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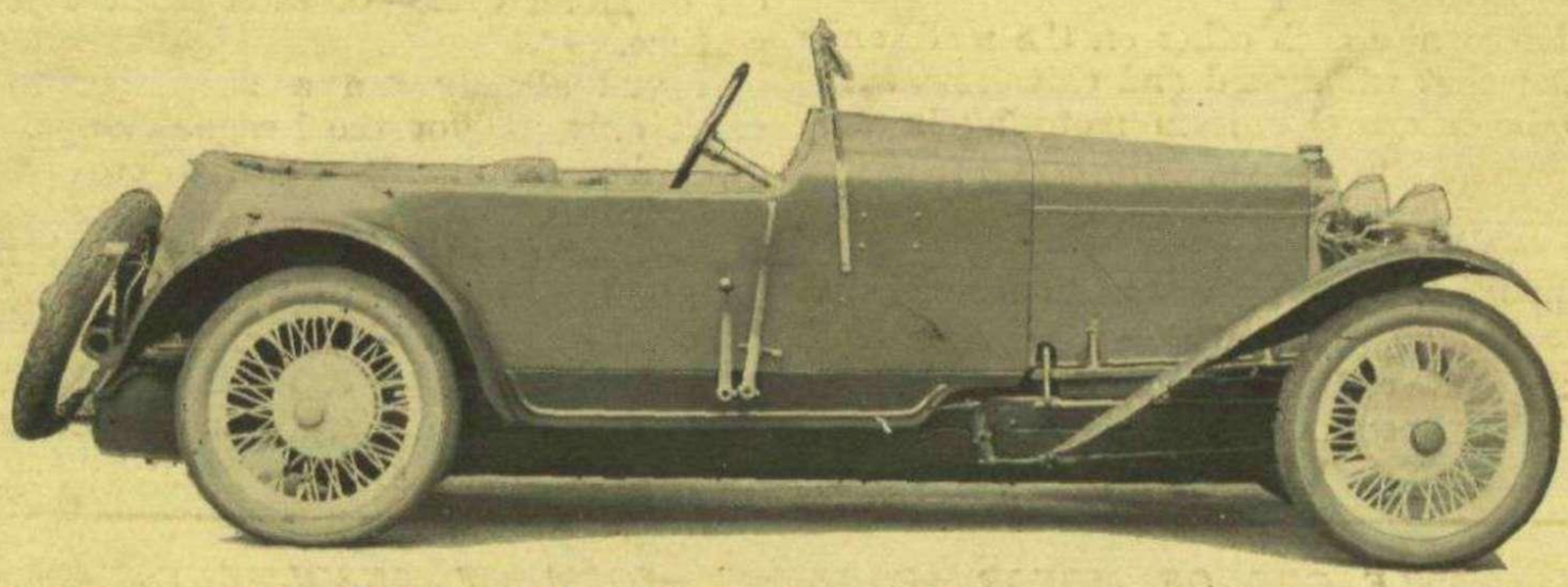
Vol. 5 No. 1

October-November 1928

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Edited by L. A. HUTCHINGS.

OCTOBER—NOVEMBER, 1928.

EDITORIAL.

A CHANGE OF POLICY.

AFTER earnestly trying, for twelve months, to provide our readers with a high-class journal at sixpence per copy, we are now reluctantly compelled to admit ourselves beaten.

Readers can hardly have failed to notice that MOTOR SPORT has been appearing somewhat irregularly during the last six months, due to losses incurred through the reduction in price.

Frankly, we were surprised and disappointed to find that the step taken in July, 1927, did not meet with the success anticipated, and did little to add to the number of our staunch supporters.

To the latter we are eternally grateful for their loyal support and patience during a trying period ; numerous inquiries tell us that there still are a great many enthusiasts who eagerly await the publication of our journal, and to these we make an earnest appeal that they continue to support us, even though we have found it imperative to increase our price to the original figure of one shilling.

We feel that to those who want a permanent record of the more important events of the year, with clear illustrations, together with articles of interest to the racing enthusiast, we have supplied value for money ; with regard to this current number we can make no such claim. We are at the moment passing through the " close " season of motoring sport, and our position prevents us from producing a lavish edition at this stage.

If, however, our readers continue to stand by us, our position will at once become more firmly established, and their support will be rewarded by our ability to present them with a real " shillingsworth " in the immediate future.

In a short time it should be possible to produce an enlarged edition, on even better paper, more lavishly illustrated and containing articles of general interest by well-known authorities.

In the meantime we beg our readers' indulgence for any shortcomings of the present issue, which has been produced in haste, by way of introduction to what we hope will be a brighter era for all concerned.

We should be glad if readers would note and inform their friends that MOTOR SPORT will no longer appear on bookstalls and at newsagents, but must either be ordered definitely from them or subscribed for directly to us.

A Merry Christmas to you all!

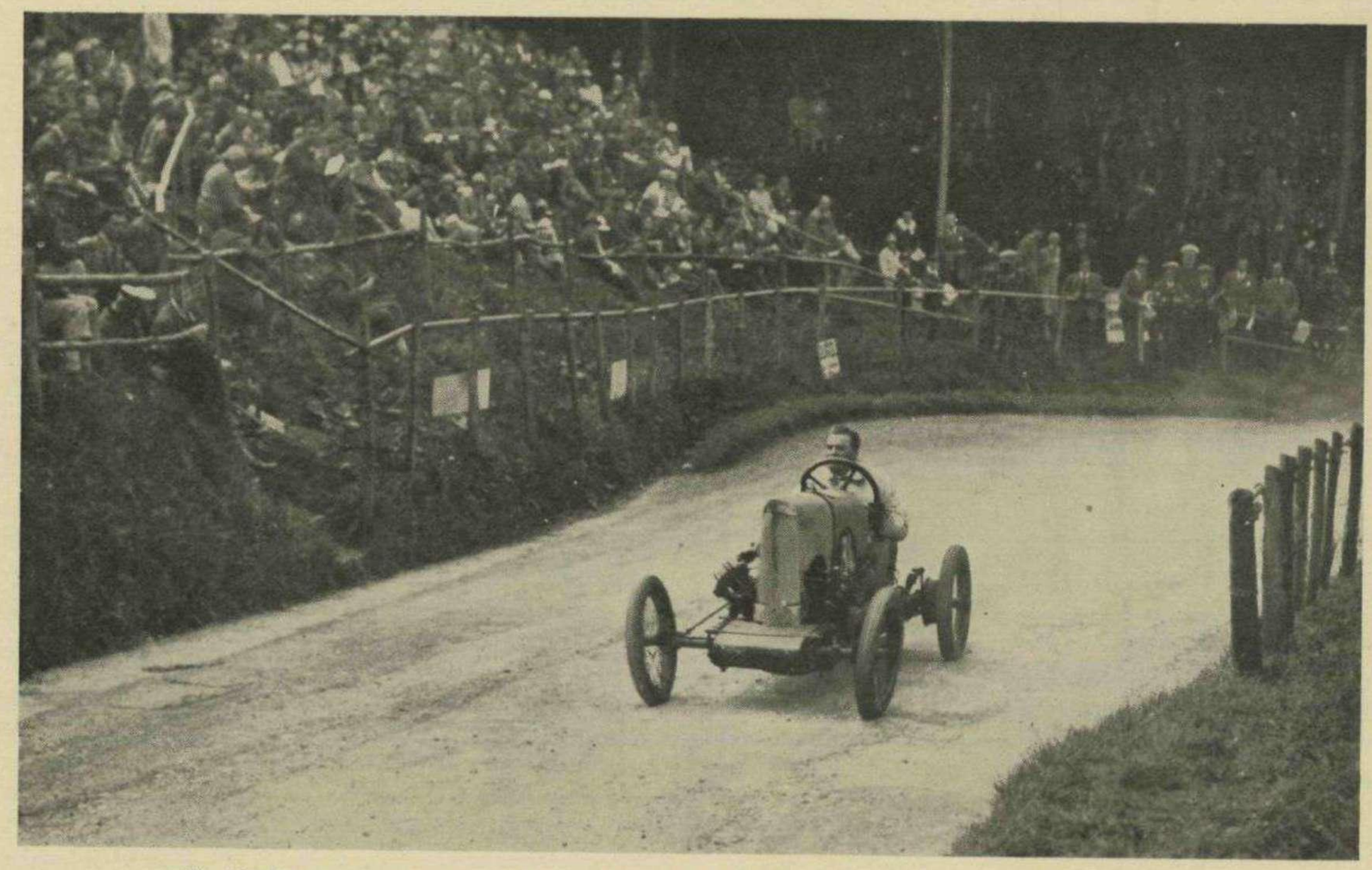
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GREAT RACING MARQUES.

XV.—G.N.—FRAZER NASH.

By E. K. H. KARSLAKE.



B. H. Davenport on the record-holding "Spider" at Shelsley Walsh.

THE fact that this article is headed by the names of two firms does not mean that in this number of our sidelights on the history of motor racing two separate stories have been combined in order to cover a greater area of time. The Frazer Nash is so much the descendant of the G.N. that it is really impossible to tell the story of the one without the other; and in actual fact it will be seen that the narrative presents a continuous outline of the racing development of one of our foremost sporting light-cars.

The first appearance of the G.N. in the field of racing was at the Whitsun meeting of the B.A.R.C., when Frazer Nash, who drove the car, profited by the ignorance of those concerned on what his productions were going to be like, by winning the first cyclecar handicap ever held by them. The machine was fitted with a V-twin engine with Zephyr pistons and belt drive, and Frazer Nash followed up his win at Brooklands by making fastest time of the cyclecars in the South Harting hill climb.

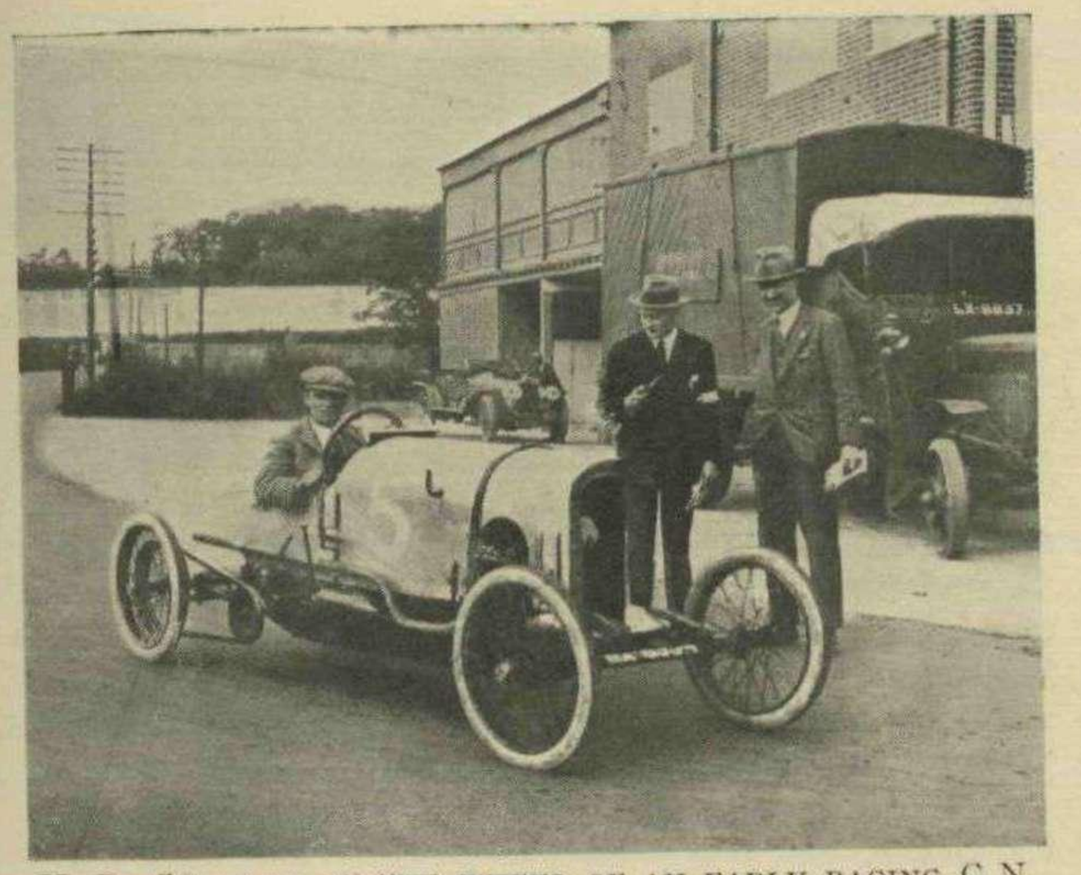
The same year, it was decided to enter a car in the French Cyclecar Grand Prix at Amiens, and Frazer Nash proceeded to make the fastest lap of the cyclecars entered before he was forced out by a broken crank link. This, however, only made him determined to return to the event in 1914, and with this object he set about designing a new engine. This unit had overhead valves in a bronze head, and a chassis equipped with it proceeded to exceed 80 m.p.h. at Brooklands, although, as it was accomplished without shock-absorbers, the driver did not find it entirely a joy-ride. However, that year France was too busy over other things to hold her Cyclecar Grand Prix, and the new engine went into temporary retirement.

In 1919, however, it re-emerged with aluminium pistons and a new chain-driven chassis, and the famous Kim I had appeared to the world. It proceeded at once to show its prowess by a win at Sutton Bank, indulging in the process in a memorable skid, and annexing the record for South Harting hill; and then, after a succession of wins at Brooklands, Kim I sang his swan-song in the August meeting of 1920 and took Frazer Nash over the banking at 94 m.p.h.

Fortunately, however, both driver and engine survived, and the latter, having been equipped with a new chassis and body, became Kim II. The new machine lived up to its predecessor by more wins at the track in September, and in 1921 won the Kop hill-climb organised by the Essex Club.

The Boulogne meeting of that year provided more opportunities for Frazer Nash's enterprise. Kim was taken across, and on the Thursday and Friday won its

GREAT RACING MARQUES—continued.



H. R. GODFREY AT THE WHEEL OF AN EARLY RACING G.N.

classes in the hill-climb and sprints, after which Frazer Nash brought it back to England and ran it in the Spreadeagle hill-climb. That event over, he returned to Boulogne and started in the Cyclecar Grand Prix on Sunday in the overhead-valve two-seater! In this event there was also a G.N. built under licence by Salmsons and driven by Lombard, and this machine finally won the race, Frazer Nash having retired after running a big-end.

In the Cyclecar Grand Prix at le Mans, in the same year, two French G.N.'s started, with Bueno and Homel as their drivers, but neither of them finished the course. The great win of the season, however, was in the first 200 Miles Race, which was run that year, and which was won by Frazer Nash on the G.N. in the 1100 c.c. class at 71.54 m.p.h. Incidentally this is the only time that this class has ever been won by a British car. By the end of the year, also, Frazer Nash and the G.N. held every record up to 200 miles, including that for the test-hill.

In the 200 Miles Race of 1922, three G.N.'s, driven by Frazer Nash, H. R. Godfrey and G. L. Hawkins, again started in the 1,100 c.c. class. Nash took the lead after a dozen laps and held it until quarter distance, when he broke a piston. Nothing daunted, he fitted a new one at the pits, which took over forty minutes, and managed to finish the race at 61.6 m.p.h.! In the meantime, however, his team-mates had been unable to catch the flying Salmsons, and Godfrey finally finished third, with Hawkins fourth and Nash fifth. If their last year's win had not been repeated the G.N.'s had, at least, the honour of being the only team to finish complete.

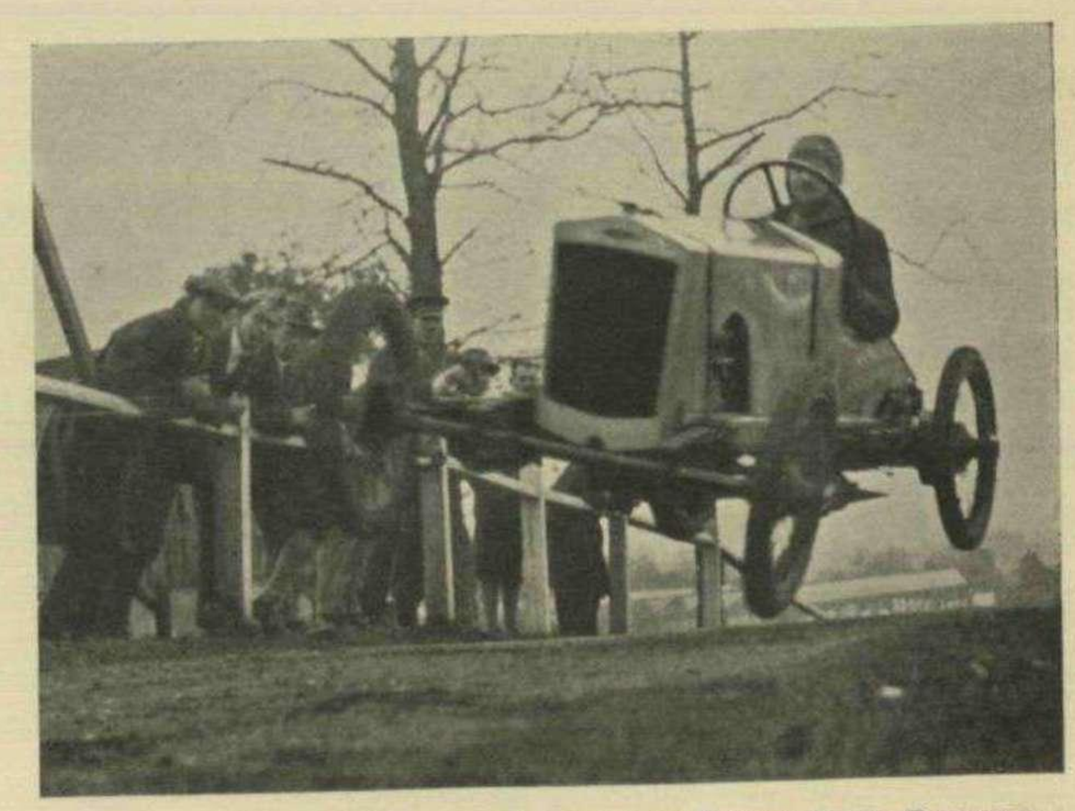
The next season opened with the entry of three Frazer Nashes, driven by Frazer Nash himself, Cushman and Ringwood, in the Boulogne Grand Prix. The chief rivals of the twin-cylinder British cars were the more orthodox 4-cylinder French Salmsons, and between these two teams a ding-dong fight was soon in progress. Finally the Salmsons captured the first two places, but Ringwood, Nash and Cushman finished third, fourth and fifth, and thus secured the Pickett Cup for the best team performance. The story of the 1922 200 Miles Race was therefore repeated.

In 1923, Frazer Nash started alone in the latter race on a twin-cylinder racer, now called a Frazer Nash. At half distance he was holding fifth place, but thereafter he was overtaken by a series of troubles, and after 58 laps he was forced to retire.

The next year's race marked the appearance of a Frazer Nash of an entirely different type. This machine had a 4-cylinder engine of 69×100 m.m. bore and stroke (1496 c.c.), with overhead valves, while the transmission followed the usual F. N. practice. This car was driven by J. A. Peacock, but, at the same time, E. Ringwood started in the 1100 c.c. class on one of the old twin-cylinder veterans.

The 1500 c.c. machine started well, although it was dogged with tyre troubles, and after a time the oil pressure fell to zero, with the result that it was withdrawn at 50 laps before anything worse occurred. But in the meantime the " old warrior " twin kept sturdily on and finally finished second in the 1100 c.c. class, having averaged 74.06 m.p.h. This model had another success in the course of the year, for with one of them Miss Ivy Cummings succeeded in capturing the standing start records for the half-mile, kilometre and mile in the 1100 c.c. class.

The record capturing activity was continued in 1925, and in May, Frazer Nash made his first attempt on that for the Test Hill, succeeding in taking it from the A.C. at 29.83 m.p.h. This was followed up in July, when L. G. le Champion brought out a veteran twin G.N. and took the flying mile and kilometre records in the 1,100 c.c. class. But in the meantime, the A.C. had recaptured the Test Hill record, with the result that Nash brought out the 4-cylinder car for the second time, now stripped even of its radiator, and retook the record in August at 30.48 m.p.h. But the fight was not yet over, for the A.C. again lowered the record, and in November, Nash went for it once more, and this



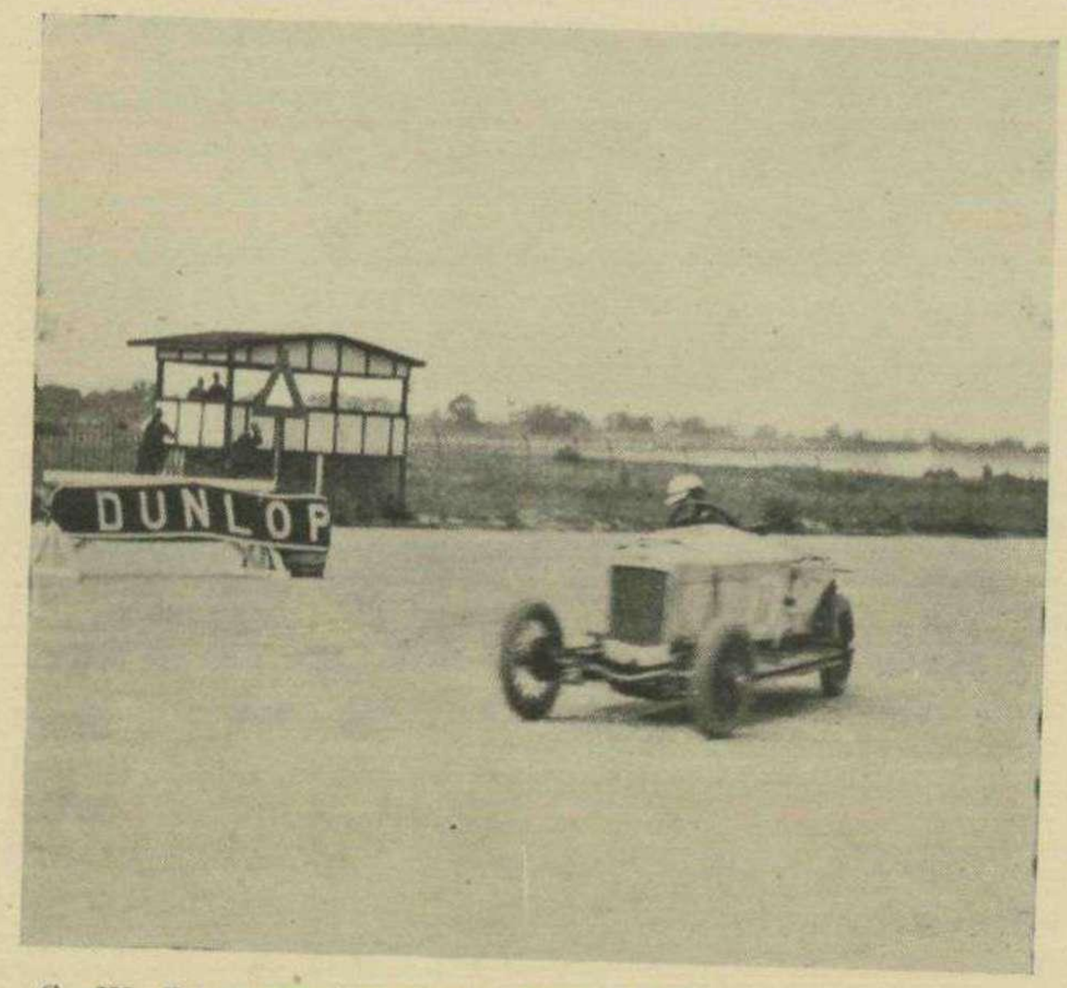
CAPTAIN FRAZER NASH BREAKING THE TEST HILL RECORD ON " RIKKI TIKKI."

GREAT RACING MARQUES—concluded.

time, in spite of icy water at the foot, increased his speed to 31.227 m.p.h. In the meantime, one of the 2-cylinder cars had come out again, this time in the hands of J. A. Hall and annexed the standing records for the mile and kilometre in the 1,100 c.c. class.

This year saw the Frazer Nashes once more in force at Boulogne. In the 500 kilo class of the Grand Prix, B. Eyston ran a 2-cylinder car, while in the larger class, Frazer Nash, Ringwood and Gallop handled 4-cylinder machines. Gallop, having twice broken the lap record, finally won the bigger class, while Ringwood finished third, and Nash, after pulling off both front tyres during the race, fifth, a performance which gave them the Rickett Cup as in 1923. Thus did the 4-cylinder Frazer Nash prove its mettle.

One machine of this model was entered for the 200 Miles Race of that year, and was driven by C. W. Johnson, while in the 1,100 c.c. class, E Ringwood drove one of the famous old twins. This car had run twice before, but Ringwood proceeded to make up for its infirmities of age by his masterly driving at the corners, which had been introduced this year for the first time, until, when only eight laps from the finish, he was put out with ignition trouble. In the meantime, however, Johnson's privately owned 4-cylinder machine had run really well, and finally finished third in the 1,500 c.c. class, being only beaten by two of the invincible Darracqs.



G. W. Bagshawe winning the J.C.C. Production Car Race.

The 1926 season opened with the J.C.C. production car race, for which G. W. Bagshawe and H. J. Aldington entered their cars in the 1,500 c.c. class. Both machines immediately got among the leaders, and stayed there until Aldington had to retire with lubrication trouble. Bagshawe, however, went on to win the class for Frazer Nash, and averaged 61.7 m.p.h. for 185 miles on a "hairpin" Brooklands course.

At Boulogne this year, Frazer Nash was represented by only one car, a single example of the old warrior type, driven by Rogers. But, unfortunately, it was beset by tyre troubles and could not finish the race. In the 200 Miles Race for the first time since its inception there were no Frazer Nashes; but the year brought a triumph when B. H. Davenport on his 1,500 c.c. 2-cylinder Frazer Nash broke the Shelsley Walsh record by climbing in 48.8 seconds.

Frazer Nash himself began his 1927 season by finishing second in the Junior Grand Prix, while A. P. Glenny was fifth in the race. The latter driver also started in the J.C.C. Sports Car Race, but was forced to retire after a series of chain breakages. Then as usual, came a Frazer Nash effort at Boulogne. Nash, himself entered a car in the Grand Prix des Voiturettes, and another in the Georges Boillot Cup Race. In the Grand Prix he started with a beautifully streamlined machine, but he was attacked by magneto trouble at the outset and could not finish. In the Cup Race he was no more fortunate either, for before the end he was put out by clutch trouble after vainly trying to cure more misfiring.

In the 200 Miles Race of that year, he and B. E. Lewis started on their supercharged racers, but again they were unlucky and could not finish. Again, however, B. H. Davenport supplied the year's triumph by cutting down his own record for Shelsley Walsh to 47.8 seconds.

BEN NEVIS CLIMBED AGAIN.

Ben Nevis, Great Britain's highest mountain, which was climbed recently by a Ford car, has again been conquered. The successful vehicle was a 5 h.p. Ariel sidecar combination, which carried a passenger in addition to the driver. This is the first time that the ascent has been made with a sidecar machine, although Ben Nevis has already been climbed by a solo motor-cycle. The feat was accomplished in the remarkably good time of four hours 49 minutes and was carried out under the auspices of the Scottish Western Motor Club.

It cannot be said that the five mile climb was altogether unaided, but the assistance which was required was not due to lack of power, but rather to the fact that in certain places the shingle was so loose that wheel-grip could not be obtained.

Non-skid chains were fitted to the driving wheel at the start, but these did not seem to help much and were ultimately removed. The machine required no attention whatever during the whole climb or descent, and was as sound at the finish as at the start. Trouble might have been expected from overheating, considering the very slow road speed compared with the high engine speed, but, owing to the good lubricating arrangements combined with the Shell Oil used, no signs of trouble were apparent at any time.

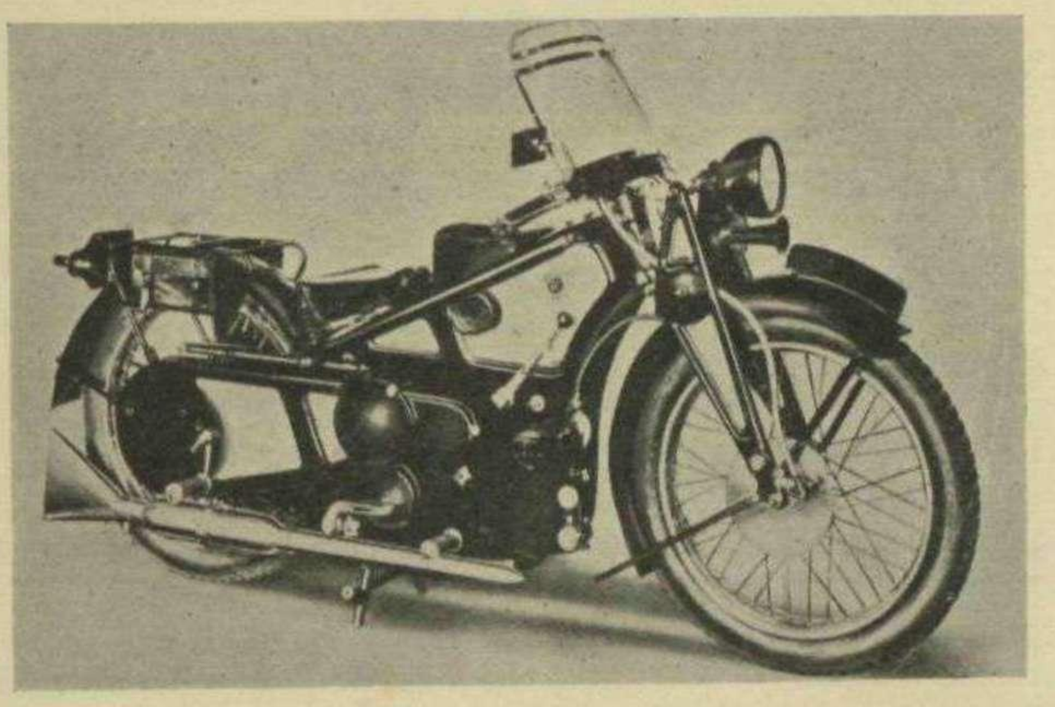
It is interesting to note that the machine was by no means specially built, but was a two-year-old standard model, which has already competed in many reliability trials and which last year made a record climb of Ben Lomond.

WHAT MOTOR CYCLE MANUFACTURERS ARE DOING FOR 1929.

BASED ON OBSERVATIONS MADE AT OLYMPIA.

THE 1928 Motor Cycle Show was interesting, like many of its predecessors, for the display of several startlingly novel designs, which, we hope, will not suffer the fate to which many such have succumbed in the past. To deal with these novelties first, the names of Ascot-Pullin, A.J.W. and O.E.C. Tinkler first come to mind.

The former is a veritable triumph of the inventor's ideal. It has a pressed steel frame, hydraulic brakes, remarkable speed and positively bristles with ingenuity throughout. On paper it comes somewhere very close to the perfect motor cycle compromise, but whether it will succeed commercially or not remains to be seen. It may be that the genuine utility man demands something more than a single-cylinder engine, be it never so smooth, and he may also expect a spring rear wheel and less weight. On the other hand, the sporting rider may shy at the somewhat bizarre, but undeniably handsome appearance. Both types, however, need have no doubts as to the mechanical soundness or the performance of the design as it stands.



THE REVOLUTIONARY ASCOT-PULLIN, WITH PRESSED STEEL FRAME.

The A. J. W. is another distinct break-away from accepted motor cycle practice and as such is again a "gamble."

The design comes nearer to the "car on two wheels" than anything previously seen. It actually has a car type chassis and four-cylinder Anzani engine and gear unit combined. The steering and front suspension, too, are unconventional, and resemble the O.E.C. The whole mechanism is entirely enclosed by side plates and the appearance, from the side, is by no means unattractive.

The O.E.C. Tinkler is a combination of the very ingenious Tinkler water-cooled engine and gear unit, which outwardly resembles a plain box with a "Vauxhall" radiator at the front, and the duplex steering O.E.C. frame, described in a recent issue of MOTOR SPORT. The steering properties of this frame are remarkable, and assuming that the engine unit has been perfected since its 1927 T.T. debut, this should be a most delightful machine. The remaining models (and their name is legion) made by this firm are continued, with detail alterations for 1929.

Two other four-cylinder models are marketed for next season, namely, a "straight" engined side valve Brough-Superior of very clean design and a McEvoy with the latest thing in o.h.c. inclined valve motors. The latter is to be made in two sizes, namely, 600 c.c. and 1,000 c.c., and the design suggests that the makers have their eyes on world's records, whereas the Brough Superior is obviously a luxurious fast touring machine. The 110 m.p.h. Brough Superiors are naturally the chief feature of this firm's programme, and all models can be supplied with a very neat spring frame as an extra.

The next most noticeable feature of 1929 motor cycles is the almost universal adoption of saddle tanks; among firms who have joined the ranks of "saddlers" or who have recently extended the feature to most of their models are A.J.S., B.S.A., Douglas, Gillet, Humber, Norton, Rex Acme, Sunbeam and Triumph.

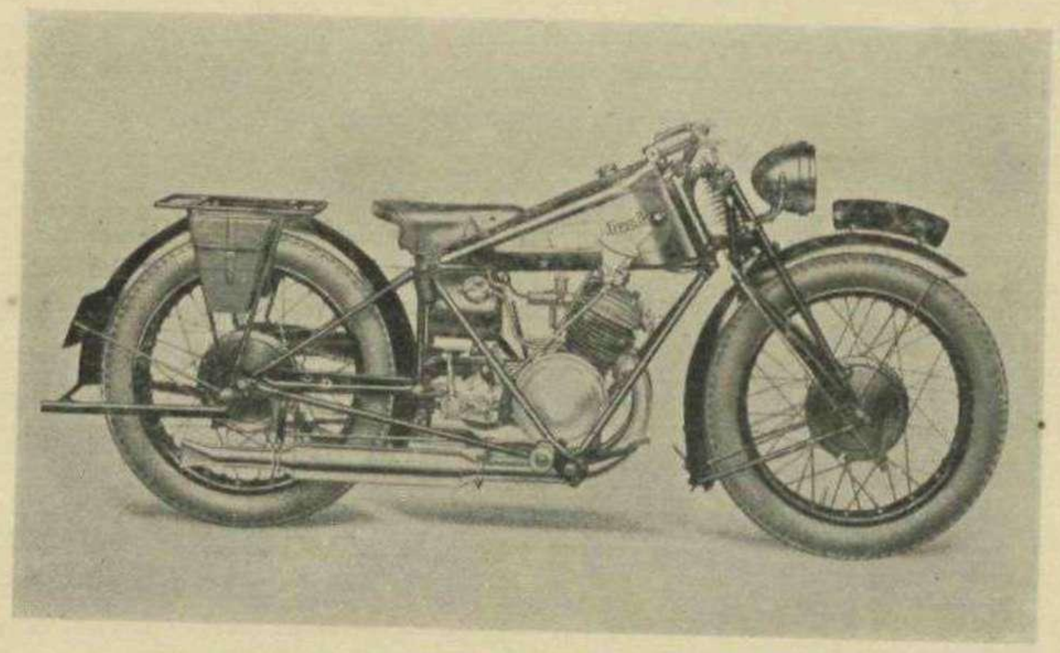
Of these only B.S.A., Douglas, Norton and Triumph are marketing any models which differ substantially from their 1928 products. The former have introduced a "light 493 c.c." machine on the lines of the modified 350 c.c. model, with the engine in the upright position, and have grown some more ports and exhaust pipes on various models.

Douglases now market the latest thing in "Dixon" "T.T." models, which ran so well but so unluckily in the I.O.M. this year. This model has the redesigned engine with chain driven timing and entirely enclosed overhead valve gear. The very successful lubrication system fitted to this machine, entirely devoid of pipes, is now fitted also to the well-known 350 c.c. E.W. model. Triumph have produced an extremely attractive 350 c.c. machine, with an engine modelled on the larger T.T. edition. This has two ports and enclosed valve gear, and is mounted in a simplified edition of the new frame used in the I.O.M. this year. Two very sturdy side valve machines bear very little resemblance, and appear to be a great improvement on the N.'s, P.'s and Q's which they replace.

The progress of Ariel Works, Ltd., has been such that it can truthfully be said that to-day they are the largest producers of any single type of motor cycle—the 500 c.c. —in the world.

The medium-weight Ariels for 1929 show signs of many all-round improvements. The engine dimensions are the same as in the past, but there are in all some two dozen new features. Prominent amongst these is the use of dry sump lubrication. The crankcase is ribbed for rigidity and radiation purposes, and oil is forced

WHAT MOTOR CYCLE MANUFACTURERS ARE DOING—continued.



NEW 250 C.C. FRANCIS BARNETT.

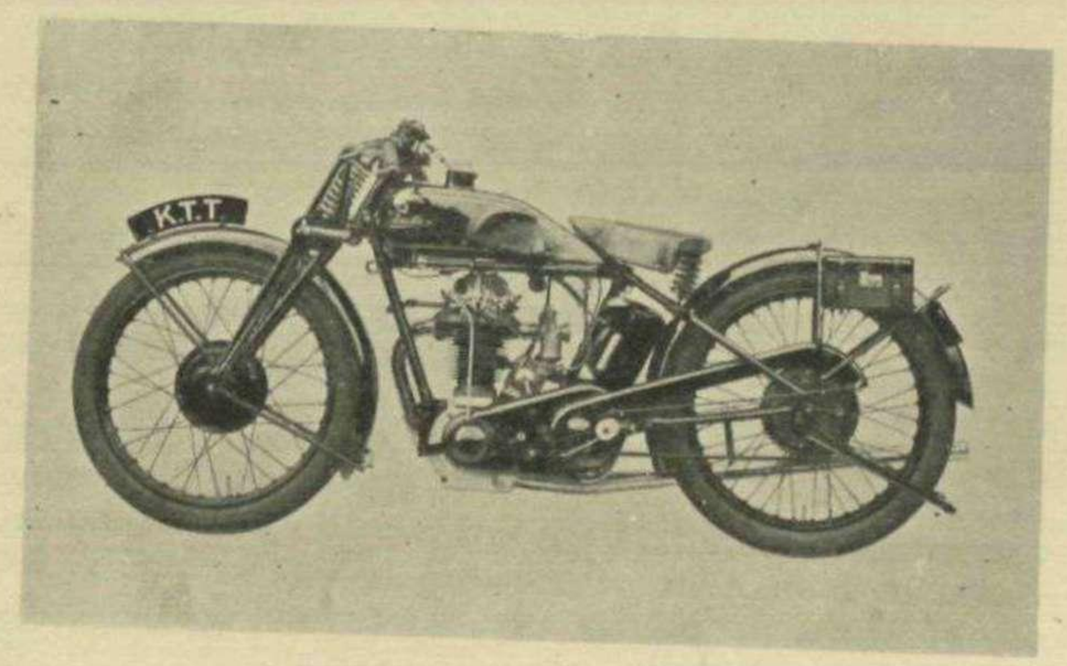
direct to the centre of the crank-pin. The system is such that oil consumption works out at no less than 4,000 miles per gallon.

On the side-valve machines, the valves are totally enclosed, whilst on the O.H.V.'s there is a new type of enclosed rocker gear. The cylinder is also fitted with a shorter induction pipe which tends towards easier starting and the timing gear-wheels are all "ground," this ensuring silence and efficiency.

For 1929 there are no single-port O.H.V. Ariels, the medium-weight range consisting of four machines only—two side-valves and two double port O.H.V.'s. The prices of these have been reduced considerably, and are now as follows:—Side-valve Model A, £44; De Luxe Side-valve Model B, £46 10s.; Double-port O.H.V. Model E, £47 10s.; De Luxe Double-port O.H.V. Model, F, £50. A gear-box driven speedometer with tank fitting costs £2 extra.

The prices of the new Ariel lightweights have now been fixed at £36 for the side-valve machine and £38 10s. for the double-port O.H.V. It will thus be seen that in both classes Ariels offer excellent value for money.

As usual, Veloce, Ltd., are concentrating on two distinct types—249 c.c. two-stroke and 348 c.c. overhead camshaft four-stroke. Each of these is made in two or more different models.

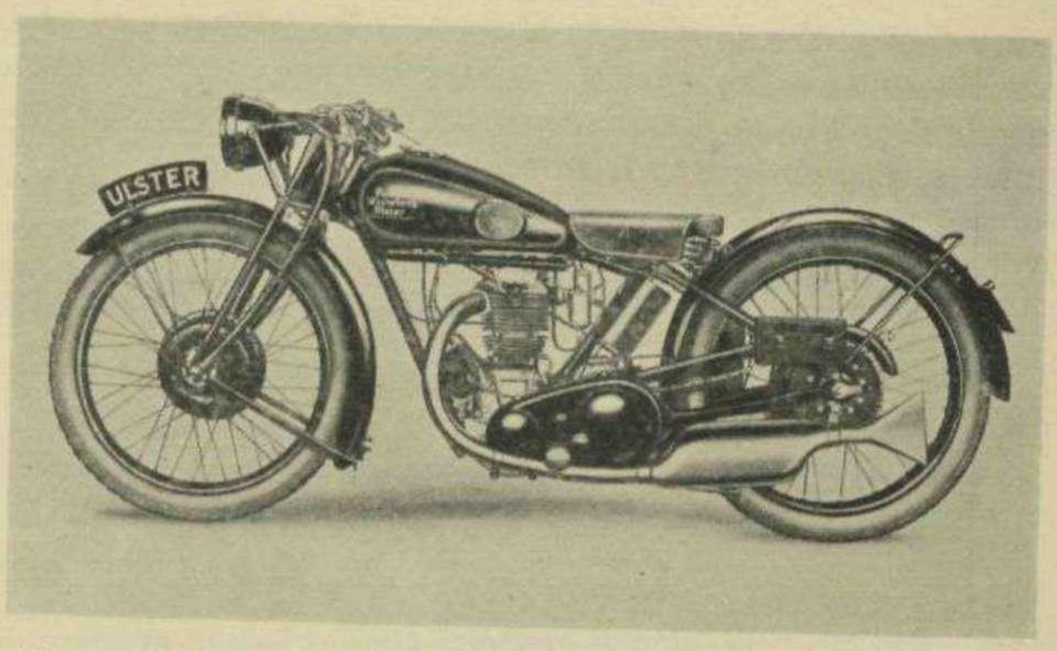


THE K.T.T. VELOCETTE.

The O.H.C. machine, as being the winner of the Junior T.T., Ulster Grand Prix, and many other important races this year, commands more attention than the very useful but unobtrusive two-stroke.

The well-known K and KE machines, which sold last year at £68 5s. and £61 respectively, have been combined into a KN model at £62 10s. The frame of this is similar to that used on the 1928 KSS machine, having the extra large ball head and the curved under tank rail to facilitate cam-box removal. Similar to the KN, except that it has sports mudguards and a sports carrier, is the KNS. This also sells at £62 10s. The KSS is retained with minor improvements, but the price is now £70 only. This machine is capable of some 80 m.p.h. with an open exhaust.

The new O.H.C. Velocette is known as the KTT and is an exact replica of Alec Bennett's winning T.T. mount. It can be obtained with an engine compression suitable for either petrol-benzole or alcohol fuels. The gear-box has the patented foot-change which proved so useful in the Isle of Man, and the saddle tank is fitted with the large junction pipe for quick filling. The



THE NEW RACING "ULSTER" MODEL RUDGE-WHITWORTH.

price of this machine, which is very suitable for competition work, has been fixed at £80.

Two types of two-stroke are now listed, the "U"—U for Utility—at £38, and the USS at £42. The former is similar to the 1928 edition, but has a few detail additions and improvements. The USS is a new model with an aluminium piston, detachable cylinder head and stiffened crankcase. No release valve is fitted, the engine being started quite easily without one.

The Rudge-Whitworth programme for the forthcoming year includes several very striking innovations. For the past three years it has been the policy of this firm to concentrate on 500 c.c. machines only, although in 1925 a successful "350" was listed.

In response to repeated demands for re-introduction of this type and also for a lightweight machine, three entirely new models have been added to the range for the coming season. In addition, last year's Sports model has been dropped in favour of the new Ulster model which is an almost exact replica of the machine which won the 1928 Ulster Grand Prix—the fastest road race ever run—at an average speed of no less than 80 m.p.h.

WHAT MOTOR CYCLE MANUFACTURERS ARE DOING—concluded.

In its production form, however, the Ulster model has several refinements which were not found on the racing machine; thus the overhead rocker gear is entirely enclosed and lubricated by oil mist from the crankcase, and the front chain is enclosed in a cast aluminium case. The crankcase is deeply ribbed and is provided with ball and roller-bearings on the drive side and ball bearings on the timing side, whilst improvements to the cylinder head have resulted in a maximum speed of a least 85 m.p.h.

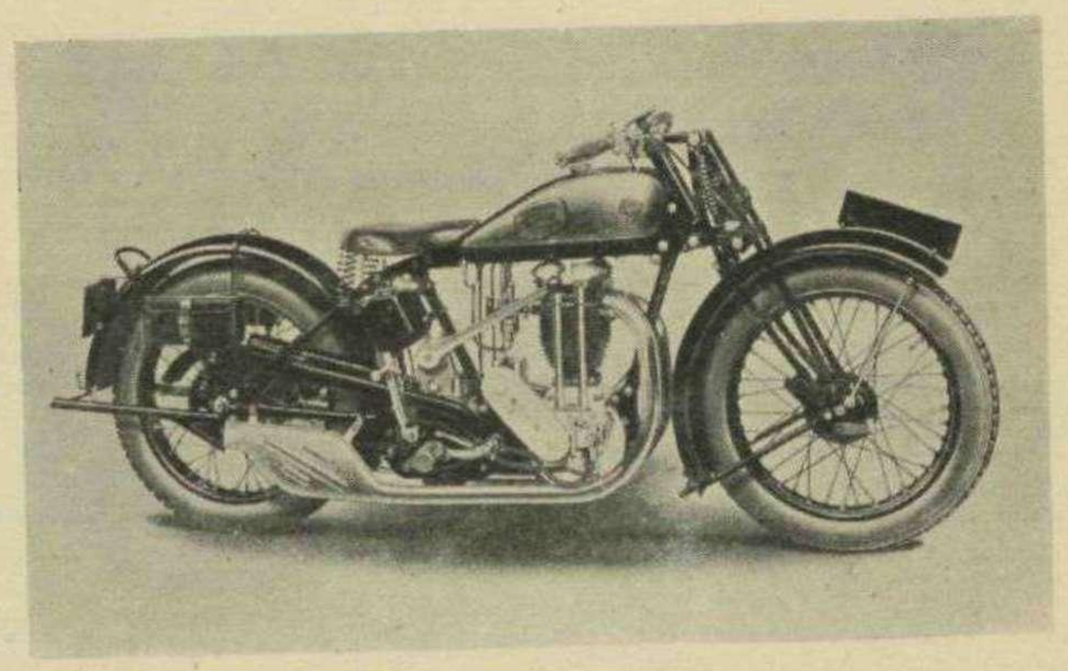
Lubrication is by Rudge-Whitworth mechanical pump leading to the back of the cylinder with an auxiliary foot operated supply. The spring forks have been redesigned with a longer travel and incorporate shock absorbers and a built-in steering damper. The handlebars are adjustable, and the quickly detachable and interchangeable wheels have improved bearings which permit of easy adjustment.

Owing to its success during 1928 the 500 c.c. Special model has comparatively few alterations for 1929. The new front fork and adjustable handlebar, however, are also found on this model. Here again the new bearings are employed on the interchangeable wheels, whilst throughout the range the Rudge-Whitworth four-speed gear-box has been still further strengthened to keep pace with the increased power from the engines.

Next on the list comes the new "350," the engine of which has been brought up to date with a radial port cylinder head and the inclusion of the latest four-valve practice which has proved so successful on the Special. Coupled brakes are, of course, employed, the drum diameter being $6\frac{3}{4}$ in., with a shoe width of 1 in., as compared with the huge 8 in. $\times 1\frac{1}{2}$ in. brakes on the Special and Ulster models, which have proportionally larger brakes than those of our own.

The 250 c.c. models are listed, these being fitted with side and overhead valve J.A.P. engines respectively. The specification is exceptional for such low priced machines, including, as it does, Rudge-Whitworth four-speed gear-boxes, $6\frac{3}{4}$ in. coupled brakes and two and a half gallon petrol tanks. A simplified design of Rudge-Whitworth spring fork is used, while the saddle, as on the larger machines, is a Lycett Aero.

As in the past, the new Rudge-Whitworths are listed at highly attractive prices, ranging from £70 for the "Dirt Track Special" to £39 10s. for the side-valve "250." The "Special" remains at £55, the "Ulster" and the "350" retail at £69 and £49 respectively, whilst the overhead valve "250" costs £43.



IMPROVED T.T. TRIUMPH FOR 1929.

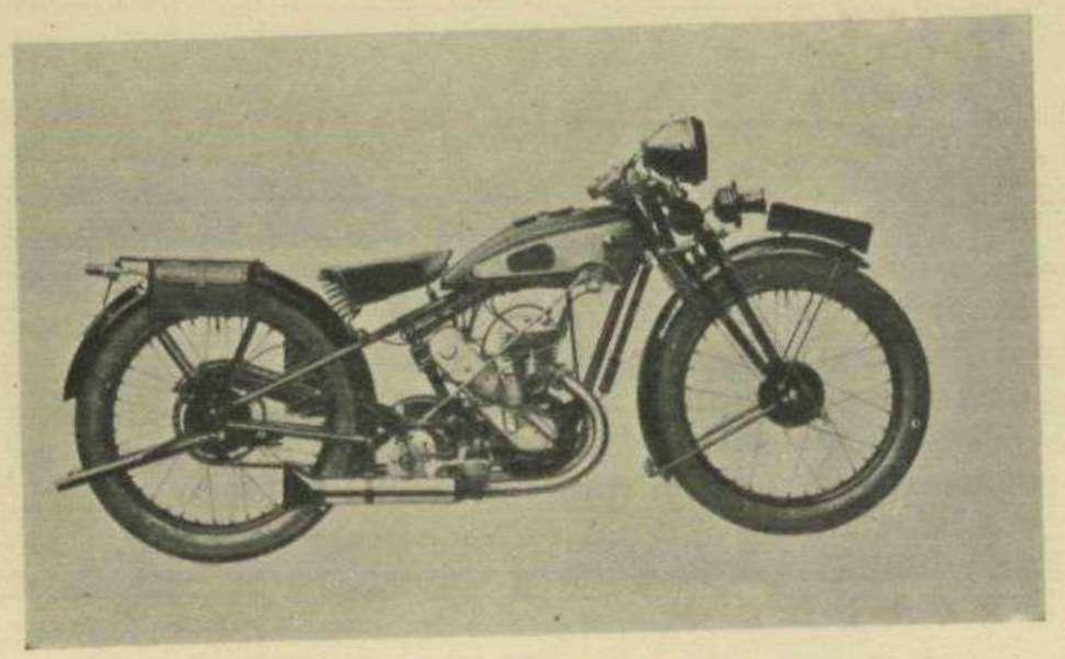
The most notable alteration in Francis-Barnetts for 1929 is the fitment of saddle tanks throughout the range.

In all, there are five models, two 147 c.c., two 172 c.c. and one 247 c.c., the latter being an altogether new machine. It will come as a surprise to many to note that the twin-cylinder Pullman model is not included in the 1929 range, but this is due to the fact that it has been temporarily withdrawn from the market pending detail improvements.

The new machine, which is known as the Empire Model No. 12, has a 247 c.c. Villiers two-stroke engine. It incorporates the usual well-known Francis-Barnett features and has a very complete equipment.

The engine is inclined at an angle of 26 degrees from the vertical, and an Albion 3-speed gear-box, Villiers two-lever carburettor and Renold chains are standardised. This machine obviously represents excellent value at its price of £39 10s.

It will be seen, therefore, that the sportsman is catered for as well as ever by the motor cycle manufacturers, who wisely realise that, for the present, at any rate, their livelihood depends on the existence of the sport. The time seems still far distant when the motor cycle comes to be regarded primarily as a utility vehicle.



THE "SIX-PORT" LEVIS 2-STROKE.

THE MONTE CARLO RALLY.

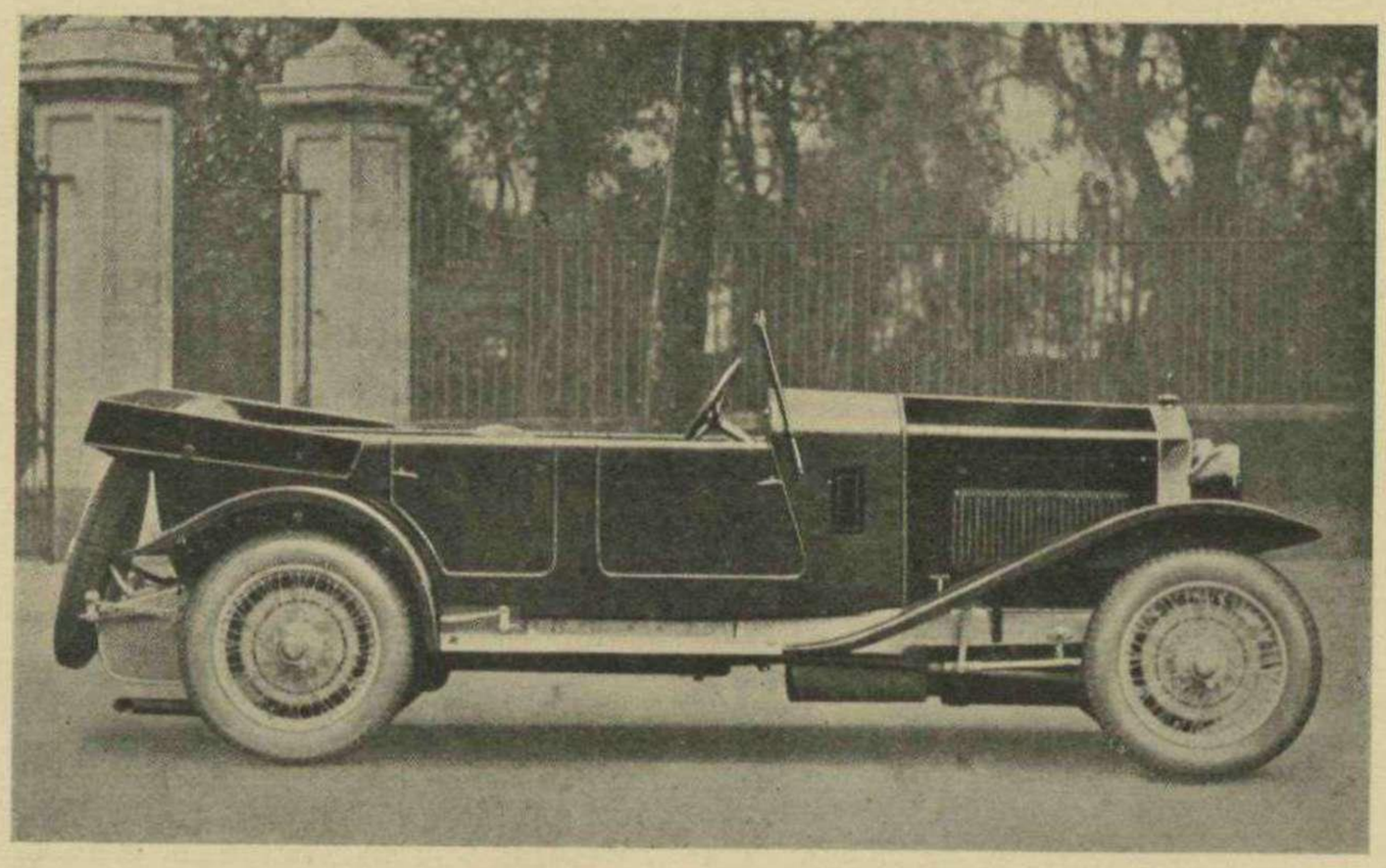
One of the most interesting entries for the forthcoming Monte Carlo Rally is that of Mr. and Mrs. E. W. Deeley, who will drive a Singer Junior Saloon from John o' Groats. The distance to Monte Carlo from Great Britain's northernmost point is some 1,580 miles, and this will have to be covered at an average speed of 21 m.p.h. in a total running time of just over 70 hours.

It is certainly an ambitious undertaking for so small a car, but Mr. Deeley is accustomed to strenuous efforts. It will be remembered that a year ago he carried out a six days' running test at Montlhery, on a two-seater Singer Junior. Although frequently delayed by heavy snow-falls he covered no less than 5,671 miles in the 144 hours.

SPORTING CARS ON TEST.

THE 2-LITRE 6-CYLINDER O.M.

By RODNEY L. WALKERLEY.



BOLD STRAIGHT LINES CHARACTERISE THE APPEARANCE OF THIS O.M. MODEL.

FROM time to time there have been many attempts at the production of a "perfect small car," as distinct from a cheap, good small car; and although the "perfect" car must remain an entity of reason and never achieve existence, there are one or two instances of a distinct approach to the ideal, among which the latest production of the famous Brescia factory—the Officine Meccaniche—must take a foremost place.

Since 1918 the famous Italian firm has sought to produce a small car whose chassis, embodying all the refinements associated with high-powered and expensive cars, shall be the *dernier cri* in automobilism, and how far this aim has been realised, the fame of the O.M. car, and its record in open competition, must testify.

In this connection it may be recalled that in the capable hands of R. F. Oats a car, identical in every respect with the model I had the pleasure of testing, finished in the recent Ulster T.T. race in eighth place, at an average speed of 59.83 m.p.h., after an absolutely no-trouble, non-stop run, a performance which is as amazing as it was unspectacular.

It was then, with very great pleasure, that we availed ourselves if Messrs. L. C. Rawlence's kindness, and with Mr. Oats at the helm, slid silently through the London traffic in a four-seater open tourer edition of the 2-litre 6-cylinder sports O.M., en route for Brooklands Motor Course, Weybridge.

As can be seen from the illustrations, the special sports 15/60 chassis is an extremely good looking car, and its specification fully confirms the promise of its appearance.

The power unit, which is so exquisitely compact as to appear diminutive, is a six cylinder side valve of 1,990 c.c. capacity. In the sports engine the valves are interchangeable, and the pistons are of a special alloy. The aluminium crank-case is designed to allow for water cooling to the centre bearings, and is suspended at three points, the bearings being carried in the top half. Carburation is by two R.A.G. carburettors, the fuel being supplied via an Autovac from a 16 gallon tank at the rear. Ignition is by Bosch coil.

The chassis weighs 16¼ cwts., the treasury rating is 15.6 h.p., and the tax comes to £16 per annum.

Smoothness and Docility.

On our way out of London, we were able to judge a little of the tractability of the O.M., and I have nothing but praise for the behaviour of the car. Apart from the hiss of the air intake, the power unit gave us no hint of its presence. The six cylinders were smooth and silent, and the side valve engine was free from any sign of clatter. The exhaust note was subdued, but when accelerating through a gap in traffic, the pitch rose in a manner indicative of a "snappy" engine.

The four-wheel brakes were excellent, smooth and progressive in use, and there appeared to be no tendency to lock wheels, even when applied in emergency. The hand brake, operating on a second set of rear shoes, was a definite "service" brake, as distinct from a parking device.

SPORTING CARS ON TEST—continued.

On the fast run down to the track I could see that the performance of the O.M. in Ulster might be called quite standard, and to be expected of this car. The stability of the O.M. on corners and at speed was reminiscent of a real racing car, and it was obvious that the most indecent and illegal averages could be put up on this car.

A noteworthy feature was thrown into high relief during our fast run on the road. The gearbox was naturally brought into constant use, and the third gear, which was exceptionally useful and was employed for long periods, was the nearest approach to a silent third I have met with for a very long time, and tempts one to rapid acceleration and high road speeds. The maximum on this ratio was considerably in excess of a mile a minute.

At Brooklands.

Arrived at the track, we first of all checked and slightly increased our tyre pressure prior to a little high speed motoring, and screwed up the Hartfords in preparation for the bumping to come. Then, four up, we circled the concrete to warm up. After a couple of laps, four up, we shed two passengers, and I essayed a lap flat out.

Running on full throttle, the little engine was as smooth and well bred as at town speeds, and while we held eighty-two along the straight, I found the O.M. rode as steady and straight as anyone could wish. On the bankings the car clung like a limpet to the track, and, despite the bumps, the steering was finger-light, and I was able to drive one-handed, conversing with my passenger the while. On a subsequent lap it was found possible to pull the car down the Byfleet and cut across to the Fork with perfect steadiness, the speedometer-needle hard against its last notch the while. We must have been doing a good eighty-five. I timed actually only one lap by stop-watch, and found that we had taken 135 seconds, which represents a lap speed of 73.78 m.p.h. To those with a knowledge of the track, this speed will appear distinctly creditable in a 2-litre car which which has none of the features of the ordinary sports car—overhead valves and other complications. Actually, I should put the maximum speed of the O.M. at about eighty-two, under ordinarily good, every-day conditions.

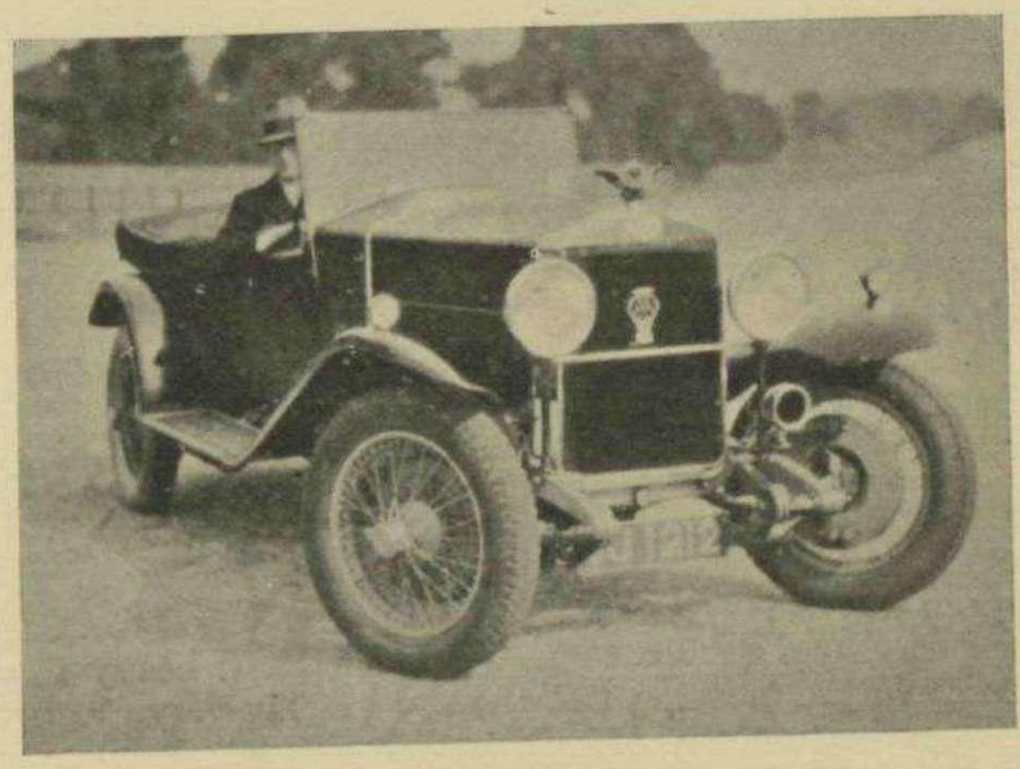
An interesting experiment we carried out was slowing down on top gear to six miles per hour, and then steadily accelerating, still on top, until the speedometer would indicate no further. It must be acknowledged that six to eighty on top, without fuss or noise, is very good flexibility in any car. But having driven the O.M. for any length of time, it simply becomes as a matter of course.

The Test Hill.

Having found the lap speeds, and tested the brakes on the straight—where we slowed from eighty to twenty in a gratifyingly short distance—we took the car to the Test Hill, and halted with our front wheel on the first slope of the hill. Then, from this standing start, in first gear, the O.M. surged up the gradient, accelerating all the way till the abrupt cessation of incline compelled a closing of the throttle. As the car took off at the crest, the speedometer was registering thirty-five, and our time for the hill was 12 seconds. This I thought an excellent performance, for there was not a foot of rolling start on the flat, the front wheels being actually on the hill when I let in the clutch.

A Deceptive Car.

Handling the O.M. one absolutely forgets that the car is a two-litre side-valve—and no Ricardo head at that. The outstanding impression is that of a high powered car. There is that feeling of complete solidity beneath the throttle pedal that is so totally lacking in the vast majority of cars of this size. One feels thatno matter how hard the O.M. is driven—and it puts up a road performance unsurpassed by cars twice its size—the car will keep on keeping on. The chassis is an outstanding example of masterly design and perfect engineering, and approaches that perfect thing, a poem in steel, the nearest thing to the ideal small car that I have ever tried.



GOOD STEERING LOCK IS AN O.M. FEATURE.

No Criticism.

There appears nothing worthy of criticism. The power is there, the gears are right and silent in operation, and, once the sprung lever is grown used to, easy in changing. The brakes are good, the steering light and free from kick. The suspension is noteworthy and the road holding outstandingly good. From radiator to tail lamp, the O.M. is a car built to an ideal, and at £695 is cheap at the price.

The concessionaires for the United Kingdom are L. C. Rawlence and Co., 39, Sackville Street, Piccadilly, where a demonstration run can be had by arrangement And my advice to the would-be sporting driver is: go and have a run, it is an experience never to be forgotten.

AMATEUR ROAD RACE.



RAMSEY HAIRPIN.

THOUGH this race is by now ancient history, no volume of MOTOR SPORT would be complete without some reference to the most interesting sporting event of the year.

This year the Manx Motor Cycle Club took the bold step of staging two separate races (for the 350 c.c. and 500 c.c. machines), and were rewarded by receiving thirty entries for the former and fifty for the latter.

The practice period and both races passed off without serious accident to anyone and very few entrants failed to face the starter for either race.

The weather for the Junior Race threatened to be as bad as that experienced in 1926 and 1927, heavy rain falling in the morning and the sky looking very gloomy during the first lap. However, no rain fell during the race and conditions improved enormously. Sun shone everywhere except on the mountain section from the Gooseneck to Craig-ny-Baa, which was shrouded in mist as badly as in previous years throughout the day.

A mechanical, though not a personal, surprise was provided by the 350 c.c. Levis, ridden by Percy Hunt, last year's winner, which led throughout the race, only to break down three miles from the finish. The runner-up to Hunt all this time was W. H. T. Meageen, on a Rex-Acme, a rider who was profiting by experience gained in the A.C.U. races in June. Meageen therefore won the race when Hunt blew up, and was closely followed home by J. Hanson (Velocette) and D. M. Chrystal (Velocette). The winner's speed was over 61 m.p.h. and fourth place was filled (very adequately!) by W. L. Birch on a Sunbeam.

The Senior Race was held on the following Thursday under absolutely perfect weather conditions. Sensations began early when it was seen that Birch (again on a Sunbeam) and G. L. Emery, on a similar machine, had tied for first place at the end of lap one.

Hunt, riding his camshaft Norton, with Bennett like restraint, was lying third, the leaders having averaged approximately 66 m.p.h.

On the second lap, Birch managed to draw a few seconds ahead of Emery, but Hunt was closing up on the pair of them, making the race thrilling to watch by reason of the different tactics the leaders were adopting.

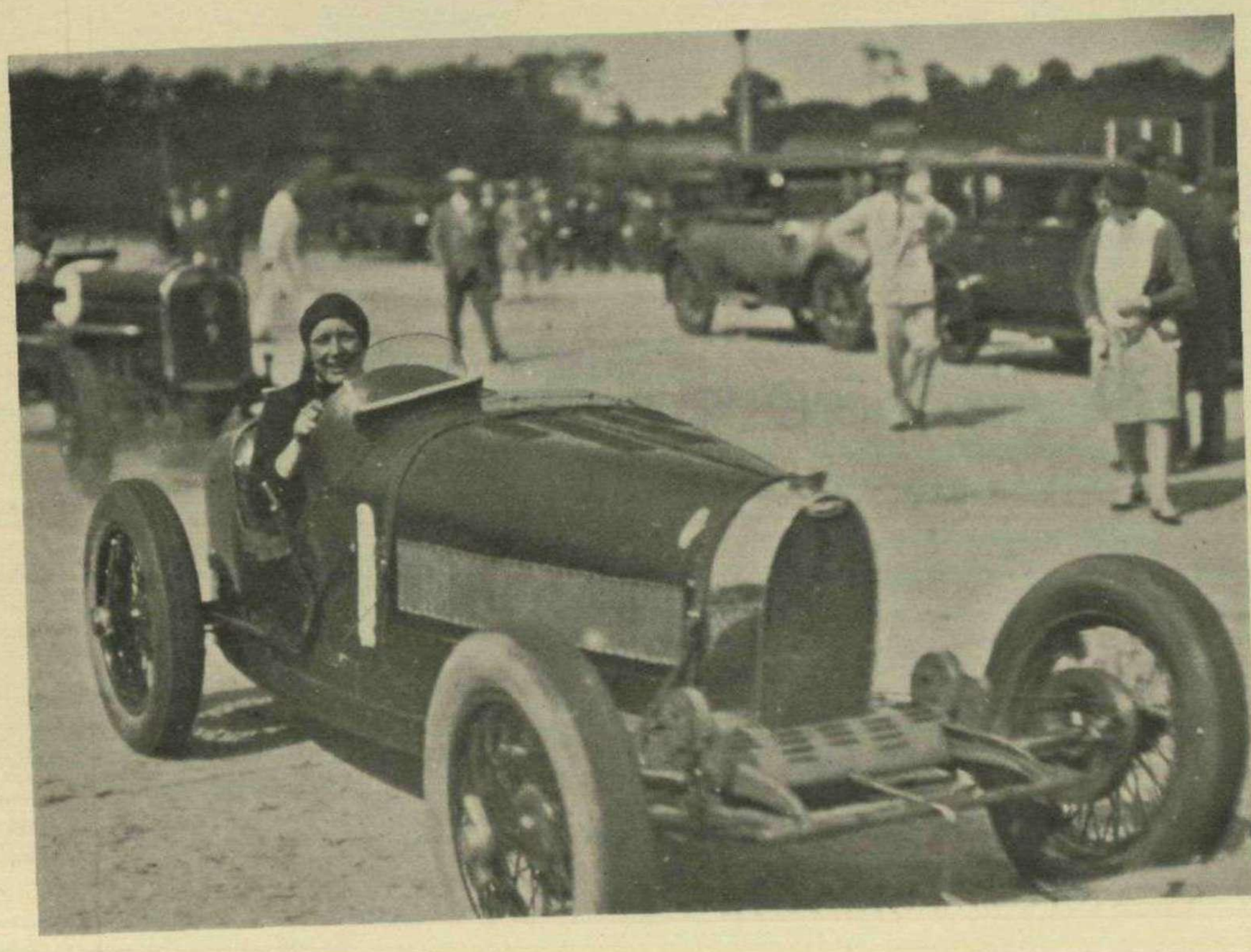
Incidentally, it was interesting to note that the first three men comprised the team for the Southport Motor Club. Fourth place was filled, during the early part of the race, by a Londoner, H. J. Bacon, on a Norton, who was unfortunately eliminated later by a broken push rod. During the third lap Hunt increased his speed still further, overtook Emery and came within seconds of Birch's time. The latter reported a slight loss of speed when he stopped at his pit, whereas Hunt was evidently enjoying a no-trouble run. The natural result of this was that for the last three laps Hunt drew ahead of Birch, and astonished even his most loyal admirers by breaking the amateur lap record on laps 4 and 5, finishing up in a blaze of glory by smashing even the professional lap record (held by Stanley Woods) at over 71 m.p.h. on his very last circuit.

When Hunt won in 1927 people were inclined to suppose that his victory was aided by the wet conditions suiting his fancy as a Lancashire man. However, he has now established himself as one of the genuine top-notch road racing riders. His average speed for the whole race was over 67 m.p.h. Birch and Emery were 2nd and 3rd, thus securing the Team Prize for Southport.

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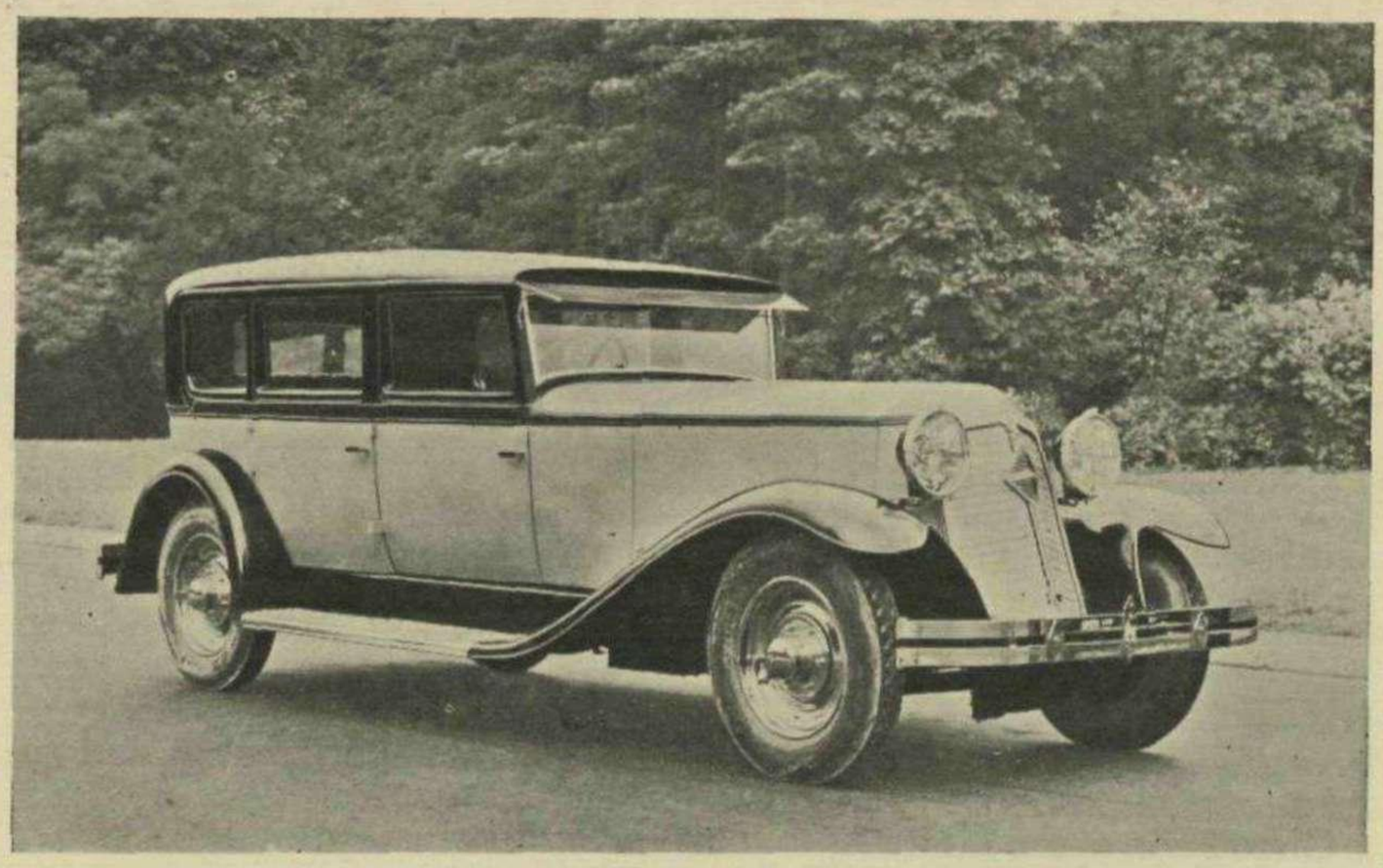
CAR FASHIONS AND FANCIES FOR 1929.

A FEW NOTES ON THE PREVAILING TENDENCIES AT OLYMPIA.

THE most lasting impression left on the mind after a visit to this year's Show is, I fear, one of bodies. Such terms as Sportsman's Coupé, Sunshine Saloon, Fabric and All Steel have been drummed into the ears and flaunted before the eyes almost to the exclusion of everything else.

While this is undoubtedly a very healthy sign of the perfection of the modern motor car as a utility vehicle, insomuch that mechanical excellence is taken for granted, yet to the sporting enthusiast it certainly detracts from the interest of the Show.

However, the latter, by careful study, will find a few interesting cars and many features which, he will be pleased to note, are the direct outcome of racing experience.



THE NEW 8-CYLINDER 40 H.P. RENAULT.

Racing has enabled manufacturers to perfect the reliability of the comparatively small multi-cylinder engine, which for smoothness, flexibility and acceleration has long been pre-eminent. Among the cars at Olympia which broke new ground in this direction were Hillman, Amilcar, Armstrong Siddeley and Riley.

Of these, perhaps the most remarkable is the Hillman. The products of this firm have been steadily improved each season for the last few years, and in presenting a "straight-eight" engine of two-litre capacity, mounted in the safety type of chassis, the Hillman Motor Car Company have shown themselves thoroughly up-to-date in thought and deed. In common with the other Hillman models, the chassis is extremely low, though the ground clearance is in no way diminished.

The overhead valve engine has dimensions of 63×105 m.m., with a total cubic capacity of 2,620 c.c. The Treasury rating is 19.7 and the tax is thus £20. Cooling is by the thermo-syphon system, assisted by fan and impellor, with controlled shutters to the radiator. The gear-box provides four speeds and reverse and is right-hand controlled. Transmission is by Hardy Spicer propellor shaft, with a semi-floating spiral bevel drive axis.

The specification includes semi-elliptic springs with shock absorbers all round, coil and distributor ignition, Lucas lighting and starting and 29×5.50 in. balloon tyres. The performance of the car is stated to be excellent.

The most remarkable feature of the new chassis, however, is the price, which makes it the cheapest eight-cylinder car on the market.

It is made in four models, tourer, saloon, Weymann saloon and "Segrave Coupé," the first of these costing £435 and the remainder £485 each. All are of the Safety type, with non-splinterable glass, electrically operated dipping head-lamp reflectors, wire-wheels, and Dewandre servo brakes.

Last year Amilcar delighted their many admirers by showing the wonderful six-cylinder super-charged model, which is retained for 1929, but in addition, and in a somewhat different class, they now market an eight-cylinder car with an engine capacity of 1700 c.c. While capable of a good performance, aided by the maker's racing experiments, the car is not a sports model, but is interesting as an example of the trend in modern automobile design. The specification includes a four-speed gear-box with multi plate clutch and spiral bevel final drive, while the chassis price is £550.

The Armstrong Siddeley stand was remarkable for the appearance of the first really small six-cylinder car to be manufactured in this country. Carrying with it the maker's reputation for sturdy construction, the new model should find a ready market, especially as again

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CAR FASHIONS—concluded.

the price is really attractive, namely, £275 for the full saloon. The engine capacity is only a trifle over 1200 c.c., while a three-speed gear-box and 27×4.4 in. tyres complete the main features of the specification.

Riley, after a very successful season, both in competition and business, with their 9 h.p. model have now produced a slightly larger six-cylinder edition, combining all the attractive features which made the smaller car so delightful, with the extra accommodation demanded by so many and now catered for by the increased engine size. The new model has an engine of 1633 c.c. and the excellent four-speed box with the silent third gear, which has been such a strong point in favour of the "9." Both in engine and chassis the "6" closely follows the design of the "9" and the price of the "Stelvie" saloon is £495.

LARGE MULTI-CYLINDER CARS.

Among firms who have adopted multi-cylinder designs in the larger sizes the most prominent are Mercédès-Benz and Renault. The former, of course, show the 6-cylinder 36-220 h.p. model, whose praises we shall never cease to sing, but they now market also a more sedate vehicle having a wonderfully simple-looking 8-cylinder-in-line engine of 4½ litres capacity. Unlike most Mercédès models, this car has no supercharger and has side-by-side valves, though neither idea, nor the 8-cylinder design, are strange to this firm. In fact, the new model owes much to experience gained with some of the racing cars of a few years back.

The 45 h.p. Renault has always been regarded as a tower of strength in the big car class. Now, however, a car of approximately the same size with two more cylinders should satisfy the enthusiast who likes the little extra refinement in running which may have been missing in the big six-cylinder model.

An unusual feature of the new Renault is the mounting of the radiator in the conventional position. The illustration shows that this has been done without sacrificing the usual imposing appearance of the Renault "bow," nor is the change due to any inefficiency of the old rearward position, but merely because, with a straight-eight engine, the overall length would be excessive.

Arrol-Aster and Beverly-Barnes both market 8-cylinder cars of approximately 3 litre capacity, the former with an engine of the sleeve-valve type, remarkable for silence and flexibility, and the latter with a thoroughly up-to-date design of twin overhead camshaft engine.

A good feature of the Arrol-Aster is the "one-shot" chassis lubrication system, while the Beverley has a gear-box whose ease of operation and choice of ratios should delight the sportsman.

FOR THE SPORTSMAN.

Turning to the firms who specialise in sports cars, the most noteworthy, from the point of advanced design, is the front wheel drive Alvis. This car has made a fine name for itself in various road races this year and should appeal to many who desire something of real merit, yet out of the ordinary. Its cornering abilities are apparently phenomenal, and its engine is based on the successful 4-cylinder type, which has done so well during the last few years.

The chassis may be had with or without supercharger and with various types of body work at prices in the neighbourhood of £600 — £700.

Aston-Martin again showed their attractive range of pleasure cars, with minor improvements, and the firm's policy seems to be to work on sound, well-tried lines, without attempting any startlingly novel features.

After several years of patient research Lea-Francis can now safely claim a position second to none in the world of sporting light cars. Everyone knows that the Hyper-Sports model won the Ulster T.T. and ran at 80 m.p.h. for 12 hours at Brooklands. Replicas of this successful chassis may be had with two-seater, four-seater, coupé or saloon type bodies at prices ranging upward from £495.

Bentley Motors, after a brilliantly successful racing season, have not found it necessary to make anything but detail alterations to the 4½ litre and 3-litre models, but they have added a "speed" edition of the big six-cylinder chassis. This is a car which should appeal strongly to the fortunate sportsman who can and must have the best.

Lagonda have learnt much during the year by racing experience and an already excellent car has become even better; a Le Mans replica is now available, completely equipped for road racing, at a somewhat higher price than the ordinary speed model.

With regard to sporting cars of foreign manufacture, apart from those already mentioned, the palm must surely be awarded to the Italians. Two of the most attractive cars in their class are the Alfa Romeo and the O.M., while others of real merit (in the eyes of the sportsman) are the Ceirano, the Itala, and the Lancia.

The Alfa Romeo 1500 c.c. supercharged model has managed to sweep the board in almost every event entered for with what appeared to be consummate ease. One glance at the exterior or at the mechanism should be enough to win the heart of any enthusiast, but the price is necessarily high.

The 2-litre O.M. is dealt with separately elsewhere in this issue, and both it and its small brother are in their way quite outstanding.

Two other names only come to mind when thinking of sports cars, namely, Austro-Daimler and Stutz.

The former have improved their unconventional tubular chassis model and the 3-litre car has also shown that it is a serious force in the standard car races.

Stutz continue as the only big American firm to make a sports model, and, moreover, one which does not lose its sporting performance when carrying generous coach-work. Stutz created great surprise and admiration by their challenge to the victorious Bentley at Le Mans.

Taken all in all, therefore, the sportsman may find many satisfactory features about the cars manufactured for 1929, though at first it might appear that his interests have been unduly neglected in favour of the family man and the business traveller.

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SPORTING MACHINES ON TEST.

THE 499 c.c. RUDGE-WHITWORTH.

By THE EDITOR.

FAITHFUL readers may remember that in February, 1927, we reviewed a Rudge-Whitworth of that date, which, though possessed of many virtues, was more noteworthy for yeoman service than for refinement.

However, from the first moment of one's experience of a 1928 Rudge, it becomes obvious that the manufacturers are not a firm to be easily satisfied with their own products, and the later models must make an unfailing appeal to the connoisseur as well as the utility rider.

Good as the 1927 bicycle was, it is emphatically most difficult to believe that the later model emanates from the same works, and the same drawing board; indeed, if a blindfold test were to be carried out, we believe the result would be extremely interesting and *very* flattering to Rudge-Whitworth, Ltd.

Photographs and a little observation on any main road will have made everyone familiar with the differences on the 1928 model, but the internal changes, really much more important, are far from obvious, and we must confess to complete ignorance as to their nature, though thoroughly aware of their effects.

The Engine.

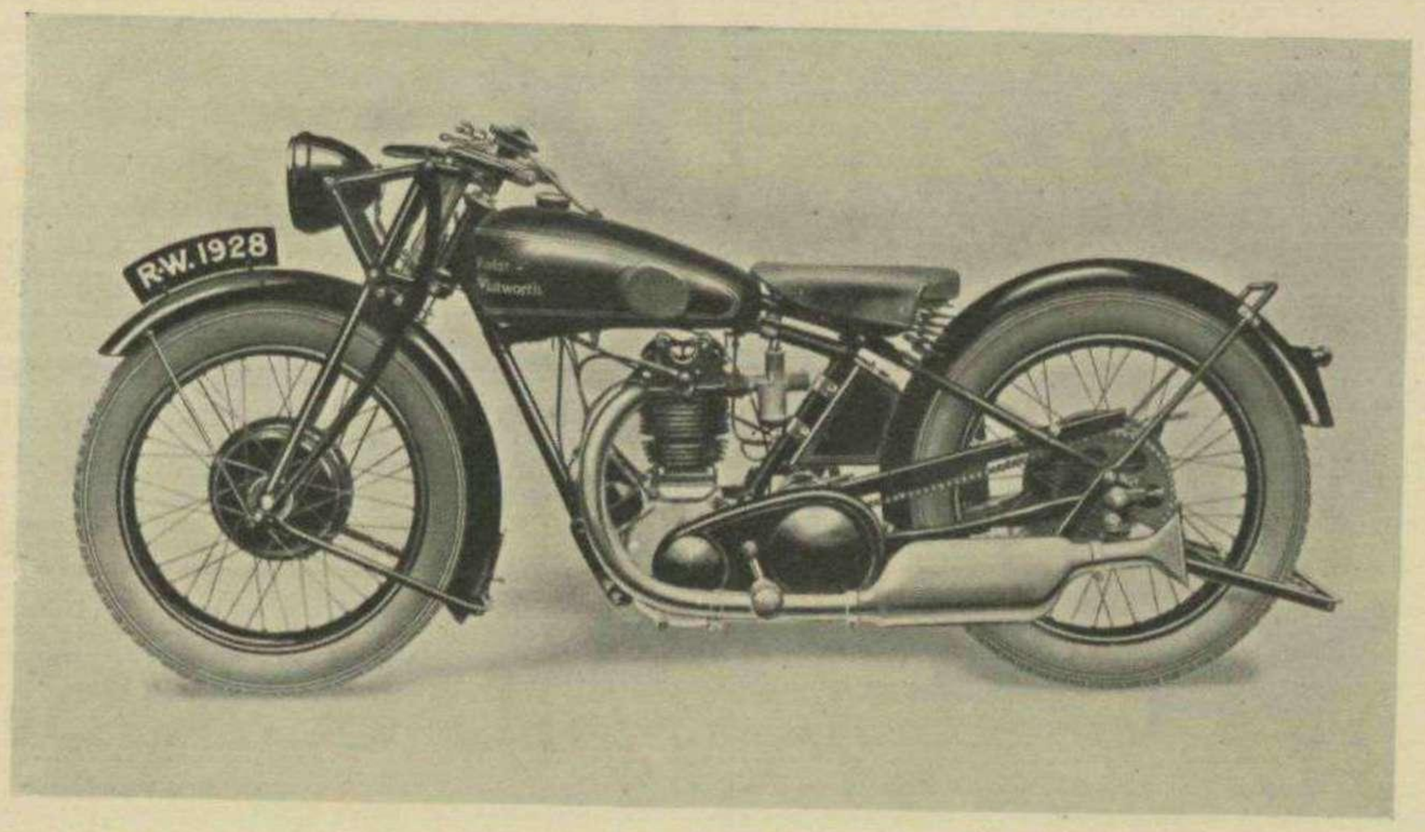
First and foremost, our attention was rivetted on the behaviour of the engine; both types were tried (70-Special and Sports), and both were paragons of smoothness and power, coupled with a genuine degree of silence.

The engine can be run up to the peak of its speed on any gear without the slightest sign of vibration, and its mechanical silence is quite above the average for an exposed push-rod design. The large twin silencers hush the exhaust to a remarkable extent, though it was found that correct tappet adjustment also played a large part in subduing the "bark."

Slow running and tractability are much improved, strangely enough without loss, but rather with a gain in power. The "Special" is capable of a very honest 70 m.p.h., while the "Sports," fitted with a quick cam, "revs." up to a phenomenal speed and very definitely lives up to its guarantee of 85 m.p.h.

Given power and ability to turn over rapidly, and the well tried 4-speed gear-box, it is obvious that the Rudge is capable of terrific acceleration. A brief reference to the results of timed hill climbs in various important reliability trials will bear this out, since Rudges have a habit of annexing the first three places in these tests.

Economy has not been sacrificed to obtain the various qualities enumerated above, and the later Rudges still travel about 90 miles for each gallon of petrol.



THE "70-SPECIAL" RUDGE-WHITWORTH.

Steering.

After the strange experience of seeing two riders thrown by the 1927 model, we were rather suspicious of its steering qualities, but it transpired later that the trouble was due to the front forks not working properly. When this had been attended to the machine was safe.

For 1928 additional movement was allowed for the forks, and alterations were made to the frame and head design, with the result that the steering qualities leave nothing to be desired. As befits a fast road machine, the "Sports" has 2.75 in. tyres, which for really high-speed travelling are better than the larger size fitted to the "Special." The tyres of the latter are perhaps more comfortable for touring and trials

SPORTING MACHINES ON TEST—concluded.

work, but seem slightly more inclined to bounce at high speeds on a wavy surface.

Ability to corner fast was always a feature of the Rudge since pre-war times, and the latest models embody this *trait* as much as ever; furthermore, the footrests are well out of the way *and* provided with a very useful range of adjustment.

The Machine in General.

The Rudge coupled brakes are still a great feature of the machine, and now that the internal expanding type, of enormous size, is employed, with really stiff drums, it would be impossible to find any two-wheeler with more effective stopping power. The weight distribution and the ratio of power applied to front and rear brakes is apparently perfect and both wheels remain glued to the road and seem extremely loth to lock, however hard the pedal is pushed. Recourse to the separate hand lever is never necessary; in short, the Rudge just does STOP!

Gear changing is now more positive, as a gate is incorporated on the tank, but we should rather like a slightly larger and more solid looking lever.

The present riding position and the raising of the footrests make the Rudge far more navigable on the worst colonial sections and there seems little chance of becoming bogged, as one might with the older type of footrest mounting.

The only other feature to be specially noted among all this excellence was the lighting system, which was reliable and provided a most penetrating beam of light. So powerful was this that we really believe we could, and did, travel just as fast at night as during the day. What more can one desire?

And now for the faults; quite candidly, so far as performance is concerned, we found none, but in the course of the year we have had considerable experience of several Rudge machines used for racing and trial riding of various sorts.

We have thus had several "jobs" to do on the machines and one or two annoying details have cropped up.

The first concerns chain adjustment; no drawbolt was fitted to the gear-box so that work on the front chain was a more blasphemous business than it need have been. We are glad to note that the 1929 Rudge *has* this desirable feature.

Secondly, to remove the engine complete, the clutch must be removed and one of the gear-box bolts withdrawn, to allow part of the box to swing out of the way of an engine bolt.

Thirdly, the clutch cable stop is sometimes inclined to foul the cradle plate, making the removal and insertion of the cable difficult unless the adjustable stop is specially shortened.

These are positively the only faults we could find, and in the ordinary way, they should not cause annoyance more than once in a season's riding. They are, therefore, negligible in view of the extraordinary value and, real merit of the machine as a whole.

It should be known that the makers found few improvements necessary (apart from those mentioned) for the 1929 Special, and have replaced the Sports model with a replica of their actual racing machine, with cast aluminium chain case and enclosed valve gear, for £69.

Any doubts as to its worth should be set at rest by the mention of two performances only: two hundred miles in two hours, and a road race won at 80 m.p.h. As value for money, we feel that the Rudge-Whitworth remains supreme.

MOTOR CYCLE PROGRESS.

The tremendous strides which have been made in motor-cycle engine design recently are shown by a series of important records which have just been broken on the Brooklands and Montlhery tracks.

It is only three years ago that C. F. Temple, the famous track racer, covered 100 miles in an hour on a 1,000 c.c. machine. During the last few weeks, a 350 c.c. Velocette has done 100 miles in an hour on the same track which Temple used at Montlhery.

Temple's record was considered amazing. That it should have been equalled, after a lapse of only three years, by a machine of little more than one third the capacity is more remarkable still. It may be easy to "tune up" a 350 c.c. motor-cycle to do a *speed* of 100 m.p.h., but to provide this speed together with the reliability required for a long distance record calls for a very much higher degree of engineering skill and perfection. The rider was H. J. Willis, who finished second in last summer's Junior T.T. Willis, of course, has the honour of being the first man to cover 100 miles in an hour on a 350 c.c. machine.

200 MILES IN 2 HOURS.

A further proof of the much increased speed and reliability of the British motor-cycle may be found in the records established by E. Nott on a 500 c.c. Rudge-Whitworth, at Brooklands track. Nott covered 200 miles in under two hours—to be exact, 1 hour 59 mins. 43 secs.—and thereby broke the world's records for 200 miles and two hours in three classes, 500, 750 and 1,000 c.c. By doing so, he secured the Buckley Cup, offered for the first motor-cyclist to do 200 miles in two hours. It is interesting to note that he beat the record for machines of double the size by several miles per hour.

It may be questioned if these performances are of any practical value to motor-cyclists. The answer is that the experience gained is incorporated, where possible, in the production machines, and that these thus become faster and more reliable. Also, if intelligently driven —and the careless driver is always a danger to himself and the community—they are safer, since on a fast machine a high average can be maintained without speeding over dangerous sections.

ACHIEVEMENT.

RECENT NOTABLE FEATS PERFORMED BY BRITISH CARS AND MOTOR CYCLES AT HOME AND ABROAD.

10,000 MILES NIGHT-AND-DAY MOTOR-CYCLING.

One of the most remarkable performances in motor-cycling history has just been put up by two Ariel motor-cycles in a 10,000 mile reliability test under A.C.U. observation. The machines used consisted of a 500 c.c. o.h.v. model, and one of the new overhead valve Ariel lightweights.

The headquarters of this, the longest observed motor-cycle test ever recorded, were at Banbury, and a course measuring 120 miles was covered four times each day. Relays of riders were employed and there were four A.C.U. observers. The test started on 28th September and finished on 23rd October, the observers insisting that the riders should adhere to a schedule of not more than 20 miles per hour.

With the exception of a couple of minor crashes, the test was almost uneventful, the machines running with remarkable consistency. The only time that trouble was experienced was, indeed, early on the last day, when a cracked carbon brush holder caused misfiring. Since it was dark at the time, it took an hour or so to locate the trouble.

The weather encountered was, on the whole, poor. Each machine had an electric and acetylene lighting set, but the latter was seldom required. Fortunately for the riders there was not much fog, but torrential rain fell at times, particularly during the long night stretches.

At approximately half distance, the rear tyre of each machine was changed. This was not because the tyres were worn out, but because they had become smooth, and it was deemed inadvisable to take the unnecessary risk of skids with smooth tyres on wet roads. During the whole 10,000 miles, the chains and tappets were adjusted twice each only, tappet adjustment being the only attention which the engines received.

It is estimated that the two engines revolved at least 90 million times during the test, and that the pistons actually travelled over 11,000 miles in the cylinders. The average petrol consumption of the two machines worked out at over 100 miles per gallon, and the oil consumption was remarkably good, the lightweight covering the 10,000 miles on less than a gallon of lubricant.

At the conclusion of the test the Ariels were stopped by Mr. Harry Tate, the well-known comedian—well known also in "motoring" of another type! The Ariel Company, which is one of the largest of British motor-cycle producers, is to be congratulated on bringing so ambitious a test to a successful conclusion. This, incidentally, is the second long-distance Ariel test; last year the concern ran a sidecar machine for 5,000 miles without an engine stop and for this performance was awarded the Maudes Trophy.

BRITISH SMALL CAR WINS ON DIRT TRACK.

With the exception of the Single Junior Car Club meeting at Greenford last July, this country has not seen dirt track racing for cars. Yet the public, whose appetite has been whetted by the spectacle of motor-cycles on the cinders, is even keener to see cars and what they can do at this new sport.

For any data on this aspect of it we have to go to Australia, where they have had three years' start, and are well acquainted with the car as well as the motor cycle side of the sport. Hitherto the cars used on dirt tracks "down under" have been almost exclusively big Americans; but the more recent policy of allowing for engine capacity has given a chance to the Britishers, and with the opening of another season out there some astonishing performances have been put up by British small cars.

News has just reached us of a Singer Junior chassis, taken over three weeks before by a mechanic who had never previously raced, and entered at Penrith Speed-way, the "Greenford" of Sydney. It swept the board. Using Shell petrol and oil—another combination that we know well in this country—its average speed in the three races for which it entered was 56 m.p.h., and one lap was done at 64 m.p.h.

Such a performance, when both car and driver weer making their debut, has astonished the Australian public. The Sydney papers speak of it in glowing terms, especi-ally in view of the low price of the car—which, by the way, was standard except for aluminium pistons.

This success should be very good for British prestige out there, for, to parody a well-known phrase, the way to an Aussie's heart is through a cloud of cinders.

A VERY ROBUST "BABY."

When, in 1911, a well-known 20 h.p. car reached the summit of Ben Nevis—after taking four and a half days in the attempt—the feat was thought to be very remarkable, inasmuch as it had previously been con-sidered impossible. Later, another model of the same make of car made the ascent in $7\frac{3}{4}$ hours—descending on the following day. But in *one day* (October 6th last) an Austin "Seven" accomplished both ascent and descent—taking only 7 hours 23 minutes, and 1 hour 55 minutes respectively! As is well-known, Ben Nevis is the highest peak in the British Isles—4,406 feet above sea level—and the performance put up by this smallest of British cars (driven by an amateur, and carrying a passenger) is a very complete reply to those who think a 7 h.p. car is not powerful enough for or-dinary and extraordinary requirements. In this con-quest of Ben Nevis, the famous little Austin "Seven" has added yet another wonderful record to its long list of achievements.

ACHIEVEMENT—concluded.

VELOCETTE RECORDS.

A remarkable number of world's records were captured by a Velocette machine recently at Montlhery track. The riders were H. J. Willis, F. G. Hicks and J. A. Baker, and in all 47 records were broken. Fourteen of these were in the 350 c.c. class and included all records from the 500 kilometres to the 12 hours, at from 84.69 to 78.28 m.p.h.

The speeds were so high that they beat the existing records from 500 miles to 12 hours in the 500, 750 and 1,000 c.c. classes, 33 more records being thereby secured. Perhaps the most remarkable of all these records is the 10 hours (in each class), for which the average speed was 80.1 miles per hour. It is interesting to note that the machine used was generally similar to the new KTT Velocette which has just been placed on the market at the price of £80.

At a later date the Velocette trio continued their remarkable efforts and succeeded in covering just over 100 miles in the hour, rider H. J. Willis, and Hicks annexed the 5 and 10 mile records at over 106 m.p.h.

FROM OCEAN TO OCEAN.

A most strenuous test of a medium weight British motor cycle has just been brought to a successful conclusion in Canada, where, until recently, the heavy-weight American machine has ruled supreme. There is no road across Canada, and some 800 miles of this trip has to be taken over the Canadian Pacific rail road. No car or motor cycle had previously driven from coast to coast without fitting special flanged wheels for the railway stretch.

It was the ambition of J. G. Oates, once well known in England as a competition rider, to cover the distance on a Standard 500 c.c. all-British Ariel motor cycle, and so to prove conclusively that the medium-weight British machine was superior to the heavy-weight American. He succeeded admirably, for he completed the 5,000 miles in 21 days—an average of nearly 240 miles a day—over the most execrable surfaces.

Starting from Halifax, Oates had 1,300 miles of good road to Toronto, which he covered at 44 m.p.h. (The machine was fitted with a sidecar, arranged to be suitable as a " sleeper " when no other accommodation was available.) Some 500 miles of poor roads followed, and he was then forced to take to the railway line for 800 miles to Winnipeg. Railway sleepers in Canada are not built into the ground as they are at home, and the 800 miles thus consisted of bumps and crashes which should have been enough to break any frame. The Ariel frame, however, withstood the treatment uncomplainingly as did the engine—the whole railway stretch was covered in first or second gear. Leaving the railway he took to the prairie trails to Lake Louise and the mountains.

Once he struck 36 miles of freshly dumped rock ballast; one day his machine left the rail track and charged down an embankment into a hornet's nest; another time he punctured and, having lost his pump, had to stuff the tyre with leaves and grass; on yet another occasion he ran into an open culvert head first.

The tale of his trials would fill a novel, but he and his machine overcame them and he reached Vancouver tired but triumphant, having given to the British motor cycle the greatest " boost " it has ever received in Canada. It will be interesting to see if his efforts are successful from a sales point of view, and if the British motor cycle will eventually oust the Yankee from Canada, as it has elsewhere.

"SETTING A STANDARD."

Tests of 5,000 Miles a Week.

It has never been the custom of the Standard Motor Co. to offer the public a motor car which has not undergone extremely thorough tests. Most motorists, therefore, when they examined and appreciated the new six-cylinder 15 h.p. Standard at Olympia, realised that in buying they were not being asked to find out weak points—realised, indeed, that such weak points must already have been discovered and rectified.

Few, however, knew the lengths to which these tests had been carried. The first 15 h.p. Standard was not tried out casually by designers and directors who would be inclined to overlook its deficiencies. The Standard Co.'s Chief Engineer claims that if *he* cannot break a motor car no one else can, and in testing the new six-cylinder he exerted himself to the utmost. But, in addition to this' a car was driven night and day for approximately 20,000 miles.

The course selected for this test measured 153 miles, and it was covered *five times a day*. This meant a daily mileage of 765 and a weekly mileage, for a seven-day week was used, of 5,355—as much as many owner-drivers cover in a year. The average speed during the test thus worked out at nearly 32 m.p.h., including stops. At this speed, which is, of course, high for day and night driving over a winding course, the petrol consumption was 25 miles per gallon.

The car ran with remarkably little trouble, and such as was experienced was of a minor nature. This, however, was only to be expected in view of the Chief Engineer's previous drastic tests, but the trial was a proof of the quality of the car and the determination of the company to offer only of their best. As such, it must necessarily ensure the confidence of the buying public.

MORE RECORDS BROKEN.

Some remarkable long distance records have just been established by a tiny motor-cycle on the Montlhery track, near Paris. The machine was a French Monet-Goyon, but it employed a British Villiers two-stroke engine of 172 c.c. capacity.

In all 12 records were broken in the 175 c.c. class, and many of these apply also to the 250 c.c. class. All records from the seven hours to the 2,000 kilometres fell to the Monet-Goyon and in most cases the existing speeds were beaten by over 10 miles per hour. The seven hours record was taken at 51.24 m.p.h. and the 2,000 kilometres (approximately 1,250 miles) at 52.06 m.p.h. The speeds therefore actually *increased* as more miles were covered—a striking tribute to the British engine which this French firm employed.

HERE AND THERE.

SERVICE FOR OLD CROCKS.

An 1894 Clement, belonging to Mr. Bertram Plewes, was the oldest car in the recent Emancipation Day Commemoration run from London to Brighton to cover the course in scheduled time. The car completed its run of 3 hours 30 minutes without an involuntary stop, a great tribute to the work of Mr. Plewes in getting it into such good running trim.

The privilege of helping him in this respect fell to the lot of Messrs. Barimar, Ltd., of 14-18, Lamb's Conduit Street, London, W.C.1. A few weeks ago Mr. Plewes wrote to them explaining that the cylinder-head of the car, which had already been cracked and patched, was now cracked in another place.

There was no time to make a new part, and in any case this would have been expensive. So Messrs. Barimar undertook to repair the cylinder-head. This they did by removing the patch over the old crack and welding both cracks by their scientific process. They have now received a letter from Mr. Plewes thanking them for their assistance, and congratulating them upon the way in which the repaired part stood up during the run.

THE "WEAKER" SEX.

It has often been stated that lightweight motor-cycles only are suitable for the fair sex, yet recently a woman rode in one day from Hull to Newmarket and back —some 300 miles—on an 8 h.p. "S/S 100" Brough-Superior. This machine is one of the heaviest (and quite the most expensive!) motor-cycle made, and, in addition, the rider carried a male pillion passenger! Yet one talks of the "weaker" sex.

The ride was on the occasion of a Brough-Superior rally at Newmarket, when George Brough, the popular manufacturer, entertained 100 B.-S. owners to lunch. The response to his invitation was such that riders came from near and far—Scotland, Cornwall, Devon, and Wales. This speaks well for the enthusiasm of motor-cyclists and their keenness to make the acquaintance of the manufacturer of their machines.



F. G. Hicks and J. A. Baker who, with H. J. Willis, recently broke many records on a Velocette.

MOTOR CYCLES FOR EXPORT.

The Motor Cycle Show which concluded recently was remarkable for the interest which was displayed by foreign buyers. It is a well-known fact that the British motor cycle industry *must* export a large percentage of its output if it is to remain flourishing, and the popular reception of 1929 models by overseas customers is therefore very satisfactory.

The British machine is acknowledged the best in the world, and foreigners are therefore content to pay a relatively large tax in order to secure it. On top of customs duties, of course, they also have to pay transport charges, these being heavy on some machines and light on others. An example of the latter is the Francis-Barnett, the "built-up" frame of which can be dismantled and packed into a very small space. We think we are right in saying that six Francis-Barnetts can be packed into about the same space as two or three motor cycles employing the usual type of frame, and since freight charges depend on capacity only, and not on weight, the saving is considerable.

We learn that the principle employed in packing half-dozens of these machines is roughly as follows:—Six gear-boxes and six Villiers engine units are packed in one case and six sets of the remaining parts are packed in another, neither case being much larger than that which would be required for one "ordinary" motor cycle.

The overseas public, of course, benefits by the economy, this doubtless being one of the reasons why the Francis-Barnett is so popular abroad. The advantages of the built-up frame are thus of a very practical nature, for export, and I am surprised that more manufacturers have not appreciated them.

DIRT TRACK RACING RECOGNISED.

The general interest taken in dirt-track racing is well exemplified by the fact that an article on the subject has been included in the 1929 edition of the *Daily Mail Year Book*. Written by Mr. Frank A. Hardy, the article deals in a nutshell with the progress made during the first season in Great Britain. It is an interesting, and perhaps significant, fact that this article is accorded considerably more space than that dealing with greyhound racing.

CRITICISMS FROM MAGISTRATES.

From time to time reports appear in the Press in which Magistrates, in dealing with motor cyclists, have gone out of their way to comment on matters arising out of a case which are not relevant to it in any way. An example occurred recently where a Magistrate, in hearing a summons for exceeding the speed limit, is reported to have said that because a motor cyclist was not insured the fine should have been heavier.

One of the functions of the Motor Cycle Department of the R.A.C. is to follow up all such cases as this, and any motor cyclist who may have been the subject of adverse criticism of this character is invited to send particulars to the Motor Cycle Department, R.A.C., Pall Mall, S.W.1, if possible enclosing a newspaper report of the proceedings.

HERE AND THERE—continued.

MOTOR-CYCLES FOR THE MILLION.

Certain sections of the press have woken up to the fact that millions of the workers who daily cycle home could be saved much labour by the use of a motor-assisted bicycle.

This type of vehicle has been tried many times—and has failed, for the ordinary pedal-cycle is not suitable for use with a petrol engine of even the smallest capacity. Nevertheless, there is truth in the fact that millions who now use "push bikes" would turn to ultra-lightweight motor-cycles if these were presented to them in a suitable form and at a really low price.

For machines of this "utility" class, the small two-stroke engine would appear to be most suitable, on account of its cheapness, simplicity, and high power-to-weight ratio. An example of a suitable engine is the 147 c.c. Villiers, which is to-day used extensively by some twenty manufacturers. *Price*, however, must be studied if the ultra-lightweight is to become really popular with the British working classes.

Low price, reliability and cleanliness are the essential factors of the machine for the millions. Most 150 c.c. motor-cycles cost about £30, but there are exceptions at prices in the neighbourhood of twenty guineas. Mass production methods could provide first-class "babies," equipped with leg-shields, and a simple electric lighting set at £21 or £22. If these were offered to the public at £5 down, and £1 a month for 18 months, the sales would probably be enormous. Any manufacturer who can see his way to doing this on a large scale should reap a veritable harvest.

G. W. WALKER NOT TO RETIRE.

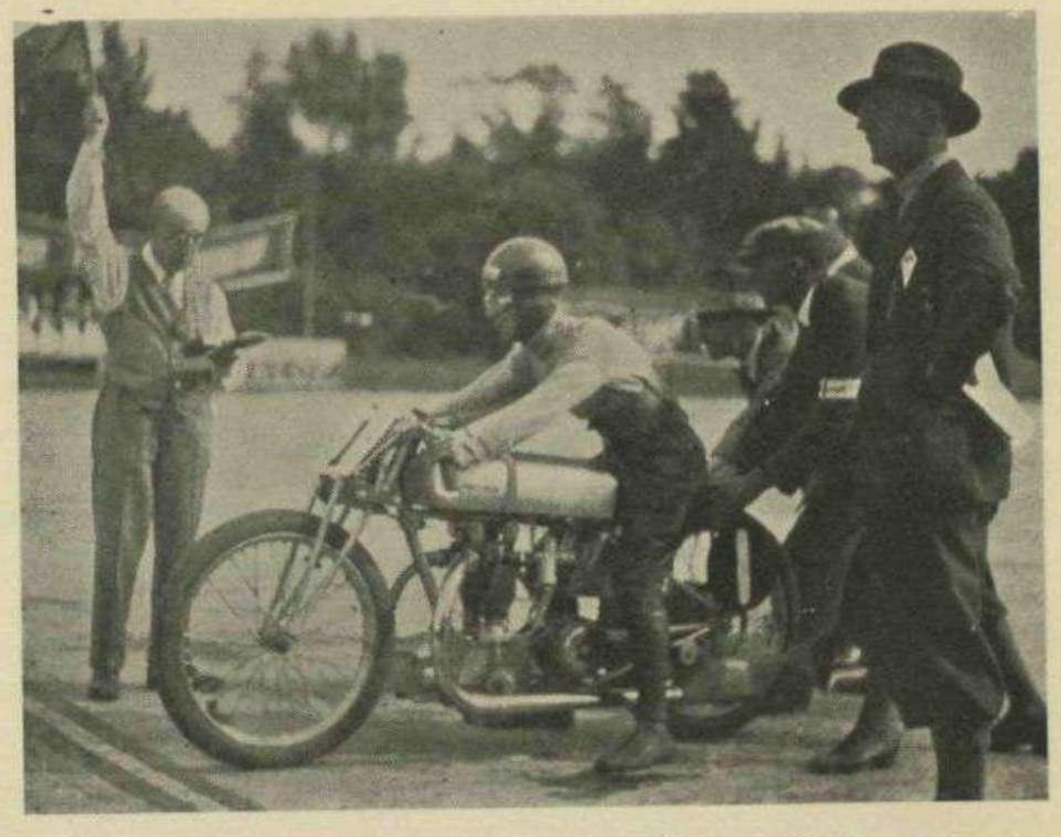
There is no truth in the rumour that Graham Walker, the well-known racing motor-cyclist who so nearly won the Senior T.T., and who won the Ulster Grand Prix at over 80 miles per hour, will retire from the racing game at the end of this season. Walker's activities in connection with the Sales Department of Rudge-Whitworth, Ltd., will prevent him from riding in reliability trials and in minor races, but he will be seen in the important races on a Rudge-Whitworth as in the past.

Graham Walker's career as a trials rider is therefore concluded, and he has capped it with success in the recent International Six Days' Trial. In this event, he was a member of the British team which won the International Vase, and was also a member of the winning "Centre" team.

NEW MODEL HILLMANS.

It has just been announced that the Weymann Saloon Hillmans, which are made in both four-light and six-light types, are now available with Sunshine roofs at an extra charge of £10. The standard Weymann Saloon, with this fitment, will therefore cost £345 and the Safety edition £385. The new head is of exceptionally neat design and when it is closed the car is almost indistinguishable from the ordinary Weymann saloon.

Another new model which has just been introduced is a drop-head coupé on the well-known 14 h.p. chassis.



C. W. G. Lacey, who holds the Hour Record for Brooklands, at 103 m.p.h., on a Grindlay-Peerless-J.A.P

This has a Fountain body of an exceptionally luxurious type, and the dicky is capacious and well-upholstered, so that it provides greater comfort than the rear seat of many other cars.

The new coupé is listed at £395, whilst the "Safety" type costs £430. The standard finish of both is brown and buff, and furniture hide upholstery is used.

ROAD DRESSINGS.

It may be supposed that last summer took its usual toll of temper and coach work. But there are signs that progressive surveyors are increasingly going in for the newer road dressings which set quickly—with a firm grip on the coat of chippings—which do not soften or "bleed" in hot weather, yet cost no more than tar.

Near Leicester recently there was a demonstration of "Shellspra," which is the variety of bituminous dressing produced by Shell-Mex Limited, and of machines for spraying it.

Some of these latter were wonderful examples of how mechanical devices can take the place of human labour. In some cases the mixture to be sprayed is heated, spread, brushed in, and even coated with chippings by the same machine in one operation.

How quickly "Shellspra" sets was shown by the fact that a heavy lorry drove over the road five minutes after it had been sprayed, without disturbing the dressing or picking up on the wheels.

Motor cars, too, went swiftly over the newly sprayed road without the familiar rattle of stones which greets the motorist from an ordinary road dressing, and strikes terror into the heart of those who have any care for their coach work. We are not concerned with whether tar properly selected and applied is or is not capable of giving a similarly good result. The fact remains that as it *is* applied, by the average British surveyor, it is probably the greatest curse of motoring, and if these newer dressings are available at no more cost why cannot we have them? That is what motorists, as the most numerous class of road users, want to know.

HERE AND THERE—concluded.

THAT DOUBLE-TWELVE RECORD.

This is a time of year when motor-cycle stunts are expected, but the recent Dunelt stunt is of more than ordinary interest, in that the machine employed was a standard production, selected from stock by officials of the Auto Cycle Union.

The actual facts were these :—The machine, having been selected, was driven from the Dunelt works at Birmingham to Brooklands, an A.C.U. observer being in attendance. On arrival at the track it was looked over, again under official supervision. At 8 a.m. on the morning of 18th September, it set off on an attempt to beat the existing double-twelve record which, incidentally, already stood to the Dunelt with a distance of 1,095 miles. The machine was ridden alternately by N. Anderson and R. B. Talbot.

By 8 p.m. 590 miles had been covered, and the speed averaged was well within record. The machine was then locked up for the night (continuous 24 hour rides are forbidden at Brooklands) and at eight o'clock next morning the riders continued. At the end of the 24 hours, 1,155 miles had been covered and the record had been broken by 60 miles!

In view of the fact that a standard model was used, and that no special " tuning " had been effected, the results are particularly meritorious. They also prove that the 1929 edition of the Dunelt—for it was this type which was used—is even better than that of 1928. Incidentally, at the conclusion of the run, the machine was sealed and taken over by the Auto Cycle Union, with a view to further tests being carried out later.

MOTOR CAR INSURANCE.

An announcement has recently appeared in the Press that an agreement has been come to by the leading Tariff Companies under which they will issue a standard policy giving identical cover in so far as private car insurance is concerned. The new policy will also contain certain additional benefits.

This new arrangement follows the policy which the R.A.C. adopted many years ago in regard to motor car insurance. Believing that private motorists as a whole did not understand the details of insurance, the Club evolved a standard policy known as the " R.A.C. Policy," and authorised its issue by the leading Companies and Underwriters.

The policy became immediately popular, and its popularity was undoubtedly due to a large extent to the fact that motorists who were members of the R.A.C. were able to take it up without concerning themselves as to what it actually covered : the fact of its being the standard R.A.C. policy being sufficient guarantee of its worth. In the same way the agreement arrived at by the Tariff Companies will simplify the whole of motor car insurance, as once the terms of the standard policy have become familiar, motorists will be able to accept the policy from any Company without the need for a close scrutiny of its various provisions.

ROAD ACROSS AFRICA.

Racing Motorist Arrives at Cape from Cairo.

Through desert and jungle Mr. G. S. Bouwer, the South African racing motorist, has averaged just on 250 miles a day for 9,000 miles on his return journey across Africa from London, which he left in August, to Cape Town, where he has just arrived.

He undertook the adventure to demonstrate the practicability of a highway between Cairo and the Cape, and he travelled by a route which he had prepared for himself seven months ago.

" Although I averaged 300 miles a day over the ironstone Nubian deserts," Mr. Bouwer states in a message to the Dunlop Company in London, " and 500 miles a day on bush track in central Africa, I had a bare thirty hours in which to complete the last and most difficult 1,000 miles and the slightest delay would have ruined my chance. For the first time in my experience I drove this last lap without one puncture ; I had never previously had fewer than four on that route.

" I had no mechanical trouble at all, and only one crash, when I hit a tree stump at speed, smashed two front springs, and bent a front axle."

At one time Mr. Bouwer was 90 miles from any water supply, and he carried a 40 gallon petrol tank in the back seat with a five gallon auxiliary oil tank.

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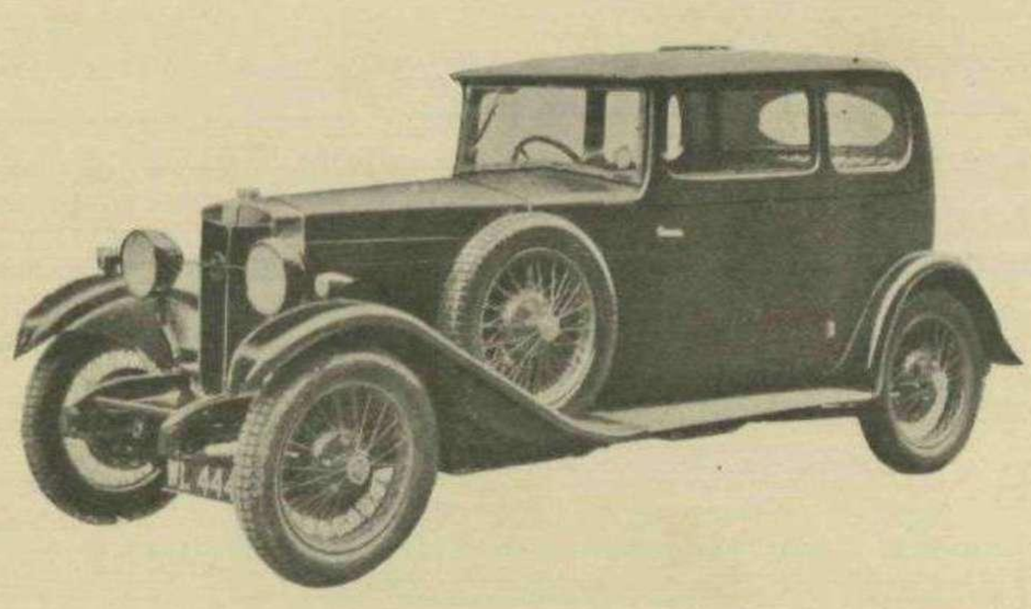
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M.G. SPORTS CARS FOR 1929.

THE programme of the M.G. Car Company for 1929 will include a range of models on three different chassis, two of which—the M.G. Sporting Six and the M.G. Midget Sports—are entirely new productions.

In the first place, the now well-known 14/40 M.G. Sports models, which have proved so successful in the past, will be continued with no alteration to their present specification and prices. Combining the looks and finish of a really high-class touring car with the ability to put up very high average speeds in safety and comfort, this is a production, at a very moderate price, which no sporting motorist can afford to overlook.

It is a car with exceptional acceleration and road holding, first class brakes and steering, and an ideal "dual purpose" engine. While 50 m.p.h. is a comfortable "cruising speed" and 30-40 m.p.h. may be maintained indefinitely on second gear on twisty hilly roads, it is nevertheless docile and sweet at walking pace on top gear, and has astonishing pulling power on hills.



THE M.G. SIX-CYLINDER—AN ENTIRELY NEW PRODUCTION.

The four-seater model is worthy of attention for its beauty of line and finish, and the comfort afforded by the comfortable bucket seats, adjustable controls and pneumatic leather upholstery. This four seater is available in either blue and silver or claret and silver, and other models comprise a two-seater on similar lines and finish, a charming coachbuilt Salonette, in a range of attractive duotone finishes, and a genuine Gordon England four-door Fabric Saloon, which, being no heavier than the open models, combines the comforts of a saloon with the liveliness of an open sports car.

Cellulose paintwork is naturally standardised in a production of this quality, while the prices are very moderate :—Two-seater, £335 ; four-seater, £340 ; coachbuilt Salonette, £445 ; Gordon England Fabric Saloon, £445.

Probably the most interesting M.G. is the new Sporting Six chassis. It is remarkable that while there is nothing freakish or unusual in the design, which is based on well tried and up-to-date principles, it shows, nevertheless, a number of features which have probably never been combined in one chassis before, and certainly never at anything like the price.

The chassis frame is exceptionally sturdy, rigidity being its keynote (witness the cross members!), and is upswept front and rear to provide a really low line and consequent *safe* road holding. Very long flat half-elliptic springs ensure comfort at all speeds, and one little point well worth noticing is the anchoring of the front springs at their rear ends (shackles forward) to minimise the effect of road shocks on steering and braking.

The power unit is a work of art—six cylinders for smooth running and acceleration, overhead camshaft and inclined valves for high efficiency, two carburettors for even distribution and maximum power output, cork inset multi-plate clutch with automatic lubrication for sweetness and long life, close ratio gear box to utilise to the best all that the engine can give—a design which cannot fail to satisfy the most critical of modern owners.

Well worth noting are the various tanks—eleven gallons of petrol carried aft and fed to the carburettors by automatic electric pumps, and in the dash, two gallons of petrol as reserve, and a gallon of engine oil—no messy filling up of the sump at the roadside, just a turn of the tap when necessary, and the oil level is restored to the "full" mark in a few moments.

Mounted on this remarkable chassis will be four different body types ; a two-seater at £480 and a four-door tourer at £485, both with the excellence of finish and comfort already associated with the 14/40 models ; a two-door four-seater Sportsman's Saloon at £545, and a four-door Saloon at £555.

The M.G. Sporting Six is undoubtedly an ideal car for the enthusiastic sporting motorist.

Last, but by no means least, is the baby of the family, the new M.G. Midget Sports. Here, at last, is the real big sports car in miniature, a car with a real performance, at little more than motor cycle cost.

It has a frame, upswept fore and aft with long flat semi-elliptic springs, a modern high efficiency overhead camshaft engine, sound four-wheel brakes, and a low lithe body with leg and elbow room for the tallest.

A little gem of a car, fit to take two people and their luggage anywhere, happy as could be at 40-50 m.p.h., capable of its mile a minute and doing it all on an £8 tax and 40-50 miles per gallon of petrol. Complete with spare wheel, instruments, tools, and everything, it sells at only £175.

NEW MODEL HILLMAN AT BROOKLANDS.

The 14 h.p. "Husky" Sports Hillman, which was introduced recently, has already shown that it is a real sports car in performance as well as in appearance, for it has just put up some remarkable speeds at Brooklands. A standard model was taken to the track in full touring trim, less windscreen, and, officially timed by the B.A.R.C., it covered 64.19 miles in an hour. Over the flying kilometre a speed of 66.97 m.p.h. was attained.

In view of the fact that the car was in no way specially tuned, these speeds are extremely satisfactory and should do much to popularise the new model. The list price of the "Husky" is £385.

CORRESPONDENCE.

WE ARE TAKEN TO TASK.

To the Editor of MOTOR SPORT.

DEAR SIR,—In your July issue your editorial article deplores the principle of handicapping, in general, in motor racing, and deplores the fact that handicapping is practised at Brooklands meetings, and was used also in the R.A.C. Grand Prix, run in Ulster this year.

Handicapping, though tiresome in some ways, has at Brooklands one great advantage, which in the eyes of the average amateur, with whom MOTOR SPORT is undoubtedly in sympathy, outweighs all other disadvantages. It enables a man of limited means who cannot afford an up-to-date racing car (and this is the case with 90 per cent. of us) to run his car, whatever it may be, with a sporting chance of success. To exclude this class of entrant would be hard on those concerned, would rob Brooklands meetings of support which they can ill afford to lose, and would tend to eliminate that "racing for the sport of the thing" feeling which is such a valuable part of English motoring sport, and is largely kept alive by these enthusiastic, if impecunious, amateurs.

In the case of the Ulster R.A.C. T.T., the elimination of the handicap would reduce the number of entries by probably 50 per cent., which would in turn lessen the interest of the contest and reduce the possibility of a fine race resulting.

The statement that "the only important reward (the 'Tourist Trophy') is decided by an arbitary handicap" is hardly fair. The following valuable trophies were won by the class winners:—5,000 c.c., "The Motor Trophy"; 3,000 c.c., "Sir Chas. Wakefield Trophy"; 2,000 c.c., "Solex Trophy"; 1,500 c.c., "The Motor Trophy," "The Ulster White Cinema Club Trophy" (for second place); 1,100 c.c., "The Motor Trophy."

At the same time I agree with MOTOR SPORT insomuch that I consider more importance should be attached to these class winners than was the case this year. The present position is to some extent due to the lay press.

Your editorial thinks that the handicap will "mar our one great road race." The result was one of the finest races ever run, quite unmarred by anything. The handicapping proved just; the Riley Nines might have won had they had a no-trouble run. The Austro-Daimler driven by Masar, although driven quietly, put up a higher average than the winner, and Birkin's Bentley a faster time still, in spite of trouble which robbed him of a possible victory, all of which goes to disprove the prophesy the article makes that "it is doubtful if a car of some five litres capacity can lap as fast as a nippy 1,500 c.c. supercharged car." Incidentally, there is nothing to prevent the five-litre car from being supercharged also, thus enabling it to have an even greater superiority in speed over the small car than that shown by the Bentley.

That two firms withdrew entries does not condemn the rules; when so many compete it is inevitable that the regulations must disatisfy some, and often these complaints are quite unjustified. For instance, one entrant of 1,500 c.c. cars complained bitterly before the race, through the columns of a contemporary motor journal, of the unfair handicap for the 1,500 c.c. class. And yet two 1,500 c.c. cars were first and second!

The whole question of handicapping is an interesting and important one; the opportunity given by the article in question to raise the discussion is valuable; I hope others interested will give their views.

I am, Sir, etc.,

"BARNABY."

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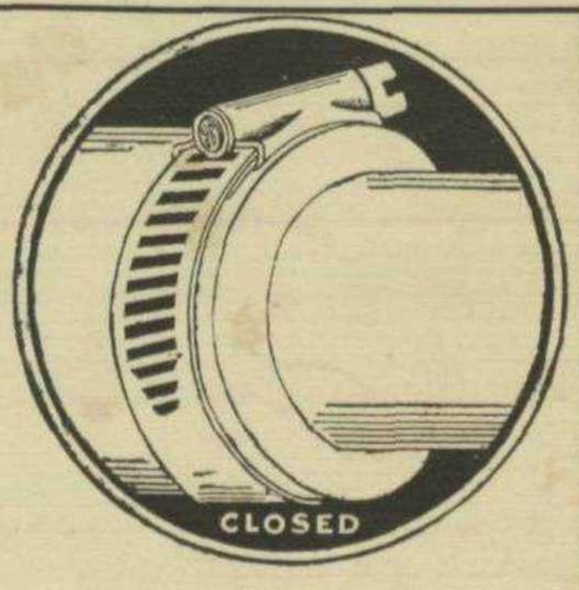
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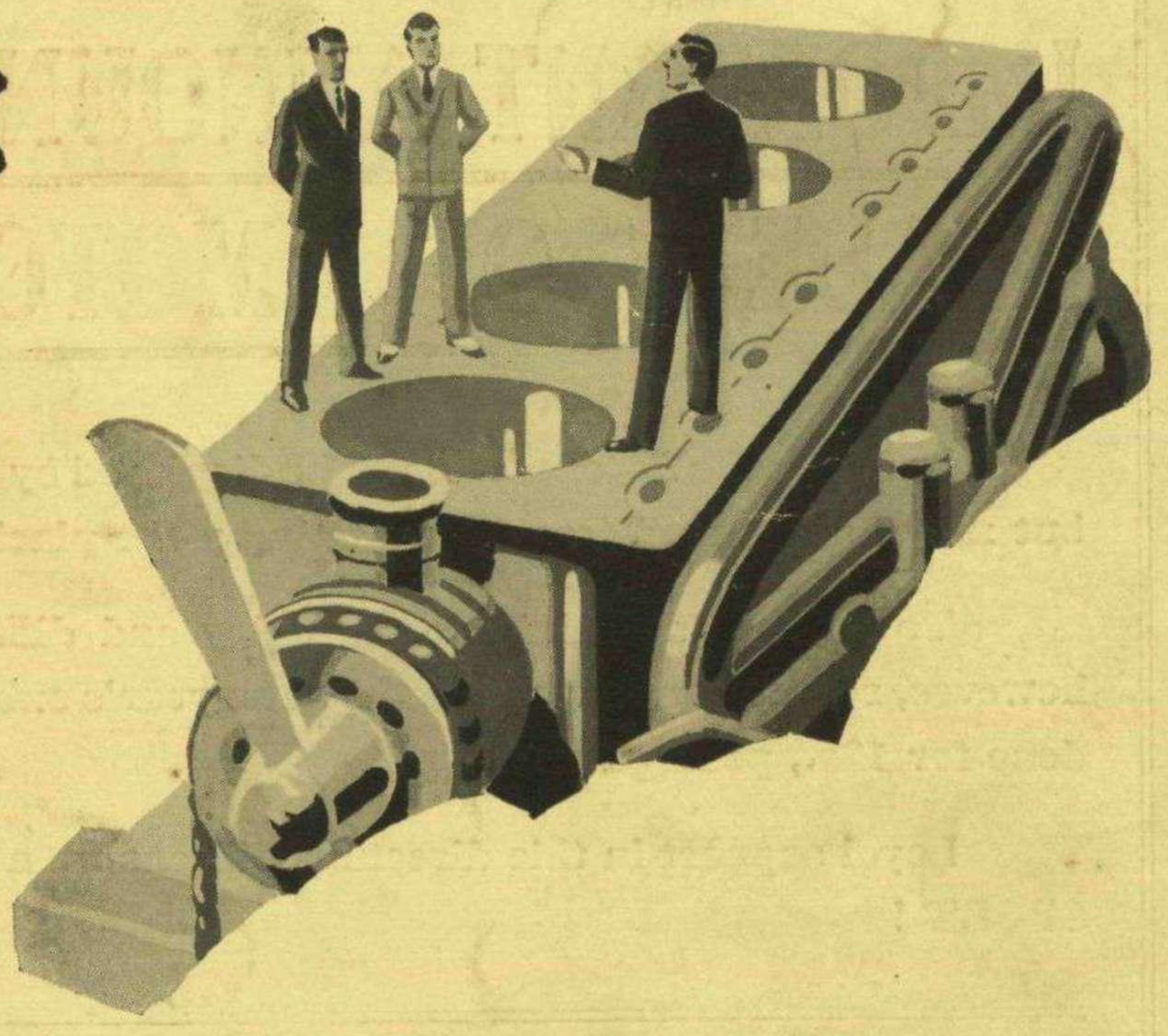
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