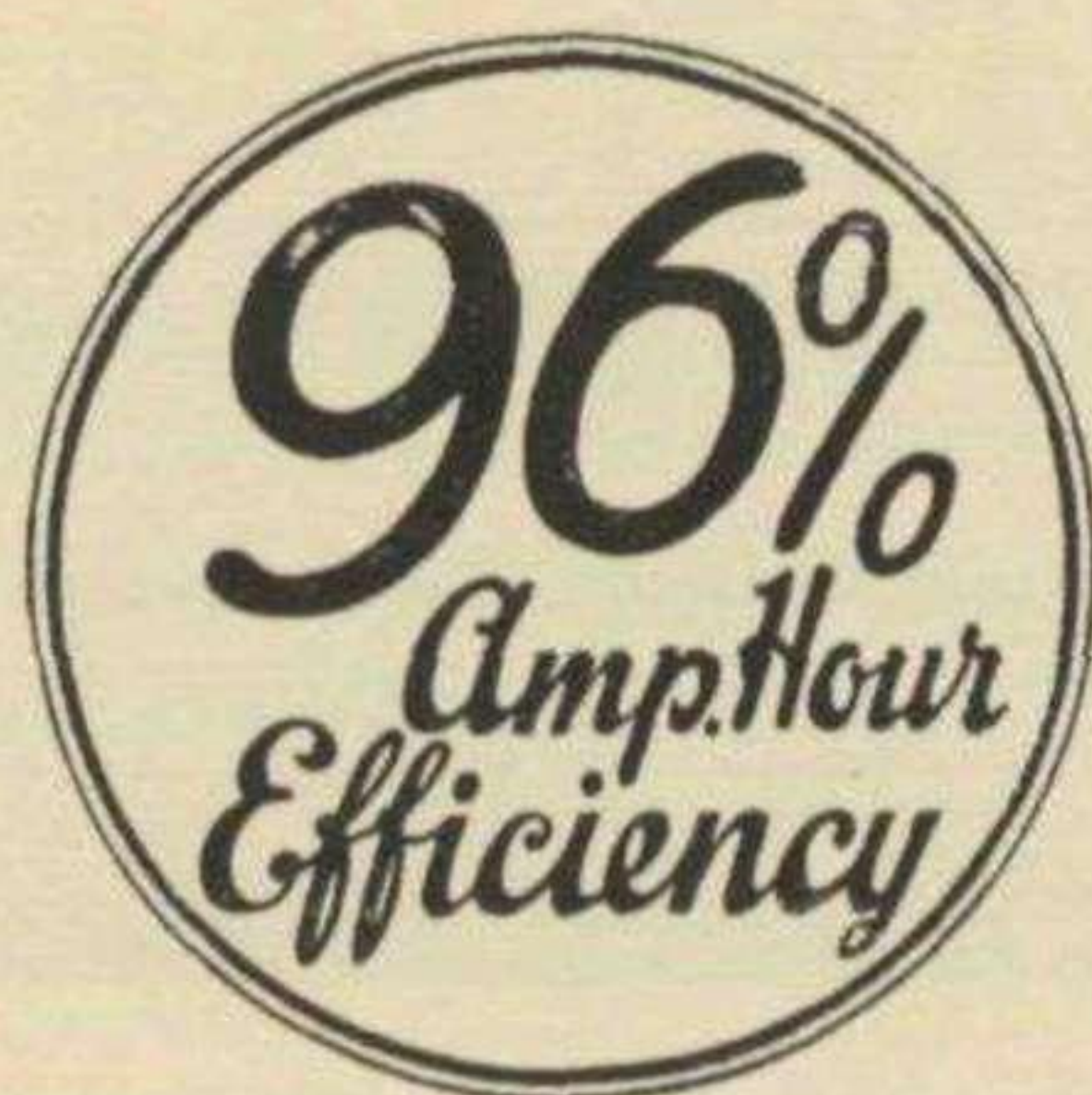


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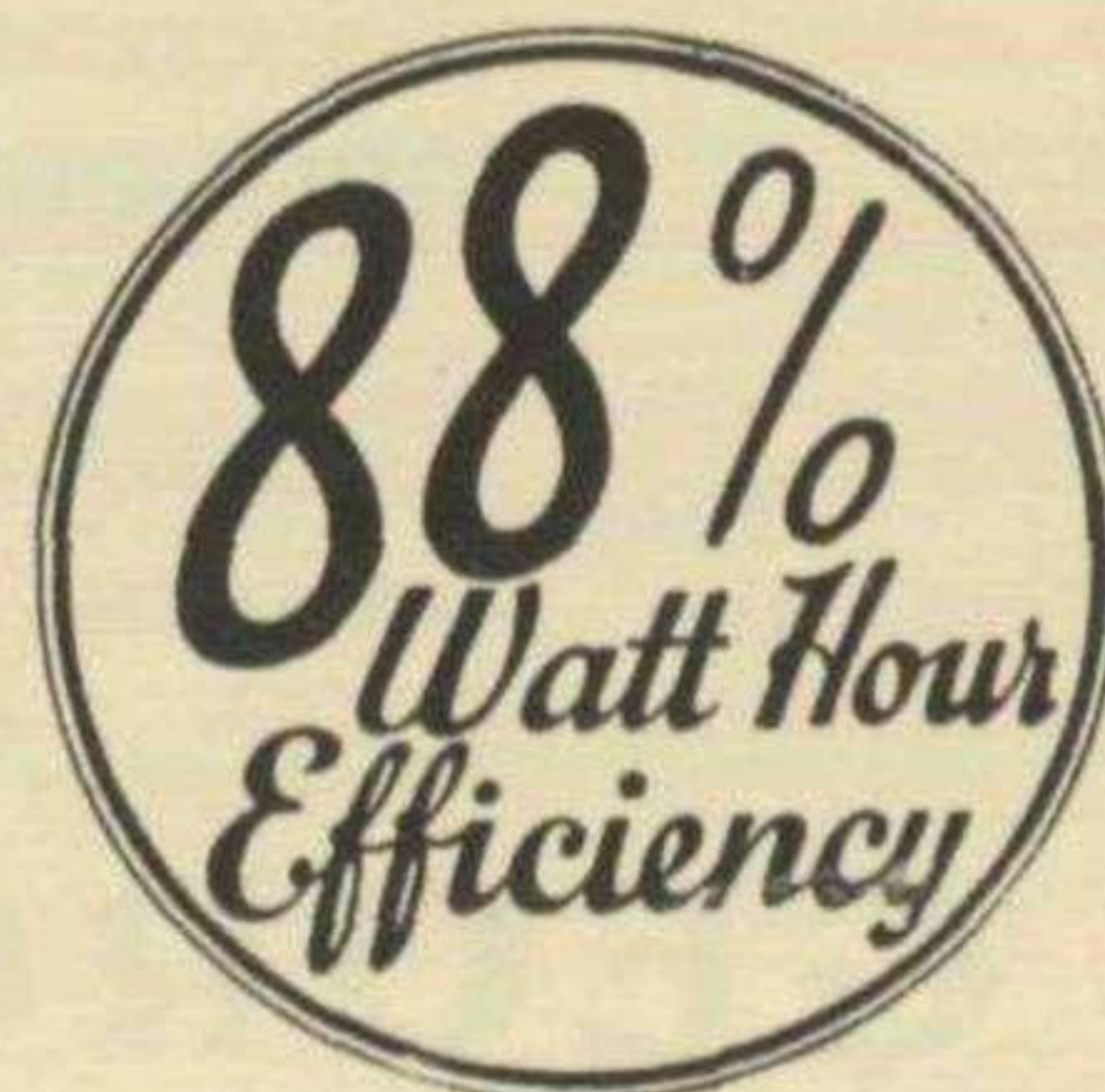
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Edited by RICHARD TWELVETREES, A.M.I.MECH.E., M.S.A.E., M.SOC.ING.CIV. (France).

MARCH, 1927.

EDITORIAL NOTES.

Ramblings, Rumours and Reminiscences.

Being Asides About All Sorts of Things.

AFTER witnessing the unavailing struggles of competing cars at one of the observed hills included in the recent Colmore Cup Trial, one cannot help wondering what useful object can be served by making the routes of this and similar trials so unnecessarily difficult, at least as far as the car entries are concerned. A good deal of fun, both for spectators and entrants, is to be found when the solo riders attempt to slither up exceedingly steep slopes covered with about a foot of deep mud, but the sorry exhibition put up by cars on such freak climbs as Mill Lane, near Cheltenham, is little more than pathetic. We have participated in these events both on cars and motor cycles, fortunately not our own property, and as part of our journalistic routine, but cannot see just what the abnormally severe courses serve to demonstrate. The whole thing is tending to become farcical as far as the genuine amateur is concerned, for there are few who can really afford the risk of smashing machines and paying for the damage out of ordinary motoring expenses. Trade entries come under an entirely different heading, for firms are willing to pay for the publicity successes afford, though incidentally it is the customer who pays eventually, in the price of the machine.

Let it not be supposed that we are siding with those august personages who look with supreme disfavour upon all but a meagre few trials per year, but rather wish to offer constructive criticism in cases where club organisers prevent representative entries from their members by including "frame-breaking" sections in otherwise useful and enjoyable events.

Many enthusiasts look upon the Edinburgh, the Exeter and Lands' End Trials as being too easy to attract much attention, but between these and the Colmore, Victory and similar trials there is a great gulf fixed. Competitions should and may encourage the sporting spirit amongst those who, at present, are just ordinary

motorists, but organisers do not seem to cater for this class of driver except in the smaller clubs, the doings of which are far too little known to the general motoring public.

* * *

Is it my imagination or is there really a certain amount of bias existing in favour of organising club members where entries are accepted from other clubs? Now and again I hear bitter grouses from competitors of repute, who have seen awards go to home club members when such competitors have either made glaring breaches of the rules or failed conspicuously at some point of the course. Nothing can be more galling to a seasoned competition rider than the exercise of favour on behalf of certain club members. Esprit de Club is quite right and proper provided it does not descend to mere favouritism and interfere not only with the trial in question,

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EDITORIAL NOTES—continued.

but the entire sport as a whole. To Club committees I would recommend the point as worthy of earnest consideration, to observers strict impartiality and to all riders, the sense of carrying out the rules in accordance with the ethics of true sportsmanship. Really, when one comes to think of it, there is no justification in claiming baulks for ordinary "konks" that escaped the marshal's eye, but alas! dear reader, how often has it been done, and what a nasty taste it leaves even when one's cleverness (sic) is rewarded by an unmerited placing in the list of results.

* * *

Now to turn to brighter topics, lest I earn the reputation of an habitually disgruntled critic. Everyone likes to wear his tyres right down to the canvas before they are finally cast aside for collection by the rag and bone man—what *he* does with them goodness only knows—but the thing is to keep them in service as long as is humanly possible. Have I discovered a new firm doing good and cheap re-treading? No! though I believe many such exist, but whether re-treading the smaller sizes of covers actually pays with present prices is rather an open question. The method I am now employing with very successful results is that of vulcanising all the bad cuts in my covers with the "Baby" vulcaniser made by Harvey Frost and Company, and a very fascinating little instrument it is too. In common with many brother motorists I had hitherto regarded vulcanising as a specialist's job, about which no one, not even the experts themselves, could be quite certain, but after one trial on a piece of scrap cover the process became absolutely simple and absolutely sound repairs were effected. Of course, the average garage man pooh-poohs the idea of home vulcanising, predicting all sorts of failures connected therewith, but then it is his business to sell new tyres, or failing that to find work for his own men on the large vulcanising apparatus he generally possesses.

Everyone is quite ready to agree that it is the cuts on the tread which cause otherwise good tyres to collapse, because water percolates into the canvas and rots the fibres of the canvas, thus destroying the fabric upon which the tread is secured. Tyre stopping serves up to a point but nothing short of vulcanising is reliable when cuts of any magnitude are to be stopped up. When preparing a cut portion of the tyre, one ruthlessly cuts out the affected area right down to the canvas and then roughens the surface with a kind of rasp. The next part of the process consists in treating the prepared area with a solution and afterwards neatly plugging the hole with the vulcanising rubber, which is pressed and rolled unto place. The "Baby" vulcaniser is an entirely self-contained unit, practically fool-proof, which clamps on the tyre by a chain passing round the wheel rim and after a while the repair compound is cooked so as to become part and parcel of the existing tread. My experience has proved that tyres treated in this way remain put and that the amount of time spent in home vulcanising is amply repaid. Only I would advise readers not to wait until the treads are too badly worn before commencing operations; for when a certain limit is reached

and the pattern of the treads is worn off, the rubber becomes particularly vulnerable to flints and other sharp objects, after which there is nothing else but re-treading or running the cover to death.

* * *

I understand on good authority that the famous speedman, Mr. J. S. Wright, intends to ride a Brough at Brooklands this year and if the machine is tuned up to anything like the perfection of Wright's previous mounts, some sensational speeds may be anticipated. Rumour also has it that many McEvoy's will be seen on the track during the ensuing season and at the present time no fewer than nine riders are busy getting into training.

* * *

The postponement of the first Brooklands' event leads one to assume that the condition of the concrete is not yet all that might be desired, indeed one well-known rider reports that little has been done to the lower portions, all the work having been concentrated on the preserves of the 120 m.p.h. brigade, which is quite all right, but probably some of the less speedy cars will come in for a good deal of bumping unless the authorities get a move on by the time the business commences. The new stands also are giving rise to some anxiety, but this is principally due to constructional details which should not be difficult to remedy in time.

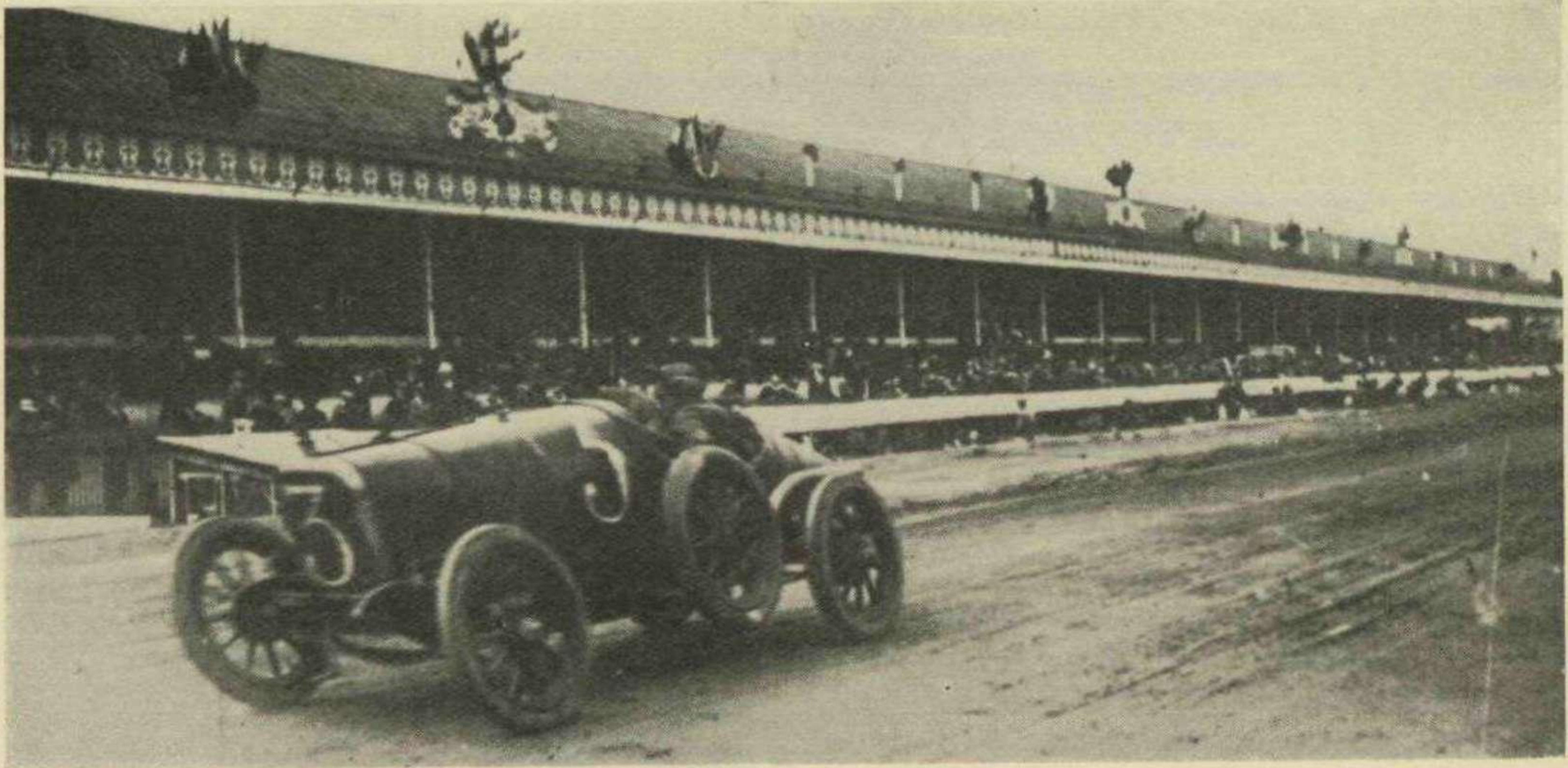
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Once more we have had a tragic reminder of the dangers of exhaust gas poisoning, which are not fully realised by some of the less experienced motorists. It is indeed a very risky procedure to tune a car with the engine running in a small garage where no adequate ventilation is provided, for the carbon monoxide which always accompanies exhaust smoke is very poisonous and two parts of the gas in 1,000 is unsafe. A large four-cylinder engine exerting full power at about 1,000 r.p.m. will dangerously contaminate about 3,200 cubic feet of air, if carbon monoxide constitutes 12 per cent. of the exhaust, a proportion which is frequently reached if the explosive mixture is too rich. At this rate, it does not take long for the air in an enclosed space to become dangerous, and many owner-drivers have experienced disagreeable symptoms after testing engines with the exhaust escaping into the garage. Carbon monoxide is colourless and odourless and so may and does exist undetected by the senses in the exhaust of motor vehicles whose behaviour in the matter of smell and smoke is above reproach; but luckily as it appears in larger percentages it is accompanied by the acrid odour of partially oxidised petroleum products or the black smoke due to the presence of free carbon. In accomplishing a perfect exhaust, the efficiency and smooth running of engines will also be increased, for in various tests it has been found that the losses due to incomplete combustion vary from 5 per cent. to 40 per cent. The excess of lubricating oil used may be several hundred per cent. more than is necessary for safe and economical lubrication and both of these wastes give rise to conditions that are inimical to the smooth running of the engine.

GREAT RACING MARQUES.

I.—SUNBEAM.

By E. K. H. KERSLAKE.



A SUNBEAM WINNING THE 1912 COUPE DE L'AUTO. SECOND AND THIRD PLACES WERE ALSO GAINED BY SUNBEAMS.

THE name of Sunbeam is one which should be particularly revered among English motorists, as for a number of years this firm has practically alone borne the entire brunt of keeping up the prestige of the British motor industry, by its performances in the great international races. It is to these enterprising firms, who try out new ideas on the severe testing-ground of the race-circuit, that we owe nearly all the progress made in automobile construction from electric ignition to supercharging. It is idle to argue that this and that was applied to a car before it was used in a race; racing proves whether or not a new idea is practical—as in the case of 4-wheel brakes, which were first used on touring cars, but then went out again, until they were re-introduced for racing and proved to be the necessary fitment that they are considered to-day. It is the firms who race who make progress, and then are copied by their less valiant rivals.

The rise to fame of the Sunbeam as a first class racing marque was amazingly rapid. In 1912 the Automobile Club de France organized a great Grand Prix 2-day race over the Dieppe circuit for cars of unlimited capacity; and in conjunction with this a light car race, for machines of under 3 litre capacity, for the Coupe de l'Auto. Sunbeam entered three cars, which were to take part in both events. These were practically standard productions with four cylinder side-valve engines of 80 x 148 mms., fitted with what was then considered a streamline body. These cars in the hands of Rigal, Resta, and Médinger finished 1st, 2nd and 3rd in the Coupe de l'Auto race, and 3rd 4th and 5th in the Grand Prix, Rigal covering the 956 miles at 65.35 m.p.h. When it is mentioned that the first and second cars in the Grand Prix

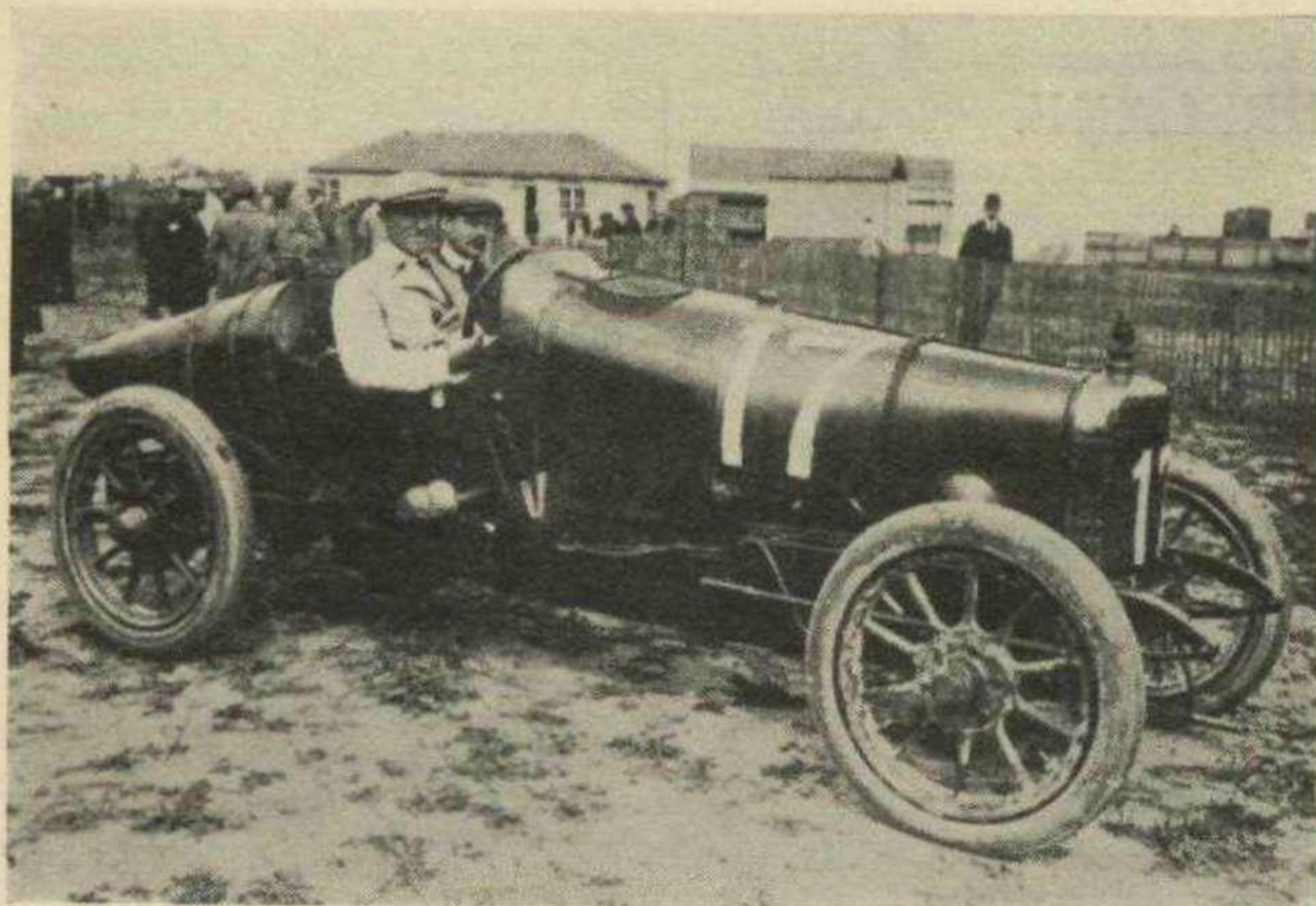
had engines of 7,606 c.c. and 14,143 c.c. capacity respectively, the amazing performance of these "3-litres" can be fully appreciated.

The next year the Grand Prix was held at Amiens, cars being restricted to fuel at the rate of 14.12 m.p.g. Sunbeam entered a team of four cars, which were in fact 6-cylinder editions of the last year's victorious racers, thus coming into the 4½ litre category. In the race, Caillois was put out by a broken torque rod, and Lee Guinness crashed into a river after bursting a tyre, but Chassagne got home third and Resta sixth. As the two first places were taken by Boillot and Goux on Peugeots, which firm had won the 1912 Grand Prix and the 1913 Indianapolis race, and was acknowledged as the premier racing marque of the day, the Sunbeams' sponsors might well be pleased with their performance. What was more, they were not afraid to meet their formidable antagonists again, and in the Coupe de l'Auto race of that year, which was for three litre cars over a course near Boulogne, Lee Guinness secured them another third behind Boillot and Goux's Peugeots.

The year 1914 provided an important win for Sunbeam. That year the R.A.C. organised its Tourists' Trophy for cars up to 3,310 c.c.—a somewhat curious limit, whose adoption was probably due to the fact that as the race was supposed to be for cars of touring type, it was intended to include all cars round about the 3-litre mark. In this race K. Lee Guinness drove a 3-litre Sunbeam to victory, averaging 56.44 m.p.h. over 600 miles of the difficult Manx course.

That year the Grand Prix was held at Lyons and was for cars of under 4,500 c.c. Three Sunbeams were entered, and were again six cylinder cars of the same size

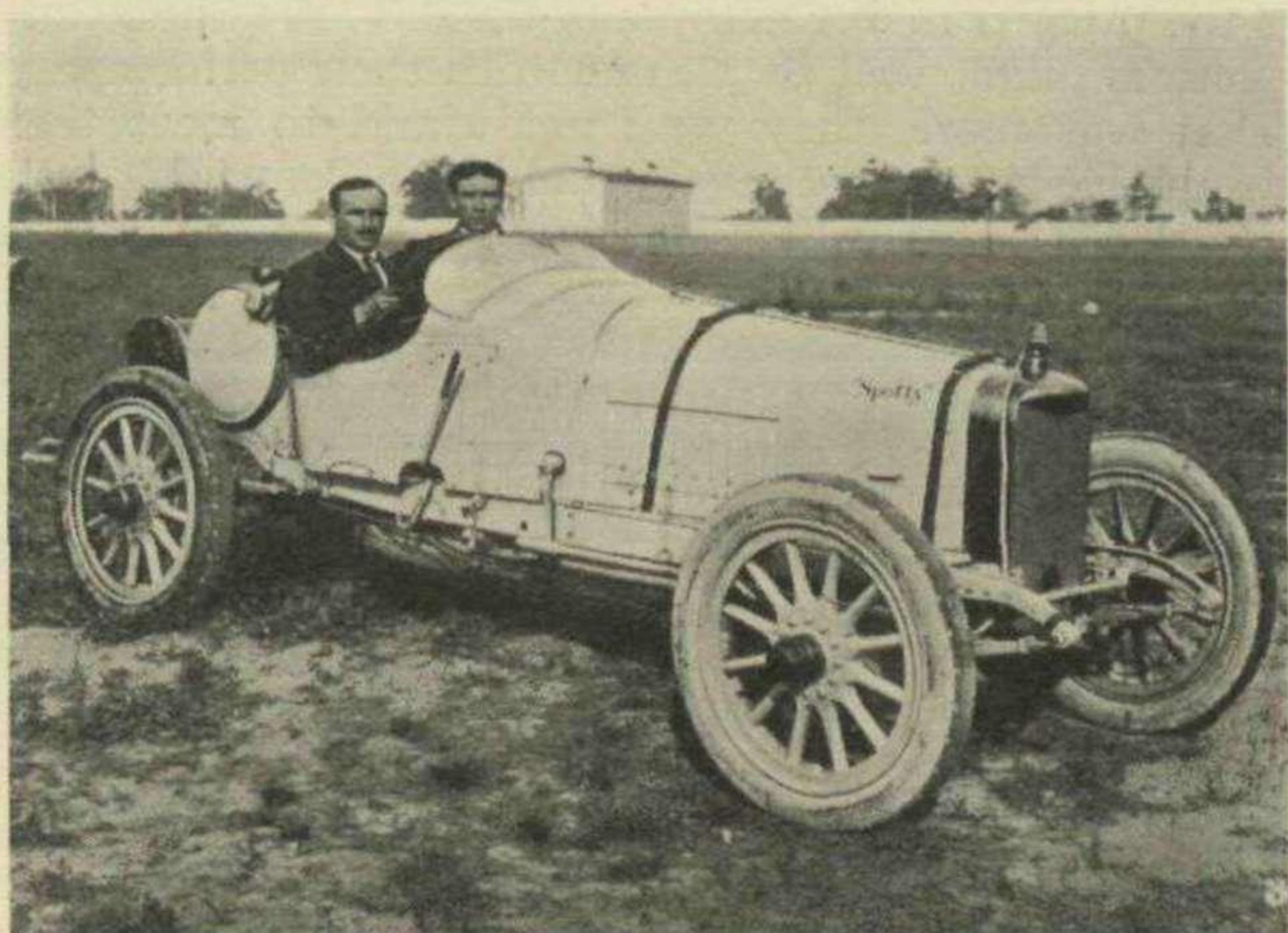
GREAT RACING MARQUES—continued.



SUCCESSFUL, 1912. 3-LITRE SUNBEAM.

as the year before. The Mercedes grand slam, in that race, after their terrific duel with the Peugeots, one of which finished fourth, is one of the best known stories in the annals of motor racing. The Sunbeams kept well up with the leaders, and, although Lee Guinness had to retire with a broken piston and Chassagne ran a big end, Resta managed to secure fifth place for England.

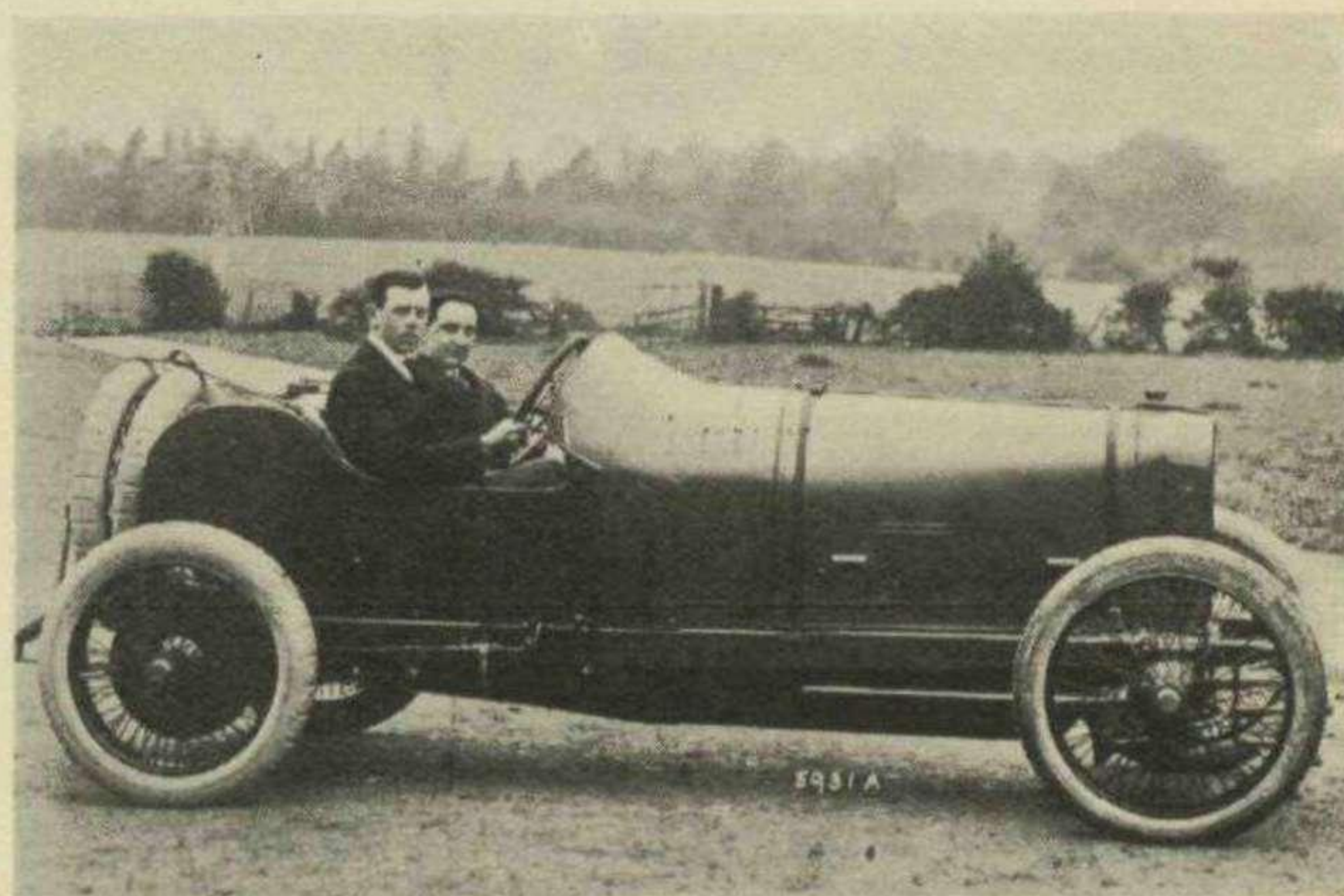
When the Grand Prix was revived after the war, the first race, for 3-litre cars, was run at le Mans in 1921. Sunbeam entered a team of straight-eight 65 x 112 mms. racers, but the cars were not ready in time for the race, and had to be scratched. It was not till the T.T. race in the next year, therefore, that they got the opportunity of showing their paces. Of the three cars entered for the race, Lee Guinness' could not start as the clutch refused to grip. The other two, however, took the lead from the outset, until, on the fifth lap, H. O. D. Segrave was forced to retire, with magneto trouble, after putting up a record lap at 57.7 m.p.h. This left Chassagne to finish in first place, having covered the 302 miles mostly in pouring rain at 55.78 m.p.h.



4½-LITRE 6-CYLINDER CAR, USED IN 1914.

For the 1922 Grand Prix, the engine size had been reduced to 2 litres, so that an entirely new set of 4-cylinder 68 x 136 mms. cars were constructed. It is interesting to note, that five years ago it was generally admitted that, so far at any rate as moderately sized racing cars were concerned, although multi-cylinder engines might give better acceleration, 4-cylinders were supreme as far as sheer speed was concerned. In the race, which was held at Strasburg, however, the Sunbeams were not lucky, as all three were put out by some particular form of valve trouble.

It was in this year that Kennelm Lee Guinness had the happy idea of taking some Sunbeam and Talbot-Darracq racers for a sort of racing tour on his own steamer. The Sunbeams were entered in the Coppa Florio, which was run over the famous Sicilian circuit, and consisted of 2 racing editions of the 24-60 h.p. model, with 6 cylinders of 81.5 x 157 mms. (4,914 c.c.) in the hands of Jean Chassagne and H. O. D. Segrave. Chassagne, while in second place had an oil pipe broken by a flying stone, but by buying up all the salad oil in a



"K.L.G." IN THE 1914 T.T. WINNER.

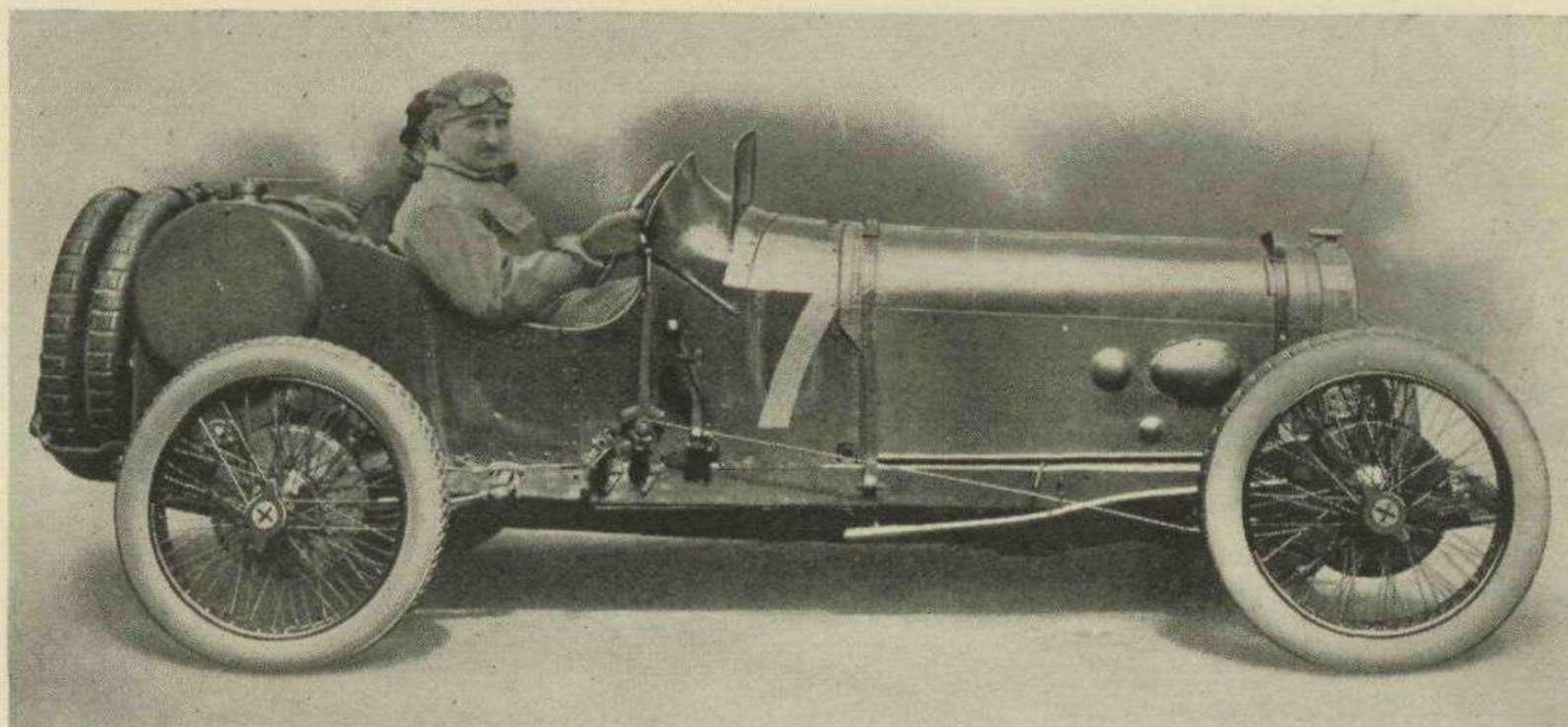
village on the course managed to continue and to finish the race, although too late to be timed. Segrave, however, ran with great regularity and finally finished second behind André Boillot's Peugeot.

In 1923 came the greatest victory of the Sunbeam career—the winning of the French Grand Prix. For this race a set of 6-cylinder racers had been built, which had engines of 67 x 94 mms., developing 110 h.p., and capable of propelling the cars at 115 m.p.h. Their chief rivals in the race, which was held over 500 miles of a course near Tours, were the supercharged Fiats, which were capable of some 125 m.p.h. All the Italian cars, however, dropped out with supercharger trouble, and Segrave, Divo and Lee Guinness got home in 1st, 2nd and 4th places respectively, the winner averaging 75.3 m.p.h.

Before the year was out, Sunbeam scored another win, this time in the opening 2-litre race on the Sitges track near Barcelona, when Divo averaged 97 m.p.h. for the 248.5 miles.

Though beaten in the French Grand Prix, the Fiats had shown the advantages of supercharging by their

GREAT RACING MARQUES—continued.



JEAN CHASSAGNE ON THE 3-LITRE CAR WHICH HE DROVE TO VICTORY IN THE 1922 TOURIST TROPHY RACES.

victory in the first European Grand Prix, and so blowers were added to the 6-cylinder Sunbeams for the 1924 season, with a resulting increase of power to 135 b.h.p. That year the European Grand Prix was held at Lyons, and in practice the Sunbeams proved to be the fastest cars entered; but fortune was against them in the race, as all three cars were held back by magneto trouble. Segrave, however, had the satisfaction of putting up a lap record at 76.25 m.p.h., and finally finished fifth. He also scored another win later on in the year in the Spanish Grand Prix at San Sebastian, when his 2-litre Sunbeam averaged 63.5 m.p.h. over 386 miles of a course on which the driver was never able to use his top gear.

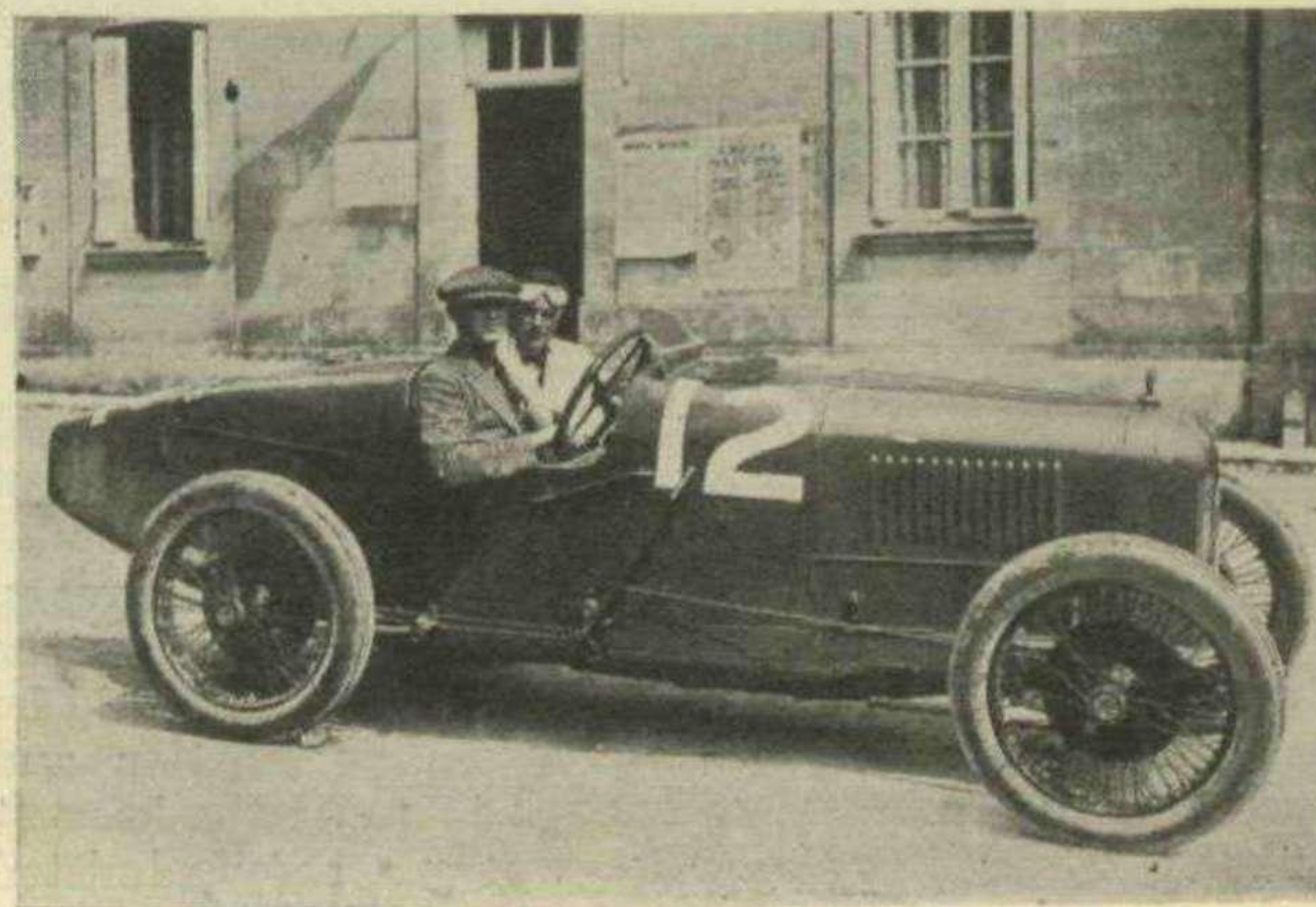
The lessons learned by these races were not long in being applied to a touring car, and in 1924 there appeared the "3-litre" Sunbeam, which is as near as may be, fitted with a Grand Prix engine with the capacity increased by 50%. Two of these cars were entered for the Grand Prix d'Endurance at le Mans in 1925. The one driven by the Segrave-Duller team was put out with clutch trouble after leading for 140 miles, but the other, driven by Chassagne and Davis gained second place, covering 1,343.2 miles in the 24 hours.

The two litre racers were again entered for the Grand Prix, which that year was held on the new road and track circuit at Montlhéry. Segrave and Conelli, two of the Sunbeam drivers were unable to finish the race, owing to a broken inlet valve and a faulty servo mechanism respectively, but the Italian amateur Masetti, who was driving the remaining car, got home in third place behind the two victorious Delages. Thus ended the last 2-litre French Grand Prix, and with the introduction of the 1500 c.c. limit for the great races in 1926, the S.T.D. combine decided that their new racers should be made in the Darracq factory at Suresnes.

It is not, however, in the big long-distance races only that Sunbeams have won fame, for the name is almost as renowned in the annals of the short distance records. In May, 1922, K. Lee Guinness broke the world's records for the flying kilometre and the flying mile at Brooklands on the famous 12-cylinder Sunbeam of 120 x 135

mms. (18,322 c.c.), his average for the kilometre being 133.75 m.p.h. Later this car was acquired by Malcolm Campbell, who took it to Fanoë for the speed trials in June, 1923, and succeeded in bettering the previous performance by raising the figures to 136.32 m.p.h. for the kilometre and 137.72 for the mile. These records were lost to Eldridge's big Fiat, but nothing deterred, Malcolm Campbell had the Sunbeam re-streamlined, and in September, 1924, raised the record to 146.16 for the kilometre and finally in July, 1925, to 150.87 m.p.h. for the kilometre and 150.77 m.p.h. for the mile.

In the meantime the Sunbeam Co. had constructed a new 12-cylinder 4-litre racer, whose engine consisted in reality to 2 Grand Prix units set in a V. This car was taken to Southport in March, 1926, and succeeded in capturing the kilometre record at 152.31 m.p.h., only to lose it again to the redoubtable Thomas on his Higham Special. The Sunbeam Co. have not, however, thrown up the sponge, and at present all eyes are fixed on the gigantic 1,000 h.p. 24-cylinder Sunbeam, which is being sent to Daytona to try and recapture the coveted record.



THE WINNER OF THE 1923 FRENCH GRAND PRIX.

SPORTING MACHINES ON TEST.

350 c.c. E. W. DOUGLAS.

By "L. A. H."

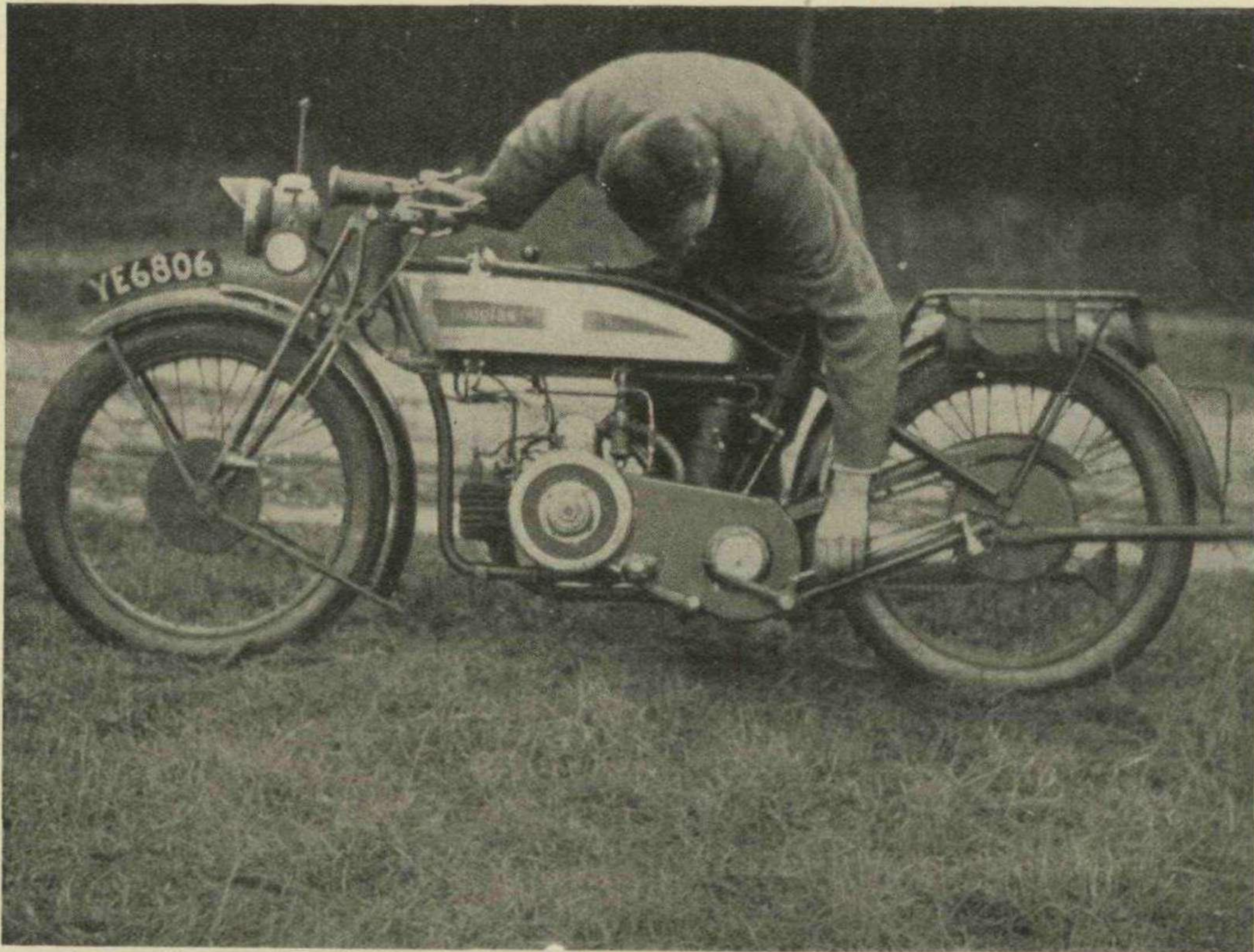
SHOWN to the public for the first time at the Olympia Exhibition of 1925, the E. W. Douglas was at once hailed by many as "the machine of the year." Even the most hardened and prejudiced opponents of the multi-cylinder engine and of the flat twin in particular were compelled to admit that it seemed to be a sound proposition.

The chief factors contributing towards this enthusiastic reception were first, it was the first real break and definite change in the design of the popular model Douglas machine since its inception; this may seem a bold statement, but on comparing a 1912 Douglas with

Douglas Motors with one other firm were the pioneers of the movement towards producing large numbers of "real motor-cycles" at rock bottom prices.

Bearing in mind the above, and also that the writer has always felt a distinct partiality for the flat twin, it will be appreciated that we looked forward with eagerness to a trial of the new Douglas.

Whatever one's final impression of a machine may be, and in these days they are mainly good, it is very often that some peculiar idiosyncrasy of the bicycle may temporarily disappoint and damp that feeling of pleasurable anticipation with which one throws a leg across



INSTANTLY ADJUSTABLE BRAKE AND CLUTCH CONTROLS ARE A DOUGLAS FEATURE.

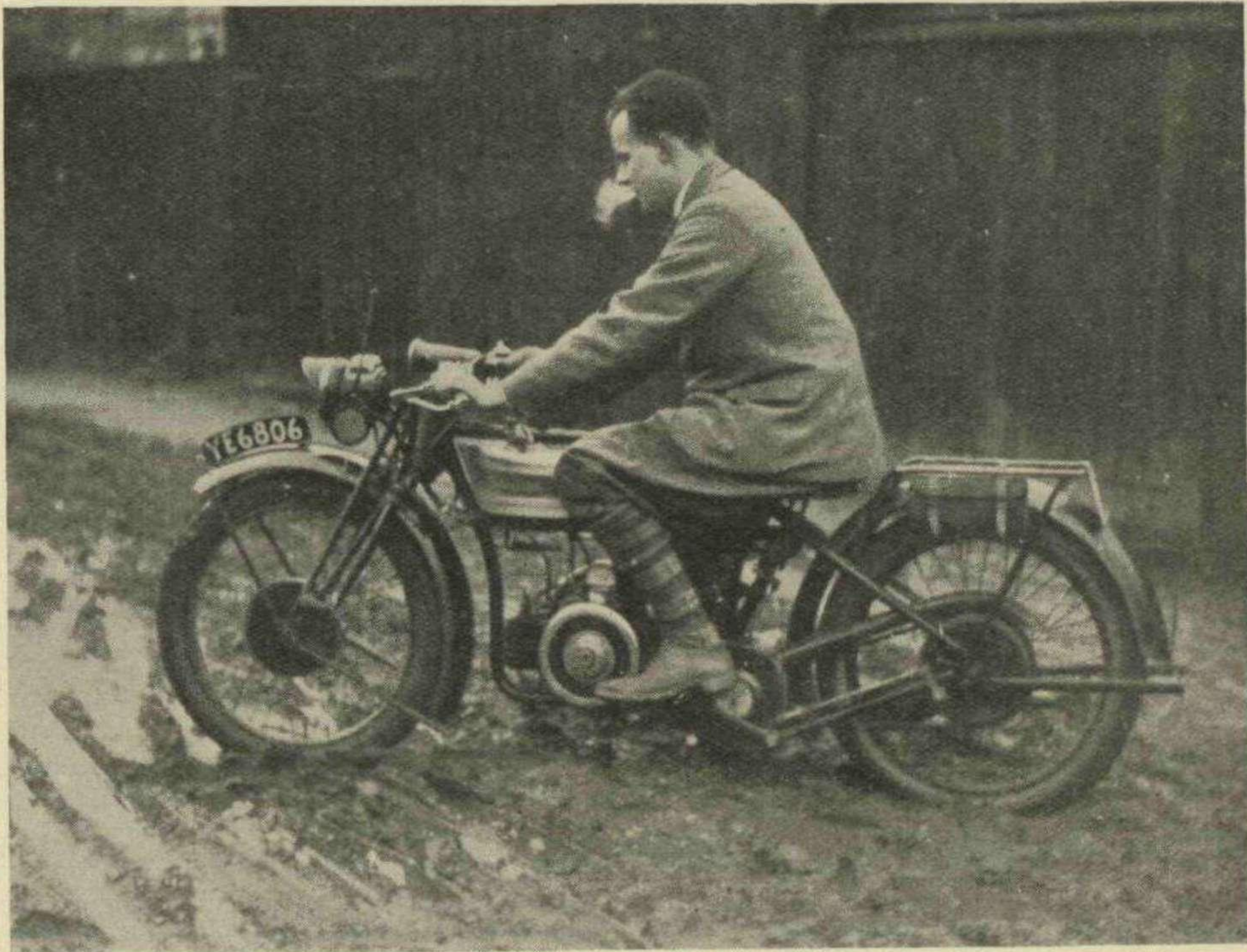
a 1925 model it will be seen that the only alterations take the form of detail refinements and elaboration of specification to cope with modern demands. The fundamental design had remained unchanged for fifteen years, and if any finer tribute than this can be paid to the brains responsible for the original machine, it would be hard to find. Secondly, the E.W. specification and performance claimed were enough to rouse the keenest interest, while its appearance was generally admitted to be second to none.

The third point of interest was the price; Messrs.

the saddle of a new machine; with the E. W. Douglas, to a greater degree than with any machine ridden during the last twelve months, our first impressions were unreservedly good.

Before even a gentle depression of the kickstarter had produced a low burble from the exhaust we felt that everything was just right, the machine was easily handled, looked well, and all the controls fell naturally to hand in a way that precluded any possibility of doing the wrong thing, even though we had recently been riding a motor-cycle with utterly different controls.

SPORTING MACHINES ON TEST—continued.



THE RIDING POSITION AIDS STABILITY ON ROUGH GOING.

As suggested above, when warm, a single gentle kick is sufficient to start the engine, without recourse to the exhaust valve lifter; when cold, a flooded carburettor and, at the most, three dabs at the starter pedal inevitably stirred the engine into life.

In the natural sequence of events the next feature noticed was one whereof we had expected to be disappointed, namely, slow running in neutral. Contrary to our expectations, however, the pilot jet Amac carburettor provides a tick-over of the most dignified and car-like sobriety. This virtue must have been inherited from the now obsolete 4-h.p. Douglas, since it was never a strong point of the old 2½ h.p. type.

On the Road.

As is frequently the case on our test runs, the first few miles lay through London traffic, and provided an excellent demonstration of the machine's acceleration and liveliness on stepping off the mark, besides its easy manoeuvrability in confined spaces when worming a way to the head of each traffic jamb.

We refuse to emphasise that the machine proved remarkably stable on wet tramlines; everyone will say the same about any machine on test, for the simple reason that no-one but a lunatic or one completely lacking in imagination will treat such horrors with anything but respect. However, the Douglas showed signs of being a machine on which the timid need have less fear of being precipitated beneath a lorry, than on other 1927 models.

Under normal driving conditions the E. W. Douglas is remarkably quiet, what noise there is being of a rather

attractive (to the motor-cyclist) nature. So often a machine that is well silenced, according to the man in the street, is anathema to the rider on account of its anæmic sneezing exhaust; the Douglas exhaust note is at all times low and suggestive of power.

Mechanically, in spite of the extra moving parts essential to two cylinders the Douglas is very quiet, the valve stems, springs and tappets, notorious clatterers, are neatly enclosed behind cast aluminium covers, which latter are easily removed by undoing one large milled nut. In connection with valve gear, the only adjustment needed or carried out on the whole machine during the first three hundred miles of strenuous riding was to the exhaust tappet of the front cylinder. Apart from this, no tool has been applied to any part of the machine, nor is there any sign of any attention being required in the near future. There is nothing remarkable in this, on the face of it, but the performance will appear somewhat more creditable when it is mentioned that about half the above mileage consisted of the course of the Colmore Cup Trial. The writer was a competitor in this event, and the behaviour of the Douglas during the trial is worthy of a fairly detailed description.

Leaving home at 1.30 a.m. on the night before the trial, we covered the 80 odd miles to Stratford-on-Avon in quite good running time, three hours to be exact, in spite of thick fog for the last twenty miles. The whole distance, including an hour's wait in Banbury, was accomplished on one fill of carbide. The P. & H. headlamp provided perfectly adequate illumination for driving at this speed.

Arrived at Stratford, we were permitted to doze on a

SPORTING MACHINES ON TEST—continued.



A MILD "CAMBOLIAN" EXERCISE.

sofa for an hour, and then disposed of a much-needed breakfast. The first few miles of the trial were, as usual, comparatively uneventful, and schedule speed was easily maintained; in our own estimation we appeared to perform satisfactorily in the acceleration test, though on actual time we were doubtless outclassed by several high efficiency o.h.v. machines with closer gear ratios. The stop and restart test on a gradient of 1 in 6 was child's play, and from thence the going became more difficult. Stanton Hill was climbed feet up on a very small throttle opening, it being found that the standard Hutchinson semi-balloon tyres would not permit of much "gas" on low gear on account of wheelspin. To the tyres, to our own inexperience and to the advice of a marshal, who advocated a slow climb, we attribute the somewhat excessive use of the feet, which became necessary on Gypsy Lane, Langley Hill and New Colmore Hill. Had we rushed these hills, using 2nd gear as much as possible, we might have done better, though it was consoling to hear that about 90% of the solo riders performed similar antics with their feet.

On none of these hills did the Douglas need propulsive assistance, equilibrium being the only commodity lacking. Interspersed between these hills were some miles of unpleasantly greasy and grassy colonial sections, over which we managed to keep our feet on the rests most of the time.

Thus to lunch, which we will pass over, and the starting from cold test, in which the E. W. responded to the very first kick.

In a Hurry.

A lunch-time survey of the route card seemed to indicate that after a few miles of good roads, there would be much unpleasantness, terminating in a time check at Stanton. It appeared expedient, therefore, that the good roads should be covered speedily to guard against delays and cautious riding later. This then was the first occasion on which we began to give the Douglas its head. On the so-called "good roads," which proved to be bumpy and very twisty lanes, the Douglas was a delight to handle, cornering and road holding under all

conditions was excellent, while the steering, without any damper was really steady and yet withal as light as a feather. We cannot imagine a more pleasant motor-cycle for "fast" driving under conditions which preclude any speed above 50 p.h.

However, this part of the run brought home to us the only two criticisms which can be applied to the Douglas, namely, the gear change and the front brake. In the ordinary way one always throttles down when changing from 2nd to top gear, but when, as at the time in question, one is in a hurry, it is convenient to be able to slip the clutch and snick into top straight away. It is possible to do this on the I.O.M. Douglas, and it seems a pity that the operation is not possible on the E.W. model, although a silent "touring" change is easy, provided a slight pause is made in neutral. Changing in and out of the other gears does not require so much delicacy and care as the one change mentioned. With regard to the front brake, this does not appear to work at all, even when wheeling the machine slowly. If wheeled backwards it is quite powerful, so that something seems to be wrong with the design of the "semi-servo" machinery! The back brake is very good, and no-one will question that it would be advantageous to have an equally effective device on the front wheel. As a result of this fast travelling we arrived at Stanton with time to spare, after making fast climbs of Bushcombe and Old Stanway, for the most part on 2nd gear, except when baulked by more cautious competitors. The nasty sections were negotiated with only one spill, which failed to damage rider or machine, and some 25 miles of easy going led back to the finish at Stratford.

Comfort.

So ended the Colmore Cup Trial, but not the Douglas-Author Trial, there remained another 80 miles of lamp-light riding before we finished. We were thus in the saddle almost continuously for 280 miles and about fifteen hours; in addition to this we must add a complete lack of sleep on the Friday night, so that to speak of the comfort of the Douglas is really superfluous. Naturally we were tired, but we must emphasise that we definitely did not experience a trace of soreness, stiffness or ache as a result of our strenuous undertaking.

It is impossible to say too much of the comfort of the machine, and we would hate the prospect of a similar trip on many present-day motor-cycles. With regard to the general performance of the machine we can only say that the manufacturers' claims are well upheld; 60 m.p.h. was certainly possible under the right conditions, and the petrol consumption was at the rate of about 90 m.p.g.

To sum up, the Douglas is a light, sturdy and thoroughly reliable motor-cycle, capable of a useful speed; is easily handled, superlatively comfortable, and is produced at a price which brings it well within the reach of the masses.

Finally, the Douglas trade team are steadily building up an imposing series of awards and successes in all the important reliability trials throughout the country, thus showing that a "popular" model can well hold its own with its more expensive rivals.



MOST normal individuals have some hobby or other which occupies most of their spare time; some people are engaged by profession in occupations attended by a certain amount of risk. It will usually be found that the hobbies of the latter are comparatively mild and peaceful, and conversely that those whose hobbies are exciting, are engaged in one or other of the more hum-drum occupations.

Christopher Staniland, however, utterly refutes all these generalisations by engaging in three quite separate and distinct methods of excitement, of which one, is so to speak, his "job."

Perhaps it would be simpler to sum up his whole existence in the word "speed," which is the essence of all his activities.

However, leaving generalisations and descending to hard facts, we find that, not content with the milder thrills of an R.A.F. career, Staniland must needs spend all his spare time at Brooklands, either on a Norton motorcycle, or at the wheel of a straight-eight Bugatti, which latter, a comparatively recent acquisition represents the third branch of his speed activities.

Educated at Tonbridge, which he left in 1922, Christopher Staniland spent a short but somewhat unprofitable period at one of those institutions where one is supposed to be taught much in a very little time, to wit a "crammers." Such intensive culture, however, did not agree with our friend and after a period of indecision we find him joining the Royal Air Force, an event which provided a certain outlet for his leaning towards motors and speed.

His first motoring exploits were performed on his brother's motor-cycle, a 1911 Douglas, with automatic inlet valves, a type of machine on which perhaps more modern motor-cyclists have made their debut than on any other. Actually the first machine of his own was a Rudge Multi, which in its time was considered one of the finest sporting machines on the market, as indeed it

PROMINENT SPEEDMEN: Mr. C. S. Staniland.

By The Assistant Editor.

was, with its powerful big single engine, and rather high multi gear ratios. Since then he has owned another Rudge, a Velocette 2-stroke and four Nortons, ranging from a single geared side valve machine to a 588 c.c. o.h.v. model.

Brooklands Debut.

In 1923 Staniland made his first appearance at Brooklands, on the Velocette, a machine which had once been the property of Mrs. Jennison and which was known to have exceeded 70 m.p.h. at Clipstone Speed Trials. History does not relate why the Velocette did not feature in the results at Brooklands, but in the following year Staniland began his career as a successful Norton rider.

Riding his own 490 c.c. o.h.v. Norton he made fastest time of the day in a hill climb at Abergele, in Wales and shortly afterwards won his first Brooklands race. At this period he was stationed in Cheshire, but usually managed to attend Brooklands meetings as a competitor.

After his initial success on the track with his own machine Staniland became a frequent competitor on various Norton machines entered by R. Morley Spring, with whom he had been acquainted for some time. This arrangement has continued till the present time with such success that the Staniland-Spring combination is now considered almost unbeatable in the 500 c.c. and 750 c.c. classes.

At this stage, and at Mr. Staniland's particular request, it must be mentioned that the bulk of the successes of



MOST OF STANILAND'S SUCCESSES HAVE BEEN GAINED ON NORTON MACHINES.

PROMINENT SPEEDMEN—continued.

the "firm" must be credited to the months of patient work and real ingenuity of George Pearce, who for over four years has acted in the capacity of mechanic to Mr. Spring, and whose activities, like those of so many in this world, are apt to be overshadowed by the blaze of glory which surrounds the successful rider and his machine.

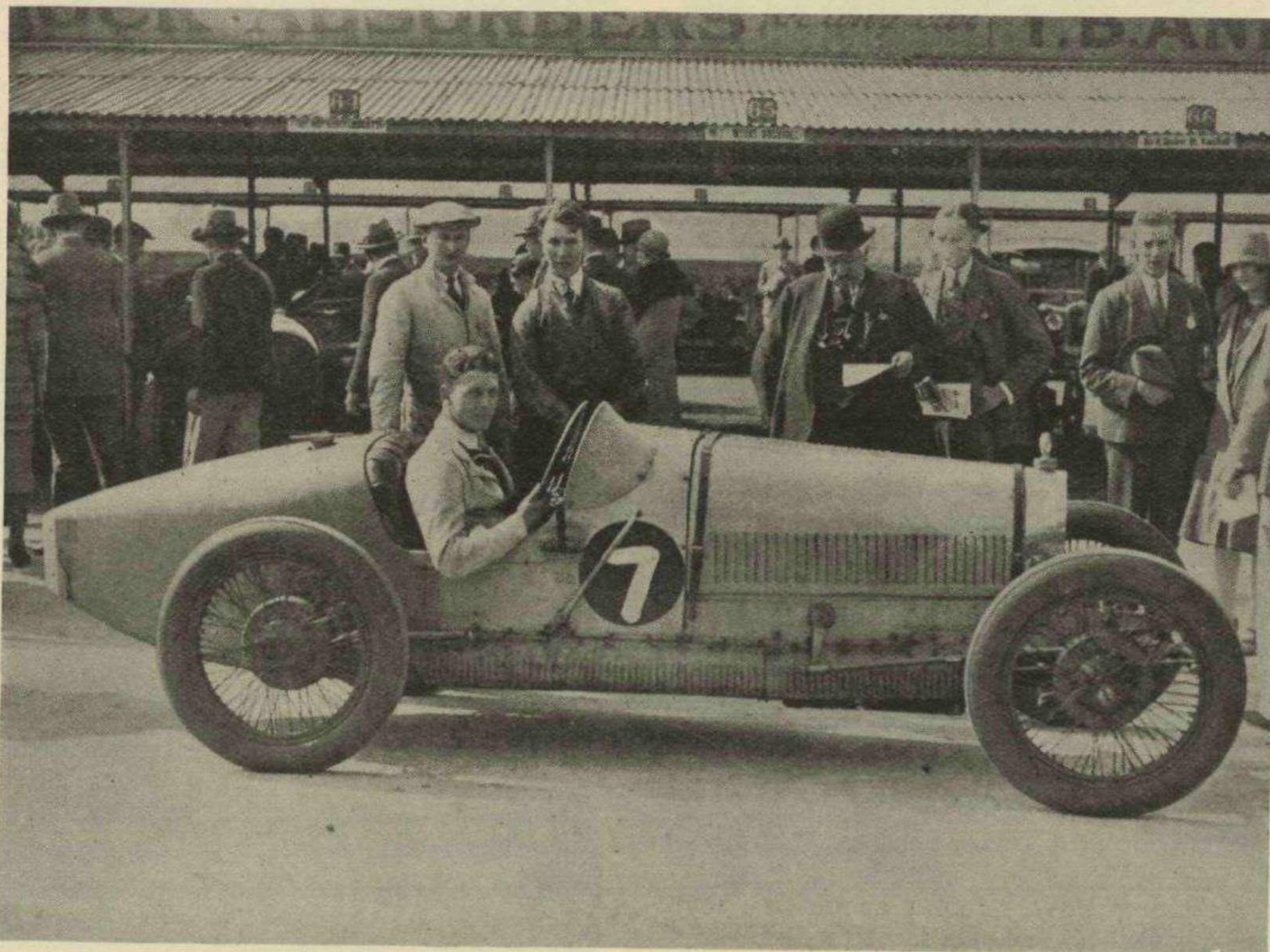
Many Successes.

At one meeting during 1924 Staniland established a remarkable record by winning no fewer than four races in the afternoon, a performance which reflects on his cunning in outwitting the handicapper no less than on the speed of the Norton. We cannot resist this jibe, since handicap events are our pet aversion, but it is quite possible that for once the handicappers made a miscalculation.

numerous world's records in various classes and for varying distances.

During 1926 Staniland has been even more to the fore as a winner and has added fresh colour to his nickname of the "Irrepressible Staniland," by his performances at car race meetings on the Bugatti. Time after time, despite previous wins and revision of handicaps, whether driving solo, sidecar or four-wheeler, Staniland always seems to have enough up his sleeve to secure, at the worst, a place, a feature which is more noticeable with regard to Staniland than to any other speedman.

Driving the 8-cylinder Bugatti, which is his own property, "purely for amusement," Staniland has won several races and established two world's records; he attributes much of his speed to the fact that the car has had several thousand miles of really hard use on the



C. S. STANILAND WITH HIS 2-LITRE BUGATTI. BEHIND THE DRIVER ARE G. PEARCE AND MR. CHARLES BRACKENBURY, STANILAND'S USUAL "PUSHER OFF."

In 1925 Staniland had so far established his reputation as a track rider that H. Le Vack entrusted the 1,000 c.c. Brough-Superior to him for the 200 mile race. Unfamiliarity with the machine, tyre and carburettor trouble prevented Staniland from performing with his usual success.

In the 200 mile sidecar race of that year, however, he made amends by winning the 600 c.c. class at record speed, other Norton machines filling the remaining places.

Other 1925 successes include the winning of three consecutive private owner's races and the annexing of

road and is thus "freer" than many of the more delicately nurtured racing cars. Incidentally it must not be overlooked that the worthy Pearce has also had his finger in the Bugatti pie.

It is difficult to say much of one whose career has been such a catalogue of successes, but the end of the 1926 B.M.C.R.C. season is typical of Staniland's performance, he wins the cups for the best aggregate performance in the 500 c.c. and 750 c.c. solo and has made fastest laps in these classes and in the 600 c.c. sidecar class at speeds of 99.01 m.p.h., 103.76 m.p.h. and 86.02 m.p.h. respectively, while it is interesting to note that his speeds on the 600 c.c. Norton used in the 750 c.c. class

(Continued on page 273)

HERE AND THERE.

News Items from all parts of the World.

A New 172 c.c. Sports Lightweight.

It is of interest to note that Laxton's Garage and Engineers Ltd., of Lincoln Road, Peterborough, a firm which has specialised for many years in the production of lightweight machines, has now added a new model to its range of New Knight machines.

The new model includes a 172 c.c. super sports Villiers two-stroke engine fitted in a conventional type of frame, and chain transmission via an Albion three speed gear box. No kick starter is fitted in the usual way, unless a smaller diameter exhaust system, as fitted to the standard sports machine made by the firm, is specified. Two internal expanding brakes are fitted in the rear wheel and are operated by hand and foot.

The lubrication is automatic, and a sight feed is fitted. Also Amac or Villiers carburettor, Brampton forks, and Avon 24 x 2½ tyres are included in the specification. The machine weighs about 158 lbs. and the price is £36 10s., which includes an electric head lamp.

Is It a Record?

Riding a 3½ h.p. A.J.S. at the Motordrome, Pretoria, Piet L'Evaart recently made what is claimed to be the world's record long jump with a motor cycle. Leaving an inclined plank at a speed of 50 m.p.h. the rider and machine cleared a distance of 62ft. 3½in., a performance likely to create envy amongst stunt performers at motor cycle gymkhanas.

An American Sports Car.

A new design of car at present enjoying the attention of the Hudson Company of America has a new type of engine, a much lowered frame and four-wheel brakes. To satisfy the demands of the American sporting drivers, the car will be capable of road speeds as high as 100 miles per hour.

PROMINENT SPEEDMEN

(Continued from page 272).

eclipse those of several twins of the full permissible cylinder capacity.

Staniland considers Brooklands riding every bit as interesting as road racing, of which he has done very little, and considers that knowledge of the track enables one's lap speed to be increased by as much as 4 m.p.h., however, if the necessary leave can be obtained and no other impediments arise he hopes to try his luck on the I.O.M. course, where he should shine, if he is half as clever on the road as he is on the track. Staniland will continue to drive Nortons during 1927 and we feel sure that the many admirers of his riding will join with us in wishing him continued success in the future as in the past.

The British Grand Prix.

According to the regulations just issued for the Grand Prix of the Royal Automobile Club, the date fixed for this event is October 1st, and as was the case last year, will be held at Brooklands. The exact details of the circuit have not yet been decided upon, but several special turns will be included. This year the race will be longer than that of 1926, the total distance amounting to about 325 miles. The race is limited to cars whose engine capacity is 1,500 c.c. or less, and a minimum unladen weight of 700 kilos. Crash helmets will be compulsory.

The winner will receive a prize of £1,000, second prize £300 and third prize £200. Entries close on July 1st, at single fees and September 1st for double fees. The entry fees are as follows:—£50 for one car, £90 for two cars, £120 for three cars, £140 for four cars and £150 for five cars. No entrant is allowed to enter more than five cars.

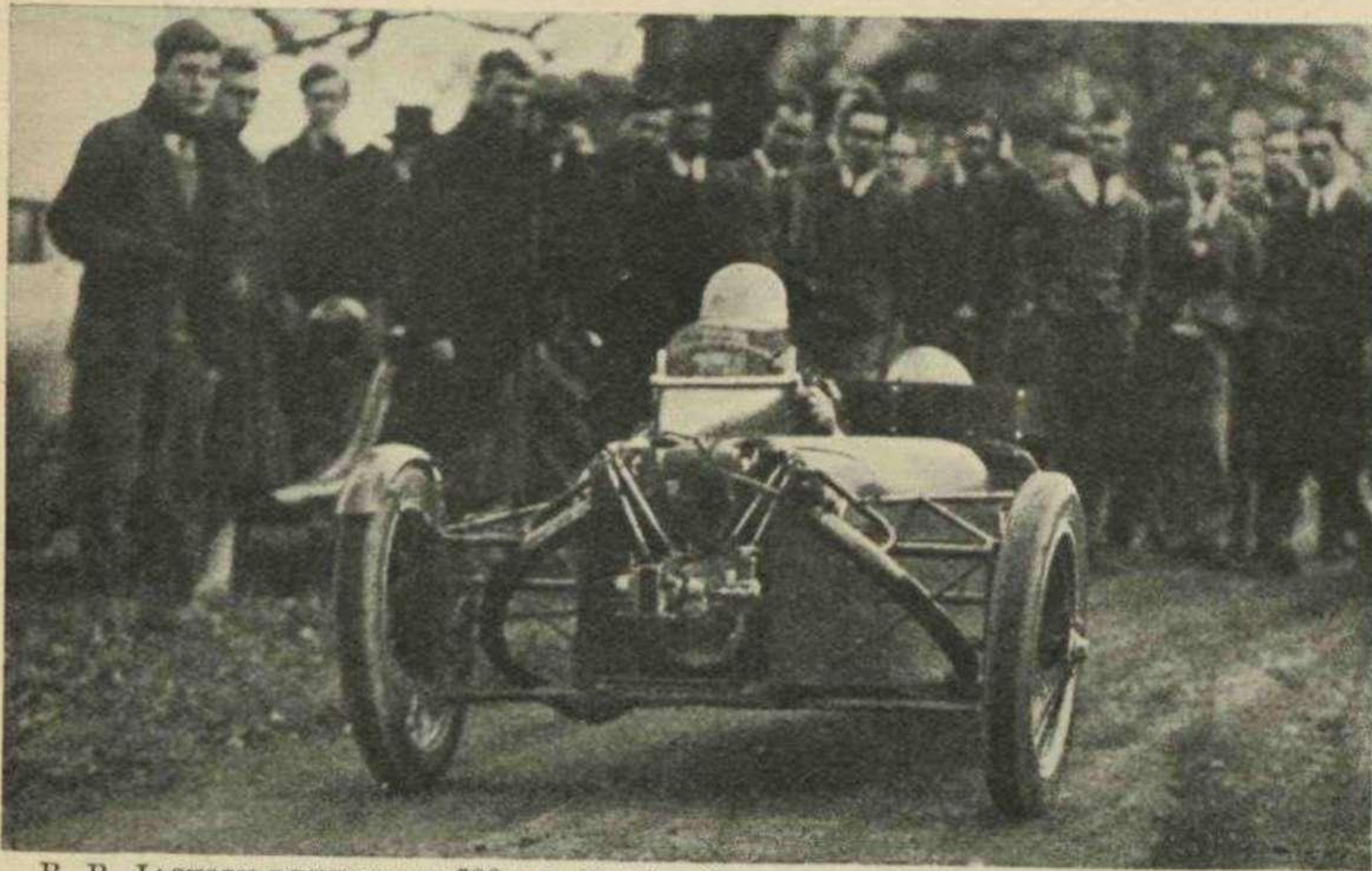


ALAN WATSON, THE WINNER OF THE COLMORE CUP FOR 1927 ON HIS SUNBEAM COMBINATION.

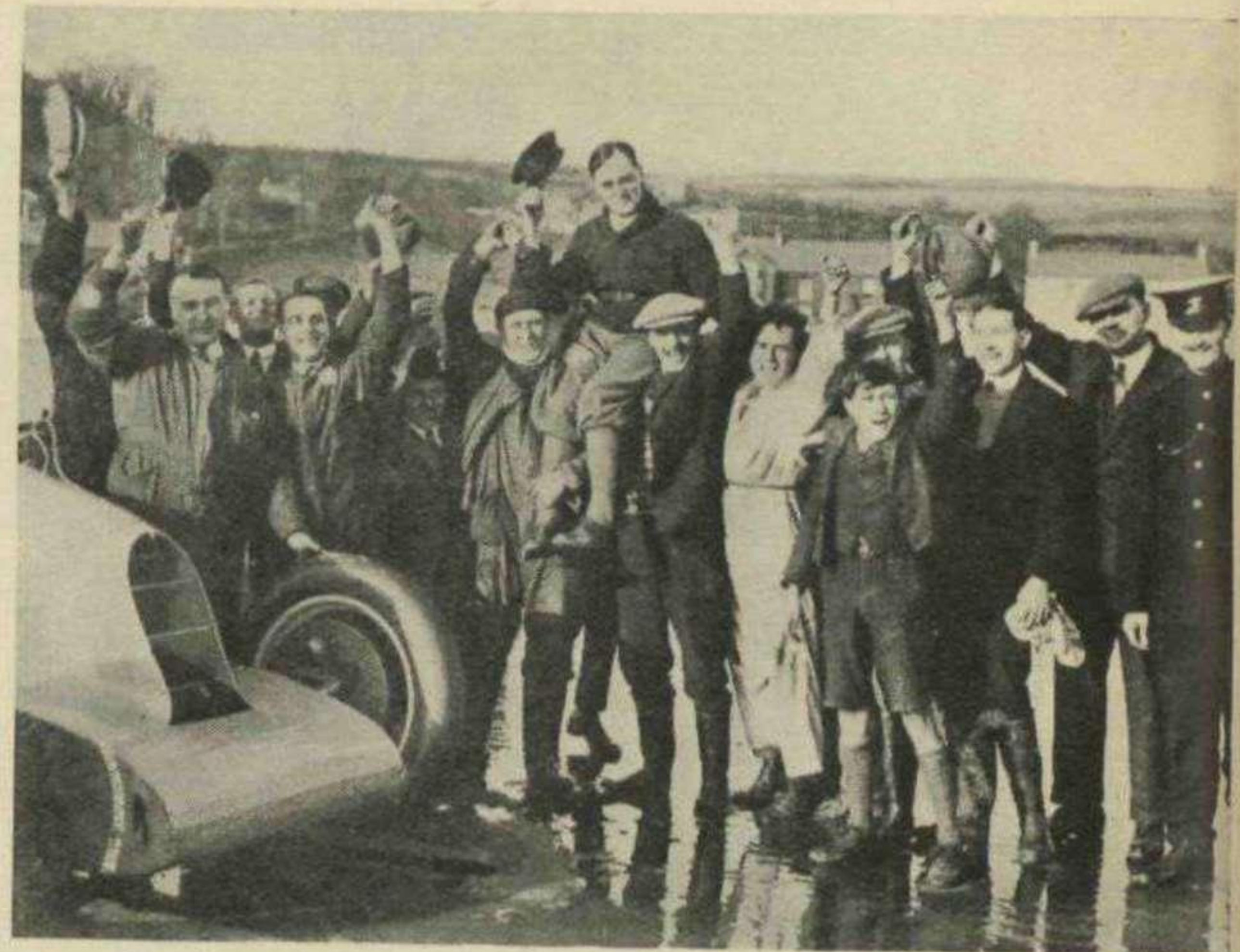
A German Austin.

It is most interesting to note the decision of the Austin Motor Co. Ltd., to enter into an arrangement with the Gotha Waggonfabrik Company of Eisenach, Thuringia, for the manufacture of Austin-Seven cars in Germany. The Gotha products, which will be known as "Dixi" cars, will be made exclusively of German material and a fixed royalty will be paid to the British makers. "It is the first time that a German firm has taken over the design of a British car for manufacture," said Sir Herbert Austin in an interview. He added that the German firm had large and well equipped works and proposed to start on a big programme of manufacture.

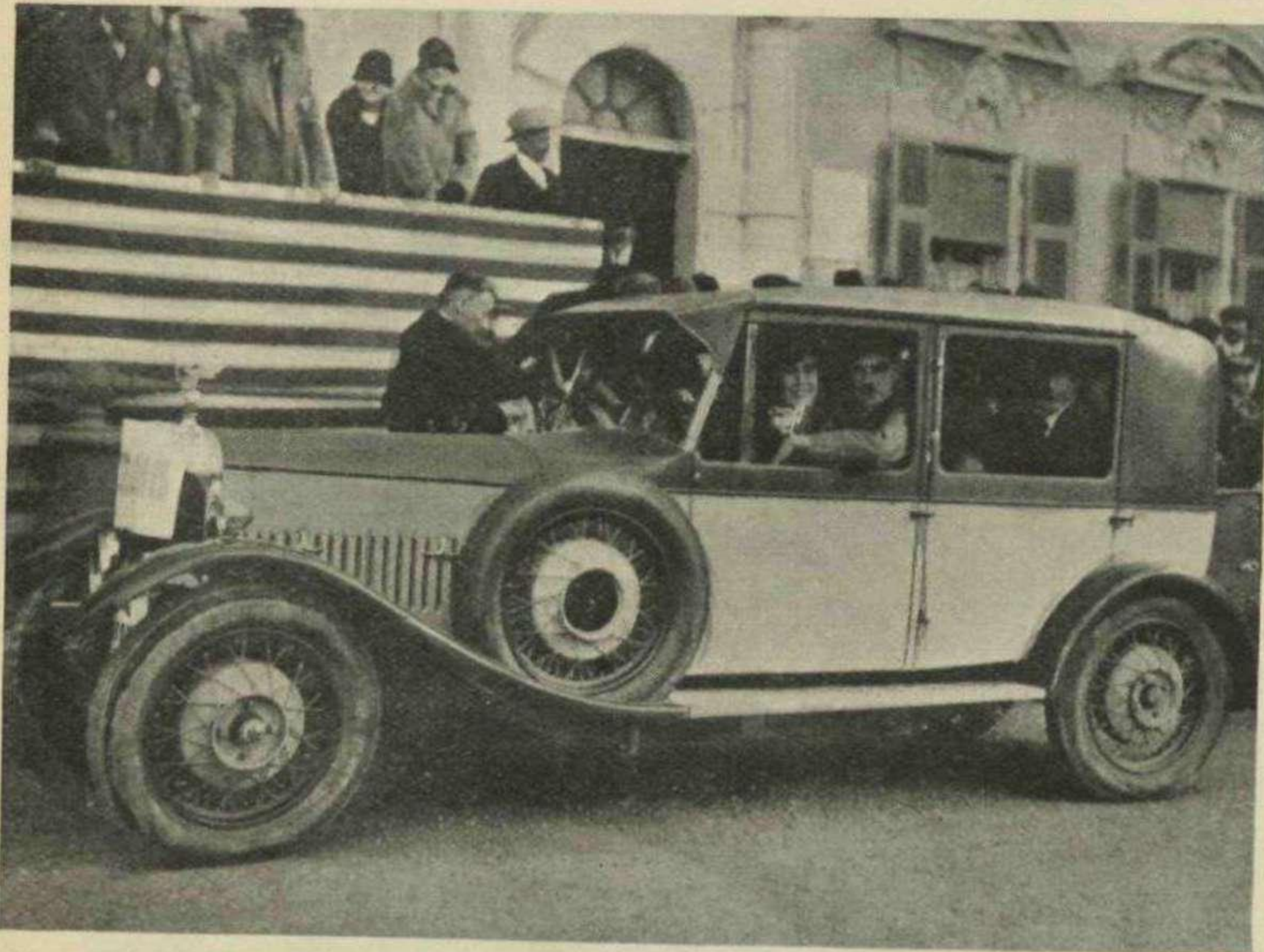
Recent Sporting



R. R. JACKSON DRIVING HIS 500 C.C. MORGAN SPECIAL AT THE CAMBRIDGE SPEED TRIALS.



CAPT. MALCOLM CAMPBELL CHAIRED AFTER BREAKING THE WORLD'S SPEED RECORD.



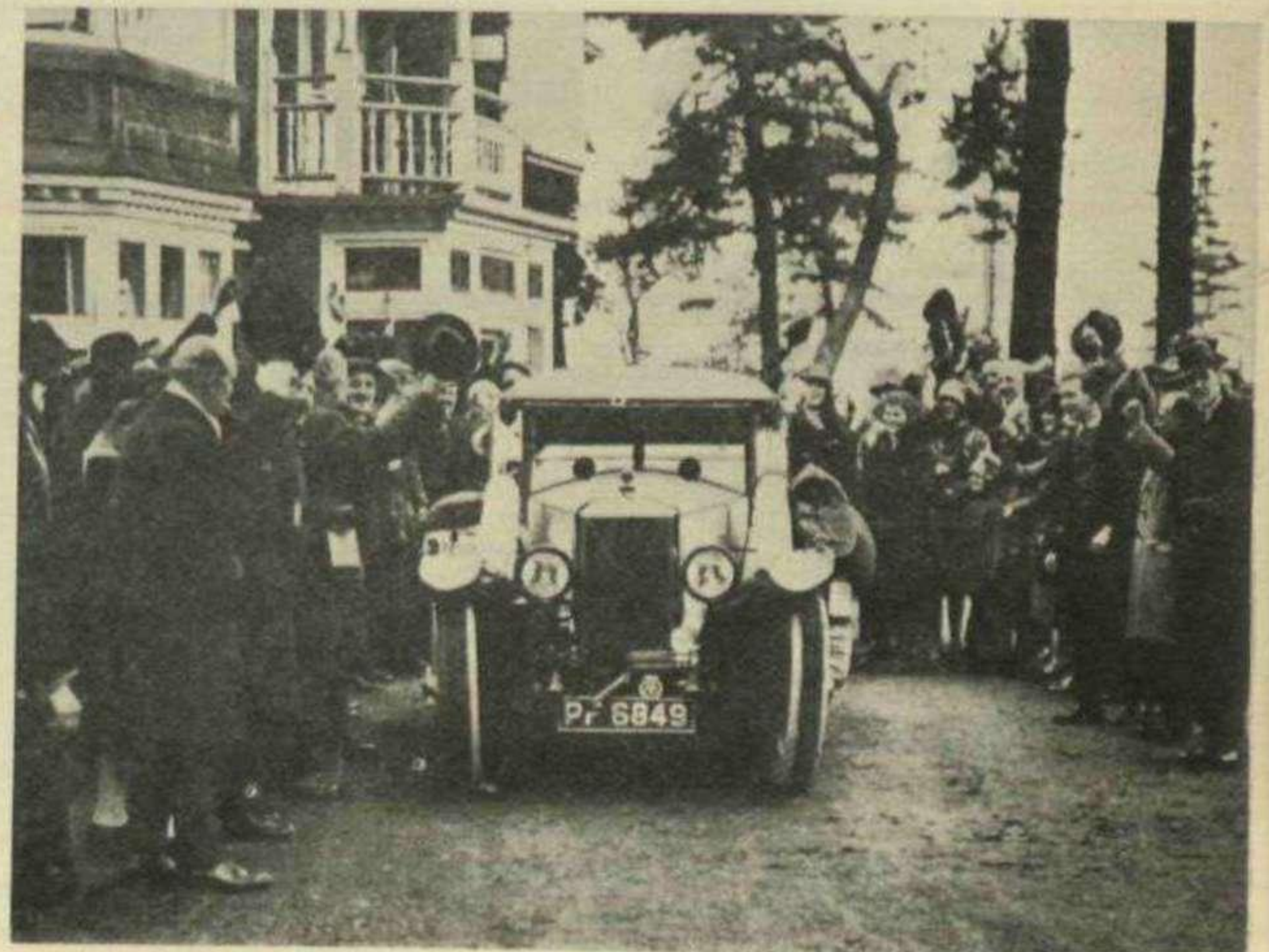
MRS. BRUCE, WHO IS DRIVING HER 6-CYL. A.C. FOR A PROLONGED TEST UNDER R.A.C. OBSERVATION.



A. FRANKLYN (N.U.T.) PASSES A "SUNK" VAN IN THE LEEDS £200 TRIAL.



A JAMES RIDER FINDS THE ICE-BOUND ROAD TOO MUCH FOR HIM IN THE LEEDS M.C. TRIAL.



MISS CORDERY STARTING ON A WORLD TOUR WITH HER "INVICTA" CAR.

Events in Pictures



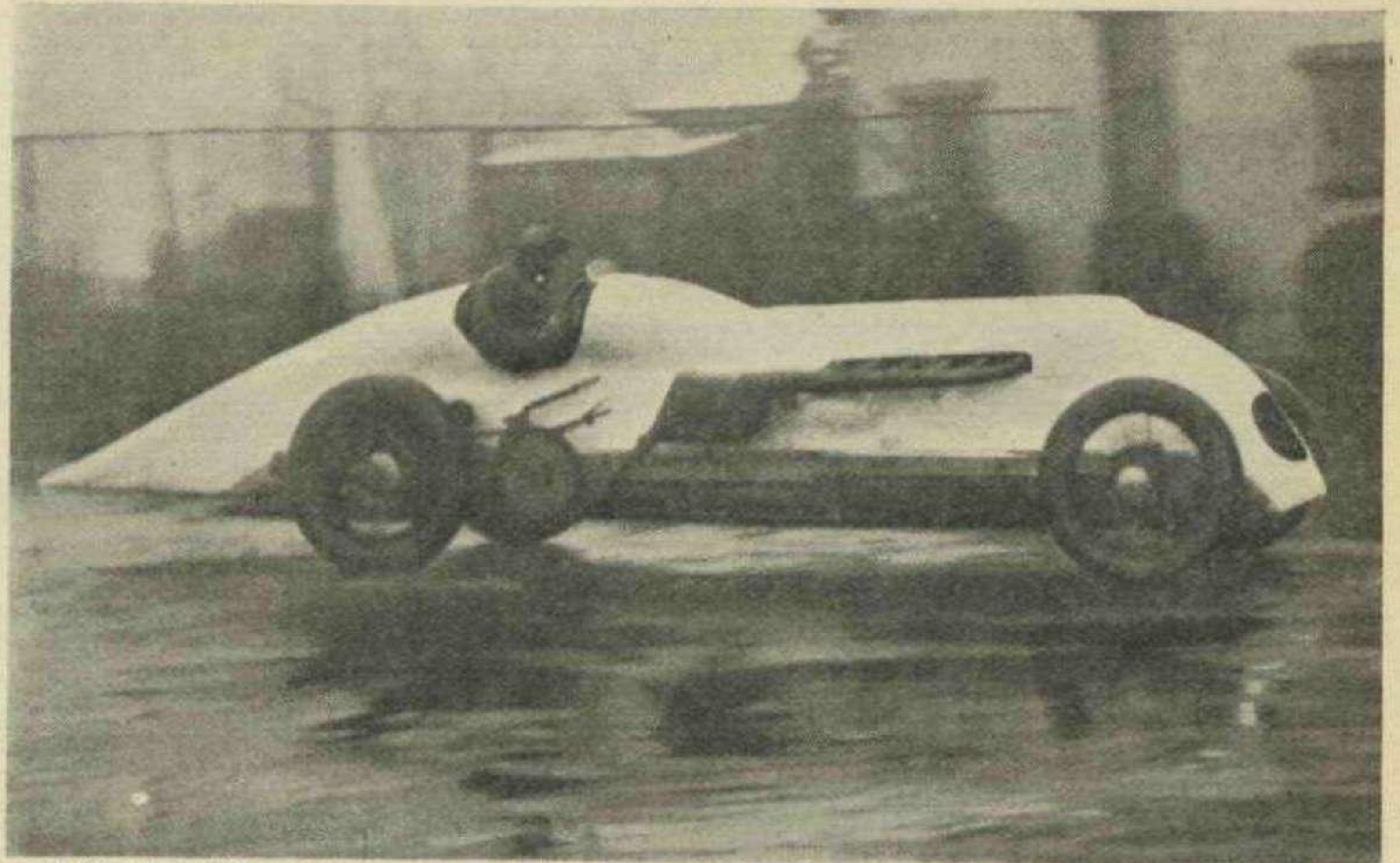
PLOUGHING THE SANDS FOR DRAINAGE PRIOR TO CAPT. CAMPBELL'S SUCCESSFUL RUN.



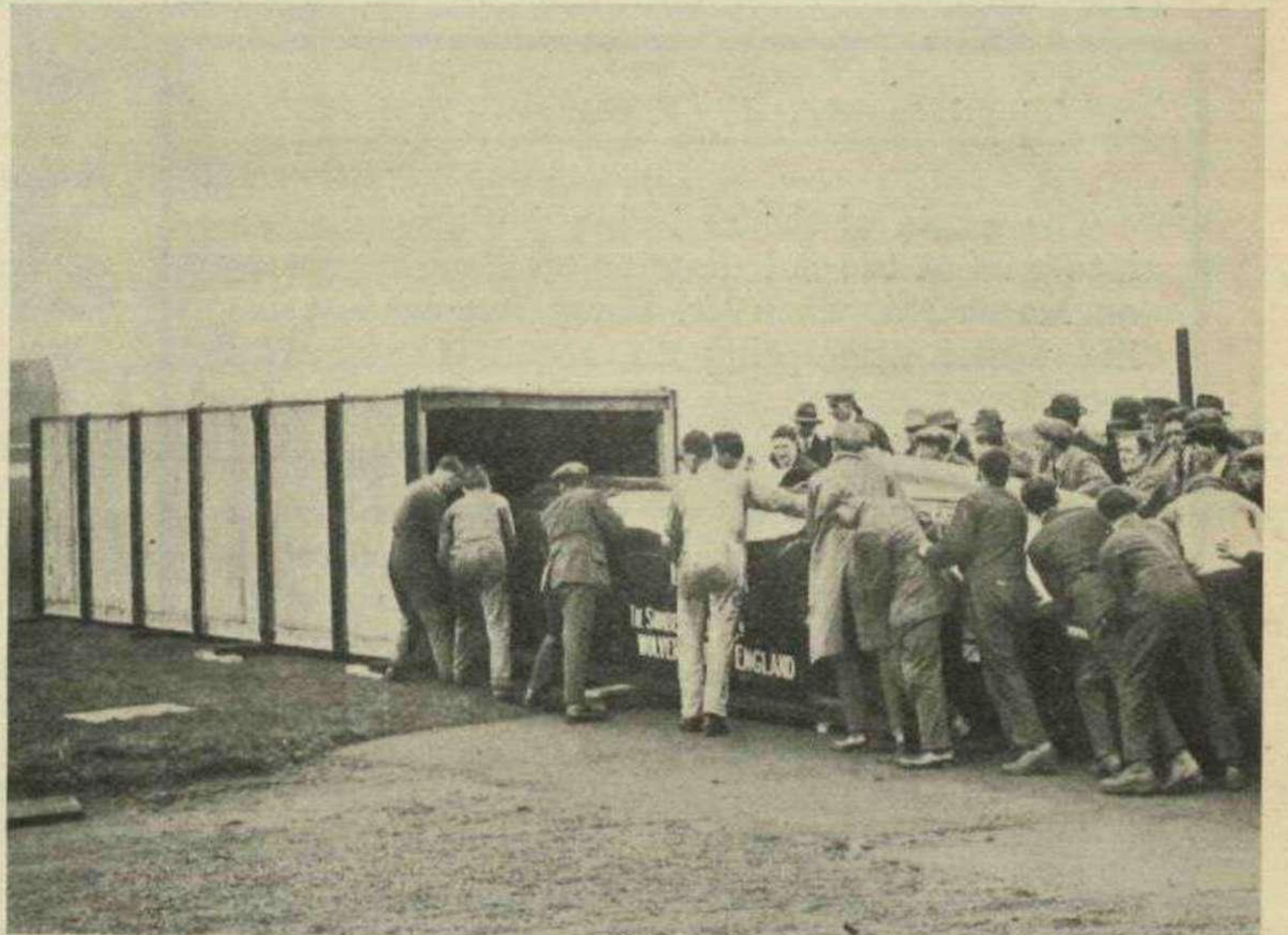
ANOTHER COMPETITOR IN THE LEEDS TRIAL BEING TOWED ASHORE.



MILE. SUZANNE LENGLEN ENJOYS A SPIN IN A FAST MOTOR BOAT ON THE CALIFORNIAN COAST.



A RECENT PHOTOGRAPH OF THE ILL-FATED "BABS" IN WHICH MR. PARRY-THOMAS WAS KILLED AT PENDINE.



THE 1,000 H.P. SUNBEAM BEING LOADED INTO ITS "BOX" FOR TRANSPORT TO AMERICA.



G. BRIGGS (MONTGOMERY) AND A SCOTT RIDER ON A DIFFICULT SECTION OF THE LEINSTER CLUB'S STEEPLECHASE.

HERE AND THERE—continued.



The late Mr. J. G. Parry-Thomas.

The whole of the motoring world is plunged into grief at the sad disaster on Pendine Sands on March 3rd, when Mr. Parry-Thomas lost his life whilst attempting to regain the world's record.

Undoubtedly the greatest of all British drivers, Parry-Thomas was also a genius in mechanical arts, and won the respect and admiration of all with whom he came into contact. No mere words can express the sorrow we all feel at his loss, which leaves a blank that no one else can fill.

The Rex Acme Motor Cycle.

Another interesting new cycle is that which the Rex Motor Manufacturing Co., Ltd., Crown Works, Stoney Stanton Road, Coventry, have decided to produce. It is to be fitted with the famous 350 c.c. Blackburne engine. The machine should become very popular among solo enthusiasts to whom speed is one of the greatest considerations.

The frame used is of the firm's own special design, fitted with double under rails, constructed on similar lines to those so successfully used by W. L. Handley in the Tourist Trophy Races and other well-known road events.

The model incorporates a Burman three-speed gear box, with hand controlled clutch, kick starter and efficient shock absorber. M.L. Magneto, Coventry chains, Amac sports type carburettor, Dunlop 26 x 2½ cord tyres, 6 in. rear and 5 in. internal expanding brakes, together with a Lycett Aero saddle, it is thus apparent that the model "M" as it is called incorporates a generous and high class specification, and with the low-built frame used, allows for a very comfortable and low-riding position.

Engine lubrication is by Best and Lloyd mechanical pump with "tell-tale," while grease gun lubrication is employed for the remaining parts of the machine.

It is interesting to note that Mr. W. L. Handley now supervises the production of Rex Acme motor cycles, having lately been appointed to the position of works manager.

Grand Prix d'Europe for England.

The International Sports Committee has decided to allocate the race for the Grand Prix d'Europe to England for next year.

The University Boat Race, April 2nd.

S.M.S. Ltd. are issuing an invitation to all their Agents, trade friends and SALMSON owners to avail themselves of the facilities at their Works to view the above event on April 2nd.

Light refreshments will be served at the conclusion of the Race, and a complete range of SALMSON models, including our Racing Cars, will be on view.

Norton Success in Brazil.

News comes from Brazil that a rider called Vittorio Coppoli, mounted on a 4.90 h.p. Norton, has won several important races and has been awarded the Championship of Velocity in the 500 c.c. class.

The Debut of a New Model.

At the Olympia Motor Cycle Show considerable interest was evinced in the new four-speed 4.88 h.p. Enfield. Like many other new models, the Enfield has taken a little time to get into production, but one of them was seen in the recent Cardiff-Leicester-Cardiff trial. This, indeed, was a most suitable occasion for a first appearance, and the machine was baptised with much water. However, it survived the ordeal, and W. F. Bicknell, the rider, made the best performance in the 600 c.c. solo class.

Royal Motor Cyclists.

Whilst almost all members of Royal families are motorists, there are but few of them who are motor-cyclists, and it is therefore interesting to note that Archduke William of Austria has recently taken delivery of a Brough-Superior. The Archduke takes a great interest in motor-cycling activities in Austria, and has already entered his driver, Mr. Gayer, for the Grand Prix of Baden, which event Mr. Gayer won. The same Brough-Superior has also been entered in other speed events, and has won several of the smaller races. Incidentally, George Brough has also supplied an all-plated machine to his Japanese agents, and understands this is to be used by a Japanese Prince who does a lot of racing himself.

The South African T.T.

The recent reports of the South African T.T. races which have appeared call to mind the fact that one of the competitors, C. H. Young, is already well known in British racing circles. Many of the other riders are names only, but Charlie Young has already competed in the Isle of Man and has shown that he is a rider of the first water.



AN AUSTIN 7 PLOUGHING THROUGH THE MUD OF GYPSY LANE.

THE COLMORE CUP TRIAL.

Strenuous course for the opening event of the Competition Season.

STARTING from Stratford-on-Avon on the morning of February 19th, competitors in this trial were led via intricate bye-ways and obstacles through the heart of the Cotswolds to Cheltenham, and thence by somewhat easier roads back to their starting point.

Two hundred and fifty-six entries were received, of which sixteen were cars, the majority of whom faced the starter.

The first incident of note was the acceleration test at Aston Subedge, over a distance of about 100 yards of moderate gradient; fastest time in this was made appropriately enough by T. Morton on an S.S. 100 Brough Superior, while good times were set up by G. Dance (Sunbeam), H. Fearnside (Sunbeam), and P. Cranmore (349 c.c. B.S.A. s/c.).

The stop and restart test in Blockley village caused little or no difficulty to any entrants, but a few miles further on the really difficult portion of the trial began.

This section opened with Gypsy Lane and its continuation, Langley Hill, consisting of an extremely muddy rutted track leading up among grassy hillocks. Solo riders found great difficulty in keeping their feet on the rests, while all passenger machines were liable to suffer from severe wheel-spin. It is impossible to mention all those who made clean climbs, but among the most meritorious were P. Cranmore (B.S.A. s/c.), last year's winner, R. MacGregor (Raleigh), A. J. Williams (Cotton), G. Stannard (Coventry Eagle s/c.), and H. S. Perrey (Ariel s/c.). Downright failures were numerous, and foot assisted ascents even more common: Generally speaking, most riders repeated their performances further up on Langley Hill, though several hitherto "clean sheets" were marred. At this point F. G. Edmond (Triumph s/c.) retired with a broken chain. A brake test was held on the slimy upper portion of Gambles Lane, but owing to the conditions, caused little difficulty, only nine motor-cyclists failing to pull up between the tapes.

Then followed the most difficult obstacle of the whole trial, to wit, New Colmore Hill or Mill Lane; this is a long muddy lane winding up on to Cleeve Hill, gradually steepening to a section of 1 in 4 gradient, thickly coated with mud and dead leaves. Owing to its great length it was a great strain on the riders' powers of maintaining

equilibrium, while owing to the heavy going and not inconsiderable gradient many engines were hard put to to develop the necessary "horses." Once more P. Cranmore, in the lead, made a good climb and seemed to be again a likely winner of the premier award. J. H. Amott on a solo B.S.A. was also good, as were B. Kershaw (James), G. Wright (Humber), and Wilmot Evans (Triumph), among the solo riders, while the best side-car climbs were registered by G. W. Walker (Sunbeam), H. S. Perrey (Ariel), F. W. Giles (A.J.S.), and G. Stannard (Coventry Eagle). All the four-wheelers failed, though a very fine attempt was made by Harcourt (Austin 7). The remainder of the entry either footed, fell or failed through hitting the bank or losing wheel-grip. After a welcome lunch stop at Cheltenham, competitors were required to start their engines in 8 seconds from cold, and in spite of gloomy forebodings to the contrary, and much criticism recently levelled against the starting of modern motor-cycles, roughly ninety five per cent. of the entry were successful. The afternoon run included Bushcombe and Old Stanway Hills, and some miles of difficult "colonial" sections, calculated to cause late arrival at the first time check. The two hills did not worry many, though a few side-cars suffered wheel-spin, and some of the less fortunate solo riders found they had lost some of their horses. The time check too must have caused the loss of some marks, as the 20 m.p.h. average was not easily maintained over the section immediately preceding the village of Stanton.



A STRING OF COMPETITORS, INCLUDING MRS. WATSON-BOURNE, HELD UP ON GYPSY LANE.

THE COLMORE CUP TRIAL—continued.



G. PATRICK (ROYAL ENFIELD SIDECAR) NEGOTIATING GYPSY LANE.

The rest of the route was over fairly easy roads back to Stratford-on-Avon, two other hills, Neakings and Dor Knap, being omitted at the last minute.

Two hundred and six motor-cyclists completed the course, while of the cars only two Austin 7's arrived in time to sign the check sheet.

Altogether, a thoroughly sporting and well organised event, and a fitting opening to the 1927 season.

RESULTS.

COLMORE CUP : Alan Watson (493 Sunbeam sc.).

WATSON SHIELD : G. Stannard (980 Coventry Eagle sc.).

ERIC WALKER CUP : J. W. Moxon (172 Francis-Barnett).

CALTHORPE TROPHY : J. B. Arrowsmith (249 Dunelt).

HUBERT HASSALL CUP : N. P. O. Bradley (493 Sunbeam sc.).

CARLESS SOUVENIR : H. S. Perrey (497 Ariel sc.).

SPECIAL MERIT AWARDS : J. H. Amott (349 B.S.A.), G. F. Povey (348 Velocette), H. S. Kershaw (495 James), B. L. Bird (493 B.S.A. sc.), H. G. Uzzell (493 B.S.A. sc.) and F. W. Giles (348 A.J.S. sc.).

TEAM PRIZE : Douglas Solo Team : V. C. King, C. H. King, and E. W. Spencer.

In addition to the above special awards, 32 gold medals

were awarded to drivers of A.J.S., Ariel, B.S.A., Cotton, Douglas, Dunelt, Grindlay, James, Levis, Matchless, Morgan, New Imperial, N.U.T., Raleigh, Rex Acme, Royal Enfield, Scott, Sunbeam, and Triumph machines, while 79 silver medals were won.

Catalogues Received.

Among several interesting catalogues sent to us, special mention must be made of a most attractive and artistically prepared brochure issued by the Lea-Francis concern. This contains some beautiful coloured plates of their many interesting models, both at rest and in action. Other noteworthy lists are those of Joseph Lucas, Ltd., Desmo Accessories, Aster Cars and the Triumph Cycle Co., Ltd.

Successful Women Riders.

It is well known that several women competition riders put up performances which compare favourably with those of men, but it is seldom that they triumph completely over the male sex—in motor-cycling matters at any rate! Yet in the recent Archery Sports Trial, a team entered by the London Ladies' Motor-Cycling Club, and consisting of Miss K. N. Kerridge and the Misses Debenham, on light-weight B.S.A. machines, won the team prize against six teams of men riders.

More Back Numbers.

August, 1924. Tourist Trophy Races. How to "Vet" a Sports Car. Motoring Sportsmen: Dr. Low. Hill Climbing by Rex Brittain. Brooklands. Arpajon and Shelsley Walsh.

October, 1924. Motoring Sportsmen: S. F. Edge. J.C.C. 200 mile race. Thomas' best race. Sports Cars at Olympia. Sporting Events of the month. 150 m.p.h.

December, 1924. Springing for Speed by J. G. P. Thomas. Motoring Sportsmen: B. S. Marshall. A.C. Sporting Cars, Special Review. Hill Climb Records.

February, 1925. Biography of Dr. Benjafield. Aluminium Piston design. Road Test of Brooklands—Austin 7 and 7/9 Harley-Davidson. Other Technical articles.

May, 1925. Engine Balance. Biography of George Duller. Land's End Trial. Speed events described. Tuning article. Road Test of 3½ h.p. Sunbeam.

August, 1925. How I won the G.P. by A. Ascari. Road Test of s.s. 100 Brough Superior and Bugatti Car. Eldridge v. Thomas. Articles by C. M. Harvey and Dr. Benjafield. Wireless on an M.C.C. Trial.

September, 1925. Biography of Gordon England. 200 mile Motor Cycle Races and 6-days Trial. Road Test of 30/98 Vauxhall. Choosing a Sports Mount.

November, 1925. Capt. Woolf Barnato. Road Test of Sports Crossley and Henderson Motor Cycle. B.M.C.R.C. Championships. M.C.C. Sporting Trial.

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RACING NEWS OF THE MONTH.

By E. K.

Entries for the A.C.F. Races.

IN pursuance of their usual policy of waiting till the last possible moment, manufacturers are only sending in their entries for the A.C.F. races very slowly. This policy must be very trying for the organisers of races, but presumably manufacturers do not like parting with the money for the entrance fees until it is absolutely necessary.

The first entry for the French Grand Prix was the Halford Special, entered by Powerplus Ltd. This car, which has already shown great promise, has now been acquired by G. E. T. Eyston, who will drive it in the race. Its troubles in the past have been with the transmission system, which was only designed to stand up to an engine developing 45 h.p., while of course the 6-cylinder Halford engine develops very much more. The gearbox has, therefore, been redesigned to give very much greater strength, and the whole of the transmission reconstructed. It is hoped also to revise the four-wheel braking system considerably in order to make the car more suitable for road racing.

The Delage Company has also entered with three cars. These racers are the same as those used last year, but considerable modifications will be made, as the result of the lessons learnt last season. The exhaust, which it will be remembered caused the drivers so much inconvenience in the European and British Grands Prix, has now been carried over to the left-hand side of the cars, while arrangements have been made to dispose of the fumes from the engine. A single supercharger driven at the front of the 8-cylinder engine will be used this year, and the braking system is undergoing revision. The Delage drivers will probably be Robert Benoist, Bourlier and Louis Wagner.

There are many rumours current as to the other runners in the great French race. Mr. Louis Coatalen has stated that the three 8-cylinder Talbots will run, while Bugatti and O.M. are also looked on as certain starters. Fiat as usual is being mysterious, but it is hoped in some quarters that Duesenberg will enter a team. The accident to E. A. D. Eldridge has probably disposed of the possibility of the Miller as a starter, and it is thought that it is unlikely that Itala and Sima-Violet will be ready for the race.

The Coupe de la Commission Sportive (fuel consumption race) does not seem to be attracting very much enthusiasm. An 1100 c.c. B.N.C. has, however, been entered by its owner, while the Peugeot Company has entered two cars to be driven by Boillot and Rigal. The return of Peugeot to French racing may be regarded as something of an event, as in spite of their wonderful reputation before the war, they have lately confined themselves to the Targa Florio and touring car events.

The Targa Florio.

It seems that this year the chief interest in the Targa Florio will centre round the smaller cars. Fiat have announced that they will start in the Sicilian race with a team of supercharged super-sports editions of the

9 h.p. model. A number of the ordinary sports 9 h.p.'s have already been sold, and it is intended to market this supersports model with a super-charger also. As well as these, the Itala people are hoping to have some of their 12-cylinder 1100 c.c. racers ready in time for the race; Amilcar, Salmson and B.N.C. are also regarded as certain starters in the 1100 c.c. class. There will also be in all probability some twin cylinder air-cooled Tatra cars. These cars, which are built in Czecho-Slovakia by the Nerseldaf Company, won the 1100 c.c. class in this race in 1925.

The Targa Florio Bugattis will be entrusted to Minoia, who was second last year, Dubonnet, the well-known French amateur, who was fourth last year, and Count Conelli. The cars will again be straight-eights of 2,300 c.c., and may be supercharged. Peugeot will start with a single car driven by André Boillot. There is also a rumour that Ballot may enter this year.

The rules for the race disclose that no mechanic may be carried, so that drivers will have to face the 67 miles of the circuit without help in case of a breakdown. It will be remembered, however, that last year when mechanics were allowed, the Delage drivers elected to start alone.

Grand Prix d'Endurance.

The rules for this year's 24-hour race at le Mans prove that the event will be even more difficult than its predecessors. Cars up to 1100 c.c. must have 2-seater bodies, those under 1500 c.c. 3-seaters, and all the larger cars must carry full 4-seater bodies. Only ordinary brands of petrol may be used, but the most strenuous rule of all is undoubtedly that no tool or spare part may be used during the race, which is not carried on the car throughout. This makes the reliability factor a very important one.

With regard to wheels, each car may only have six, and of the two spares, one can be carried on the car and



THE TEMPORARY BRIDGE OVER THE FINISHING STRAIGHT AT BROOKLANDS HAS BEEN REPLACED BY THE STRUCTURE SHOWN ABOVE.

RACING NEWS—continued.

the other left at the pit. If a punctured tyre is left at the pit in exchange for the sixth wheel, the pit personnel may change the tyre on the wheel left with them. The driver may also use a jack which is left at the pit, to assist in changing a wheel.

This year the cars will have to be painted in their national colours: green for England, blue for France red for Italy, etc., which is an innovation in this race.

Bugatti is apparently thinking of entering for the Grand Prix d'Endurance with one of his Grand Prix cars, if he can manage to fit a 4-seater body to it. It would then be sold at the end of the race with a guarantee of 119 m.p.h.

Full Programme for Montlhery.

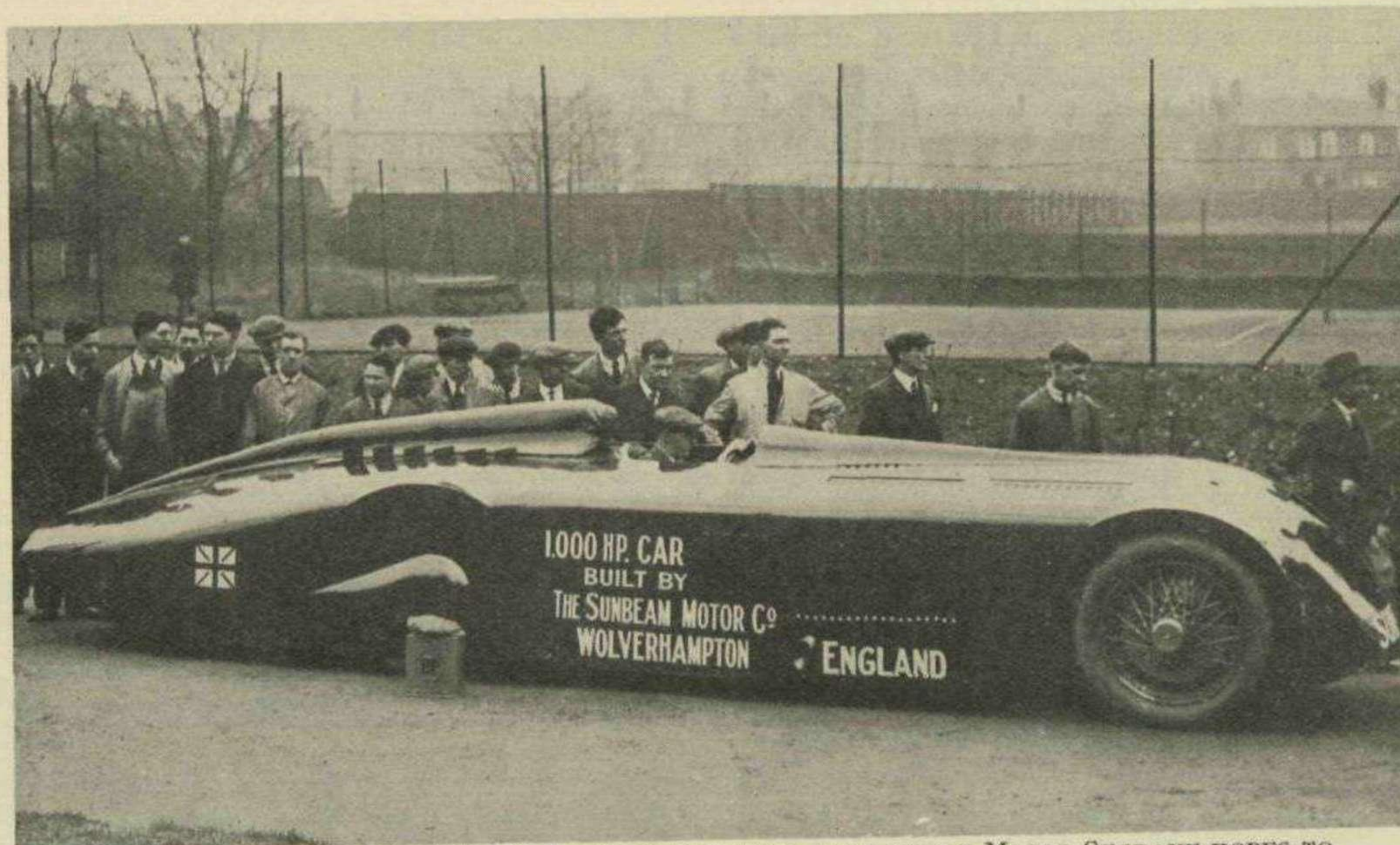
A very full programme has been drawn up for the Montlhery track this season. The ball will be set rolling by the Grand Prix d'Ouverture on March 13th and followed by the Grand Prix de Printemps on April 3rd.

consist of a Grand Prix for sports cars, with prizes totalling £60,000. Then on July 17th there will be the German Grand Prix also for sports cars, and the touring Grand Prix on the 19th. On August 15th and September 10th there will be reliability trials for touring cars.

The German track, which is by far the most ambitious in the world, promises to be of an exceptionally sporting nature, and some thrilling races should be seen on it this year.

Indianapolis 24-Hour Race.

There is a proposal to run a 24-hour race in September this year on the famous square brick-track at Indianapolis. The engines of competing cars will have to weigh not more than 10,000 lbs., and run on ordinary grades of petrol and oil, but there will be no restrictions as to their capacity. Cars must be fitted with 3-speed gear boxes and have the standard American track and wheelbase.



A NEW PHOTOGRAPH OF THE TWIN ENGINED SUNBEAM WITH WHICH MAJOR SEGRAVE HOPES TO ATTAIN 200 M.P.H.

On April 17th there will be a race for 1100 c.c. cars and one for 2-litre cars on May 8th. On May 26th there will be a free-for-all race, and two more "Grands Prix" on June 6th and 12th. On July 2nd and 3rd there will be the A.C.F. races, an ordinary meeting on July 14th, and on August 14th and 15th a 24-hour race. On October 2nd there will be the Grand Prix de France motorcycle races, in conjunction with which will be run a race for light cars, while the 2nd Grand Prix du Salon will be run on October 23rd. With such a full programme as this everyone should find some race to suit his tastes and car, and very good sport should be witnessed.

—And for the Nurburg Ring.

The new German track will also be used extensively this season for bicycle, motor-bicycle and car races. The opening race will take place on June 12th and will

A specially interesting point about this race is that it will be a direct break-away from the established policy of the Indianapolis track to hold only one race a year—the famous 500 miles race on May 30th. It has, of course, seemed that the track was somewhat wasted all the rest of the year, and this race being of an entirely different character, is not likely to detract from the importance of the annual 500 miles event.

Racing Track for Bucarest.

A project is said to be well advanced for the construction of a motor racing track on the outskirts of Bucarest. Those who have had experience of motoring in Rumania will know that neither the rough cobbles of the chaussée in Bucarest, nor the dust and potholes of the Ploesti road, make an ideal course for speeding, which is nearly as dear to the Rumanian as the other Latin peoples.

RACING NEWS—continued.

The track, therefore, should fulfil a considerable want. This will make the ninth race track in Europe, the others being Brooklands, the Brighton track, Montlhéry, Miramas, Monza, Sitges near Barcelona, the Nurburg Ring, and the now disused Avus track at Berlin.

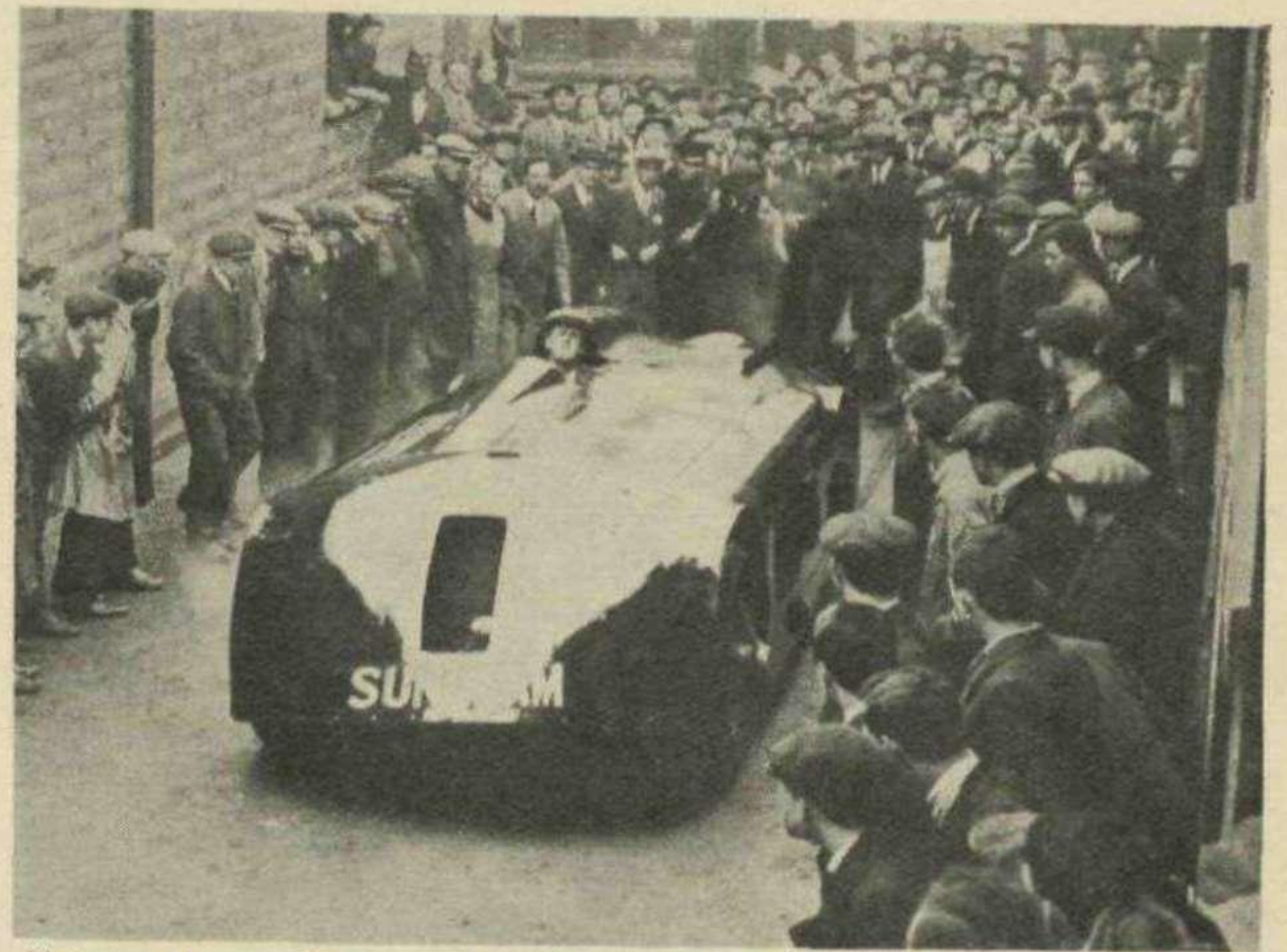
1100 c.c. Racers.

It seems probable that next year the greatest interest will be taken in the 1100 c.c. racing class, as many very interesting racers of this size have been built or are in course of preparation.

To begin with, there are the 6-cylinder Amilcars, which last year showed themselves the fastest racers in this class. Now, however, Salmson are building a team of 8-cylinder racers to replace the old 4-cylinders, which have obviously served their turn; these new cars should be very serious contestants. Then there are the ingenious 12-cylinder Italas of which much may be expected, while a French firm is rumoured to be producing an exceptional 6-cylinder 1100 c.c. racer. Besides these Thomas is building an 1100 c.c. straight-eight, and from him something distinctly fast should be expected, and behind them all looms the fact that Delage has got a 12-cylinder engine of under 1000 c.c. which attains 8,000 r.p.m. and is said to develop 200 h.p.

Congratulations.

We congratulate Captain Malcolm Campbell on his deserved success in setting up a new world's speed record.



THE GIANT SUNBEAM BEING DRIVEN ROUND THE WORKS UNDER ITS OWN POWER.

174 m.p.h. is a useful speed, but we feel sure that Capt. Campbell will not rest on his laurels until he has attained the self-appointed goal of 180 m.p.h.

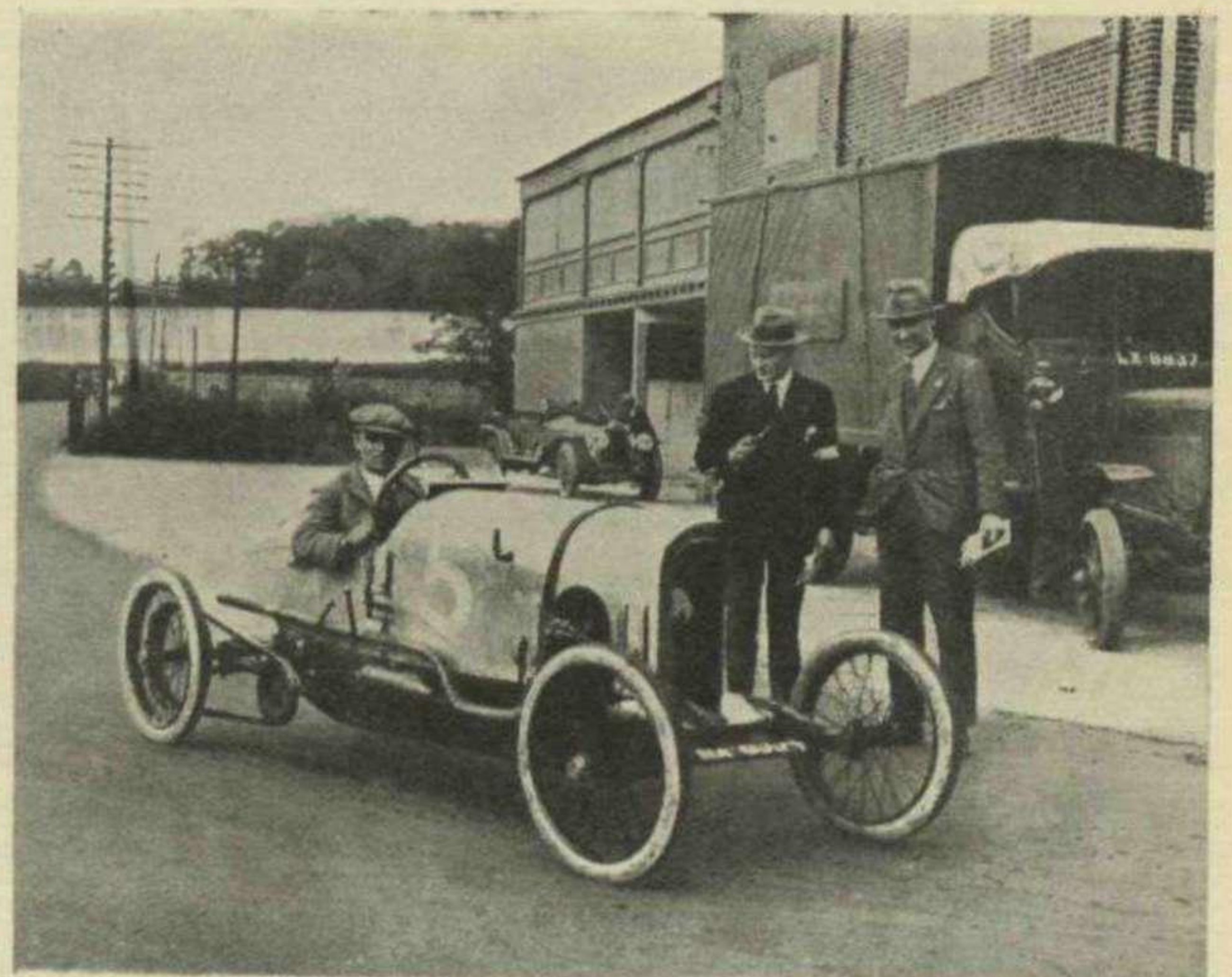
On this and other pages will be found several pictures of the new 1,000 H.P. Sunbeam which has emerged from its preliminary tests with considerable success. In charge of Major Segrave, this car is shortly being taken to Daytona Beach, Florida, where it is hoped to attain a speed of 200 m.p.h. or more.



A. B. MACONOCHIE (BUGATTI) AT THE CAMBRIDGE SPEED TRIALS.

Our Cover.

The subject of our front cover illustration this month is an impromptu exhibition duel between J. D. Barclay (Vauxhall) and the late J. G. P. Thomas (Invicta) at the Cambridge University Speed Trials on February 19th in Hatley Park. The victor on this occasion was Barclay. Fastest car time was made by H. Martineau (Vauxhall), a visitor, while the fastest of the present club members was A. B. Machonochie on a Bugatti.



AN INTERESTING PHOTOGRAPH OF H. R. GODFREY, THE WELL-KNOWN G.N. AND FRAZER-NASH EXPERT, AT THE WHEEL OF AN EARLY G.N. RACER.

Good Trade in Yorkshire.

We hear that there is such a demand for the new "Flying Squirrel" machine that the Scott Motor Cycle Co., of Shipley, Yorks, is working a regular night shift. Trade in many places is looking up, but the Scott firm would seem to be quite the busiest at the present time.

A TRIALS RIDER'S GLOSSARY.

By E. V. G.

WITH the termination of one trials season, and with the imminent approach of yet another, due to the unrelenting reliability of the export department of Anno Domini Ltd., we have engaged the services of a contributor who has consented to set out a clear and concise glossary of terms relative to trials work. This has been done especially for the benefit of those who, through no fault of their own, are novices.

Competitors whose successes are immediately or even indirectly attributable to this costly work of classification, are asked not to divulge the source of their information to the Executive of the M.C.C., as "MOTOR SPORT" has no wish to be sued for the cost of 50% of the awards won in the 1927 "Land's End." [EDITOR].

Careful perusal of the appended information will not only bring home to the uninitiated the fact that trials riding presents hitherto unforeseen difficulties, but it will, it is hoped, show them that, in spite of their newly-acquired knowledge, trials are not items to be considered in a frivolous manner. Forewarned may be forearmed, but the enlightened are often light-headed.

And so to more serious matters:—

ACCELERATION:—The speed at which the speed of a vehicle gathering speed is changed from one speed to a different speed. (I trust I make myself sufficiently clear.) This has to be seen to be believed (*always!*)

ALMS:—That which is presented to a competitor at the end of the International Six Days Trial.

ANVIL-CHORUS:—The invisible singers who come all unbidden to cheer us on our upward way.

ARROW:—A device by which mischievous villagers tempt trials competitors to leave the narrow way to glory, and to find contentment in the great open spaces.

AVERAGE SPEED:—The speed at which a motorist might have covered a given distance, if he had done it in a certain time. Being merely an exercise in mathematics, this has no bearing whatever on actual facts.

BERET (Berray):—A headgear effected by a large number of gentlemen who own motor-cycles, and by a few motor-cyclists. (Not really necessary in England, as our climate affords us very few chances of Basquing.)

BOTTOM-GEAR:—The gear we never need to use except when we are being observed.

BRAKE:—The means by which a vehicle may be stopped intentionally. It is usually pedal operated. N.B.—Car drivers will note about three pedals in close proximity. Care should be taken to select the correct pedal in moments of stress.

BRAKE-TEST:—A low plot by which trials organisers contrive to cause motor-cyclists to emulate the ostrich.

CAM:—A metal egg which oscillates under the tappets and causes them to come unadjusted.

CAMBERLEY:—The testing ground for antediluvian mammoth vehicles. Now used for switch-back

trials, and for testing flying motor-cycles (per force of circumstances only). You are warned that in these events your crown lands on Crown Lands (frequently).

CARBURETTOR:—An instrument wherein the petrol is aired to ensure its being dry when it enters the cylinders.

CLUTCH:—A transformer for converting transmission from negative to positive.

COLONIAL SECTION:—An honest endeavour on the part of trials organisers to prevent competitors from exceeding the legal limit.

DYE:—The means by which a trials rider knows where another club is holding its trial.

EDINBURGH:—For some obscure reason, the mecca of motorists at Whitsuntide. (Noted for whisky.)

GEAR-LEVER:—A rod by which motor-cyclists strike gears. (Good—ED.). When the gears strike on their own account, the lever becomes a snag detrimental to the clothing of unshipped trials riders.

HILL:—Many contours in close proximity. Such a gradient as shall demand the use of a lower gear.

IGNITION:—See "Magneto."

LAMP:—A device for indicating the presence of a machine in darkness. Most necessary to entrants of super sporting winter trials.

LANGUAGE:—A complete glossary of appropriate language for trials entrants is impossible here, owing to the limitations of available space, but I shall be happy to forward to all applicants a complete list of hitherto unpublished expressions of annoyance, contempt, agony, loathing and thirst. The exact circumstances demanding the use of each specified expletive are tabulated in this useful work so that the user of them may know that he is saying quite the correct thing. Specimens of the phrases treated with in this valuable document are:—Odds Forks and Flanges.—By the A.B.C.—How the Handlebars can I, etc.—These are necessarily among the milder expressions, but the remainder will be sent in plain envelopes to all sending a donation of 6d. to the Home for Tired and Tongue-tied Trials Riders, on or after Good Friday, 1927.

MAGNETO:—See "Ignition."

MEAN SPEED:—A blind indulged in when Robert's back is turned.

OBSERVED SECTIONS:—Those portions of a trial course to which the organisers go in order to laugh at the competitors in their agonies.

PASSENGER:—An acrobat and strong man who pulls, pushes, carries, or holds down the car or side-car in the worst portions of a sporting trial.

PORT:—(1) A door by which the mixture enters and/or leaves the combustion chamber. (2) An item high-up in the list of needs of a competitor at the conclusion of a winter trial.

PILLION-RIDING:—An offence against the bye-laws of a certain section of the very lay Press.

A TRIALS RIDERS' GLOSSARY—continued.

SIDECAR:—A near-side chariot attached to a motor-cycle for the conveying of one or more persons from here to there, in either direction.

SILENCER:—A device attached to a car or motor-cycle for keeping the man in blue quiet. Looks more efficient when connected to the exhaust pipe.

TAPPETS:—The medium through which the thrust is transmitted from the cams (see "Cams") to the valve-stems or push-rods. Two-stroke riders are not supplied with these useful components, but any reliable garage will fit them for a consideration.

***THROTTLE:**—The fear of death by such an action on the part of an irate competitor causes the chief organiser to receive an urgent telephone call a few minutes before the first man is due at the finish.

WATERSPLASH:—A contest of wading and allied aquatic sports arranged for the diversion of bored trials riders.

*Too late for inclusion in the above tabulated form, I have succeeded in ascertaining the following piece of information:—

THROTTLE:—(2) A means of controlling the strength or weakness of the mixture distilled in the carburettor (see above) and thus the speed of the machine.

Having steeped himself in the above information, the Trials aspirant will fully realise the conditions under which he will have to perform. All that, then, remains is the selection of a suitable machine. On no account should the novice take the advice of one man only in this respect. He will merely tell you all about his own machine. Wireless enthusiasts have a delightful phrase to describe this phenomenon. They call it "grid bias."

The main considerations in making a choice are:—

(a) Size of rider.

(b) Size of rider's pocket.

(c) Proximity of rider's residence to spares agency.

Item (b) may, of course, prevent the prospective purchaser from buying the machine which approximates to his ideal. He should not be put off by this, however, but must obtain such a mount as will most nearly conform to his pocket and his perfect motor; bearing in mind that a moiety of a half-quartern has a distinct and universally acknowledged advantage over a complete lack of the staff of life.

All things considered, I flatter myself that there will be a large increase in the percentage of first-class awards won in trials in the 1927 season.

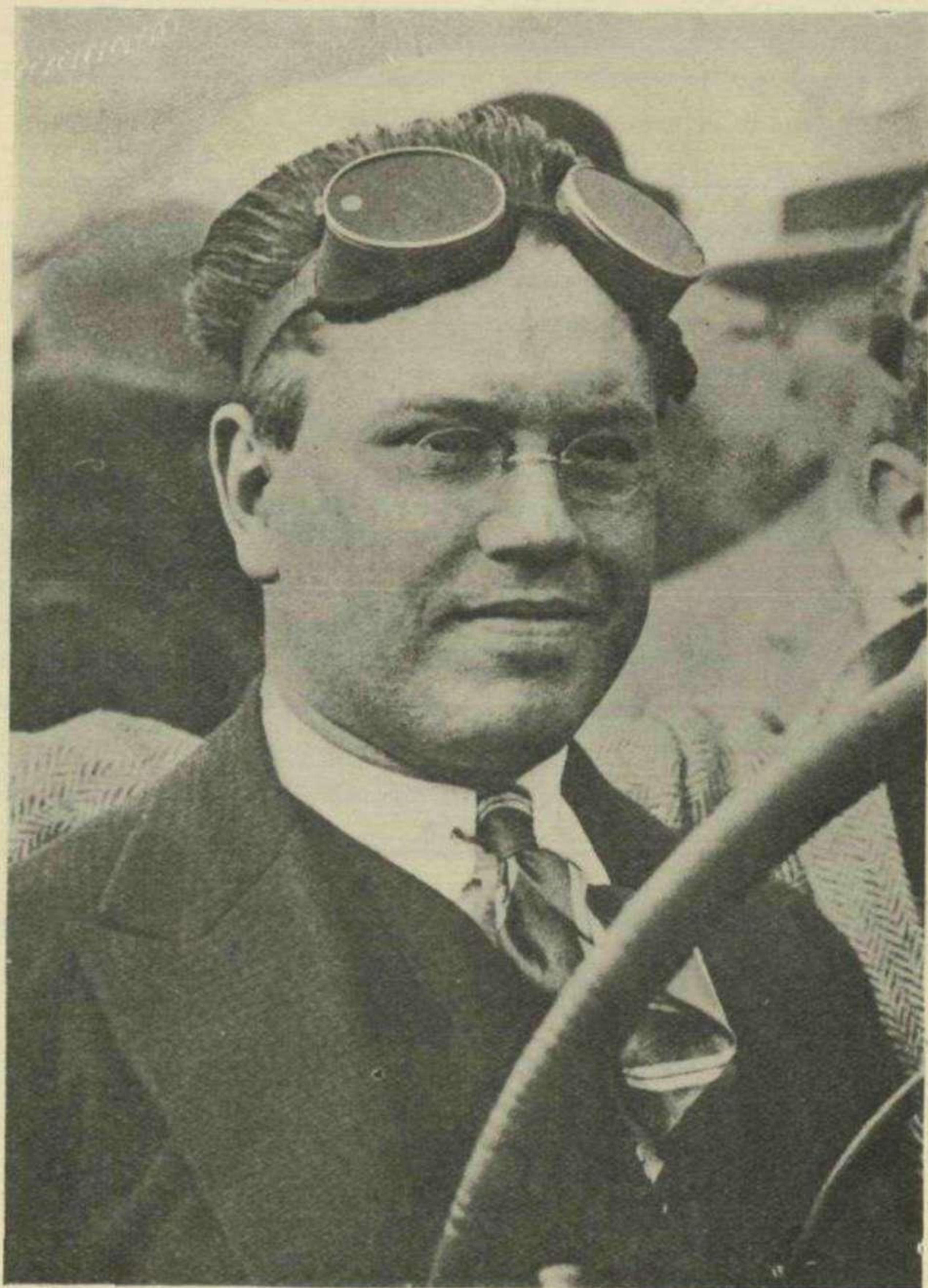
SPEEDY REPAIRS.

In the past many motorists have had cause for complaint about the length of time occupied in repairing their cars. Nowadays, however, manufacturers' service is very much better in this respect, repair departments having been increased in size to cope with the work required.

News of a particularly rapid repair comes from Coventry. In a recent fog on the Coventry-London road a 16/50 Rover saloon collided with another car; the Rover repair department at once sent out and towed the car into Coventry, where an examination showed that the front of the chassis was so badly damaged that a new chassis frame would be needed.

This called for the complete stripping down of the car, every single component having to be removed and rebuilt on a new chassis frame. It might well have been imagined that the car would be out of action for a considerable time, but actually the work was begun on Monday morning and the car was out again on the road for test the following Wednesday afternoon. Although the total time occupied was so short, there were, nevertheless, no fewer than 174 "man hours" devoted to the work.

It is interesting to note that, despite the chassis frame receiving such a terrific shock that the frame member (normally several inches away) dented the exhaust pipe, the Rover system of mounting the engine on a link completely saved the engine casing from injury. Had the engine been rigidly mounted in the usual way, a new crank-case would undoubtedly have been necessary. The fabric saloon body also was unharmed, not a single pane of glass being cracked. Many people who regard the fabric saloon as being necessarily delicate will find food for thought in this item.



E. A. D. ELDRIDGE, WHO MET WITH A SERIOUS ACCIDENT WHILE ATTEMPTING RECORDS ON HIS MILLER-SPECIAL. HAPPILY, HE IS RECOVERING FROM HIS INJURIES.



To the Editor, "Motor Sport."

DEAR SIR,—

I am not pretending to write a comprehensive article on motoring throughout the whole of the U.S.A. To do so would occupy much more space than one small letter like this should take up, but think you might be interested in a few words on the condition of the sport in that country.

As a true sport, Motoring is practically moribund. The American public, at least in the South, has no use for a car except as a means to an end, or for sitting out in at dances, but for sport, never! There are quite a number of Race Meetings held, but very few that are really any good, although at first sight one would imagine that one had arrived in a speedman's paradise.

I will explain this rather obscure statement.

As I have said, there *are* quite a number of race meetings, and occasionally some quite speedy cars turn out; the trouble does not lie in lack of support, but in the promoters; the meetings are not really run as sporting tests of speed, but merely to attract a large gate, and to provide the crowd, which is primarily there for thrills, with just what they have come to see, namely, hair-raising skids, lots of noise, lots of dust (more of this than anything else), and usually at least one or two crashes.

There are a few fast cars, mostly Fronty Fords, but the faster cars do not have to be extended, as most of them, even if they are not owned by one man and driven by paid drivers, are in a kind of Syndicate, on a "You win to-day, I win to-morrow" basis.

If anybody is rash enough to produce anything faster than, or as fast as the local fraternity, he soon finds out that unless he can make a terrific get-away, he is doomed to be crushed out in the first turn; if he is wise he will slow up and content himself with following up in the rear of the leaders, getting through if he is lucky, though more often than not he isn't. There have been two or three deaths in the neighbourhood of this place quite lately, and I am informed by fairly reliable sources that most of these were due either to carelessness or intentional bad driving on the part of some rival who might have been beaten.

It's all very well for us to grouse at the bumps and objections to Brooklands; one trip round the track in this town would send you back to Brooklands feeling that you had indeed arrived in heaven, the bumps here are ghastly, they run in gutters (unintentional) from

the outside edge to the railings on the inside; not, I might say, on the straights, where one can cope with them to some extent, but on the curves, where one is almost certain to be struggling with a car that is trying to embrace the judge's box or the grandstand or something in the neighbourhood of the track.

Motor cycling is greatly neglected over here, and the sporting side is practically non-existent, except for a few race meetings on dirt tracks, etc., which are more spectacular than anything else.

Commercially motor-cycles are extensively used, the police force being fitted out with Indians, and the Post Office Service with Harleys. The only other people who use them down here are sailors on leave and a few, very few, enthusiasts who ride for the thrill. Curiously enough, one of the few exceptions to this statement is a lonely British machine, a Ner-a-Car. This is owned by a gentleman who uses it to go to his office in the morning. It speaks well for his faith in British productions that he intends selling it and getting another British machine, probably a Scott, the writer being rather a Scott enthusiast is doing the advising.

Yours sincerely, A. M. LEITCH.

DEAR SIR,—

Thousands of motorists and cyclists tour England to enjoy scenery, even more to visit our beautiful buildings and picturesque towns and villages. With the destruction of the cottages now becoming derelict or in danger of being reconditioned, past recognition, with asbestos or other strange "foreign" (not local) materials, our countryside must lose much of its attraction. Eyesores such as hideous signs and hoardings, unsightly wayside garages and petrol pumps are bad enough, but the owners may yet learn that such things repel, not attract, customers.

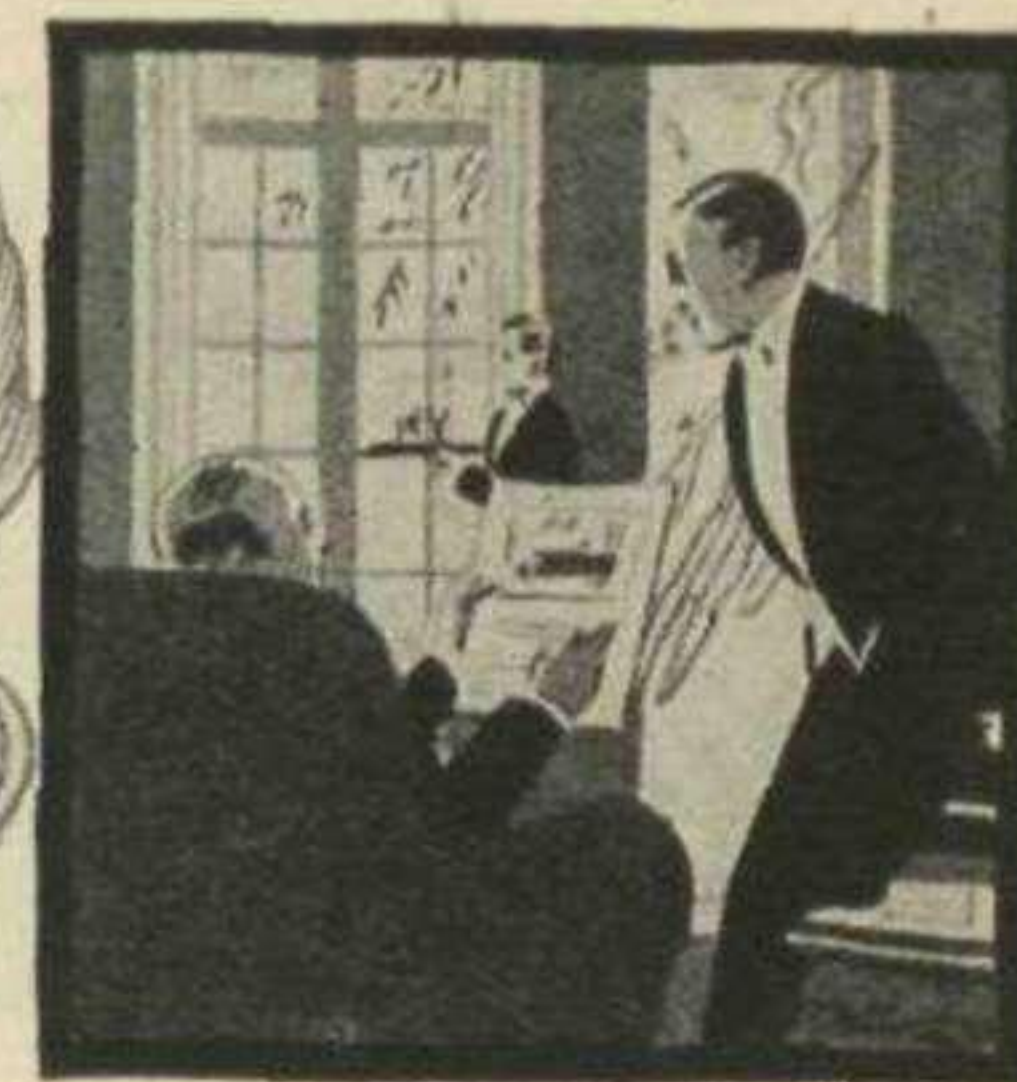
Let every motorist and cyclist who has ever said, "What a pretty village!" or "I should like that cottage!" help the Fund for the Preservation of Ancient Cottages recently started by the Royal Society of Arts (Adelphi, London, W.C.2) at a Conference held on January 26th under the chairmanship of the Prime Minister, so that the beauty of our country cottages may be preserved while they are being made sanitary for the rural population with the help of the Government grant; otherwise, without the aid of experienced advisers, local authorities may destroy their beauty and charm.

Yours faithfully,

A ROAD-FARER OF OVER 500,000 MILES.



Round the Clubs



HONORARY DISTRICT AGENTS.

AMERICA.	A. M. Leitch, 115, Bank St., Norfolk, Virginia, U.S.A.
BARROW-IN-FURNESS, Lancs.	W. A. Singleton, 114, Sutherland St.
BASINGSTOKE, Hants.	Percy Watson, 1 and 2, Winchester Rd.
BLACKBURN, Lancs.	R. Jackson, 24, Cecelia Rd., Feniscliffe.
BLACKPOOL, Lancs.	T. Sharples, Rawcliffe Hall, via Garstang.
BLOXWICH, Walsall	Horace R. Millington, Wallington Heath.
BODMIN, Cornwall	W. H. Jenkin, Bodmin [Rd.
BOURNEMOUTH, Hants.	A. G. Cullwick, 6, Belvedere
BRIGHTON, Sussex.	Lieut.-Commdr. John Havers, 35, Lansdowne Place, Hove.
BRISTOL, Glos.	T. D. Corpe, Hill View, Churchill, Somerset.
BROMLEY, Kent... ..	F. Wilson Smith, 32, Hammetor Road.
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.
DEVIZES, Wilts.	G. H. Oliver, 18 and 19, The Brittox.
DOOARS, India	H. Marshall, Esq., Matelli T. E. & P.O., Jalpaiguri,
GRAVESEND	S. J. Gillis, "Comines," Wrotham Road.
LEAMINGTON SPA	E. B. Nelson, Riplingham.
MANCHESTER	E. O. Spence, Esq., 11, Liverpool Rd., Deansgate.
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.

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.

West Kent M.C.

The above club held the Wilson Trial recently, a fair percentage of the competitors completed the course which was rendered extremely difficult because of the snow, in fact many of the hills were practicably unclimbable owing to frozen snow, and the second circuit of the trial which was to have been held in the afternoon was abandoned by vote, an impromptu hill-climb was held instead on Crown Ash Hill. In the hill-climb the best performances were put up by G. Calvert (Scott sc.) in the sidecar class, and Roy Charman (Chater-Lea) in the solo class.

The Wilson Cup was won by F. H. Brackpool on a Matchless combination. The B. S. Allen Cup was awarded to F. W. Neill (Matchless). Silver Medals were awarded to A. Crossland (493 Sunbeam sc.) and A. F. Tunbridge (249 Dunelt). Bronze Medals were won by G. H. Bull (292 Sunbeam sc.), C. Barclay (172 Francis-Barnett), H. W. Collier (347 Matchless), R. Charman (348 Chater-Lea), W. Langmaid (980 Matchless sc.), and H. R. Polden (499 Sunbeam).

Hurlington M.C.,

The club held a semi-sporting trial recently which included White Downs and Coombe Bottom. The results are as follows:—

RUFF CUP (best solo): A. F. W. Shaw (Raleigh); 2, C. Barclay (Francis-Barnett).

ROSE BOWL (Best Sidecar): H. Brown (New Hudson sc.); 2, C. Crittenden (Triumph sc.).

These awards will be presented at a dance to be held by the club.

South Midland Centre A.C.U.

The chair at the annual meeting was taken by Dr. A. M. Low. The meeting was held at the Red Lion Hotel, Radlett, Herts. It was indicated by the Secretarial and financial reports that the centre was in a flourishing position. The following officers were elected: President, Dr. A. M. Low; Chairman, Mr. W. H. Hardman; Hon. Treasurer, Mr. F. W. S. Osborne; Hon. Secretary, Mr. A. W. Day, "Claremont," Ballards Lane, Finchley, N.3. A.C.U. Delegates: Messrs. A. W. Day, H. A. Farmer, and W. A. Matthews.

A satisfactory scheme has been evolved for the smooth working of the insurance covering competitions, but the

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

ROUND THE CLUBS—continued.

centre hopes to secure reduced premiums for the smaller restricted events in which only a few clubs participate. The centre hopes also to organise a centre inter-club team trial, in connection with which the "News of the World" trophy won in the 1926 International Six Days Trials will be put up for competition.

It is intended to conduct a vigorous campaign with a view to securing the affiliation of all clubs in the South Midland area and the centre hopes that members of affiliated clubs will refrain from competing in events conducted by unaffiliated bodies.

South Eastern Centre A.C.U.

The South Eastern Centre recently held an informal smoking concert at the Greyhound Hotel, Croydon, a gathering of about 150 guests was present in which many of the Centre clubs were represented. Mr. Butler, the Centre's popular chairman, occupied the chair in the absence of Mr. A. M. Low, the President. He opened the proceedings with a short speech, in which he pointed out that the gathering was the first social event of its kind to be held by the centre, and emphasised the need for clubs to pull together and help the centre by helping themselves and each other. Mr. Butler mentioned the cup presented by the *Motor Cycle* for the Centre's forthcoming open trial to be held shortly and expressed the hope that it would receive a good entry. Mr. C. L. Smith seconded Mr. Butler's remarks.

The chairman then presented the awards won in the Centre's open trial of last year, and the company settled down to enjoy a very entertaining musical programme.

Coventry and Warwickshire M.C.

The above club recently held a trial with the object of discovering the best solo rider in the district. This year the test consisted of two short laps with a total mileage of thirty, the route lying over extremely muddy farm tracks and disused grass-grown lanes, an acceleration test being provided in case of any possible ties, on a greasy grass bank. There was not a gradient worthy of being described as a hill throughout the whole course, which was nevertheless rendered extremely difficult because of mud which was there in plenty of all descriptions.

There was an entry of sixteen, unfortunately, however, three of these were non-starters, and one competitor, R. G. Elliot was put out of the running early in the trial owing to chain trouble. This left but a dozen competitors, of whom not one negotiated the Hob Goblin in a manner which could be described as clean. The two best performances were put up by R. R. Grindlay (346 Grindlay Peerless) and S. Jackson (348 A.J.S.), both of whom charged the morass at speed and floundered through with the aid of good hard footwork. The remainder of the competitors either stopped and got off and ran, or both.

The way was led by F. E. Shanks on a 172 Francis Barnett, who got a good way up the slope before he stuck. Without leaving the saddle he charged his machine until he hit the hedge. He was followed by the Wright père et fils, as usual, mounted on their 349 Humber machines. G. Wright took his time over the passage but was unable to finish it without stopping. His father was also unlucky, and took even longer as his wheel dug in the mire which made work slow. Frank

Brown (175 Rex-Acme) rode his little machine well and went quite a long way before stopping.

A. K. Austin was very energetic in propelling his 349 Rover through the mud. A. W. Brown (348 Rex-Acme) provided entertainment for the spectators by falling off flat into the mud and G. Butcher (494 Triumph) stopped several times. J. H. Amott (349 B.S.A.) fell before reaching the slough and then stuck in the middle.

Some thrilling performances were witnessed on the timed ascent of Chapel Green Bank, owing to the greasy surface. S. Jackson and J. H. Amott made the two fastest ascents tying with 11 4-5 seconds. D. Brandish followed with a time of 12 2-5 seconds, he completed the ascent by skidding violently at the top on a hump in the ground. G. Wright came fourth making a time of 13 seconds. R. R. Grindlay lost time through a skid which caused him to fall. A. W. Brown was unfortunate also and failed altogether. One rider turned right round but stuck to his mount and finished in 25 seconds. G. Butcher made a clever recovery after skidding badly. Spencer Avenue, a very long muddy lane, although not at its worst, was bad enough to worry the best of riders. On this section clean passages were accomplished by G. Wright, S. Jackson, Frank Brown, R. R. Grindlay, S. Wright, D. Brandish, G. Butcher, and A. K. Austin.

On the second lap the performances at Hob Goblin were much as before and Cow Lane and Temple Lane needed careful negotiation to avoid the ruts which were very plentiful. Chapel Green, however, was not a serious matter as the ascents were not timed.

G. Wright provided an acrobatic display in his endeavours to negotiate Spencer Avenue in the second lap, G. Grindlay fell and got away with his rear wheel snaking badly. Frank Brown made a good climb, G. Butcher used his feet a good deal and did not seem to be enjoying the situation very much, J. H. Amott also put in some foot work, but S. Wright was very steady. The last portion of the lane caught several competitors napping for efforts to accelerate on to the better surface caused sudden skids and some footwork.

All the competitors arrived at the finish except F. E. Shanks. Although freely covered with the mud they seemed to have thoroughly enjoyed themselves.

Wellington and District M.C.C.

The winter trial for the Motor Trader's Shield held by the above club attracted a record entry. The Motor Trader's Shield was awarded to E. A. Stewart (Ariel), who gained 72 marks and put up an excellent performance. Silver Medals were gained by N. Everest (Royal Enfield) 66 marks; A. E. Jones (New Imperial), 65½ marks in the 350 c.c. class and E. A. Stewart (Ariel) 72 marks; N. Everest (Royal Enfield) 66 marks in the Unlimited c.c. A Silver Medal was awarded to S. R. Evanson (Norton sc.) in the sidecar class. Certificates were awarded to W. V. Jones, P. B. Savage, G. Ralphs, E. Embrey, H. Onions, W. E. Bacon, T. Stokes, and J. E. Pullin.

The club has now been in existence for over twelve months and has sixty members, the headquarters are at the Bull's Head Hotel, Wellington, Shropshire, and the hon. sec., Mr. R. Bourne.

ROUND THE CLUBS—continued.

A New Club for Huddersfield.

Sportsmen in the Huddersfield district will soon be catered for by a new club to be called the Huddersfield and District Motor Sports Club. An option on the lease of a sporting test hill on Dalton Bank has already been secured and the site covers some 18 acres which will give ample facilities for car parking and a good view for spectators.



A BEVY OF AMERICAN BEAUTY ASTRIDE THE LATEST "INDIAN" CANOE COMBINATION.

THE FLORIO CUP RACE IN BRITTANY.

The above race for the Florio Cup will be held on July 17th and should attract a very large entry, and it is likely that a large number of British cars and drivers will participate.

The race consists of 30 laps of an 8.43 mile circuit, the whole distance being 253.05 miles. The course will be over good main roads mostly very straight, and will be covered in a clockwise direction so that the well-known Iffiniac Hill will be included.

The conditions are particularly simple, as there are no restrictions concerning the amount of fuel or oil consumed, or type of body to be used. There will be five classes respectively for cars fitted with engines up to and including 1,100 c.c., 1,500 c.c., 2 litres and 3 litres and also the unlimited class which is open to cars of over 3 litres capacity. There will be a winner in each class, the cup being awarded to the class winner who has made the best regular running. Super chargers will not be allowed, it is presumed in order to keep the speed down.

It is quite possible that Grand Prix racing cars, three or four year old will be entered and driven by amateurs and others who at present own them, owing to the great variety of cars which will be admitted. It is possible that in point of the view of interest, and the number of entries received for the race, the famous Grand Prix races in which there were frequently more than forty starters will be resembled in the Florio Cup race of 1927.

It will be remembered that the Florio Cup which is of great value, after having been won and lost on various occasions in Italy and Sicily by seven different firms was finally won by the Peugeot concern in the eighth year that the race was held. This firm, now however, have very sportingly offered the cup up again for competition.

British Motor Cycles in American Events.

In the one-hundred miles non-stop run organised by the Acme Motor Cycle Club, the first place was secured by Mr. R. Pink, riding a 349 c.c. B.S.A., who was the first of the only four competitors out of thirty-seven entrants to finish. The same rider gained the second place in the New Year's Eve run of the Crotona Motor Cycle Club, the premier award being just missed owing to his crashing in a violent snow storm.

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