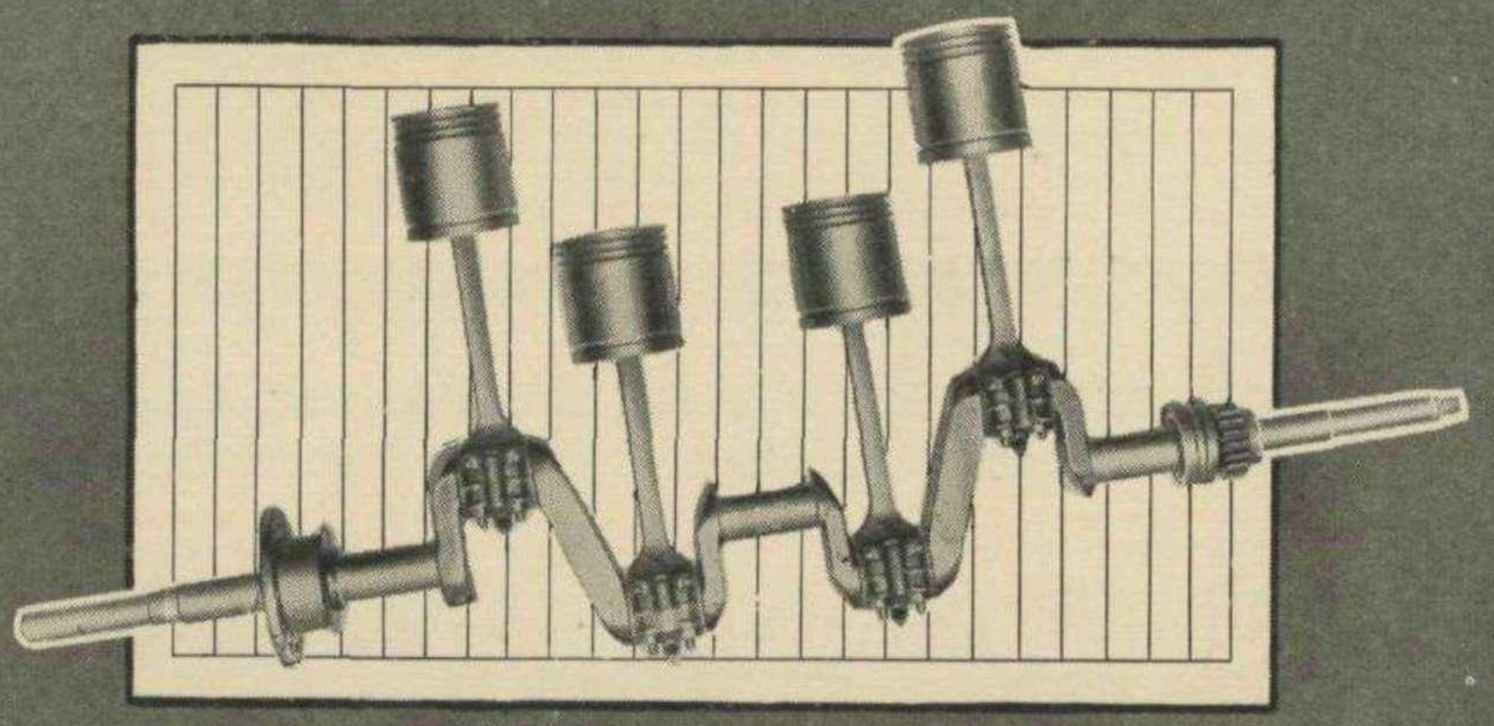


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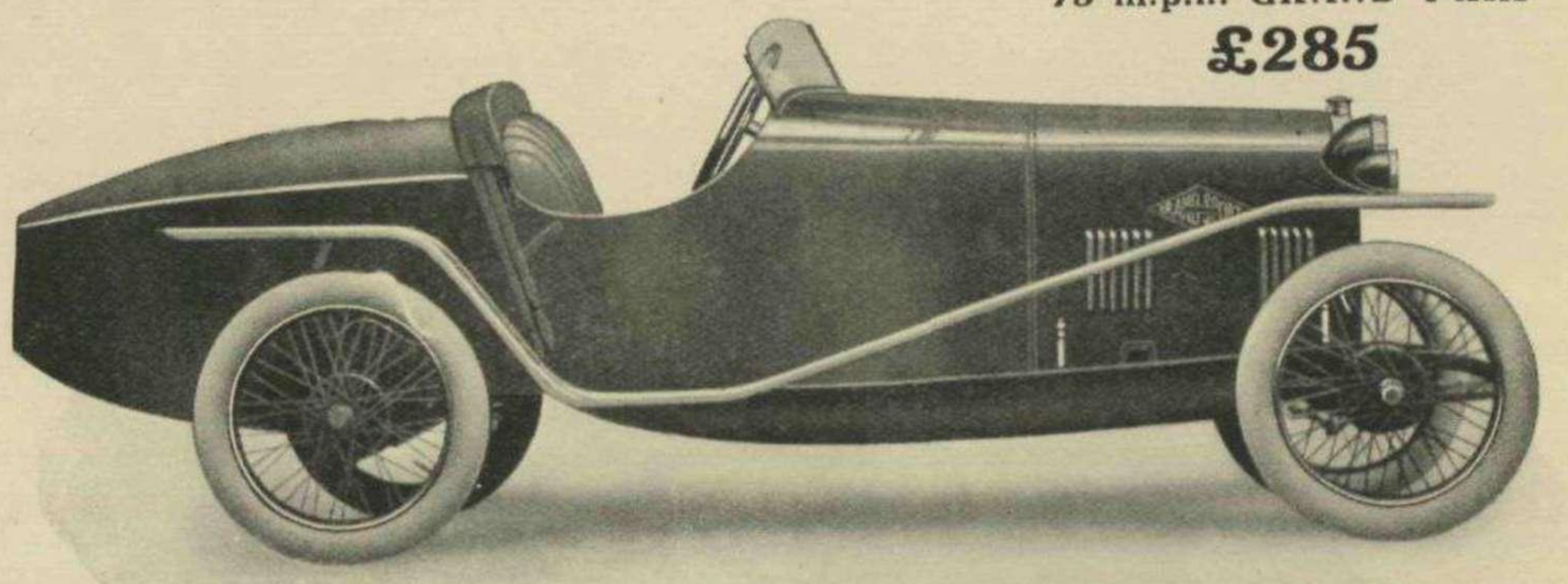
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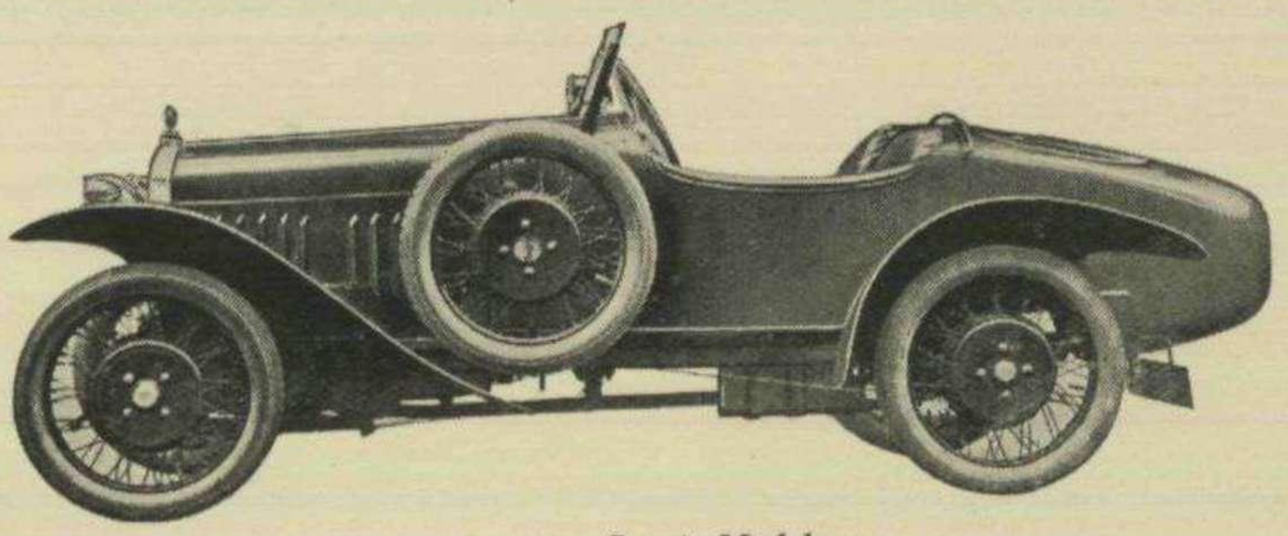
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No. 1. VOL. 3

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

JULY, 1926.

EDITORIAL NOTES.

Our Anniversary.

Two years ago to-day the first issue of this journal made its début under the title of *The Brooklands Gazette*, and though still in its infancy, *Motor Sport* is enjoying a very encouraging measure of support amongst motorists who find in their cars or motor-cycles something more fascinating than the mere means of locomotion.

No matter how the tide of public opinion may appear to regard the sport of motoring, whether in reliability trials, speed events or track races, it is absolutely certain that, so long as cars are built we shall find owners and drivers eager to use them for health-giving sport and recreation. Bans may come, governing bodies quibble, but still the spirit of sport holds undiminished sway for a very large and very enthusiastic section of the motoring community and it is to these that our journal is intended to appeal.

We have been very pleased to receive from time to time helpful suggestions from our readers, expressing their ideas as to the character of the contents in our issues. For example, some have counselled us to appear as a weekly, others a fortnightly review of motoring, with the idea of recording the various sporting events as they occur; but whilst such a programme would be welcomed in some quarters, we feel our position is that of serving the motoring public as a high-class pictorial magazine devoted to the sport, rather than attempting to invade a field which is so admirably catered for by our respected contemporaries, who have the necessary facilities for the rapid collection and distribution of news.

The policy of our journal has always been that of making for itself a place in motoring journalism, a process which calls for some considerable perseverance in the present conditions of industrial unrest; but, thanks to the unswerving support of our many readers, we can look back over the past two years, which have not passed without their anxieties, with unmixed pleasure.

Those who conceived the idea of starting a sporting journal for motorists undertook a difficult proposition in a sporting spirit, fully alive to the fact that much would have to be done before their efforts could be crowned with any measure of success.

To-day *Motor Sport* is recognised as the medium of the sporting enthusiast, and we look forward in the future to enlarging our activities to make the journal still more worthy of the support it is now enjoying from a large circle of readers.

Showing them how.

For some obscure reason the non-motoring public and motoring novices as well seem to be under the impression that the driver of a sports car is necessarily a road-hog, and as a consequence are only too ready to blame a highly-skilled class of driver for the road accidents of which we have read so much of late. Fast or quick driving should not be confused with inconsiderate use of the road, and as a matter of fact the worst offenders on the road are the novices, who err owing to sheer lack of driving experience, and often become an absolute source of danger.

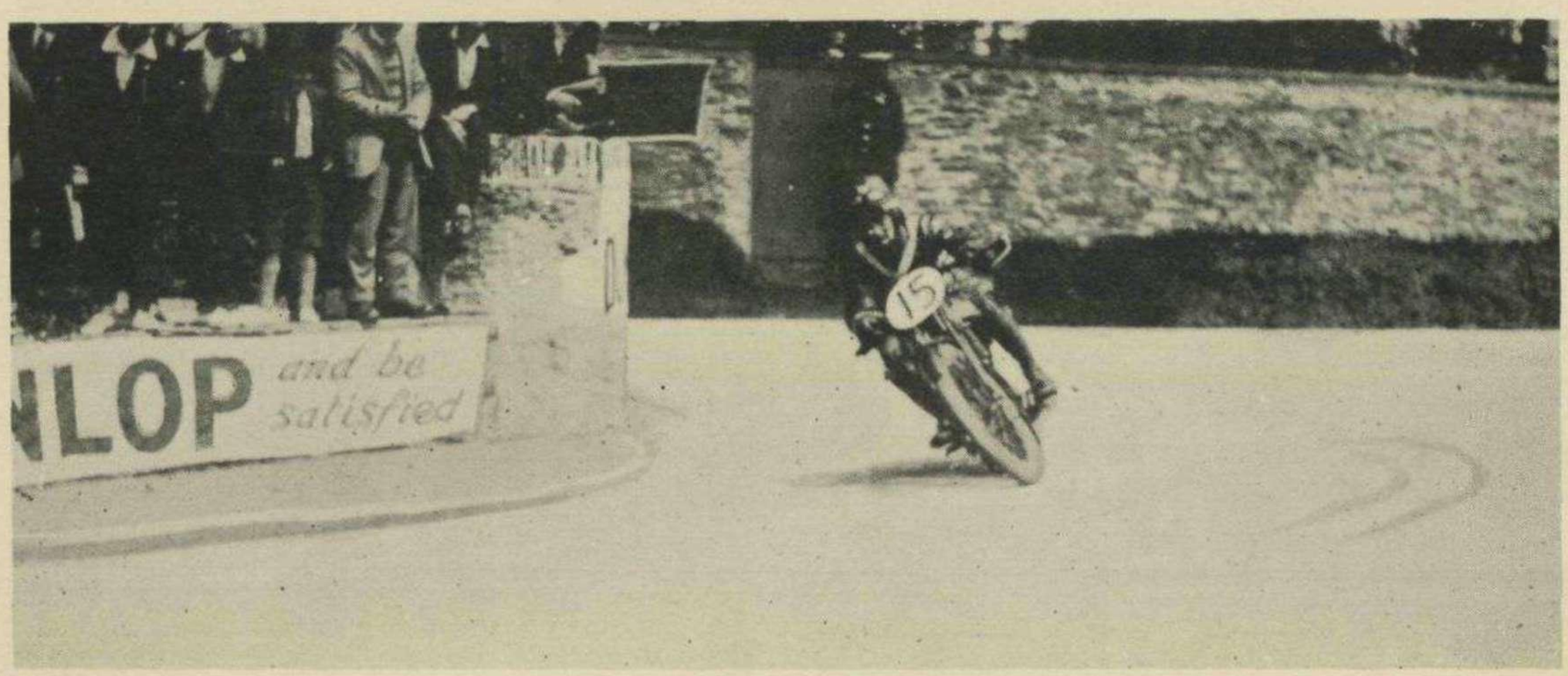
Drivers who have long passed their novitiate stages should remember the times when taking the road was a novel and somewhat alarming experience, and help to mitigate the chances of mishaps by a rigid observance not only to the rules of the road, but also to the numerous little courtesies which make so much difference in motoring. A good motto for holiday touring should be, "There is a novice on every corner," and if experienced drivers make due allowance for such contingencies we shall hear less of the alleged road hogging, used to fill up the news columns of daily papers during the shortage of genuine scares.

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The International Auto-Cycle Tourist Trophy Races 1926

A WEEK OF THRILLS IN THE ISLE OF MAN.



THE WINNER OF THE LIGHTWEIGHT T.T. C. W. JOHNSTON TAKING THE GOVERNOR'S BRIDGE HAIRPIN ON HIS 248 COTTON.

THE JUNIOR T.T. RACE.

IT is a remarkable fact that, however often the T.T. practising may be marred by bad weather conditions, the actual race days are almost invariably blessed with sunshine. Monday, June 14th, was no exception to this rule, and at 10 a.m. W. L. Handley set out to defend his title as holder of the Junior Tourist Trophy. His Rex-Acme accelerated well and was followed at 30 second intervals by several previous winners and other competitors, most of the machines starting readily in spite of lying cold for about twenty hours. A few minutes after the 62nd and last man (Varzi, on a 350 c.c. Garelli) had been despatched, Handley roared past the stands, having lapped at 66 m.p.h., a record for the Junior race. Bennett (Velocette) and Parker (Douglas) both stopped at their pits for replenishment and adjustments respectively, both having performed fast laps. Dixon, also on a Douglas, rode through and exactly tied with C. W. Johnston (Cotton) in 35 mins. 26 secs. for the first lap. A not altogether unexpected thrill was experienced as J. H. Simpson, the A.J.S. crack, screamed through very early, having overtaken many previous starters. At this early stage of the race retirements were not very many, some of the unlucky ones being Todd (Matchless), broken handlebars, Price (Douglas), crashed at Windy Corner, and Grey (Zenith), who crashed badly on Bray Hill, and was removed to hospital. The first lap order eventually proved to be :—

(1)	W. L. Handley (Rex-Acme)	65.88 m.p.h.
(2)	J. H. Simpson (A.J.S.)	65.2 m.p.h.
(3)	A. Bennett (Velocette)	64.75 m.p.h.
(4)	F. W. Dixon (Douglas) / C. W. Johnston (Cotton)	63.8 m.p.h.
(6)	C. W. Hough (A.J.S.)	62.34 m.p.h.

On the second lap it is usual to find seconds being clipped off the faster men's times, but on this occasion the only startling changes in the order were on the part of Simpson (A.J.S.), who headed Handley by 4 secs. and C. J. P. Dodson (Sunbeam), who gained three places by a lap in 35 mins. 45 secs.

Johnston and Parker, after promising first laps, both dropped out with engine trouble on the second round, as did Jock Porter on the New Gerrard. Bennett appeared to be travelling faster at this stage, and the other leaders had not yet stopped for fuel as he had, so he began to assume a threatening attitude towards his rivals.

The position after two laps was :—

(1)	J. H. Simpson (A.J.S.)	65.74 m.p.h.
(2)	W. L. Handley (Rex Acme)	65.68 m.p.h.
(3)	A. Bennett (Velocette)	65.22 m.p.h.
(4)	F. W. Dixon (Douglas)	63.54 m.p.h.
(5)	C. J. P. Dodson (Sunbeam)	62.63 m.p.h.
(6)	C. W. Hough (A.J.S.)	62.45 m.p.h.

Reports from round the course state that Freddy Dixon delighted the crowds with most spectacular cornering, his steady lapping at 63½ m.p.h. seemed to suggest that he still had something up his sleeve, and was sparing his engine by making up time on corners. Handley and Bennett arrived almost together at the end of the third lap, so evidently the Velocette rider means business, having gained 51 secs. on the Coventry lad. No sooner had Bennett's time been placarded, when a gasp of wonderment escaped the crowd, for the Velocette had lapped at 68 m.p.h., over a minute faster than the previous Junior record! Would Simpson do any better? Apparently the A.J.S. rider was in trouble for his clock circled slowly, and he eventually passed the stands running well, but having taken 37 mins. for the lap, Simpson being number 35, and the other leaders all among the early starters caused some impatience

JUNIOR TOURIST TROPHY RACE—continued.

and delay before the final third lap order could be announced :—

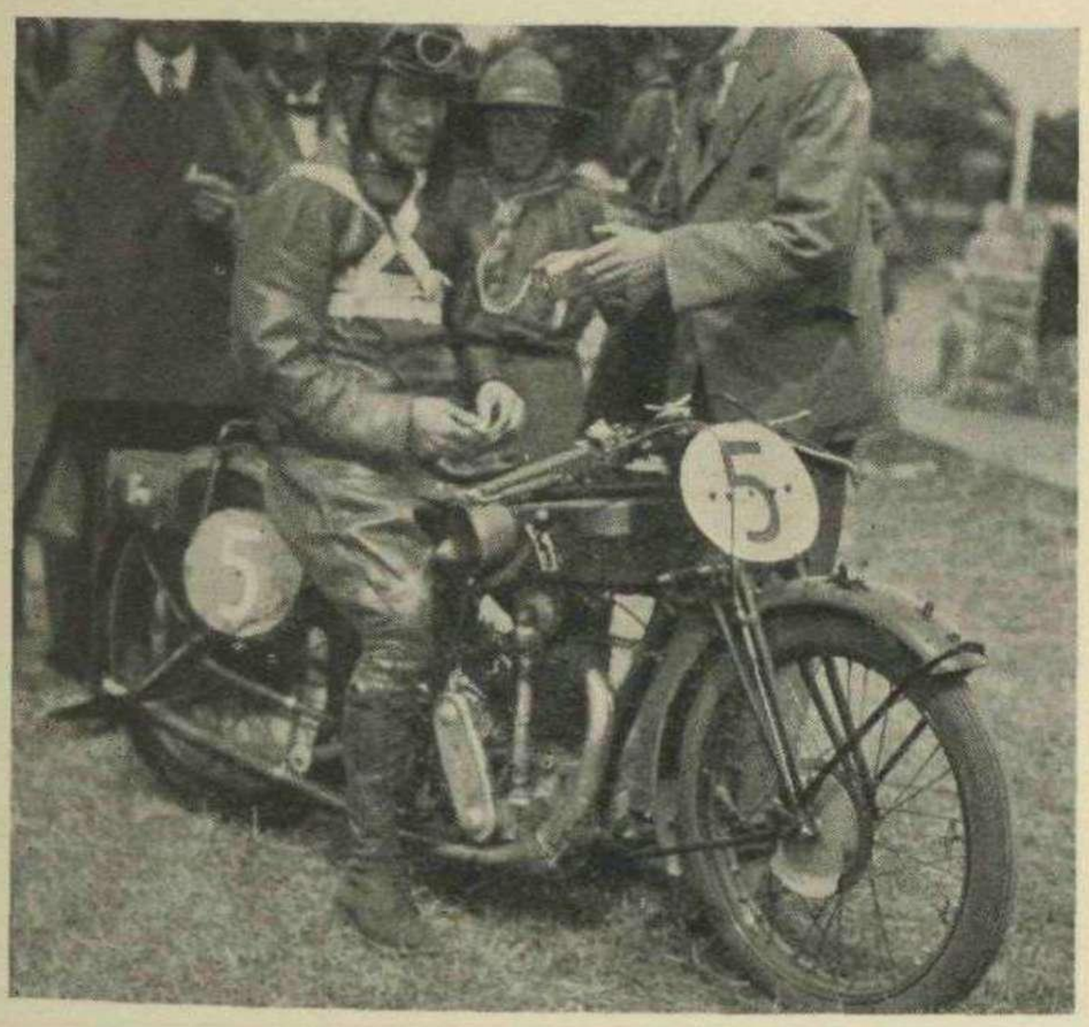
(1)	A. Bennett (Velocette)	66.15 m.p.h.
(2)	W. L. Handley (Rex Acme)	65.6 m.p.h.
(3)	J. H. Simpson (A.J.S.)	64.05 m.p.h.
(4)	F. W. Dixon (Douglas)	63.13 m.p.h.
(5)	C. J. P. Dodson (Sunbeam)	62.58 m.p.h.
(6)	G. Kuhn (Velocette)	62.52 m.p.h.

Lap four was responsible for the end of Dodson's fine performance, the Sunbeam forks breaking at Quarter Bridge. Other retirements included Austin (B.S.A.), who hit a telegraph pole at Braddan while looking for something to rest his foot on in the absence of the normal footrest, removed at Quarter Bridge; also Harman (O.K.-Bradshaw), and Barber (Matchless), with engine trouble. At this stage it became apparent what a remarkable performance the Velocette team was putting up; at the end of lap 4 they stood 1st, 5th, and 10th, with only three entries and had put fastest lap. Others to perform well, apart from the first six, were Burney and Reynard (Royal Enfields) and Rowley and Longman (A.J.S.'s). The first six after four laps were :—

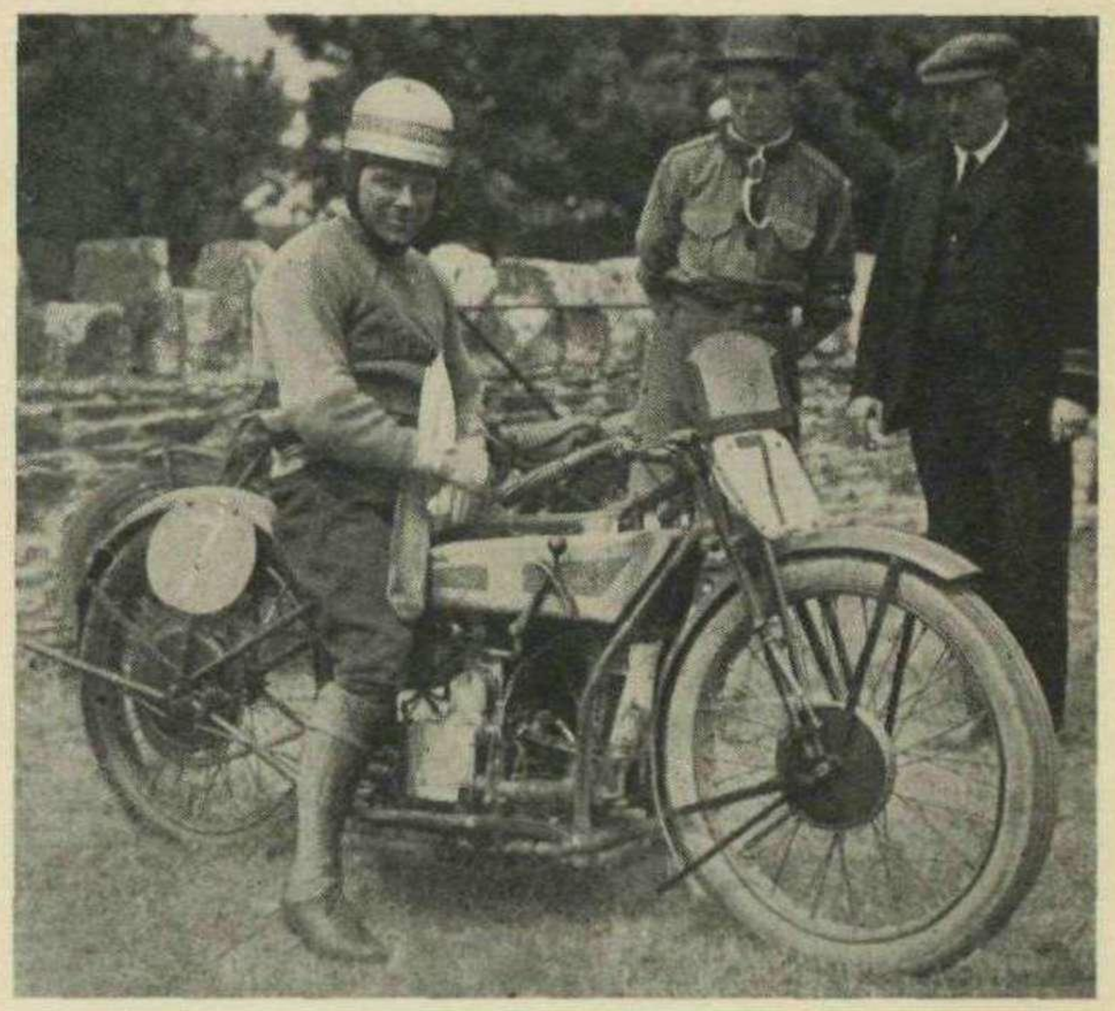
(1)	A. Bennett (Velocette)	66.36 m.p.h.
(2)	W. L. Handley (Rex Acme)	65.15 m.p.h.
(3)	J. H. Simpson (A. J.S.)	64.53 m.p.h.
(4)	F. W. Dixon (Douglas)	63.46 m.p.h.
(5)	G. Kuhn (Velocette)	62.75 m.p.h.
(6)	C. W. Hough (A.J.S.)	61.9 m.p.h.

The fifth round provided yet another sensation, when Bennett still further reduced the lap record to 32 mins. 56 secs. or 69 m.p.h. Simpson put up a fast fourth lap, but was again slow on the fifth, so could not hope to beat the Irish-Canadian from Southampton, unless the latter experienced trouble. Still further to strengthen the Velocette position, Handley's gear lever gave trouble, rendering gear changing almost impossible, and enabling Bennett to lead by 8 minutes. Handley's brakes and carburettor also needed attention, so that the Rex-Acme gave way to Simpson and Dixon on this lap. Another crop of retirements included Scott on the remaining Matchless, burst petrol tank at Union Mills, Gelling (O.K.), Wise (A.J.S.), Reynard (Enfield), and E. Twemlow (H.R.D.), all with engine trouble. Fifth lap order :—

(1)	A. Bennett (Velocette)	66.83 m.p.h.
(2)	J. H. Simpson (A.J.S)	63.84 m.p.h.
(3)	F. W. Dixon (Douglas)	63.66 m.p.h.
(4)	W. L. Handley (Rex-Acme)	63.37 m.p.h.
(5)	G. Kuhn (Velocette)	63.22 m.p.h.
(6)	J. G. Burney (Royal Enfield)	61.75 m.p.h.



THE EVER POPULAR ALEC BENNETT, ASTRIDE HIS VELOCETTE, AT THE CONCLUSION OF HIS RECORD BREAKING RIDE.



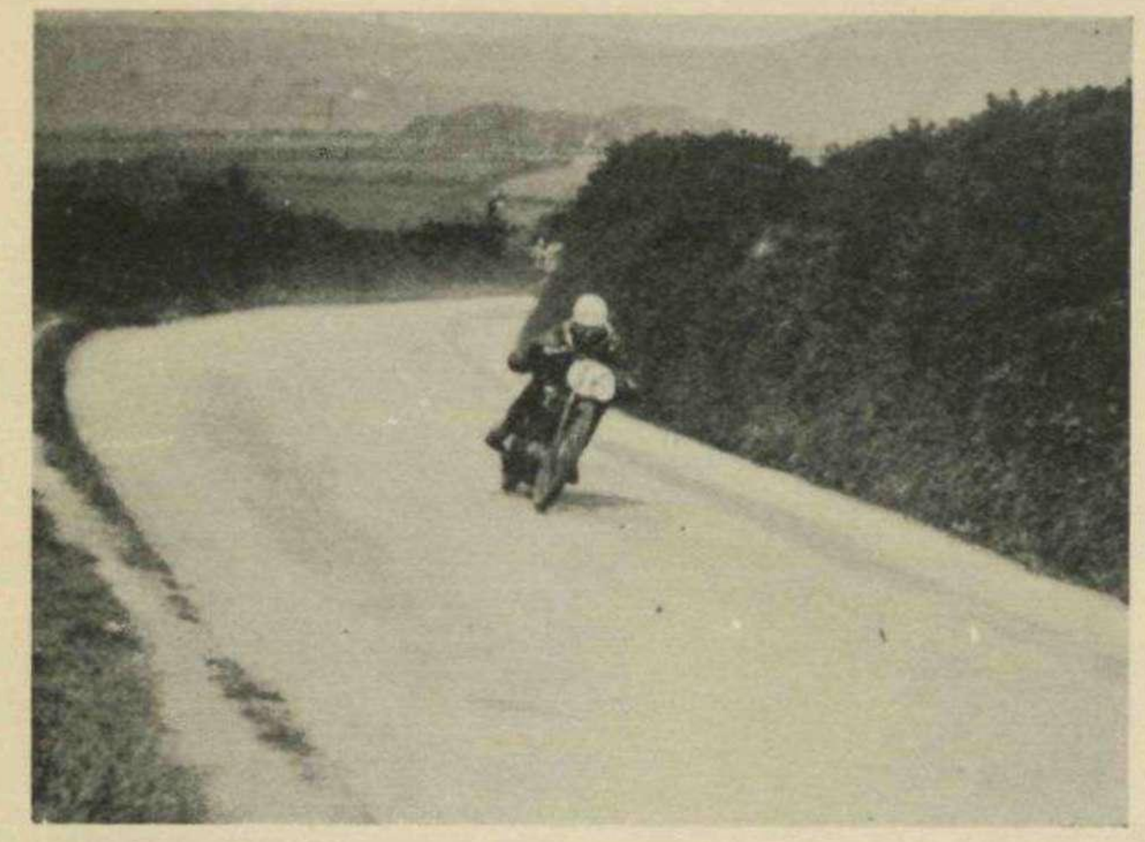
"FREDDY" DIXON, WHO LAPPED MOST CONSISTENTLY ON HIS DOUGLAS, EVENTUALLY FINISHING 4TH AT 63·24 M.P.H.

Handley dropped yet another place on the penultimate lap, in spite of a 62 m.p.h. lap under great difficulties, while Simpson experienced another stop, thus allowing Bennett to increase his lead to 9 minutes, a stupendous figure with all the super-speedmen still in the running. Rowley (A.J.S.) disappeared on this lap when running 7th, and Hough, after dropping to 9th on lap 5, took his place. J. H. Ammott (Montgomery) and K. Twemlow (H.R.D.) now figured in the first dozen. The sixth lap leaders were :—

(1)	A. Bennett (Velocette)	66.7 m.p.h.
(2)	J. H. Simpson (A.J.S.)	63.93 m.p.h.
(3)	F. W. Dixon (Douglas)	63.40 m p.h.
(4)	G. Kuhn (Velocette)	63.12 m.p.h.
(5)	W. L. Handley (Rex-Acme)	63.06 m.p.h.
(6)	J. G. Burney (Royal Enfield)	61.06 m.p.h.

Bennett started his last lap, running as well as ever, and his indicator never faltered as he passed the various

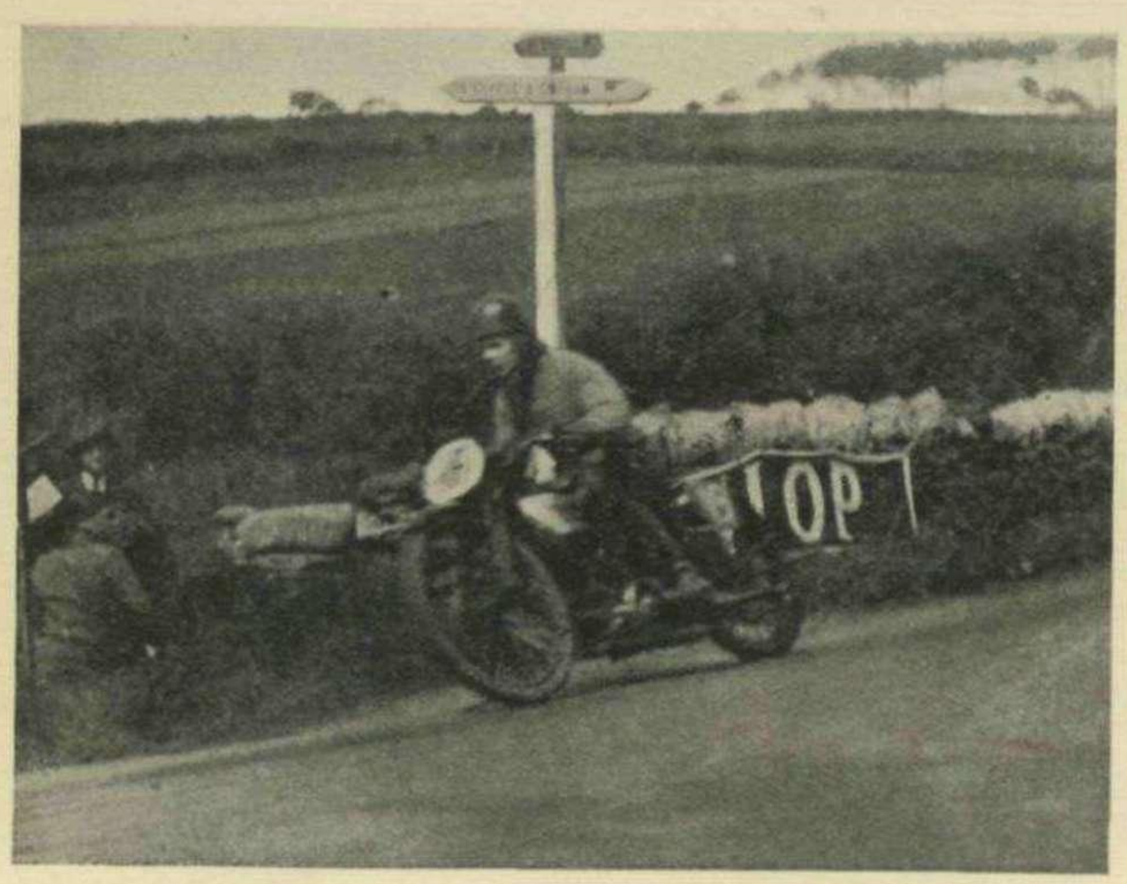
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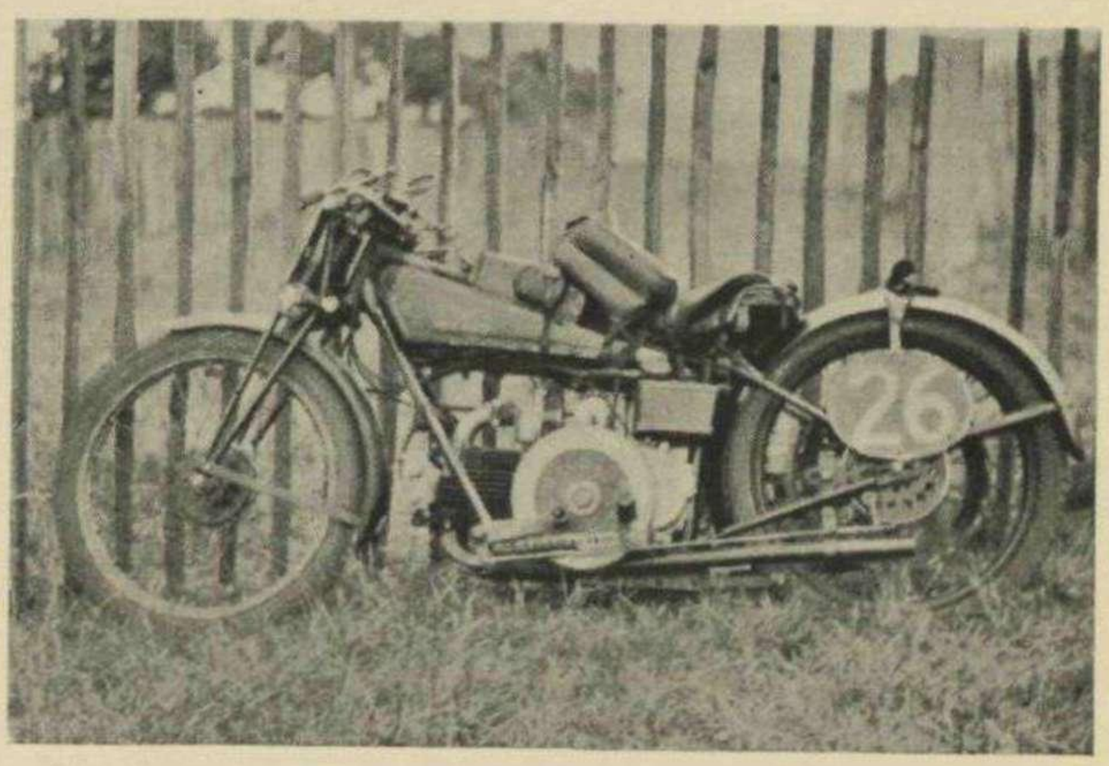
PIETRO GHERSI ON THE LIGHTWEIGHT GUZZI APPROACHING SIGNPOST CORNER.

observation posts round the course. One slight lapse, the only one in the whole race, occurred within a mile of the finish, Bennett falling at the "Nook" and cutting his chin. Luckily, no other damage was done, and Bennett roared home at the splendid speed of 66.704 m.p.h., thus beating last year's Senior Speed. Handley makes a stupendous effort and finishes next, just in front of Dixon's Douglas, but we must wait for Jimmy Simpson to arrive before the next three places are decided. Eventually, he crosses the line with nearly two minutes in hand over the Rex-Acme, which in turn defeats the Douglas by 30 seconds.

Handley thus put up a fine race against terrible odds, as he was almost without gears for three laps. Dixon had detuned his engine for reliability, and did not expect to win if the other three finished, but under the circumstances was quite satisfied.



V. ANSTICE (DOUGLAS) CUTTING HILLBERRY.



THE 500 C.C. MOTO-GUZZI WHICH CREATED SUCH A STIR IN THE I O.M.

The Velocette team secured the team prize, with Bennett 1st, Kuhn 5th, and Povey 9th, the only time a trade team has won this trophy since the war. J. H. Simpson had plug trouble, which accounted for his stops. He also considered his machine rather too slow for anything sensational. The full list of finishers was:—

		H.	M.	S.	M.P.H.
(1)	A. Bennett (Velocette)	3	57	37	66.7
(2)	J. H. Simpson (A.J.S.)	4	8	2	63.9
(3)	W. L. Handley (Rex Acme)	4	10	6	63.37
(4)	F. W. Dixon (Douglas)	4	10	36	63.24
(5)	G. Kuhn (Velocette)	4	14	14	62.34
(6)	J. G. Burney (Royal Enfield)	4	20	29	60.85
(7)	C. W. Hough (A. J.S.)	4	20	47	—
(8)	F. A. Longman (A.J.S)	4	22	38	—
(9)	G. F. Povey (Velocette)	4	23	36	—
(10)	J. H. Ammott (Montgomery)	4	24	31	—
(11)	K. Twemlow (H.R.D.)	4	24	53	—
(12)	C. W. H. Merrill (Zenith)	4	26	19	—
(13)	M. Ghersi (Bianchi)	4	27	47	—
(14)	L. Archangeli (Bianchi)	4	39	2	—
(15)	C. H. Juggins (O.E.C.)	4	41	2	—
(16)	S. A. Crabtree (Wallis Jap)	4	42	51	—
(17)	J. Robinson (O.K. Supreme)	4	44	32	—
(18)	C. Bell (A.J.S.)	4	47	12	—
(19)	J. H. Stevens (A.J.S.)	4	50	23	—
(20)	M. Maffeis (Bianchi)	4	52	23	—
(21)	F. Simpson (Calthorpe)	4	55	29	—
(22)	A. J. Robertson (A.J.R.)	4	57	7	—
(23)	S. H. Jones (New Imperial)	4	58	42	—
(24)	L. Driscoll (Zenith Chater-Lea)	5	4	9	—
(25)	J. G. Porter (Sunbeam)	5	8	23	—
(26)	W. F. Bicknell (Royal Enfield)	5	20	28	—
(27)	J. Whalley (Douglas)	5	21	6	—
(28)	G. W. Patchett (McEvoy)	5	32	36	—

Of the above, the first twelve were awarded Replicas of the Trophy for finishing within a time not exceeding that of the winner by $\frac{1}{8}$th. A Special Replica was also awarded to M. Ghersi the Italian Bianchi rider who only missed an award by a few seconds.

THE LIGHTWEIGHT RACE.

THE June number of *Motor Sport* having been published before the T.T. practising commenced, it is not surprising that several unexpected incidents took place during this period to upset our tame "tipster's" ideas on the subject of the probable winners. Perhaps the most interesting point was the terrific speed of the Guzzi machines and the brilliant riding of Pietro Ghersi. The 250 c.c. Guzzi was timed to do 77 m.p.h. on the level and in view of Ghersi's fast practice laps, this combination was regarded as a serious menace in the Lightweight Race.

The start of this event was noticeable only for two incidents, S. Gleave (Diamond) having to repair a puncture before getting away and W. F. Bicknell (Royal Enfield), being unable to start without changing the plug. Only 21 riders start, and minute intervals are allowed between each man, so it is not long before Handley tears along the Glencrutchery Road, having lapped at record speed in 36 mins. 37 secs. J. A. Porter comes next, but just as he is passing the pits, his engine gives up the ghost to the accompaniment of a metallic symphony, having shed a push rod. Porter pushes back, and tries to effect a replacement but soon abandons the attempt with a gesture of disgust.

Ghersi stages a phenomenally early appearance, with a lap at 63.12 m.p.h., thus leading Handley by over a minute. The first six at the end of Lap 1 are :—

(1)	P. Ghersi (Guzzi)	63.12 m.p.h.
(2)	W. L. Handley (Rex Acme)	61.74 m.p.h.
(3)	C. W. Johnston (Cotton)	57.5 m.p.h.
(4)	J. A. Porter (New Gerrard)	57.25 m.p.h.
(5)	A. R. Edwards (Levis)	56.8 m.p.h.
(6)	F. G. Morgan (Cotton)	56.5 m.p.h.

The Levis machines seem to be very speedy on the straight and very well handled, although Edwards gets into difficulties several times owing to too hectic cornering. Burney (Royal Enfield) and Prentice (New Imperial) are soon in trouble (mechanical and crash respectively), and Ghersi creates a diversion by circling the policeman in Parliament Square, Ramsey, in his efforts to negotiate the bend. Handley finishes his second lap with a leaking petrol pipe and a faulty front brake, but continues. Both Handley and Ghersi replenish after two laps, and the order is :—

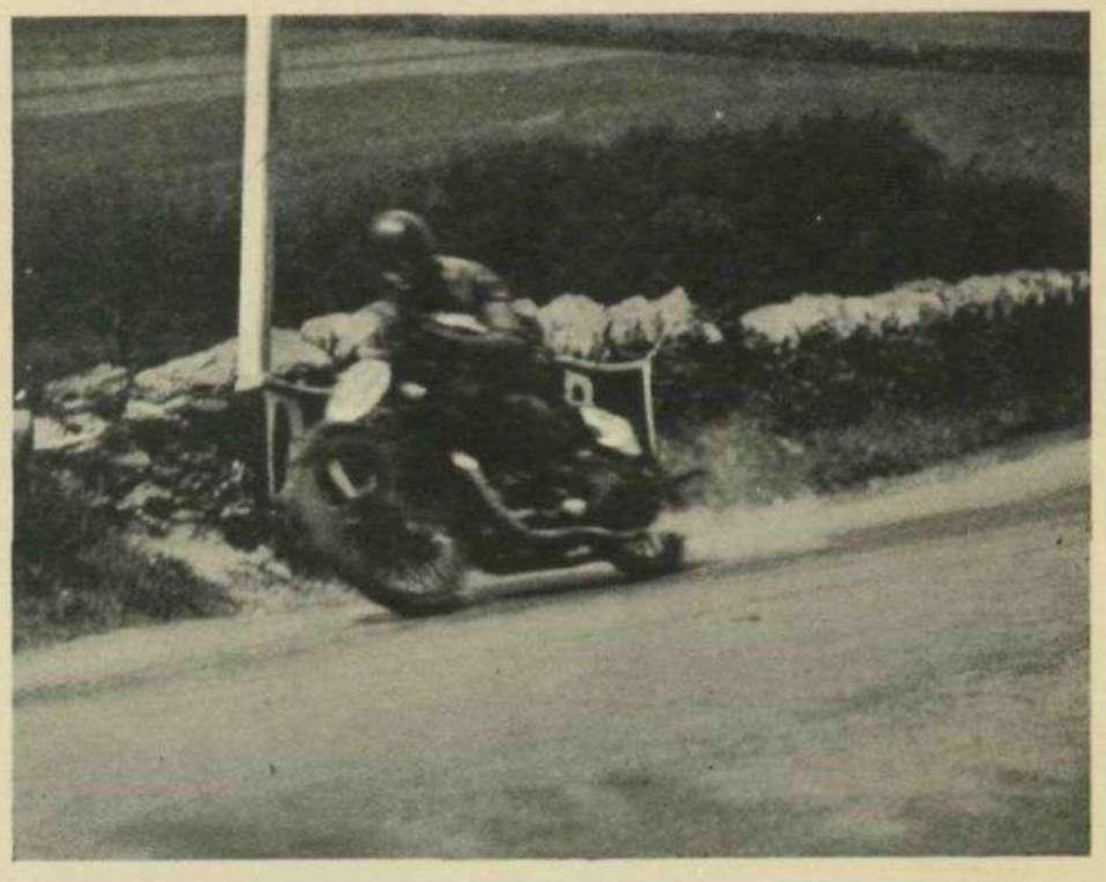
(1)	P. Ghersi (Guzzi)	62.41 m.p.h.
(2)	W. L. Handley (Rex Acme)	59.8 m.p.h.
(3)	C. W. Johnston (Cotton)	58.5 m.p.h.
(4)	W. Colgan (Cotton)	—
(5)	A. R. Edwards (Levis)	—
(6)	F. G. Morgan (Cotton)	—

Johnston had a stop on his first lap, but is driving hard now, in spite of similar gear trouble to that experienced by Handley in the Junior Race. Morgan is delayed by a fall at Ramsey on his third lap, and Gleaves(Diamond) reports two broken valve springs, but continues.

Motor Sport observers round the course report wonderful cornering by C. W. Johnston and P. Ghersi, who started with a minute between them, and who were riding fairly close to each other during the latter half of the race. The third lap order is the same as the second, except that Johnston now leads Handley by one minute, and Ghersi's average speed is 61.96 m.p.h.

On the fourth lap a wave of disappointment and sympathy emanates from the crowd when it is learnt that Handley's struggle against odds is terminated near Sulby by a broken valve. Craner, on the other Rex Acme, falls when stopping at his pit, but continues undamaged. Two more retirements are Pike (Levis), lubrication trouble, and Crabtree, on his own machine, with a broken valve. On lap four Ghersi leads Johnston by four minutes, but the Italian stops at the pits to carry out brake adjustments, whereas Johnston rides straight through. Colgan experiences a delay, and his team mate Morgan ousts him from third position. Fifth and sixth places are now occupied by F. Craner (Rex Acme) and S. H. Jones (New Imperial).

The fifth lap is brimful of excitement. Ghersi is evidently in trouble, for the Cotton actually passes him in road position, though not necessarily on time, somewhere between Michael and Ramsey, and arrives at the pit still leading. Johnston fills up, but Ghersi rides straight through. When the figures are painted up, we see that the Cotton leads by less than a minute, but will not have to fill up again, whereas the Guzzi has all its gears working but is due to replenish before the last lap. Positions after five laps :—



A. VARZI (SUNBEAM), WINNER OF THE VISITORS' CUP, CORNERING AT HILLBERRY.

(1) C. W. Johnston (Cotton), 60 m.p.h.
(2) P. Ghersi (Guzzi).
(3) F. G. Morgan (Cotton).
(4) W. Colgan (Cotton).
(5) G. S. Davison (New Imperial).
(6) S. H. Jones (New Imperial).

During the fifth lap a further crop of retirements include Craner (Rex Acme), valve gear, Edwards (Levis), "menaces" once too often and crashes at Glen Helen; Reynard (Royal Enfield) and Merrill (Zenith), engine trouble. Captain Archibald tours round with an injured foot, and a rather woolly engine.

On lap six the Irish and Italian rivals, riding almost neck and neck, lead alternately at different points of the course, each struggling to shake off his opponent.

THE LIGHTWEIGHT RACE—continued.

Ghersi stops at his pit for 53 secs. at the end, and Johnston screams by flat on the tank, but the second board shows that Ghersi is once more the actual leader by 12 seconds, while lower down the scale Jones has repassed Davison. The leaders' average speed at this point is just over 60 m.p.h.

All interest is now centred on the magnificent duel for the last lap as the loud speaker announces the margin by which one rider leads the other at the observation points round the course. Johnston holds a varying and slight lead throughout, and eventually roars home to win by twenty-one seconds only after a 268 mile struggle.

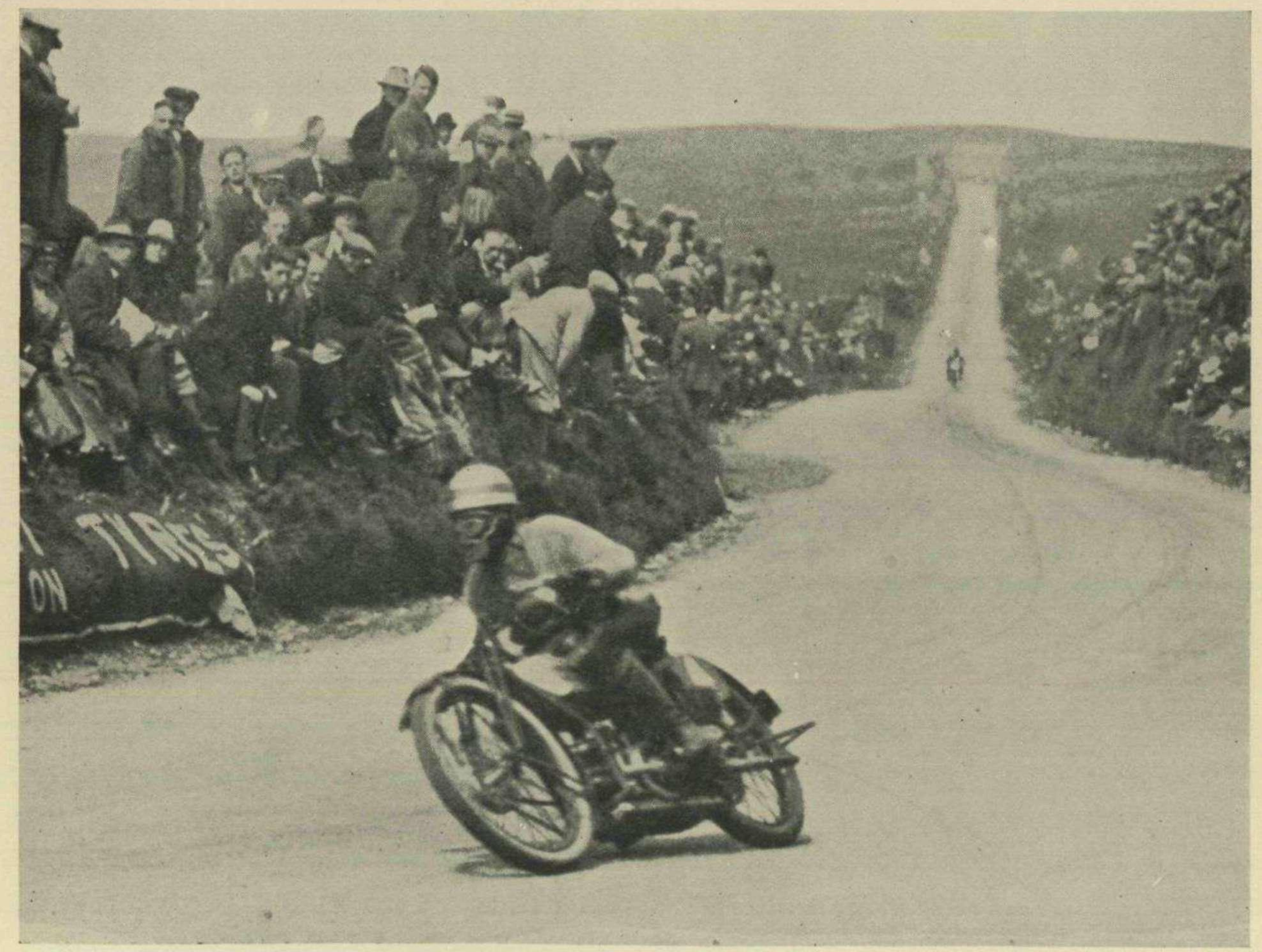
Johnston finishes fairly fresh, but his chin has been cut by the steering damper ; he and Ghersi were observed to embrace, Continental fashion, after the finish.

The last lap proves too much for Davison's New Imperial engine, which fails at Kirkmichael, thus leaving nine to finish the course, of whom only four qualify for replicas :—

THE ORDER OF FINISHERS.

	H.	M.	S.		M.P.H.
(1) C. W. Johnston (Cotton)	4	23	16	...	60.204
(2) P. Ghersi (Guzzi) . .	4	23	36	...	60.127
(3) F. G. Morgan (Cotton) .	4	47	30	...	55.129
(4) W. Colgan (Cotton) .	4	56	5	...	53.532
(5) S. H. Jones (New Imperial)	4	58	47	...	53.049
(6) W. F. Bicknell (R. Enfield)	5	27	—	...	48.471
(7) E. Archibald (O.K.-Supr'm.)	5	33	6	...	—
(8) S. Gleaves (Diamond) .	5	36	59	...	—
(9) G. W. Shepherd (New Imp.)	5	51	30	...	—

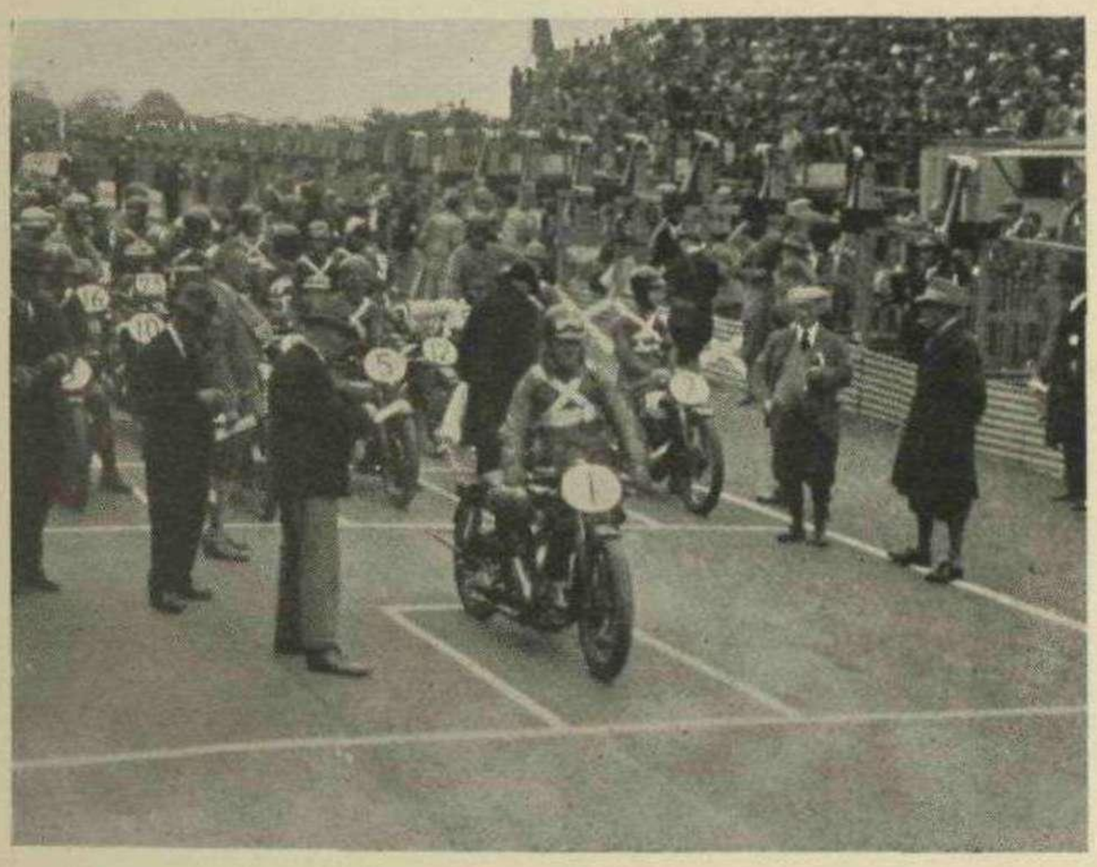
It is unfortunate that such a wonderful race should be marred by the somewhat unsavoury incident causing P. Ghersi to be excluded from the awards list. The details are by now well known, and there can be no question that the A.C.U. were justified in taking action, though perhaps the rider in question should have been stopped as soon as his transgression was known, and not allowed to risk his life in vain for seven laps.



L. Parker, who, in the absence of Freddy Dixon, treated the crowds to the most Spectacular Exhibitions of Cornering. Note the Braking Marks on the road in the background

THE SENIOR RACE.

THE PIÈCE DE RESISTANCE OF THE T.T. WEEK.



HOWARD DAVIES, LAST YEAR'S SENIOR WINNER, PREPARING TO START.

AFTER two thrilling curtain-raisers in the form of Junior and Lightweight Races, the blue riband of the motor-cycling world, the 1926 International Senior Tourist Trophy Race, was awaited in a fever of excitement and anticipation.

As in Wednesday's race, the intrepid Ghersi caused tremendous anxiety among the British aspirants to premier honours, since his Moto-Guzzi appeared to be one of the fastest machines in the Island and unfailingly reliable. In spite of the Wednesday incident and last-minute trouble, Ghersi was in position on the starting line on Friday, and received a sympathetic cheer.

As usual, the riders were dispatched at 30-second intervals after 10 a.m., and for once a large number of engines were inclined to sulk, the chief sufferers being Simister (Triumph), Shaw (Norton), and various H.R.D. riders.

Handley's V-twin Rex - Acme - Blackburne was rumoured to be very fast, and was a last-minute " tip." Sure enough, at the end of Lap 1 he " blared " through, travelling faster than anything ever seen on the Glencrutchery road, having overtaken last year's winner, Howard Davies, who passed through close on his heels. Early disappointments were experienced when the indicator dials ceased to record progress on the part of three " super-men "—F. W. Dixon (Douglas), H. Langman (Scott), and T. F. Bullus (P. & M.)—all with engine or gear trouble, while another " Panther " hope in H. M. Walters, retires at the foot of Bray Hill, after the unpleasant experience of a broken fork link. J. H. Simpson, as expected, passed through very early, having lapped at 69.68 m.p.h., and all eyes centred on Ghersi's progress, to see if he would beat the A.J.S. Anon he completed the lap in 33 mins. 30 secs., over a minute slower than the Leicester man.

On the completion of the first lap the order was :—

(1)	J. H. Simpson (A.J.S.)	69.68 m.p.h.
(2)	S. Woods (Norton)	68.38 m.p.h.
(3)	W. L. Handley (Rex Acme)	67.94 m.p.h.
(4)	P. Ghersi (Guzzi)	67.49 m.p.h.
(5)	C. W. Hough (A.J.S.)	66.83 m.p.h.
(6)	T. Spann (Sunbeam)	66.66 m.p.h.

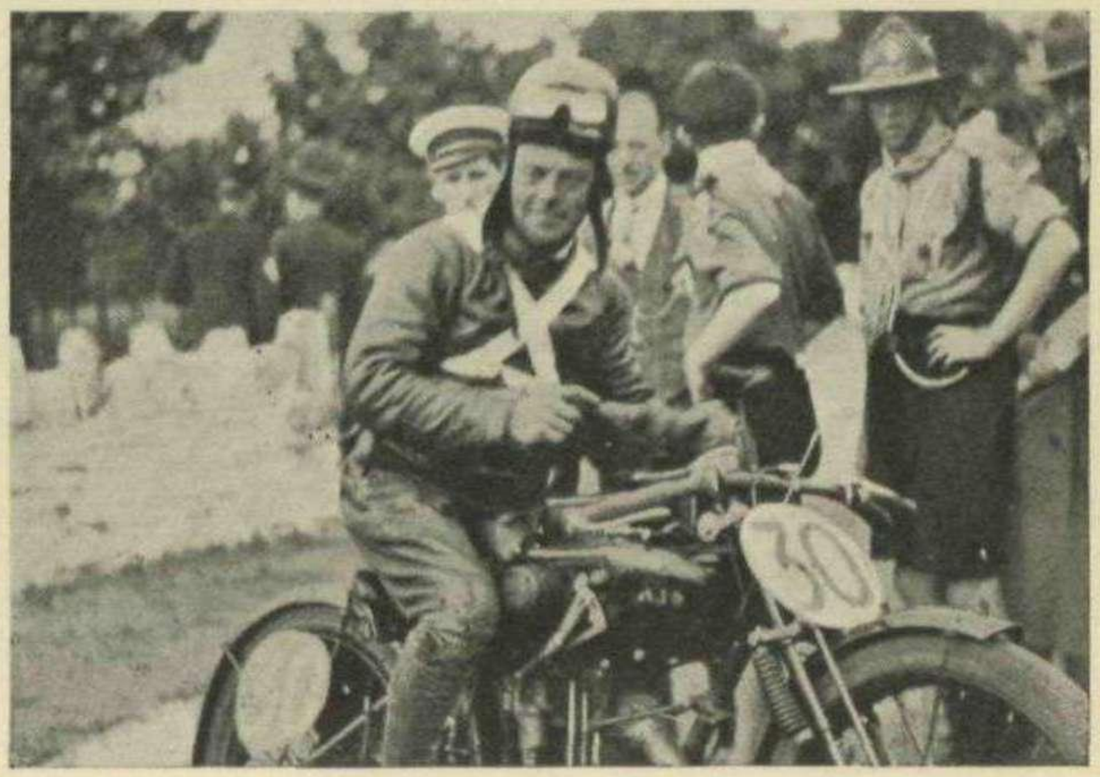
Other first-lap retirements announced were: Mainwaring (Scott), crashed at Ramsey, Evans (Triumph), and J. H. Stevens (A.J.S.), who crashed at Brandish Corner.

On the second lap, Handley experienced trouble with his plugs and brakes, for Howard Davies came in first, to fill up, closely followed by Woods (Norton) and E. Twemlow (H.R.D.). Eventually, Handley and Simpson passed almost together, the latter having again broken the lap record in 32 mins. 9 secs., or 70.43 m.p.h. Handley dropped right out of the picture temporarily, while several fast men not in the first six were presumed to be holding themselves in during the early laps—*i.e.*, Bennett 8th, Craig (Norton) 11th, and Whalley (Douglas) 10th.

Ashby lifts his P. & M. into seventh place by two 34-minute laps. The position after two laps was :—

(1)	J. H. Simpson (A.J.S.)	70.1 m.p.h.
(2)	S. Woods (Norton)	68.35 m.p.h.
(3)	C. W. Hough (A.J.S.)	67.5 m.p.h.
(4)	F. A. Longman (A.J.S.)	66.76 m.p.h.
(5)	H. R. Davies (H.R.D.)	66.6 m.p.h.
(6)	T. Spann (Sunbeam)	66.58 m.p.h.

The excellent performance put up by Spann (Sunbeam) was the surprise of the earlier laps, but his fine ride is terminated at Union Mills with broken forks. Longman's tank was leaking slightly, and J. A. Porter retired owing to vibration and bad steering on his twin-New Gerrard. Ghersi crashed on the second lap, which took him 39 mins., and retired with damaged brakes and hand. Hard luck, after his fine riding. Two crashes outed Harry (New Hudson) and Wade (H.R.D.) on this lap.



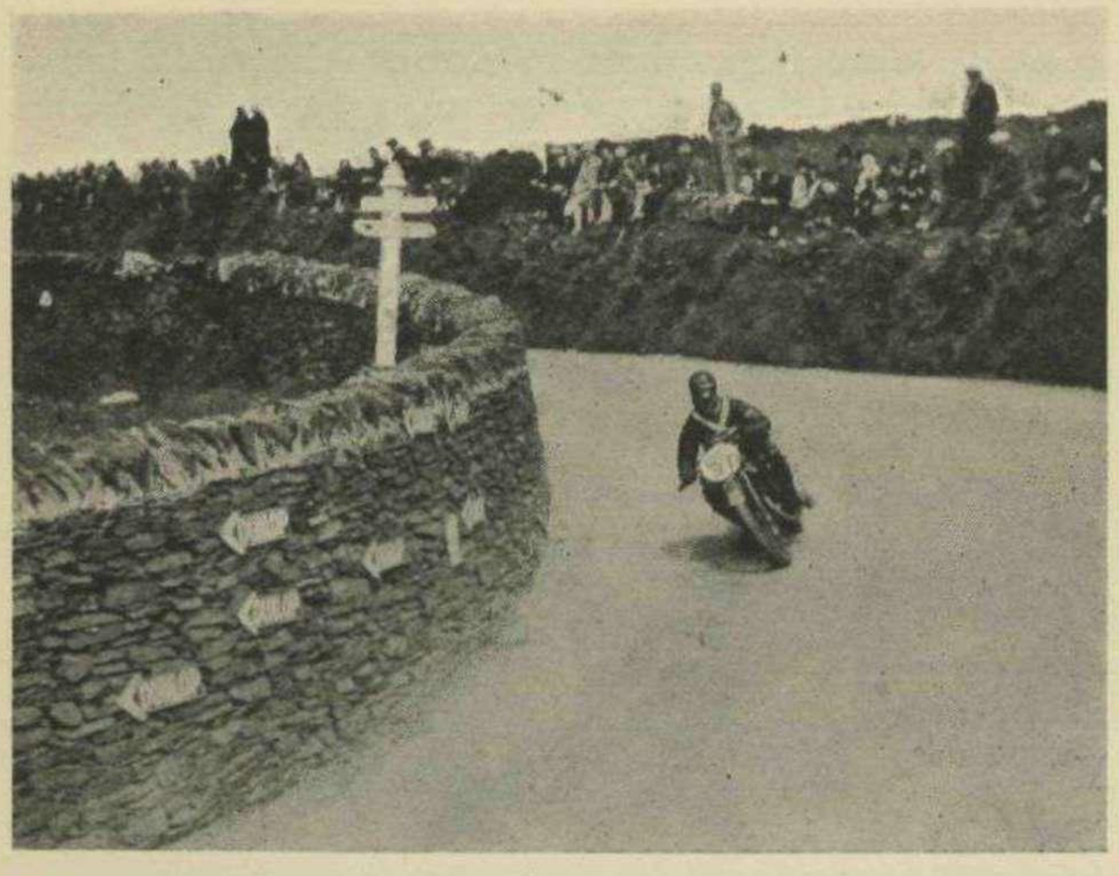
FRANK LONGMAN WHO ONCE MORE BROUGHT AN A.J.S. INTO THE FIRST THREE.

THE SENIOR RACE—continued.

Half-way through the third lap, Simpson's A.J.S. engine flew to bits ("Penny-in-the-slot," as Jimmy described it), leaving Stanley Woods in the lead and passing the A.J.S. torch to C. W. Hough. Handley was now running well again, but was only tenth at this stage, while other good performances were being put up by Varzi (Sunbeam), Wood (H.R.D.), and Rowley (A.J.S.).

Ashby experienced engine trouble on this lap and retired, thus finishing the P. & M. team, of whom so much had been expected. The Rudge-Whitworth machines continued to lap steadily at about 61 m.p.h., a most creditable effort for standard machines. Langton, on the other New Hudson (designed by Le Vack), retired after two reasonably good laps. Lap 3 order :—

(1) Woods (Norton) . . . . . 67.75 m.p.h.
(2) Hough (A. J.S.) . . . . . 67.52 m.p.h.
(3) Davies (H.R.D.) . . . . . 66.5 m.p.h.
(4) Bennett (Norton) . . . . . 66.31 m.p.h.
(5) Longman (A.J.S.) . . . . . 66.29 m.p.h.
(6) E. Twemlow (H.R.D.) . . . 65.32 m.p.h.



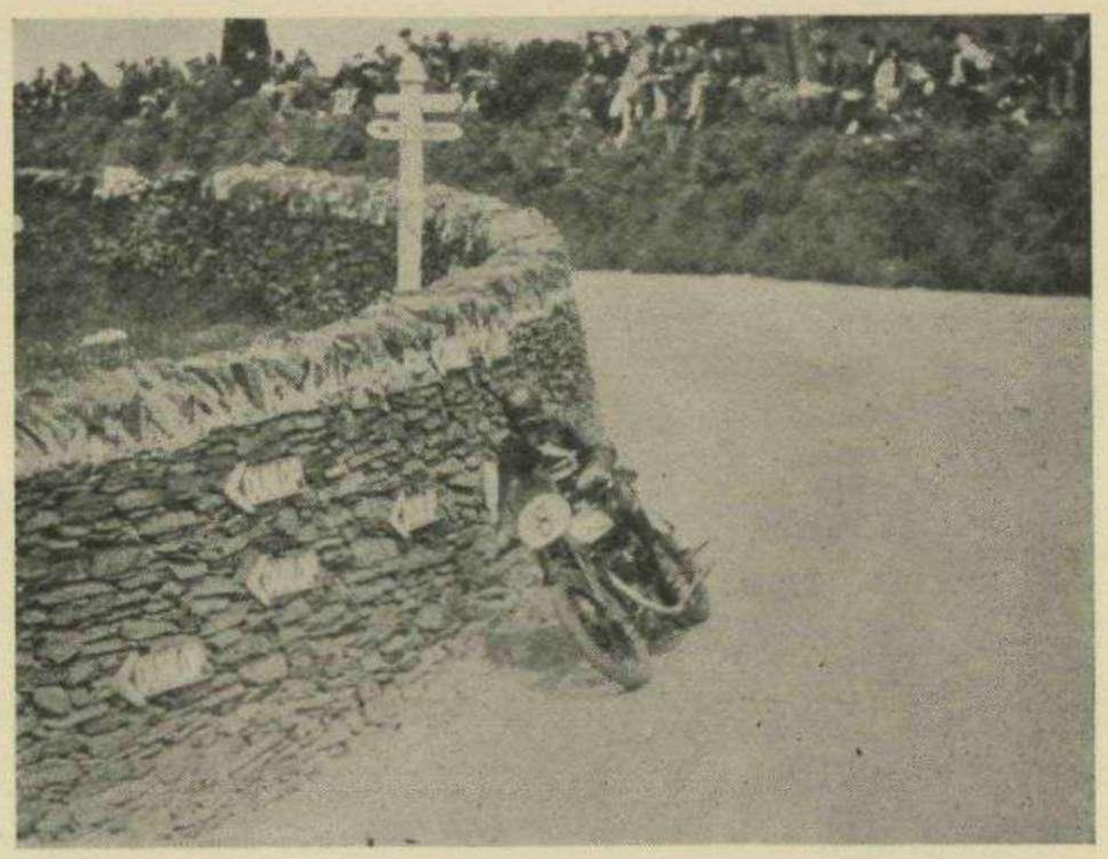
THE RUDGE-WHITWORTH MACHINES PERFORMED VERY WELL; HERE WE SEE S. OLLERHEAD AT SIGNPOST.

The chief sensation of Lap 4 was the retirement of Bennett (Norton), the Junior winner, who appeared to be riding a cunning race. Alec's trouble was with his clutch. Handley was now rapidly coming to the fore, and Jackson and K. Twemlow (H.R.D.'s), were also catching up. Howard Davies crashes "good and hearty" at the Gooseneck, thus dropping three places, but continues. Another thrill—Hough is only one second behind Stanley Woods on net time! The places being for four laps :—

(1) Woods (Norton) . . . . . 67.85 m.p.h.
(2) Hough (A.J.S.) . . . . . 67.76 m.p.h.
(3) Longman (A.J.S.) . . . . . 66.55 m.p.h.
(4) E. Twemlow (H.R.D.) . . . 65.35 m.p.h.
(5) Craig (Norton) . . . . . 64.97 m.p.h.
(6) Davies (H.R.D.) . . . . . 64.82 m.p.h.

Norton, A.J.S., and H.R.D. stock looks flourishing!

Lap 5 is responsible for a general intensification of interest as the conclusion draws nearer, but the only real excitement is provided by Handley's magnificent struggle to wipe out the result of his one slow lap.



STANLEY WOODS, THE ULTIMATE WINNER, HUGGING THE WALL AT SIGNPOST CORNER.

Howard Davies finally retires with engine-trouble at Creg Willeys Hill, while others to drop out are Randles (Sunbeam) and Shaw and Moller (Nortons). Whenever Freddy Dixon is out, the privilege of amusing the spectators falls to young Parker (also on a Douglas), whose style is very similar, and who was responsible for some really dashing work at Hillberry and Craig-ny-Baa, but whose total time was not very good. He finally retired in the sixth lap at Ballaugh.

Lap 5 :—

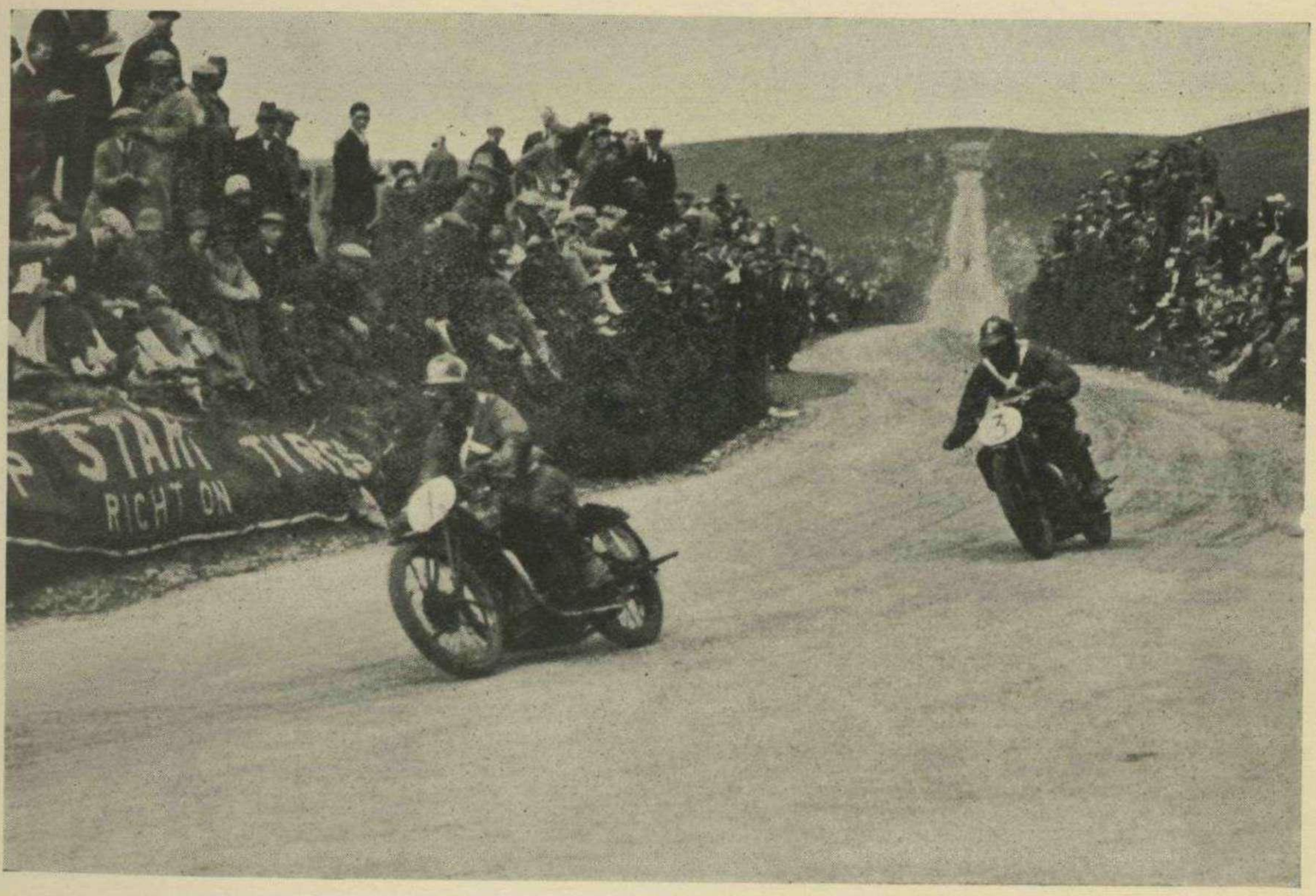
(1) Woods (Norton) . . . . . 67.96 m.p.h.
(2) Hough (A.J.S.) . . . . . 67.38 m.p.h.
(3) Longman (A.J.S.) . . . . . 66.20 m.p.h.
(4) Handley (Rex Acme) . . . . 65.56 m.p.h.
(5) Craig (Norton) . . . . . 65.11 m.p.h.
(6) E. Twemlow (H.R.D.) . . . 64.96 m.p.h.

Now the stage is set for the final struggle. Hough begins to gain on Woods once more, while Eddie Twemlow's J.A.P. engine fails him at last, though his brother, Jackson, and C. P. Wood occupy 8th, 9th, and 10th positions. Handley is still gaining, while among



BOTH STANLEY WOODS (1ST) AND W. L. HANDLEY (2ND) LOOK EQUALLY PLEASED AFTER THE RACE.

THE SENIOR RACE—continued.



H. R. Davies (No. 1) closely followed by E. Twemlow at Craig-ny-Baa.
Both are Riding 500 c.c. H.R.D. Machines.

the 60-m.p.h. "tortoises" mention must be made of the Rudges, Anstice's Douglas, Welsby (Scott) and Driscoll's 348 c.c. Zenith Chater-Lea.

News comes through that Birkin, riding Hodgson's Norton, has crashed on the mountain, and has been removed to hospital, while other retirements include Simister (Triumph), Waterhouse (Sunbeam), and Searle (Norton). The order on the penultimate lap was :—

(1)	Woods (Norton)	67.63 m.p.h.
(2)	Hough (A.J.S.)	67.41 m.p.h.
(3)	Longman (A.J.S.)	66.16 m.p.h.
(4)	Handley (Rex Acme)	66.15 m.p.h.
(5)	Craig (Norton)	64.79 m.p.h.
(6)	Varzi (Sunbeam)	64.02 m.p.h.

During the last lap the great question is whether Hough can catch the Irishman's Norton, which continues to lap steadily. At first the A.J.S. appears to gain, but a fly in his eye, perhaps the cruellest luck of the race, causes Hough to hit the telegraph pole that killed poor Temple, the Cambridge amateur, and so ends the A.J.S. hope. Hough, luckily, was not seriously injured. Woods eventually roars home at 67.54 m.p.h., and is cheered to the echo, though the struggle between Handley and Longman is not forgotten. After a long wait it was announced that Handley led Longman by 3⅘ seconds only, after 268 miles at 66 m.p.h. A stupendous finish. The final placings were :—

FINISHERS.

		H.	M.	S.	M.P.H.
(1)	Stanley Woods (Norton)	3	54	39	67.54
(2)	W. L. Handley (Rex-Acme)	3	59	0⅘	66.31
(3)	F. A. Longman (A.J.S.)	4	0	3⅕	66.03
(4)	J. Craig (Norton)	4	4	47	64.75
(5)	C. P. Wood (H.R.D.-J.A.P.)	4	7	35	64.02
(6)	G. E. Rowley (A.J.S.)	4	7	48⅗	63.96
(7)	A. Varzi (Sunbeam)	4	8	5	—
(8)	S. Jackson (H.R.D.-J.A.P.)	4	10	22	—
(9)	K. Twemlow (H.R.D.-J.A.P.)	4	12	3⅖	—
(10)	G. W. Walker (Sunbeam)	4	12	35	—
(11)	I. Macaya (Norton)	4	16	6	—
(12)	H. J. Willis (Triumph)	4	19	20	—
(13)	S. Ollerhead (Rudge-Whitworth)	4	19	51	—
(14)	E. Archibald (O.K.-J.A.P.)	4	24	24	—
(15)	F. Whitworth, Junr. (Rudge-Whitworth)	4	26	45	—
(16)	H. F. Harris (H.R.D.-J.A.P.)	4	26	48	—
(17)	C. E. Wise (A.J.S.)	4	29	31	—
(18)	J. H. Welsby (Scott)	4	31	12	—
(19)	L.P. Driscoll (Zenith-Chater-Lea)	4	33	32	—
(20)	V. C. Anstice (Douglas)	4	37	46	—
(21)	O. Wade (H.R.D.-J.A.P.)	4	39	57	—
(22)	H. F. Brockbank (Cotton)	4	44	26	—

Stanley Woods is a native of Dublin, and in private life travels in Mackintosh's Toffee. It will be remembered that he won the 1923 Junior Race on a Cotton.

W. L. Handley's year of plucky fights against minor troubles will long be remembered. He observed that the big machine took more holding than his usual mount.

The first thirteen finishers all gained replicas of the winner's trophy, while the Cup for the best performance by a foreigner was won for the second year in succession by A. Varzi on a Sunbeam. No team prize was awarded in the Senior Race.



MOTORING SPORTSMEN.

Mons. R. SENECHAL.

By L. A. H.

THE name of Senechal must be very well known to readers of *Motor Sport*, in view of the excellent performances put up by this attractive little sports-car, in the hands of British amateurs.

To those who are not in the habit of watching the results of Continental sporting events, it may be surprising to learn that Mons. Senechal, the designer of the car bearing his name, is indeed a keen and practical devotee of all forms of motoring competition and sport. In buying a car of which the designer is an enthusiastic racing driver, one has much greater confidence that everything will be "just so," since the designer, being constantly in personal touch with the machine, is bound to find room for improvement in those little things that matter so much, and is able to eradicate any serious faults that may develop after hard usage.

The subject of these notes, Monsieur R. Senechal, was born in the Oise district in 1892 and spent his earlier schooldays at Amiens, passing later to the Rue des Postes in Paris. As usual, with motoring celebrities, the stereotyped phrase, "his passion for things mechanical was evident from his earliest youth"—must be applied to the youthful Senechal, who at the age of twelve proved himself capable of driving the 20 h.p. car owned by his parents. Officially, however, he did not qualify for a driving licence until he reached the age of sixteen.

On completing his studies, Mons. Senechal became the director of a large garage near the Porte Champerret, a situation which he retained until he was called up to serve his period of military training in 1912, with the 5th Regiment of Dragoons.

During the war he gained rapid promotion for his services, and on the cessation of hostilities he was a lieutenant of Dragoons. Most of his war service, however, consisted of aeroplane work, from 1915 to 1919 he was a pilot, and accomplished over 7,000 flights on all types of French aircraft. Not the least of his distinctions was his winning of the Croix de Guerre.

In 1919 he was demobilised, and for a time directed the sale of government surplus stocks of motor cars and parts in the parks of Paris, and in the following year he began to toy with the idea of producing a cycle-car.

In 1921 the design materialised, and was well received at the Paris Salon, after a promising racing début at the classic Gaillon Hill climb.

Since that date Mons. Senechal has raced consistently in all parts of France, gaining over 100 firsts in various events. In 1923 he held the title of "Champion of France," both for speed and reliability, and broke several world's records. Another notable success was his gaining of the Brassard d'Honneur.

Mons. Senechal's most remarkable achievement, however, was his winning for 4 years in succession the coveted Bol d'Or, contested over a period of 24 hours on a road circuit. In 1926 Mons. Senechal covered the remarkable distance of 1940 Km. in 24 hours on an 1,100 c.c. car of his own manufacture, thus establishing a new world's record.

As might be guessed, Monsieur Senechal combines with his racing talent a business ability second to none, which latter has enabled him to continue manufacture during many difficult periods.

The latest business development in connection with the Senechal car is the arrangement by which, in 1925, Mons. Senechal joined forces with the well-known firm of Chenard & Walcker, at whose Gennevilliers works these little cars are now made.

Apart from his activities in connection with his own cars, Mons. Senechal is a prominent figure in the French motoring world, being President of the Motor-cycle Club de France, President of l'Amicale des Clubs Motor-cyclistes, a member of the U.M.F., and last, but not least, he holds an important official post at the famous Montlhery Autodrome.

MOTORING SPORTSMEN—continued.



MONSIEUR SENECHAL CORNERING DURING THE 24 HOUR RACE FOR THE 1926 BOL D'OR, WHICH RACE HE HAS NOW WON FOUR TIMES IN SUCCESSION.

The Grand Prix of the R.A.C.

The R.A.C. Grand Prix will take place at Brooklands on Saturday, August 7th. The competing cars will be started at the point where the finishing straight joins the main track. They will then follow the track round in the ordinary way, but instead of continuing on behind the Members' Hill, on leaving Byfleet Banking, they will come into the finishing straight in which two obstacles will be placed. These will each consist of three sand-banks, so arranged as to make a complete S-bend. Passing through these, the cars will continue on up the slope of the finishing straight, once more joining the main track, and so round again. The race will consist of 110 laps, an approximate distance of 287 miles. The exact length of each circuit will be 2 miles 1,084 yards.

The first of the obstacles will be placed immediately opposite the south end of the paddock, and the cars should be very fast up to this point, braking hard for the bend. The second obstacle will be 250 yards farther on, and will actually be on the rise leading up to the main track. This intermediate section should provide a fine test of acceleration.

The replenishment pits will be situated on the west side of the finishing straight facing the public enclosure, starting at the gate near the beginning of the straight and running down to a point opposite the new press box.

The whole of the course will be in the public view from start to finish, as that portion of the track behind the hill will not be utilized at all. Three big scoring boards will be erected, each of which will show at a glance the position of each competitor, and the leaders with their times will be announced at regular periods throughout the race. It will be possible to enter or leave any of the enclosures at any time during the progress of the race.

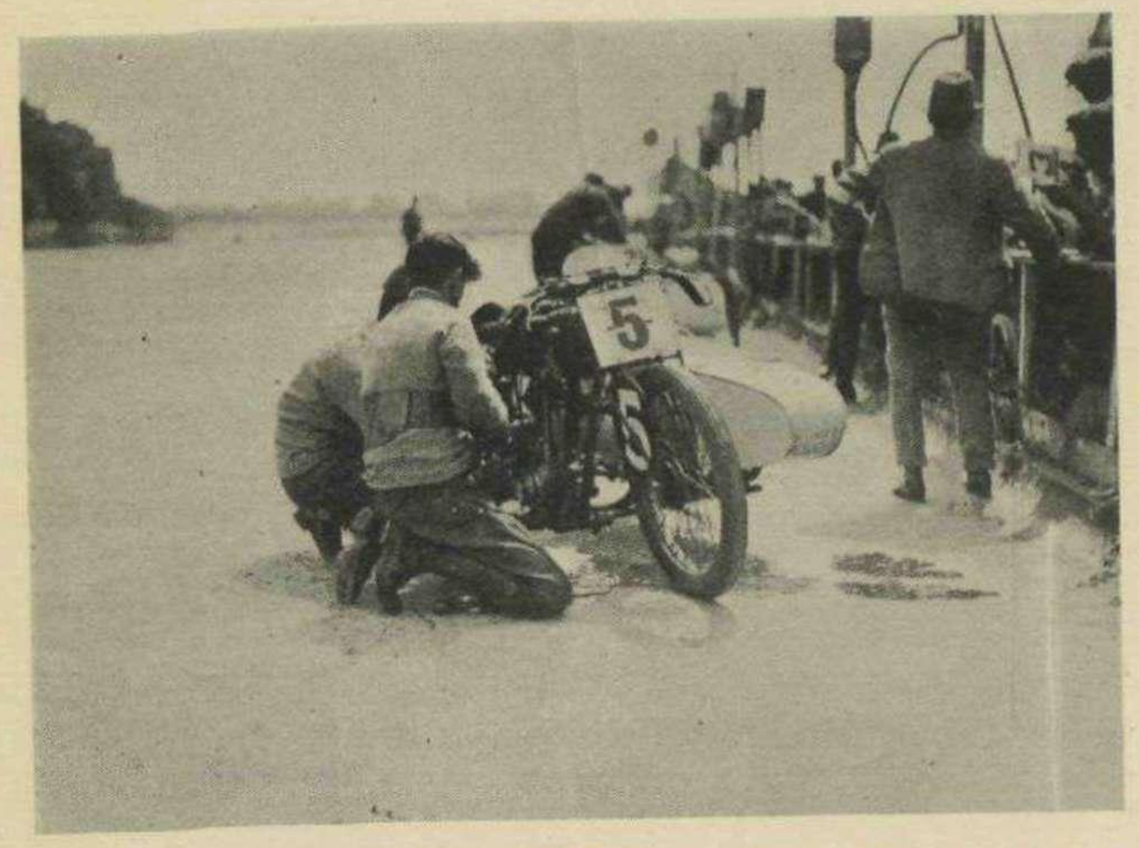
The start will be at 2 p.m., and after the four leading cars have completed the course, the race will be stopped, any cars not having finished, being " placed " according to the distance they have covered.

List of entries :—

1.	Thomas Special	J. G. P. Thomas (Thomas Inventions Development Co. Ltd.)
2.	Thomas Special	Do. do. do.
3.	Aston Martin Special	G. E. T. Eyston.
4.	Halford Special	Frank B. Halford.
5.	Talbot	L. Coatalen (Clement Talbot,
6.	Talbot	Do. do. Ltd.)
7.	Talbot	Do. do. do.
8.	Delage	M. Martel, Automobiles Delage
9.	Delage	Do. do. do.
10.	Delage	Do. do. do.
11.	Talbot	Malcolm Campbell.
12.	Eldridge Special	E. A. D. Eldridge.
13.	Alvis	T. G. John.

TRIALS OF THE 200 MILES SIDECAR RACES.

By One of the many Non-Finishers.



AN ALL TOO FREQUENT SIGHT IN THE 200 MILES SIDECAR RACES. J. S. WORTERS IS THE RIDER IN THIS CASE.

FRIDAY is here and finds us at the track, carrying out those last-minute adjustments, and alterations, which always take so much longer than was anticipated. Everything seems well together, so we go out for a few laps more to settle things down before leaving for a good night's rest.

However, a lap or two shows all is not well. The passenger reports a badly-blowing cylinder-head joint. We curse heartily. Surely by this time we can make joints which don't leak, or is there some other cause? Off comes the head, and our worst fears are realised: the head is cracked right across one side. We hand it round the shed for inspection, and our helpers express regret, etc.

The other *Motor Sport* representative in the race, who is struggling blasphemously with the large tanks on his machine, which, of course, will not fit, indulged in an oath which we had not thought of, and went on with his struggle.

Something must be done, so in a few minutes the wires are humming and new parts are being demanded from the works. Yes, it will send by the next train to Euston. We seize a fast car from a friend who happens to be there, go up to Euston, and wait for the next train, but nothing doing. We learn there is no other train which could bring it before midnight, so home for a meal and back again at midnight. Still nothing doing, so more work on the 'phone, and we learn after some difficulty that the precious parcel is still reposing peacefully at Wolverhampton Station, and will not be despatched till next day. So we leap into the super-sports Alvis accompanied by our sidecar passenger, and after replenishing ourselves and the car, 2.30 a.m. sees us "stepping on it" for Wolverhampton.

A clear run, in which a rabbit is the only casualty, lands us at Wolverhampton Station soon after 6 a.m.

We obtain the precious package, tear it open to see that it is O.K., and guided by an official at the station, obtain a very welcome meal nearby. Then off again to Brooklands, arriving with a clear two hours before the race. Willing hands get to work on the machine, while we prop up the wall of the shed and give highly unnecessary instructions, and our passenger goes to sleep on the floor. At last all is complete, and the 350 class is lined up ready to start. We have half-an-hour yet to go so we stand by as pushers-off for one of the "peashooters." The flag drops, the pushers push, and the line of blue outfits bursts into the peculiar "tinny roar," which only a Brooklands official receiver can produce.

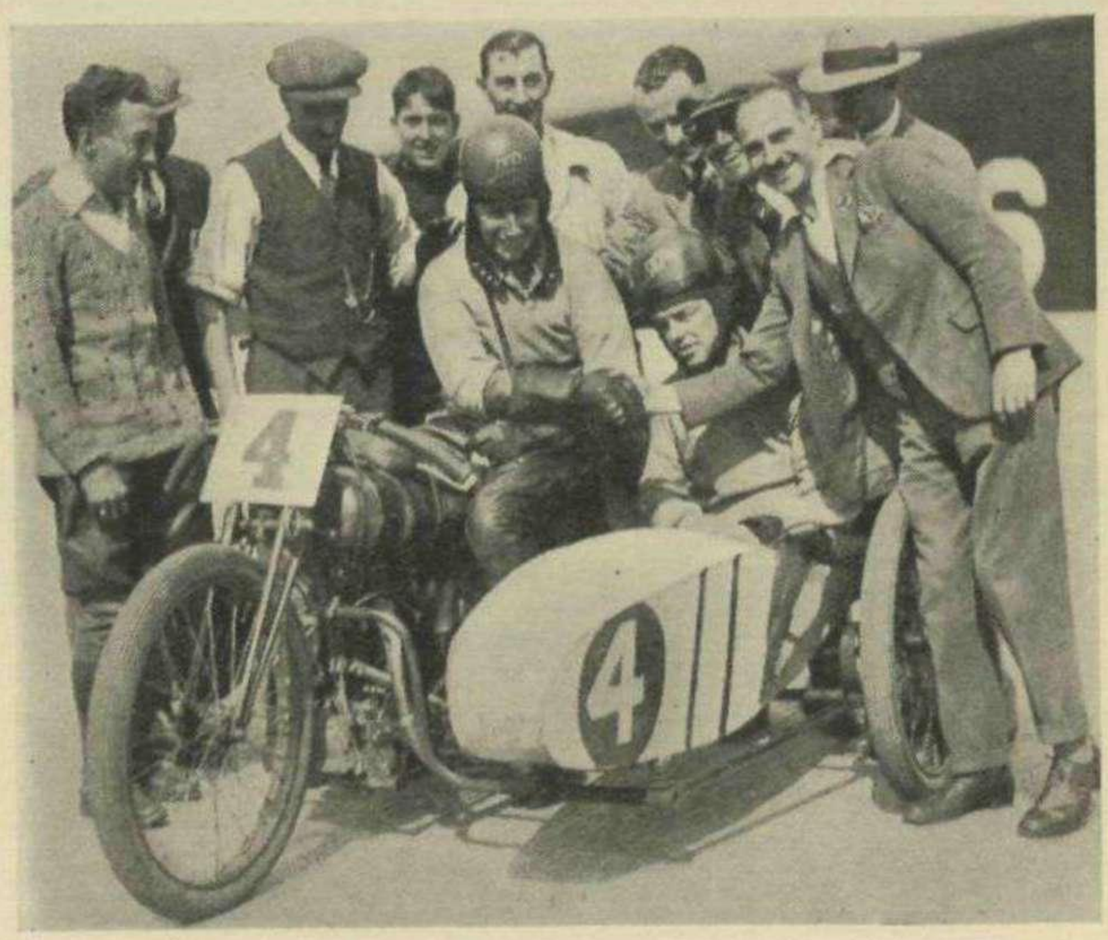
On the first lap Hamilton's Velocette leads a bunch consisting of J. S. Worters (Excelsior), Handley (Rex Acme), C. W. Johnston (Zenith Blackburne) and W. D. Marchant, with the field well spread out already. These keep together in varying order for many laps. Trouble comes early to several riders, Cobbold (Sunbeam) having engine trouble and Glover pushing home with magneto trouble.

It is now time for us to start, and the machines are lined up in three rows which gives the pushers-off in the front row a chance to show their agility, as the fourteen starters set off on their search for trouble.

The third lap sees the redoubtable Freddie out of it with engine trouble after enjoying himself in his own way by establishing a big lead in two laps. The field soon spreads out, and the track appears comparatively empty.

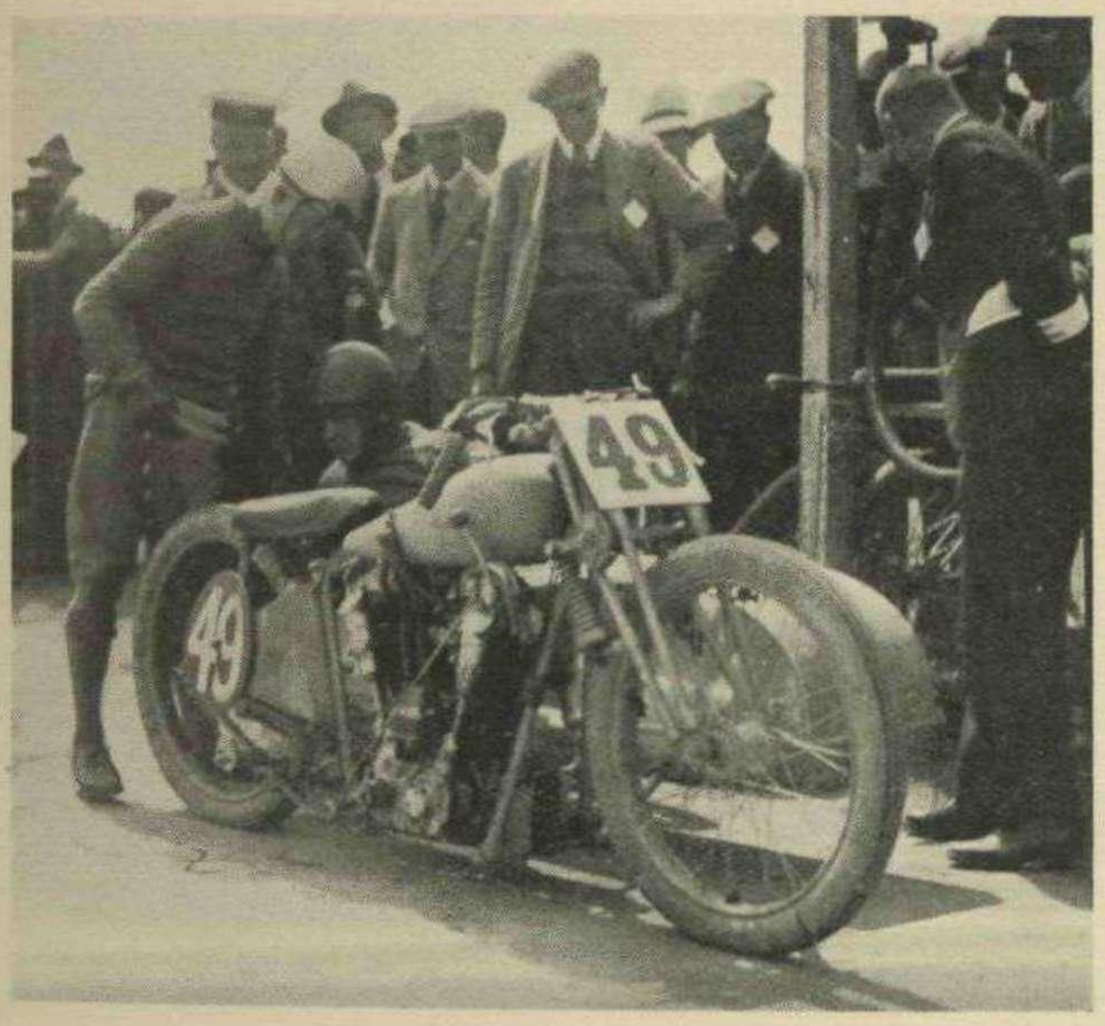
One reason for this soon becomes apparent as we see more and more riders at the side of the track, some working feverishly on their machines, others pushing resignedly home.

After some half-dozen laps, the engine starts to "die," as we go on to the members banking, so we stop at the beginning of the straight and change the plug, the condition of which indicates that a bigger jet is required.



E. S. PRESTWICH (COVENTRY EAGLE), WINNER OF THE B/S RACE.

THE 200 MILES SIDECAR RACES—continued.



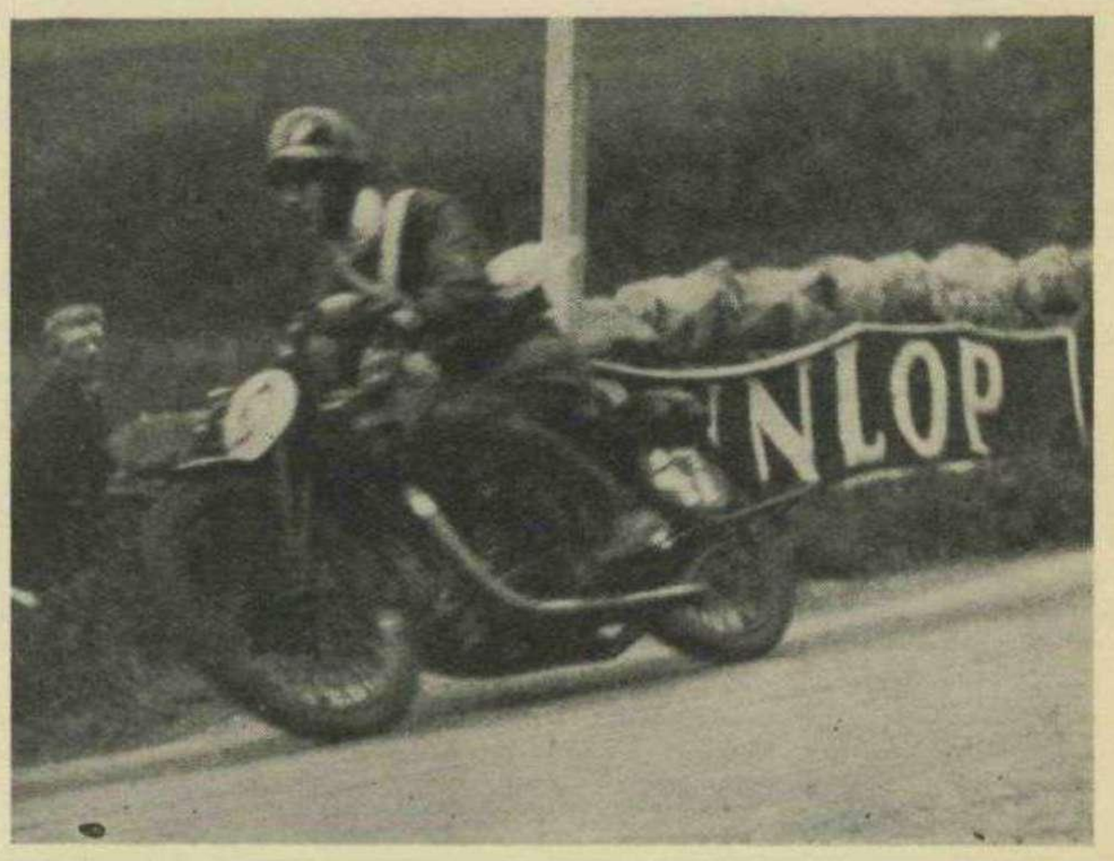
C. F. TEMPLE'S IMPOSING O.E.C.-TEMPLE STOPS AT THE PITS.

This is seen to while machines roar past, and we lose more time while a tappet is adjusted. Then on again to try and make up some lost time. We pass several machines, and notice the evergreen " Pa " Cowley plodding steadily round. All the same, our stop has put us well behind, and we have to pass him more than once before we are on equal terms even.

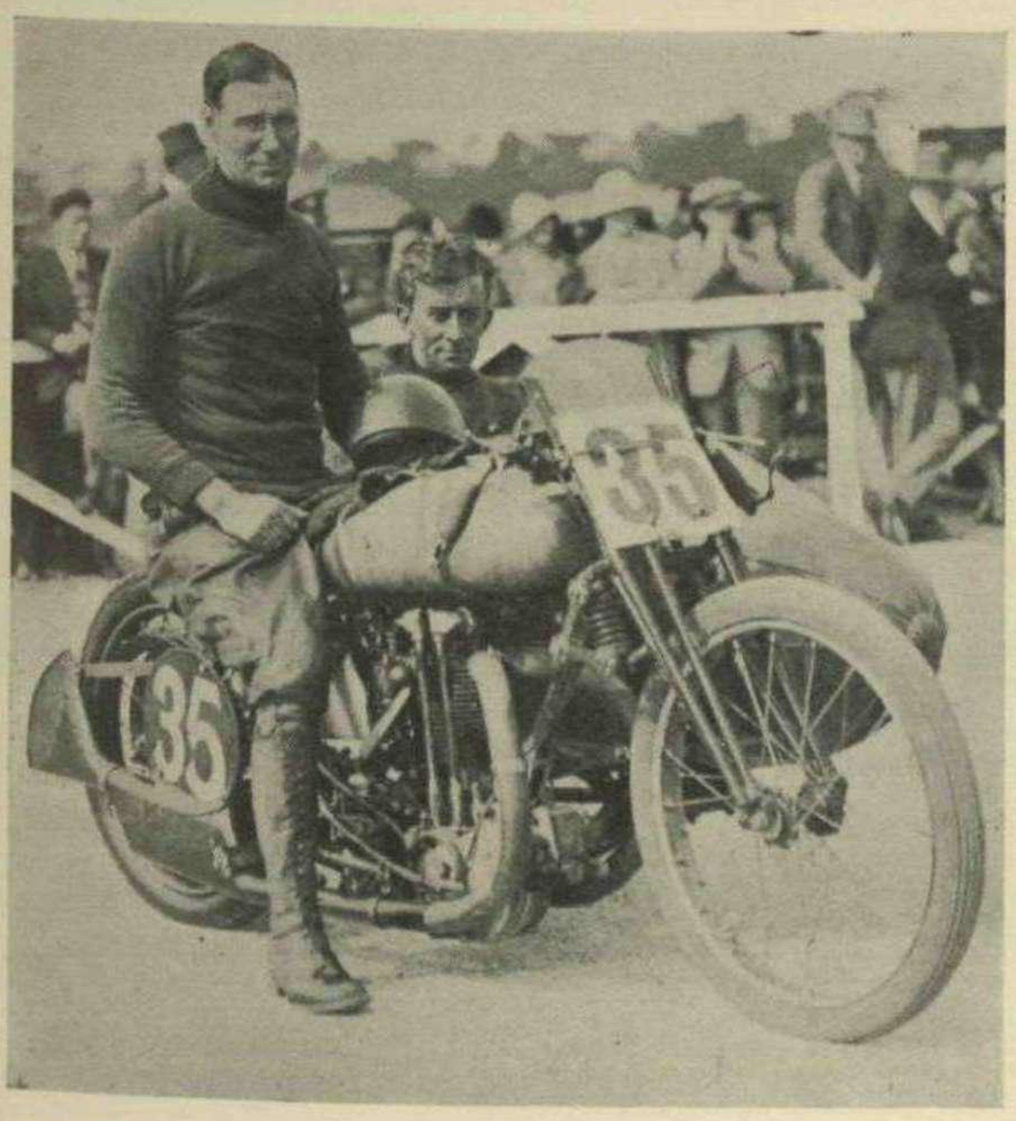
We are telling ourselves we are going well and don't require to open up any more, when Zip ! and a blue outfit roars past and disappears into the distance Handley appears to be in a hurry ! We learn afterwards that he had replaced a rocker only to retire later with tyre troubles.

We also see Marchant " packed up " on the Railway Straight. The big twins now keep zooming past, but they seem intermittent and few, which is hardly surprising, considering what a wash-out the 1,000 c.c. race was.

Vic Anstice does his best to brighten up the proceedings by passing us right on the inside of the home-banking with his sidecar wheel well off the ground, but otherwise things are getting dull. We shall soon be due for our half-time replenishment. The engine should last easily, we think, as we approach the fork, and with so many retirements we should stand a chance of a place. Why, it's only a matter of keeping on steadily. . . . Click ! —tinkle—tinkle ! and we coast into the pits with the clutch out to join the other unfortunates, and to watch Horsman calmly reel off lap after lap with absolute regularity. Anstice may catch him, says someone ; he is certainly going well, but Victor is not worried, and soon the Douglas fails to appear, and Horsman finishes alone. He still hasn't had enough, so he goes on and annexes the three-hour record. Truly going quickly for a long way is not easy.



C. P. WOOD, THE ONE TIME SCOTT RIDER, CORNERING AT HILLBERRY ON HIS H.R.D.



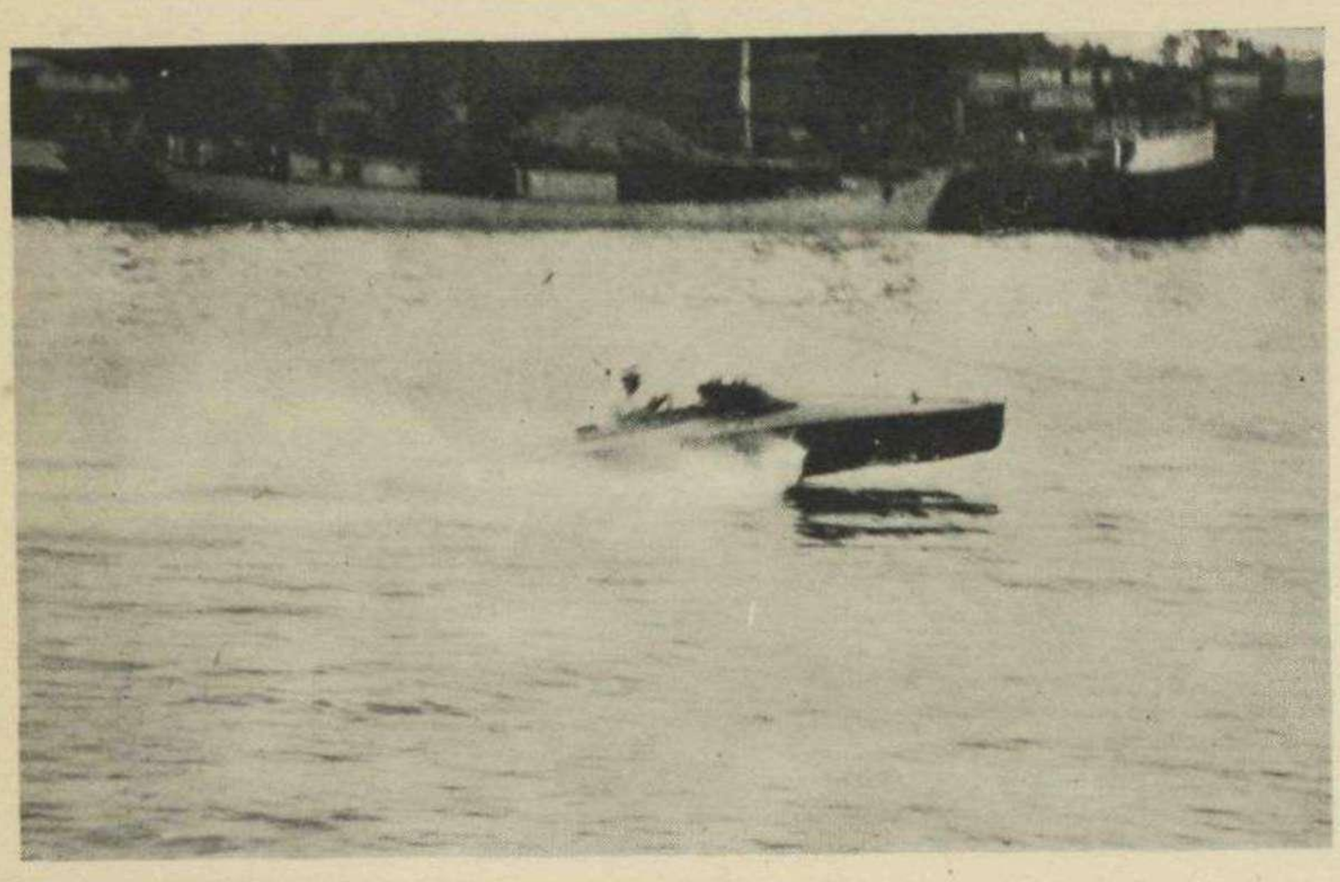
V. E. HORSMAN (TRIUMPH), WINNER AND ONLY FINISHER IN THE 600 C.C. CLASS.

A T.T. Echo.

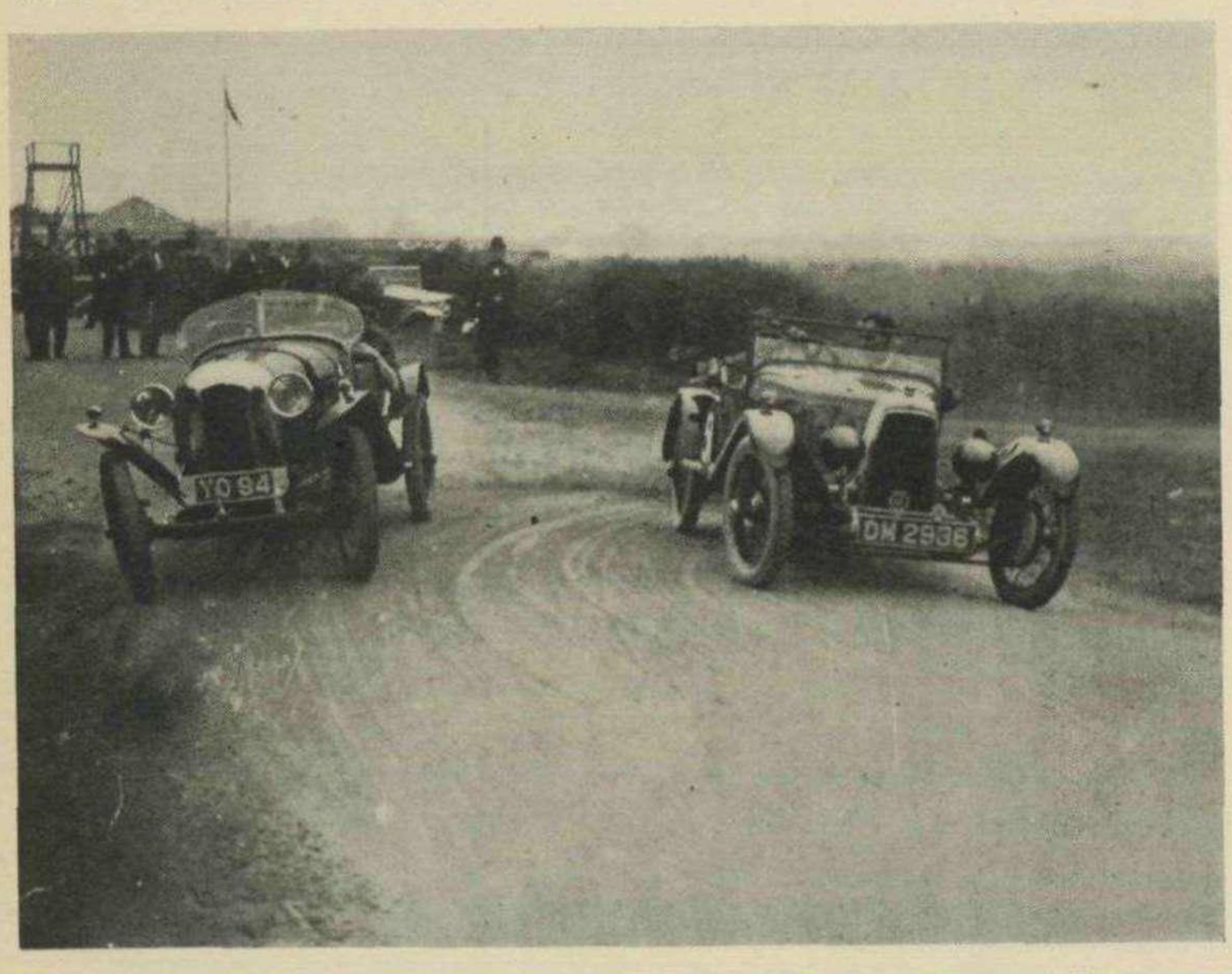
Those who have followed closely the progress of motorcycle design were not quite unprepared for the shock which Pietro Ghersi sprung upon us in the T.T. Lightweight Race. The remarkable performance set up by the Italian crack, during the most exciting T.T. on record, not only shows that riders of other nations possess great skill, but also proves that Continental designers are fully aware of the vast amount of business to be done once the supremacy of British mass machines can be shaken.

There is no time to sit down and gaze at past trophies, and if our designs are allowed to stagnate there are others whose efforts to progress are not baffled by silly notions such as hampering sporting events.

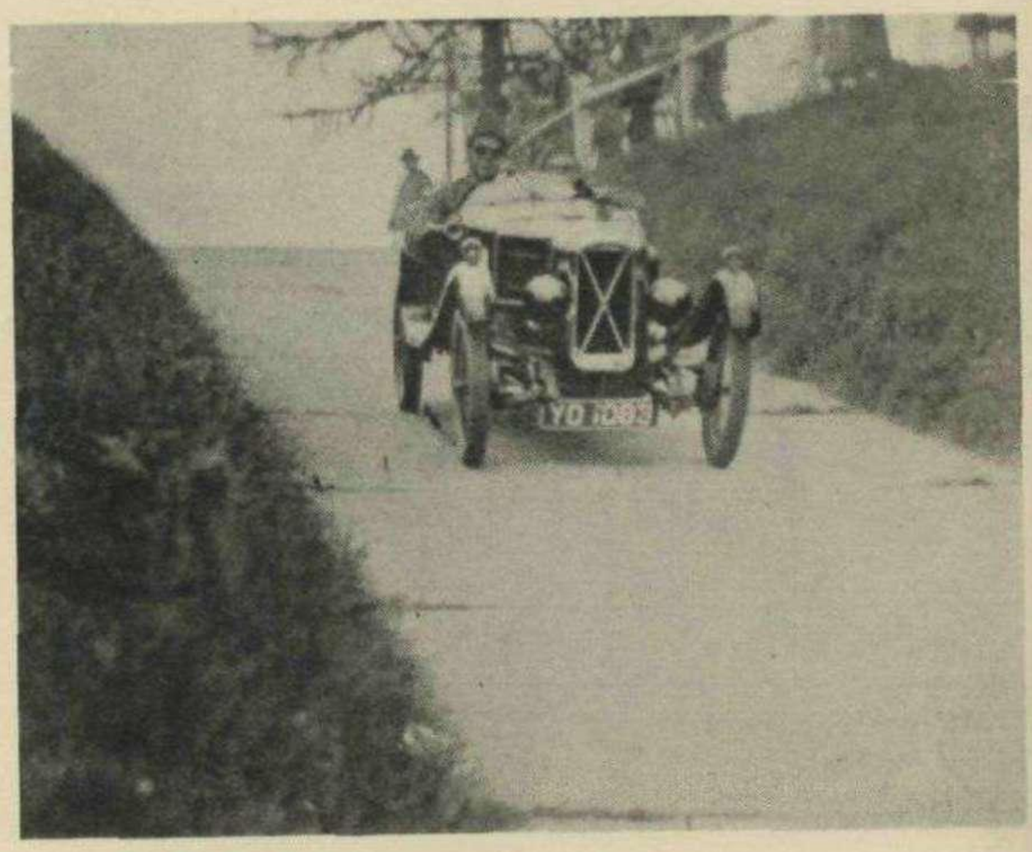
Recent Sporting



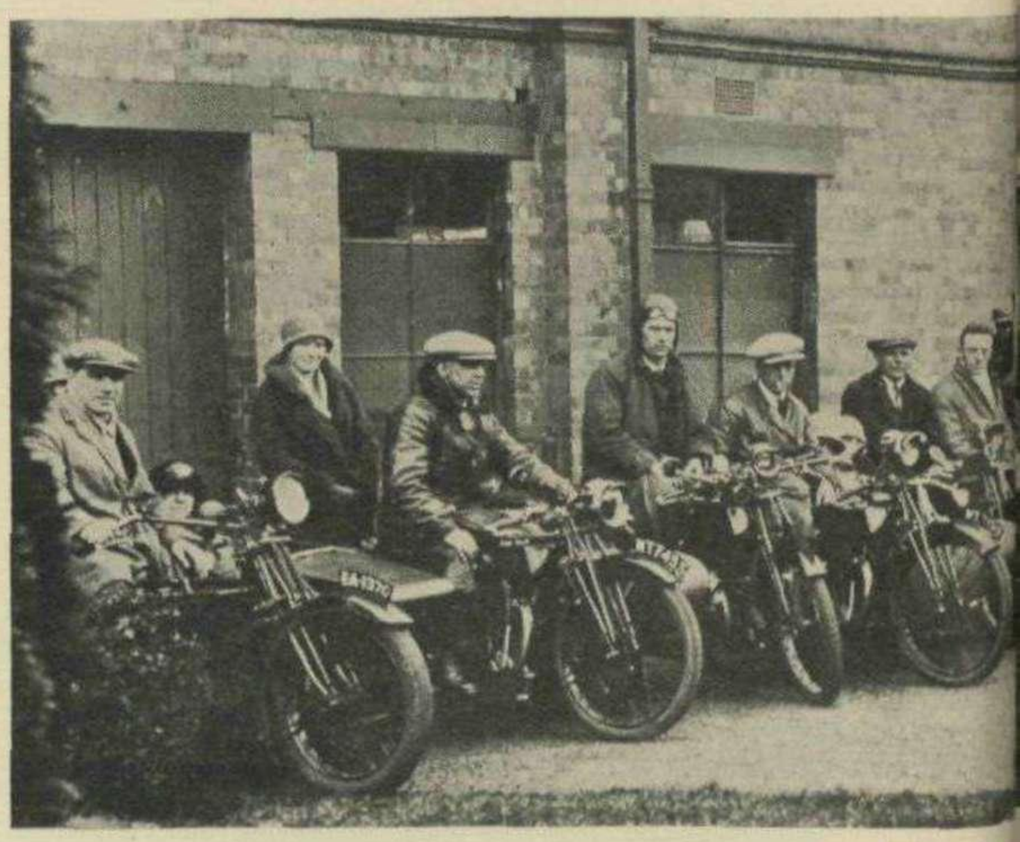
"Sigrid IV" Winning the Second Race for The Duke of York's Trophy on the Thames.



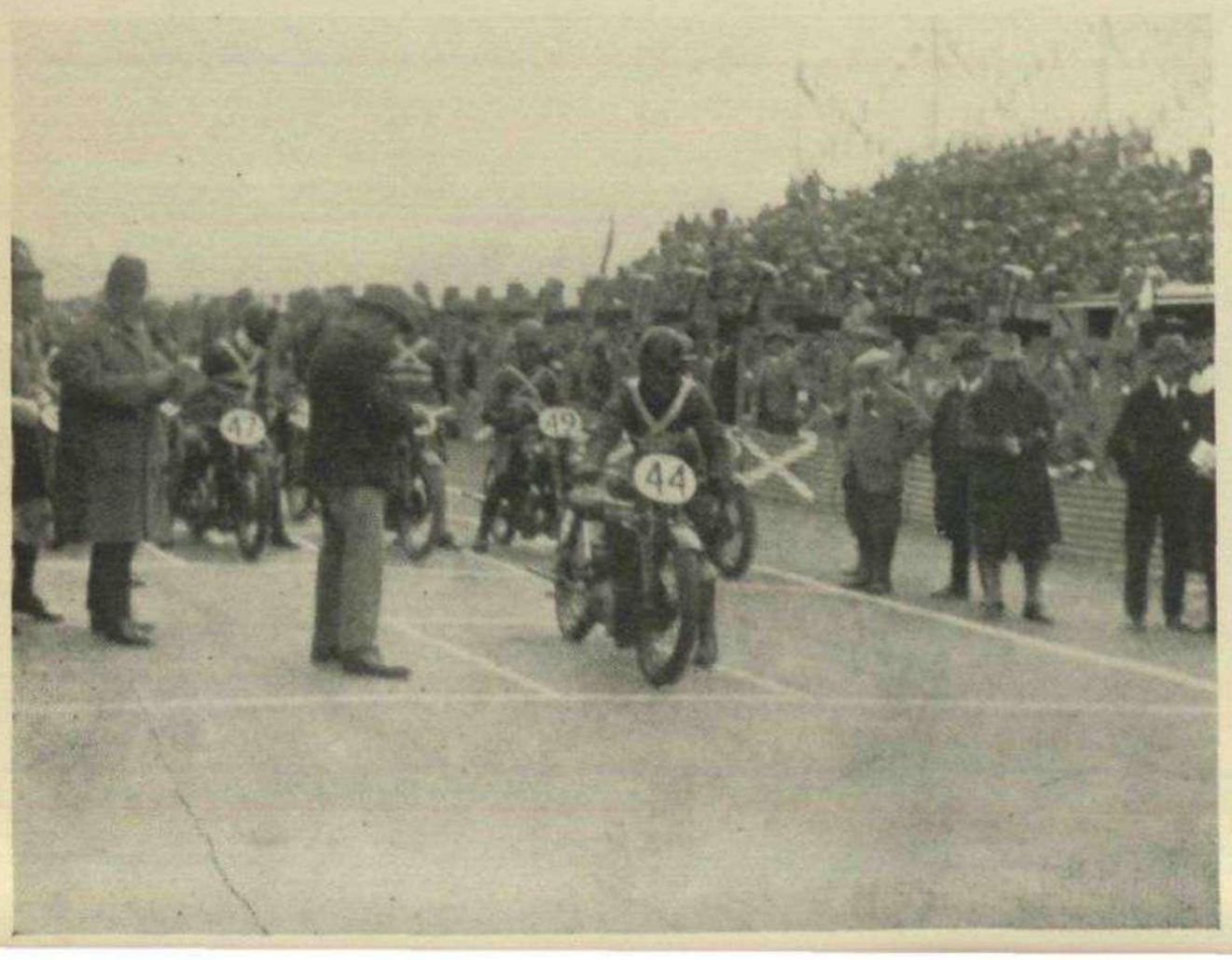
An Amilcar passes R. F. Summers whose Aston-Martin Brakes seized on the Corner in the J.C.C. Trial.

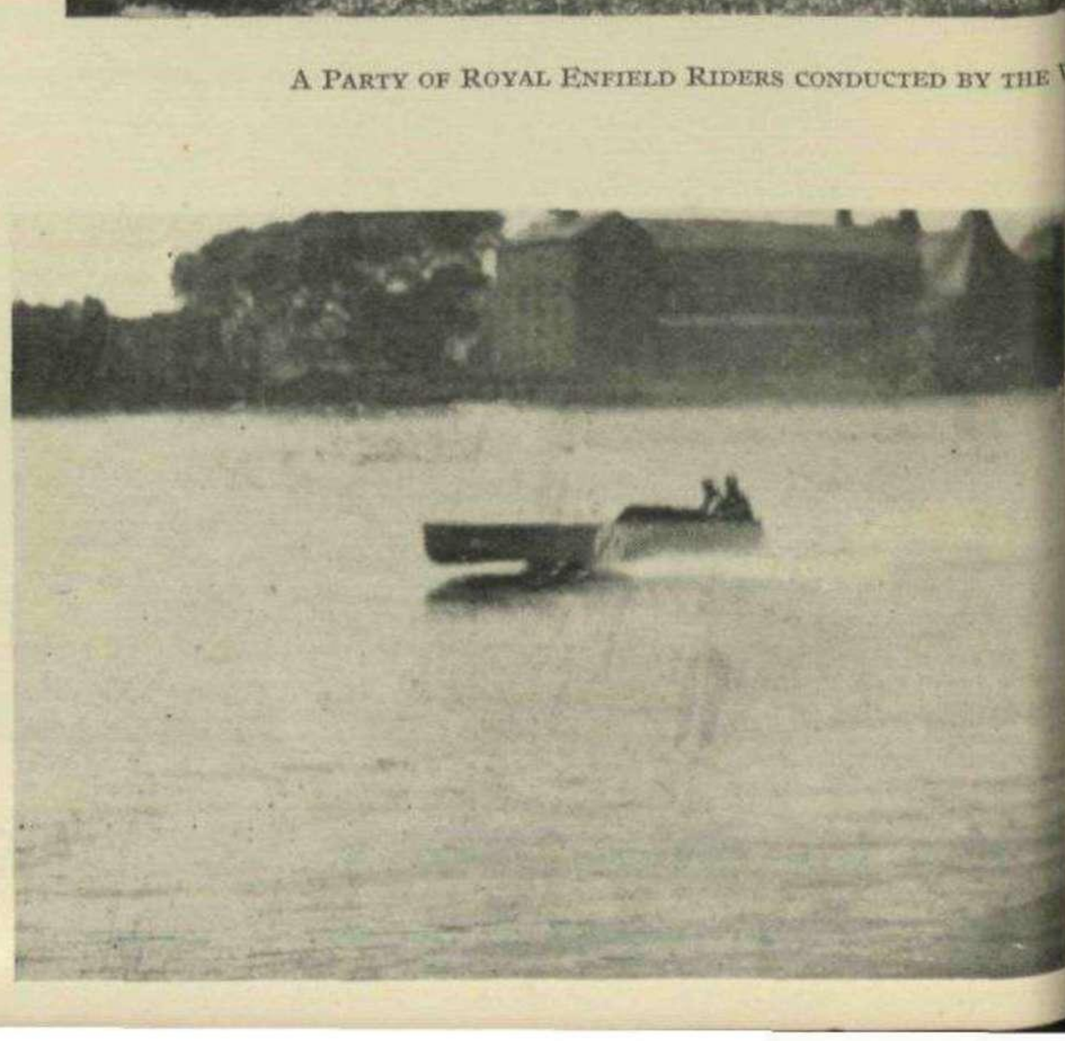


J.C.C. High Speed Trial, G. H. Martineau Descending the Test Hill.



A Party of Royal Enfield Riders conducted by the

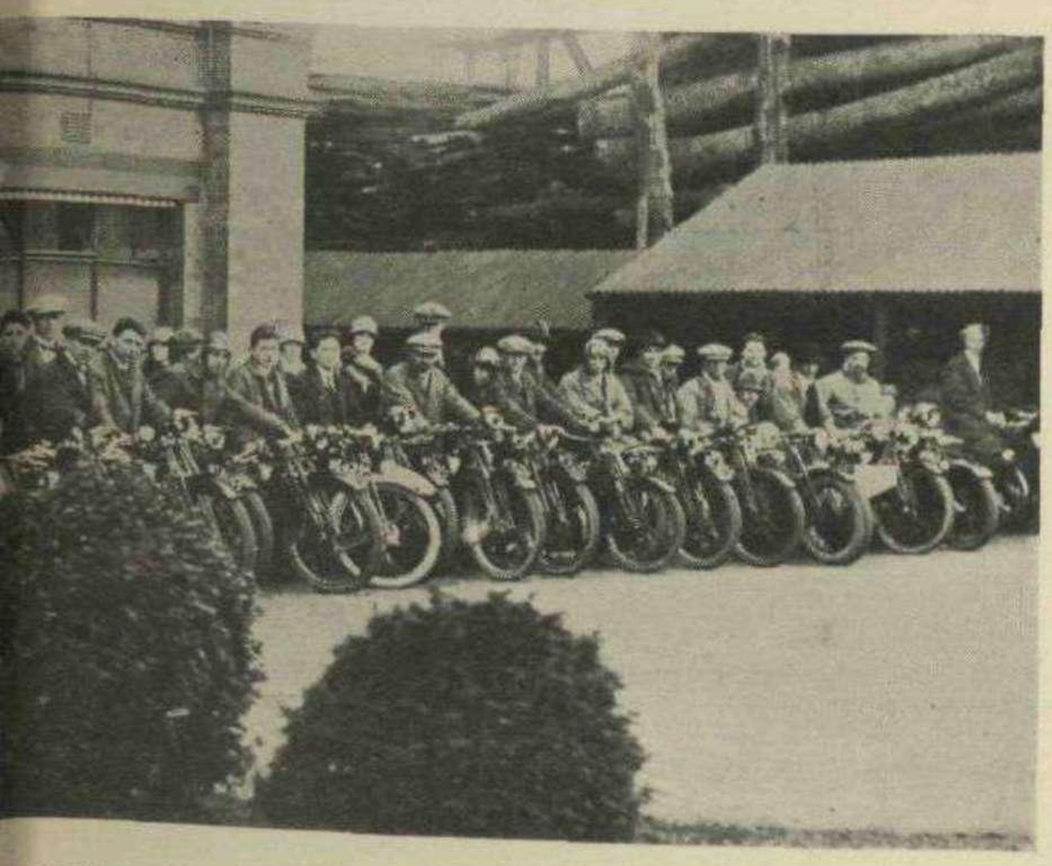




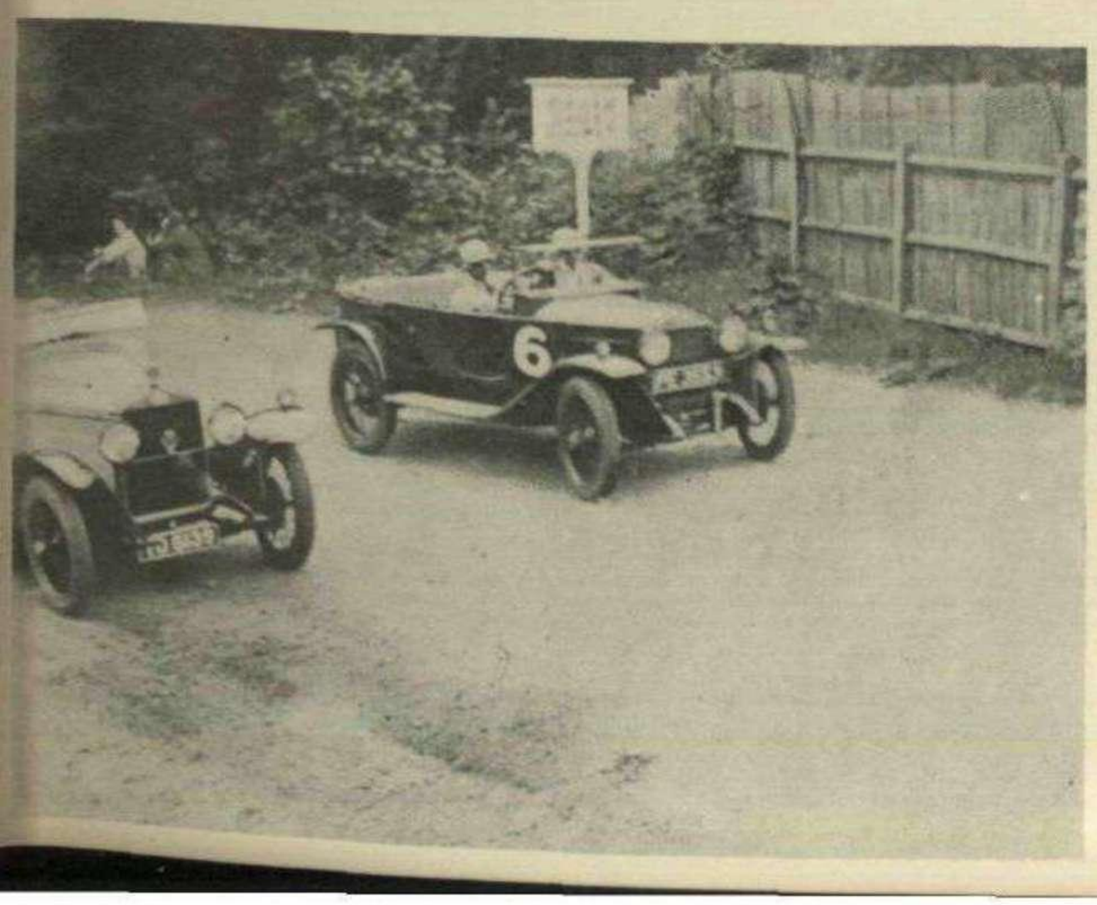
Events in Pictures

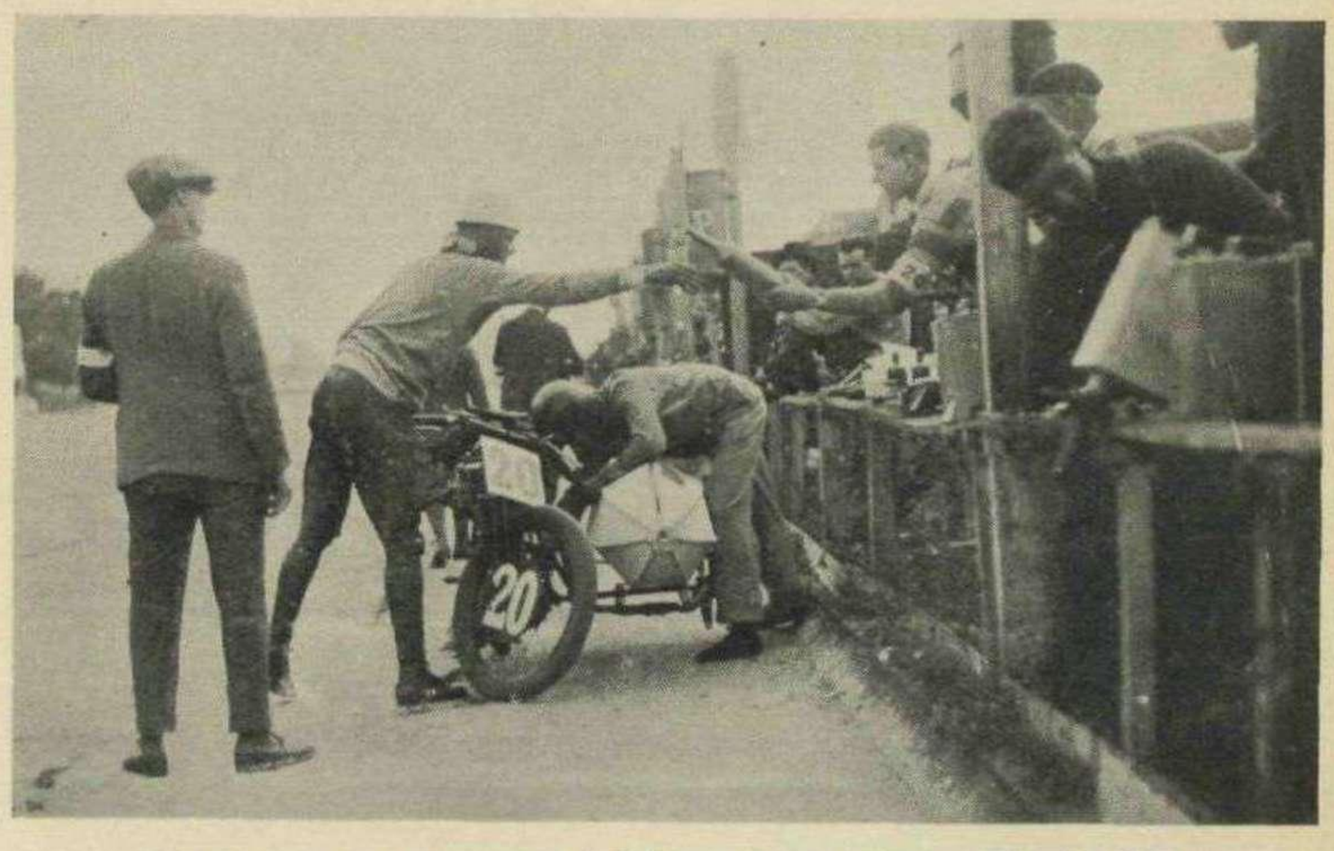


G. W. Bagshawe (Frazer-Nash) negotiating the Paddock Hairpin in the J.C.C. Event.



NGTON AGENT, WHICH VISITED THE REDDITCH WORKS RECENTLY.

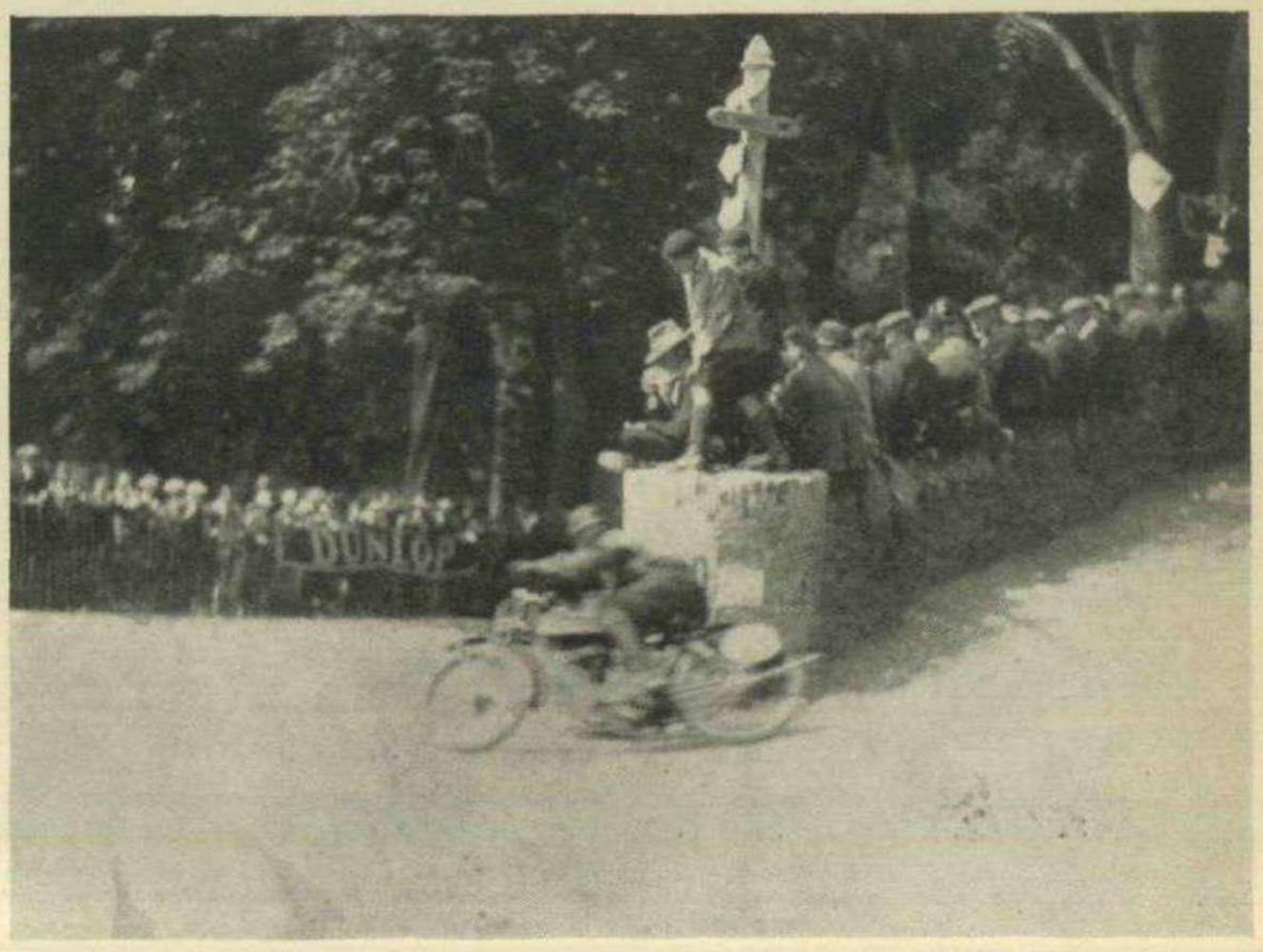


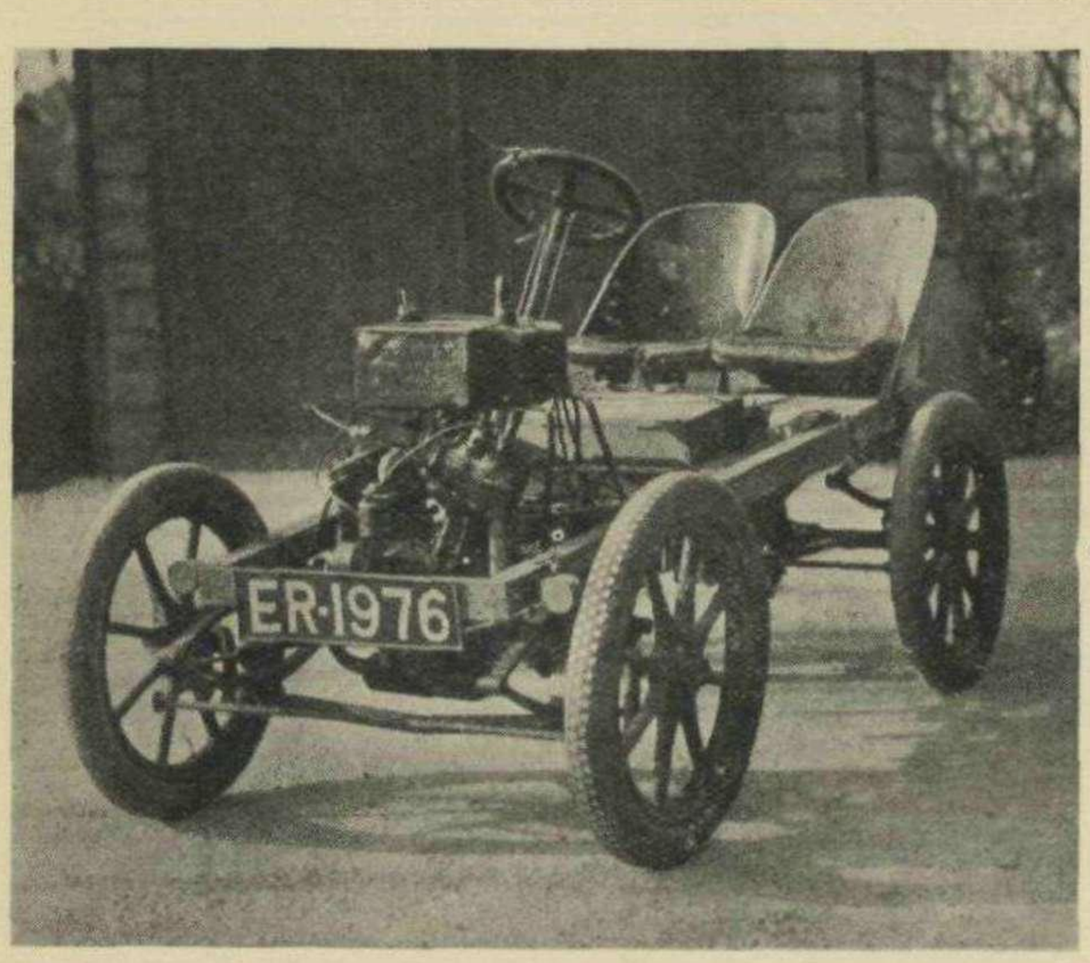


G. F. Simond replenishes his A.J.S. during the 200 mile Sidecar Race.



An Interesting Group at the Start of the Lightweight T.T. (15) C. W. Johnston the Winner. (16) P. Ghersi (Guzzi), the runner up, and (17) A. R. Edwards (Levis) who lay 5th for 3 laps.





FOUR-WHEELER-ITIS.

Being the Experiences of an Amateur Cycle-car Builder.

THE cause of all the trouble was a desire on my part to own something on four wheels, which is a bad sign in a hitherto enthusiastic motor-cyclist.

Lack of cash precluded the idea of a genuine motor-car, so my fancy turned to thoughts of secondhand bits. As a result, I eventually purchased what was optimistically described by the vendor as "6 H.P. Peugeot chassis, less engine."

On going round one evening to see it with a friend, we were shown into a small shed, evidently a store for old iron.

However, a particular heap in one corner was pointed out as the aforesaid Peugeot chassis. The heap consisted of four wheels, "and tyres," as the man remarked, presumably referring to the rather whiskery canvas frills which adorned the rusty rims; also sundry bars and tubes, a box full of small assorted junk, and a tubular frame, like a legless bedstead with a sharp sag in the middle.

While we gloomily surveyed the wreckage, the owner produced a gear-box and clutch from another heap, and assured us that it was all there, and only required assembling, and he'd just tell us how to start.

We found later that it was more than all there, for when finished the junk box was far from empty. However, there seemed quite enough of it, so we discarded the rest and surveyed our handiwork.

The wheelbase was just five feet, which gave a stunted appearance, and restricted the seating accommodation. The springing was of the full-elliptic variety, now used almost exclusively on farm-carts and similar vehicles. The gear-box would do credit to a three-ton lorry, while the back axle was no lightweight. Nearly everything else was tubular, channel steel chassis, etc.—evidently not having been thought of in the dark ages when this weird chariot first saw the light.

The steering column was almost vertical, and the steering was direct (or would have been, given a little less wear and play in the connections).

The propeller-shaft was a $\frac{7}{8}$-inch bar about 18 inches long, having at the front end an extremely universal joint, which consistently ran just over 2 inches out of centre. The joint depended entirely for its well-being on a long $\frac{1}{2}$-in. pin which held it all together. This had a habit of dropping out at inopportune moments, whereupon the propeller shaft had a gay time among the surrounding ironwork of the chassis.

However, we anticipate; when assembly was complete the vehicle was still "less engine," which was a distinct handicap for care-free motoring.

I then purchased a 1920 8 h.p. air-cooled J.A.P. engine, complete with magneto and carburettor, which, apart from rather tired valve springs and piston rings, was in excellent condition. It had once been fitted in a Morgan, and had an outside flywheel, to which it was possible to adapt the clutch, though there was no spigot, and the clutch member (inverted cone) slid on a very worn splined shaft, which, in its turn, was supported at the gear-box end only in a very worn bronze bush.

For various reasons it was impossible to withdraw the clutch more than $\frac{3}{8}$ in., the most potent being that the clutch then came hard against the flywheel itself.

From this it may be gathered that sweetness of engagement and freedom from drag was not one of the features of this interesting design!

The gears were actuated by a small lever about 4 inches long at the top of the steering column; that is to say, if the clutch pedal were depressed, and the gear lever pushed hard towards first, piercing shrieks issued from the gear-box while the gear lever bent gently, thus was it seen that a clutch stop would be a help.

There was a peculiar metal disc bolted to the clutch, which was intended when the clutch was withdrawn, to engage with some friction material and to stop the clutch spinning.

However, we were impatient to "see if it would go," so my friend and I took our seats, after a lurid push-start down the garden, when the vehicle mounted a four-foot grass bank and annihilated two promising young shrubs before it could be got out of gear. The seat was the rear cross member, and very hard, though my seat was rendered slightly more stable, as I had the steering wheel to hold on to.

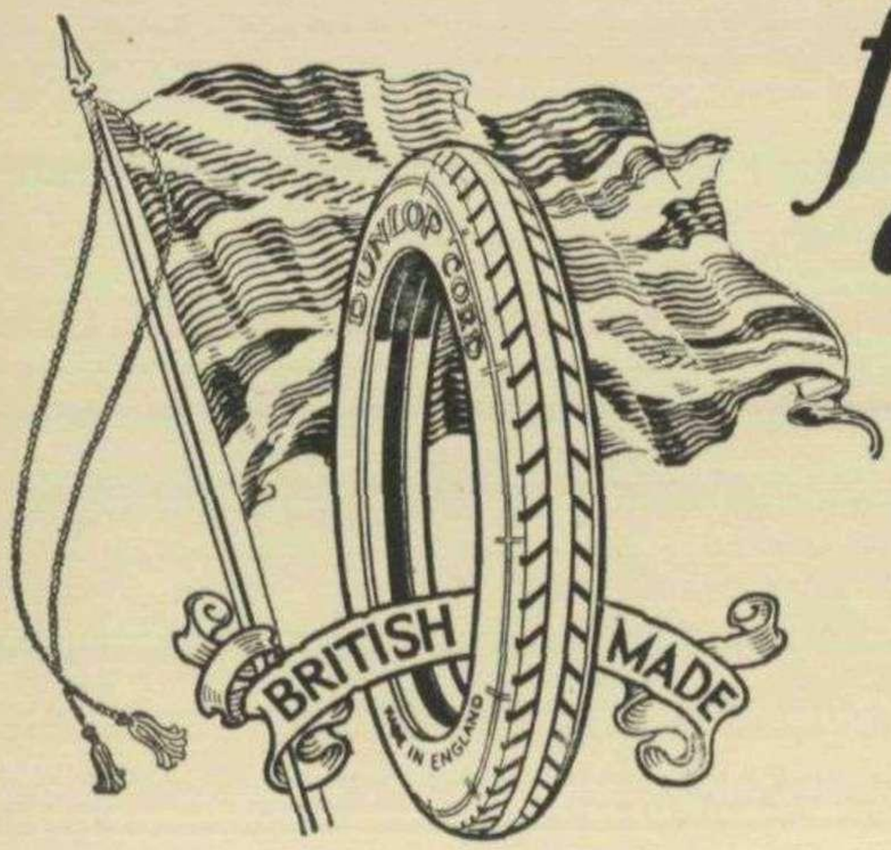
I engaged first gear, having declutched by hand and stopped the clutch with my left foot on the above-mentioned metal disc. I then firmly propped the hand-throttle and removed my foot from the clutch. When my passenger had picked himself out of the dirt and regained the car, we proceeded on to the high road, incidentally less any number-plate or licence, having none.

I then tried to change up, the only result being a nasty noise. Owing to the enormous jump from first

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FOUR-WHEELER-ITIS—continued.

to second gear (about 20 to 1 to 8 to 1), it was impossible to slow the engine down enough to engage second without bringing the car to rest completely. To force in the gear was impossible owing to the weakness of the operating levers, so the foot method of clutch-stopping was employed.

When we reached top-gear ($4\frac{1}{2}$ to 1), the clutch slipped steadily, maximum speed thus being about 20 miles per hour on the level. At the end of this short run, my left shoe had no sole worth mentioning, so we bolted a piece of oak one inch by two across the chassis, and screwed a piece of Ferodo to it, so that the metal plate rubbed against it when the clutch was withdrawn, and at all other times due to the malformation of the above disc. The contents of a tin of Erusa belt grip induced the worn-out leather lining to grip effectively.



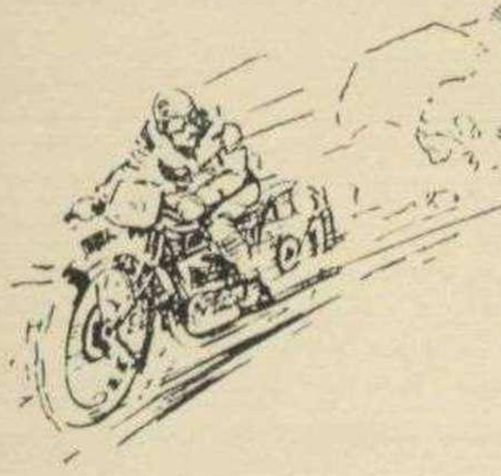
THE AUTHOR NEGOTIATING A SLIPPERY SECTION IN THE TRIAL MENTIONED.
THE PASSENGER IS EVIDENTLY BLESSED WITH A SENSE OF HUMOUR.

Next we fitted a body, consisting of floorboards and a bucket seat. Then I licensed it. Fortunately, the authorities believed all I said, with the result that the registration book defined it as " Peugeot (J.A.P. engine), private car, 2-seater, colour dark red " ; the idea being that if it ever had a body, it would be dark red. It is a pity that this journal's reputation prevents us giving a few of our definitions of it.

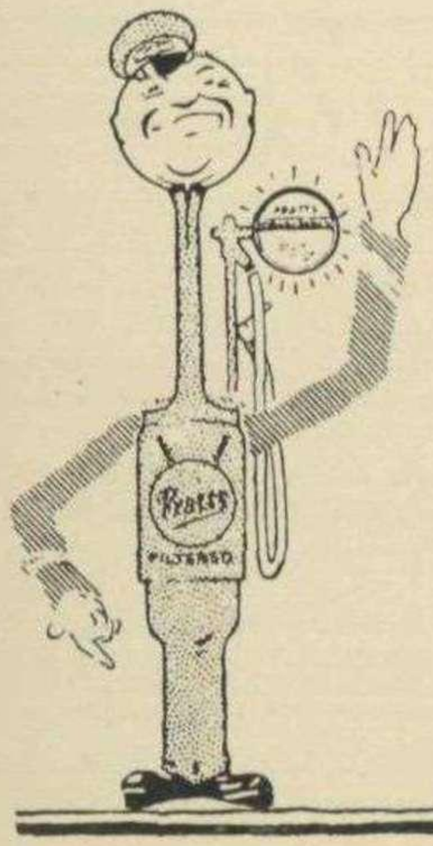
A few test runs failed to break anything serious, so I decided to go down from Cambridge to London on it by way of a maiden trip, accompanied by a fellow motor-cyclist, who very sportingly offered to be my mechanic, and to go on to his home at Rugby by train that evening.

We loaded up with a large suitcase, and some small bags of tools and assorted ironmongery in case of trouble by the wayside. The passenger sat on the suitcase, with his feet over the back, and we were pushed off by many willing hands at about 2 p.m., and got clear of the town without mishap.

The first stop, less than five miles out, was to secure the cargo a bit more firmly, and at the same time to clean out the carburettor. This was necessary at frequent intervals, owing to my having poured a quantity of filthy paraffin into the tank one dark evening under the impression that I was filling up with petrol. We had drained the paraffin, but not the accompanying sediment, and we had good cause to bless the accessible design of the Solex carburettor when cleaning some score of times on that one journey. However, all went well except for this trouble till shortly before Hatfield, when I noticed that the off hind wheel appeared farther from the chassis than was its wont. I suggested a stop to investigate, but the passenger was all for going on, on the grounds that if the wheel came off, my side would go down and he would finish on top. Not seeing the force of his arguments, I stopped, and we found the necessary split pin had been omitted in assembly (we won't say by whom), and the nut having unscrewed with the hub-cap, the wheel was walking off along its shaft. A suitable split pin from our spare hardware soon remedied this trifling defect, and we went ahead again. On entering London, owing to the strain of keeping the vehicle under way in traffic without serious mishap, we got completely off our route and well lost. The brakes were a complete myth, the only thing that stopped the vehicle being the very considerable friction in the transmission. However, we found our way



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Mr. J. H. Simpson, who also used Pratts, was second.

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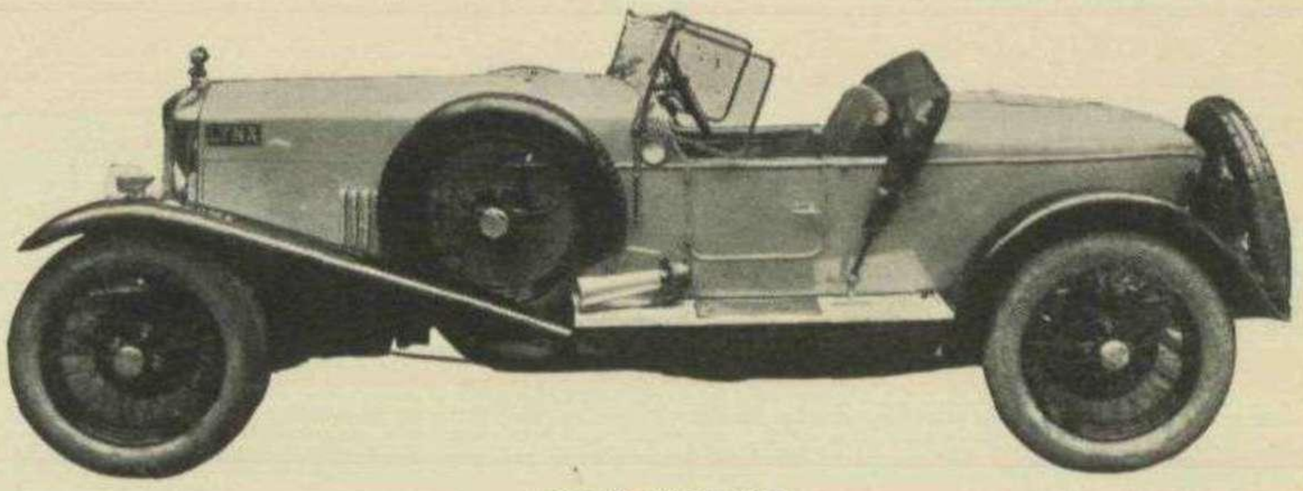
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FOUR-WHEELER-ITIS—continued.

again in time, and after sundry other stoppages for carburettor cleaning and one broken oil-pipe, we arrived at the required hotel off the Strand just before lighting-up time, having averaged just under 15 m.p.h. for the whole journey, including all stops, etc. Having delivered the baggage to the somewhat scandalised hotel porter, we started off to garage the car. At the first attempt to start, on yanking the gear-lever out of second, it came right through first and into reverse, the car leaping backwards and dealing my passenger a shrewd blow on the shin in the process. This was a trick it never really grew out of, and it was always advisable to push from the side when starting, as it was always uncertain what gear, if any, it would get into. This was its first run of any length, and incidentally, one of the most trouble-free, as no vital parts burst completely.

Shortly after this, it was decided that the chassis was considerably too short, so it was completely dismantled, and a start made to rebuild it longer, and with one or two of the more noticeable horrors in the construction eliminated.

The wheel-base was increased by 2 ft. 3 ins. by cutting off the lugs on the end of the chassis tubes, which held the springs, inserting the required length of tubing and an extra cross-member, and brazing on the lugs again at the end.

This, of course, necessitated a new and very much longer propeller-shaft, and it was at this point that the real trouble started. Having decided that the metal universal on the gear-box would have to be abolished, we hunted round for a substitute and found a discarded Hardy joint with two-prong spiders, which had been considerably bent owing to the car in which they had started life having broken a propeller-shaft at some 70 m.p.h., the said shaft having wrapped itself round every chassis member within reach.

We failed to bend these parts sufficiently straight, and the new propeller-shaft was almost as out of truth as the original, and owing to its much greater size and weight, it began to matter, and for the next few weeks we used to make up a new propeller-shaft nearly every time we took the road.

This trouble was eventually cured by fitting a Rover 8-joint, with 3-prong spiders, and this never gave any more trouble.

About this time we began to get an exaggerated idea of the reliability of this monster; so in a rash moment I entered it in a local club whole-day trial. My passenger and I worked feverishly till late the previous night fixing some mudguards, consisting of strips of light galvanised iron rivetted to strip steel cross members, which in turn were fastened to the chassis with perfectly good string, the whole structure being remarkably firm and giving no trouble.

Soon after the start of the trial, we came to a good slimy section of the old Roman road, which was well prepared for us by the weather, and any trials enthusiast who has mournfully foot-slogged along the Ickneild way and similar delightful thoroughfares will require no description of the old "Roman Roads" so beloved of trials secretaries.

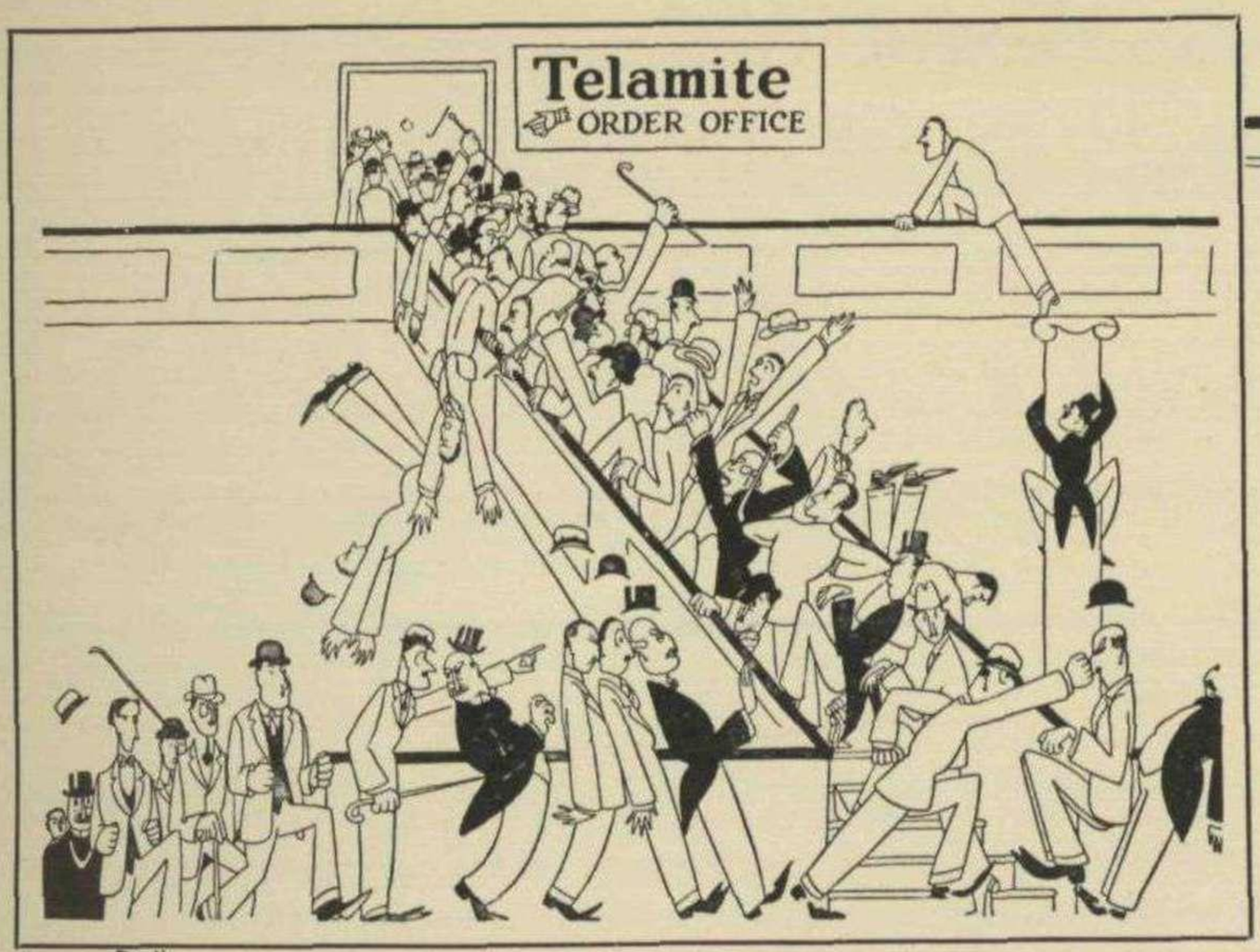
Owing to the light weight of the chassis, we made remarkably good progress, mostly broadside, until we had passed the sidecars and were well up among the solos, this not being the sort of trial where one kept down to schedule but, rather, went flat in a vain endeavour to keep up to it. An exciting scrap with the last solo in sight, which ended in a victory for us when the solo man went through the hedge owing to a singular lack of control, which was quite excusable in the circumstances.

However, at the end of the section we found we had insufficient lock to turn into the narrow lane which crossed the Roman road, and we passed up the hedge on the opposite side of the lane and remained with one front wheel firmly hooked over the top. After dismounting and lifting it into the road again, we continued. Shortly after this, we went off the course and got lost, and in blaring round the country trying to find it again, we came round a slight bend all out—*i.e.*, about 45 m.p.h. —and beheld a fairly narrow but deep watersplash about thirty yards away. I stamped feverishly on the foot-brake, but the pedal sprang playfully sideways and jambed my foot in between it and the steering column; the hand throttle remained stuck wide open, and we entered the splash "flat," emerging with very little loss of speed, soaked to the skin. The engine only cut out for a few seconds in the water, and then went as well as ever.

Soon after this we got so completely lost that we decided to retire, and finding a main road went gently home, after an enjoyable if somewhat hectic day, and deciding that after all my little A.J.S. was a more suitable machine for trials work.



DURING THE SUMMER THE GYMKHANA SEASON IS IN FULL SWING. HERE WE SEE ERIC PEACOCK, THE ONE-ARMED TRICK RIDER, AT WORK.



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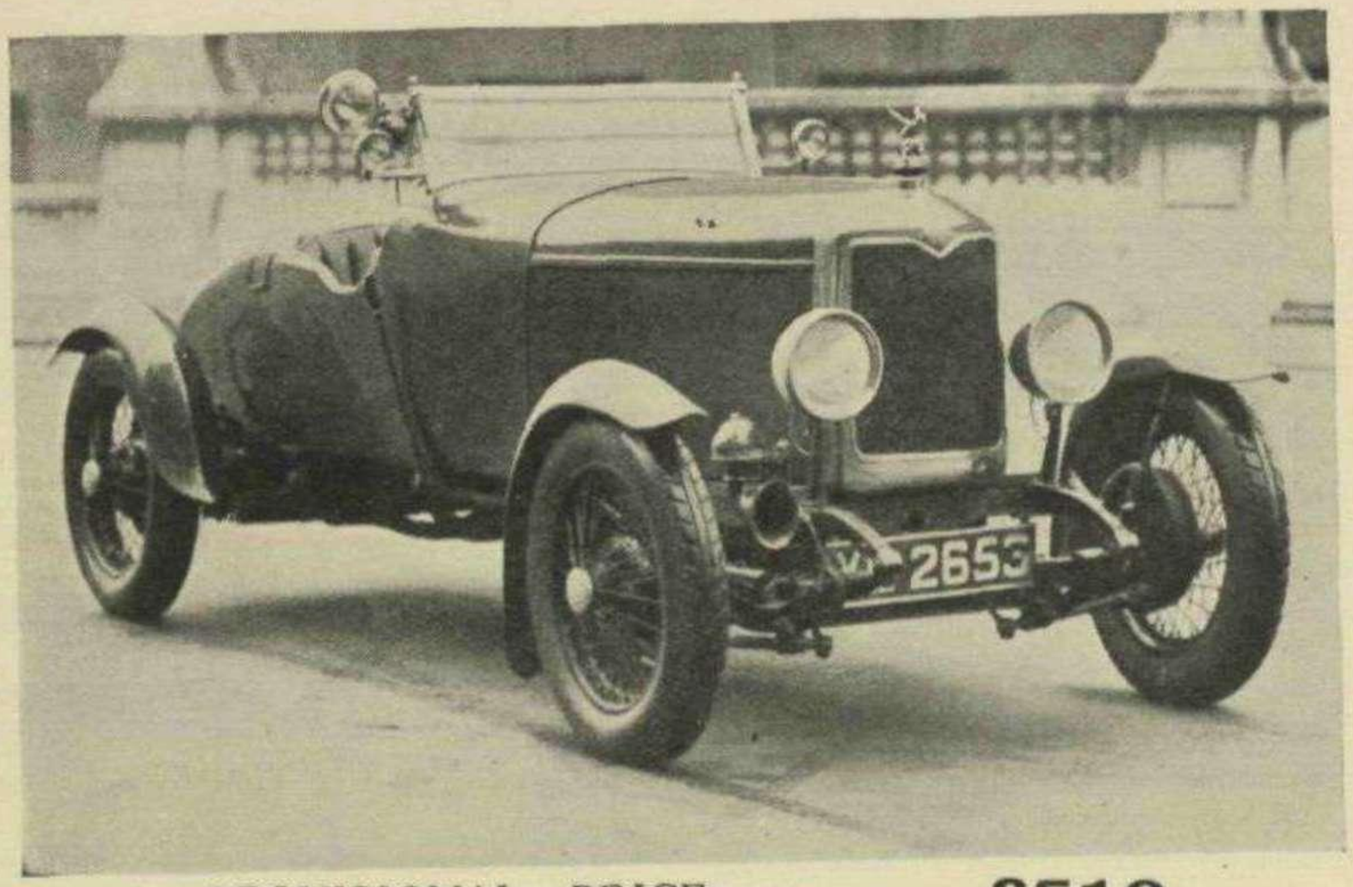
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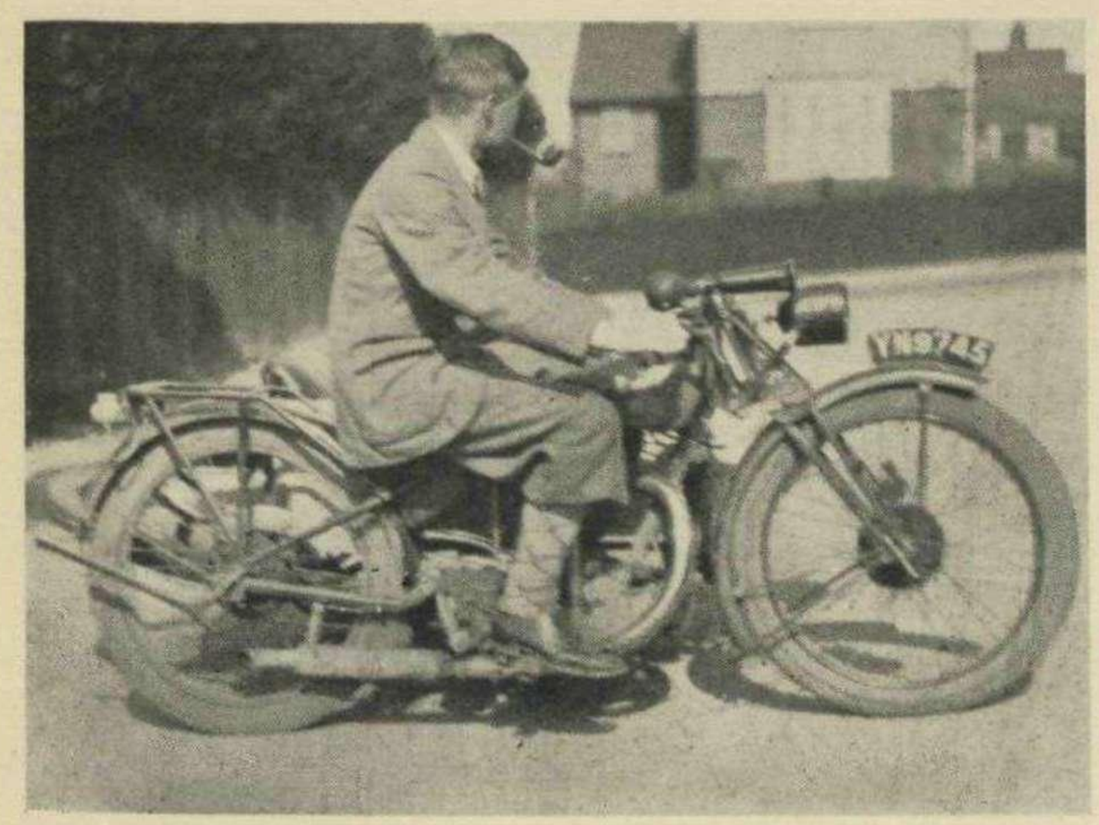


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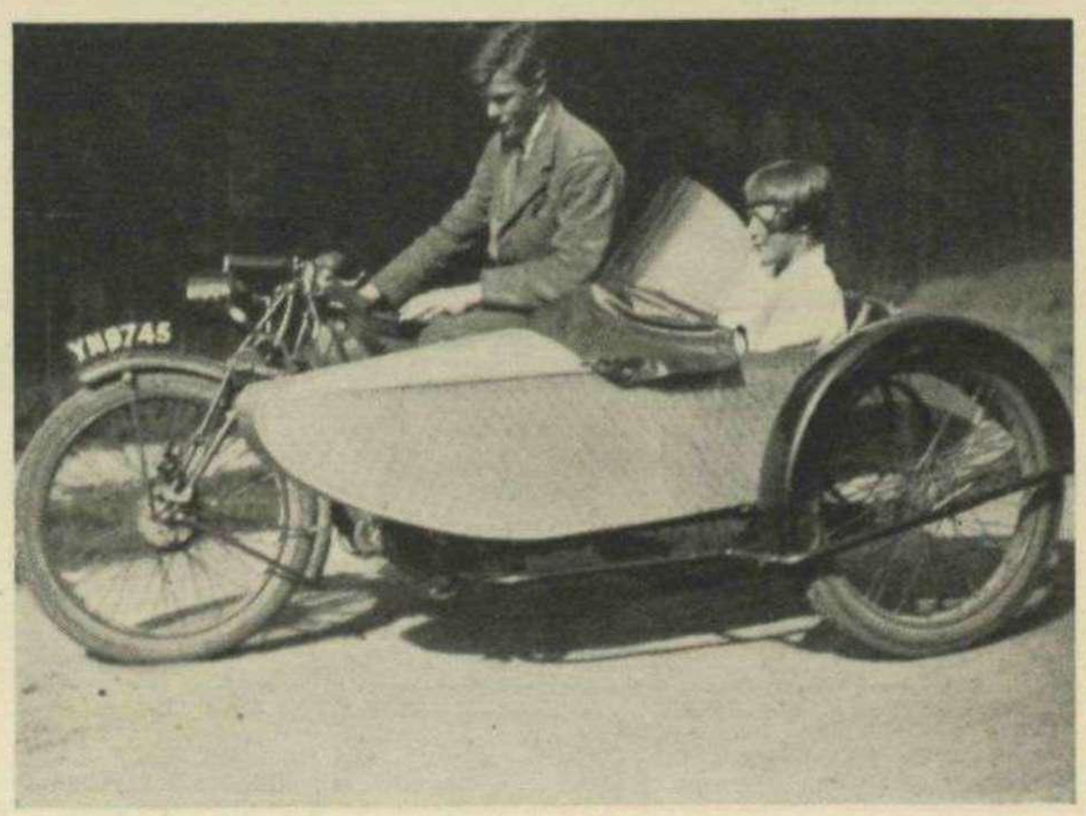
The 350 c.c. o.h. Camshaft Chater-Lea and Sidecar.

By "THE RABBIT."

TO talk of overhead camshafts immediately suggests the ultra-modern racing machine of the rather experimental and "very Brooklands" type. To mention Chater-Lea suggests to the pre-war motor-cyclist one of the pioneers of the two-wheeler movement, and to the younger generation visions of Marchant humming round the Weybridge track at fantastic speeds. On reading this article, therefore, it will come as a great surprise to many, that the chief impression left by the machine in question is of a docile, comfortable and unfailingly reliable touring machine. But this is not all, the reader may jump to the conclusion that the machine is slow and that the author is trying to gloss over the fact by eulogising its other virtues. In order to dispel this illusion we must descend to hard facts: the machine placed at our disposal by Major Chater-Lea was fitted with a large heavy and incidentally very comfortable sports sidecar, with windscreen. A spare wheel was carried, 3-in. tyres and full dissolved acetylene lighting set made up the equipment, so that it will be realised that track speeds could hardly be expected. Add to this wide ratio gears for trials work, with a rather high-top, and bearing in mind that the engine was a beggarly 350 c.c., we think that the speed of over 55 m.p.h. attained on the level is extremely creditable.

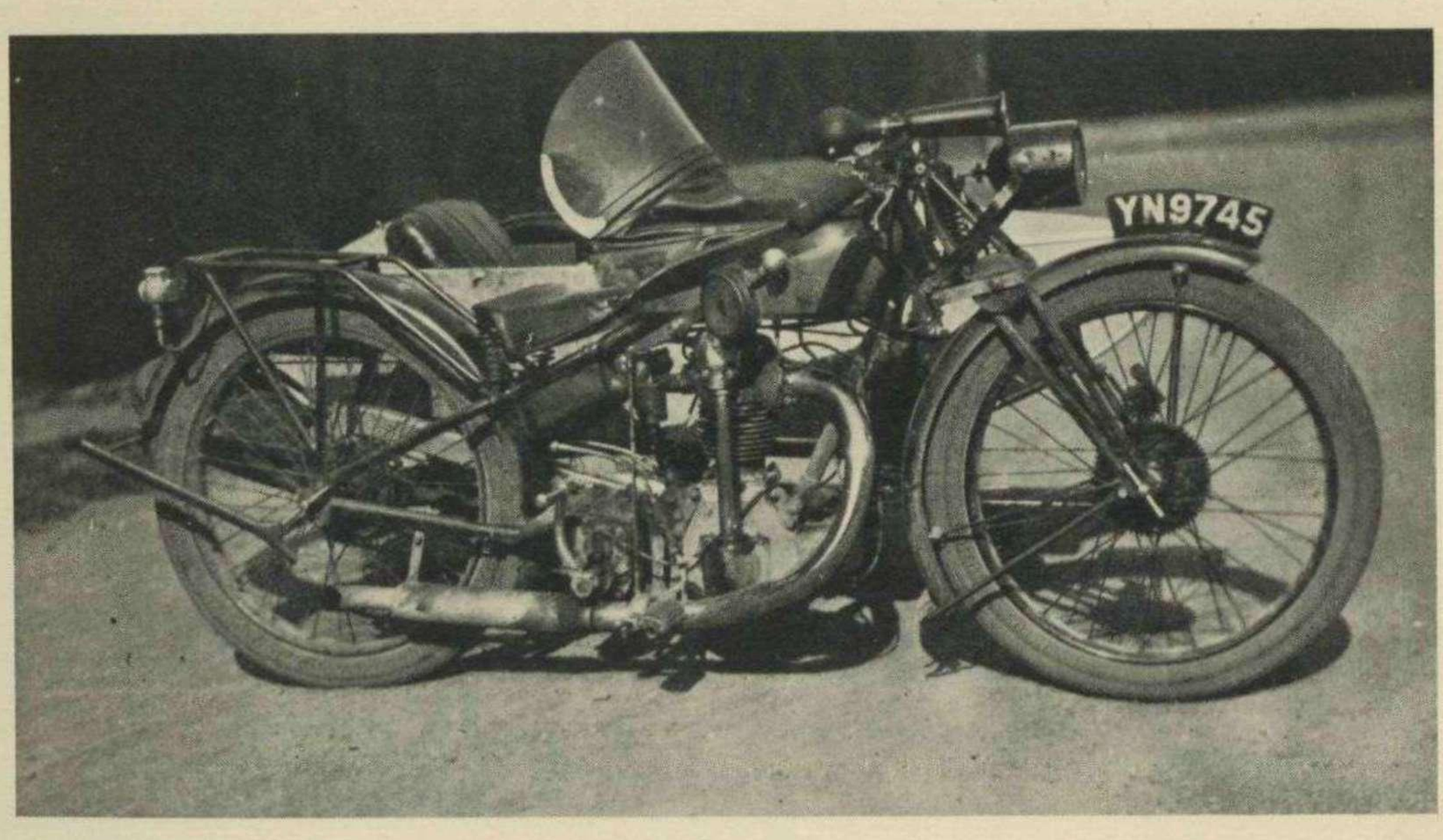
We have no hesitation in assuring our readers that with a clean engine, a lighter sidecar and a slightly lower gear, the machine should attain over 65 m.p.h., while solo, 80 m.p.h. should be easy, even without tuning. Before taking over the outfit we inspected the machines in the making, and were pleasantly surprised at the care taken with each engine. For instance, all the ports are smoothed out till they acquire that glass-like surface so beloved of the amateur tuner, once obtained, but which takes such a lot of getting! The cams are of the face type and considering the high performance of the engine are of distinctly "gentlemanly" contour; no violent opening and shutting of the valves, a feature that is brought home by the general docility of the engine at low speeds, and the freedom from mechanical noise. Two mechanical oil pumps are used, one feeding the engine in the usual way and the other pumping oil from the sump *via* the hollow camshaft drive to the overhead gear, whence another pipe returns it to the seat tube oil tank. Valve clearance adjustment is easily carried out by means of hardened steel pads of different thicknesses inserted between the valve stems and the rockers. Another interesting feature of the machine is the quickly detachable and interchangeable wheels fitted all round, enabling a spare wheel to be carried to good purpose.

On leaving London we soon had an opportunity of discovering another *trait* not usually associated with 350 c.c. o.h.v. units, to wit, slow pulling. Stanmore Hill on the road to Watford is not steep, but it is very tiring, and we tackled it at about 25 m.p.h. on top gear. Three-quarter throttle was given after the bottom corner, and the Chater-Lea accelerated steadily on top till the summit was reached at about 35 m.p.h. Given a high second gear a 45-50 m.p.h. hurricane ascent should be possible. Later during our test we made a non-stop 53-mile run from one of the University towns with a heavily loaded sidecar in 1 hour and 20 minutes, without a sign of distress from any part of the machine, not a rattle developed, and no sign of discolouration appeared on the plated exhaust pipe. Cool running seems to be a feature of this design as no amount of hard driving produced any suspicion of overheating, which is remarkable considering the amount of "top-hamper" carried by the game little engine. We have mentioned the wide gear ratios which to some extent spoiled the performance of a genuine greyhound, although 35 m.p.h. was obtained on second gear at times. We hope at an early date to give our impressions of this delightful mount with close ratio gears and minus the sidecar.



THE ROOMY SIDECAR ALLOWS THE PASSENGER TO SETTLE DOWN WELL BEHIND THE SCREEN.

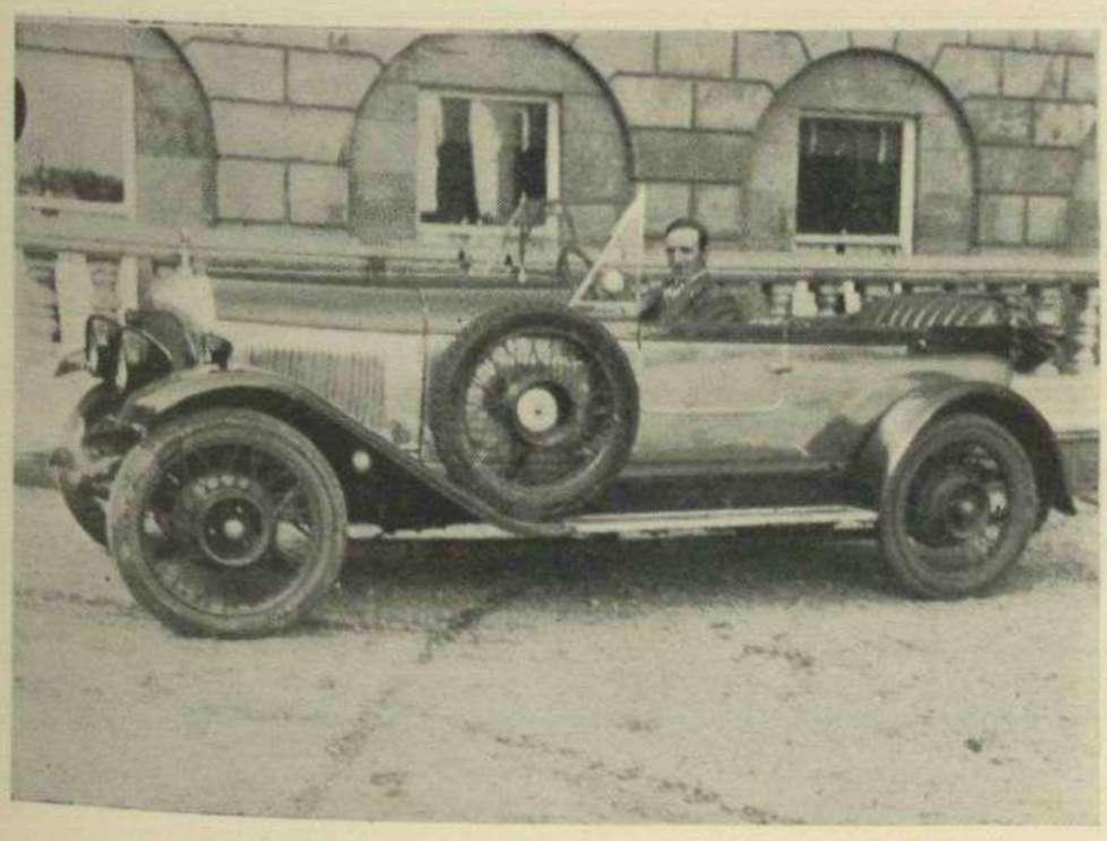
SPORTING CARS ON TEST—continued.



THE SALIENT FEATURES OF THE DESIGN CAN BE GLEANED FROM THIS CLOSE UP OF THE CHATER-LEA.

True to *Motor Sport* policy, we have racked our brains for criticism, but in all honesty we have failed miserably ; the only possible fault, if it really was a fault, was a slight tendency for the back wheel to spend rather too much time off the road ; whether this was due to the big tyres and whether it would be experienced by the solo rider, we cannot say, but in any case it is a very trivial matter. Both brakes were really good, though, as usual, a better method of operation for that on the front wheel is desirable in place of the ordinary hand-lever. The riding position is low, sporting and comfortable and the front suspension functioned perfectly. The steering was light, and steady at all speeds without the aid of a steering damper. Finally, we were told that a tool kit was carried in the sidecar locker, but we must confess that we are to this day completely ignorant as to its constitution, never having even thought of using a tool on the machine.

In conclusion, let us state that the o.h. camshaft Chater-Lea is definitely a thoroughbred, one of the best motor-cycles we have ever driven, and that it embodies so many detail refinements that the comparatively high price of £80 for the solo machine is by no means unjustified.



T.T. RIDER OUT OF HIS ELEMENT.

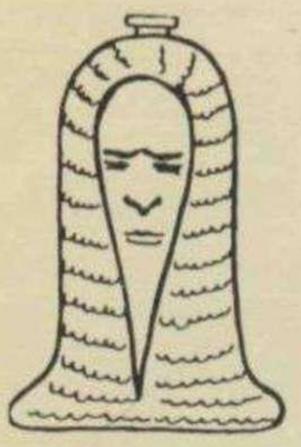
The accompanying photograph, taken outside the Castle Mona Hotel, Douglas, I.O.M., should be doubly interesting to Readers of MOTOR SPORT as it shows Alec Bennett, the winner of the Junior Tourist Trophy, seated in one of the famous M.G. Super-Sports Models, produced by the Morris Garages of Oxford.

Messrs. Iliffes, Ltd., announce a new and revised edition of the well-known "Autocar" series of maps of England and Wales, to meet the growing demand for really high-class road maps. For ease of reference the folding-map is now supplied in two sections, Northern and Southern, contour colours being included, and all roads numbered in accordance with the Ministry of Transport classification scheme. The scale is eight miles to the inch, and both main and secondary roads are indicated. The price of the map in this form, cloth bound, or as a hanging map mounted on rollers and varnished, is 15s. nett, and it may be obtained from the Publishers : Iliffe & Sons, Ltd., Dorset House, Tudor Street, E.C.4.

ALVIS (1925), Four-Seater Super-Sports, four-wheel brakes, numerous extras, first class condition throughout and very fast. A bargain £360.—Storr, Alvis Agent, West Street, Colne, Lancs.

SET of Whitehead Front Wheel Brakes for sale. New. Supplied for fitting to a RILEY car. Price £10, or near offer. RADCLYFFE'S, 65, Victoria Street, S.W. 1.

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And there is that ingenious lowering of the gravity centre so that she holds the road like a "good-un" at all times and which, in combination with Four-wheel Brakes of wonderfully efficient design makes safety certain even at speed which might be considered reckless in any car but the Amilcar.

And then again there is her streamline aluminium body, which enables her to just laugh at wind resistance and yet allows you and your companion to lie back at ease in your comfortable seats knowing that the week-end suit-case is neatly tucked away with the tools at the tail.

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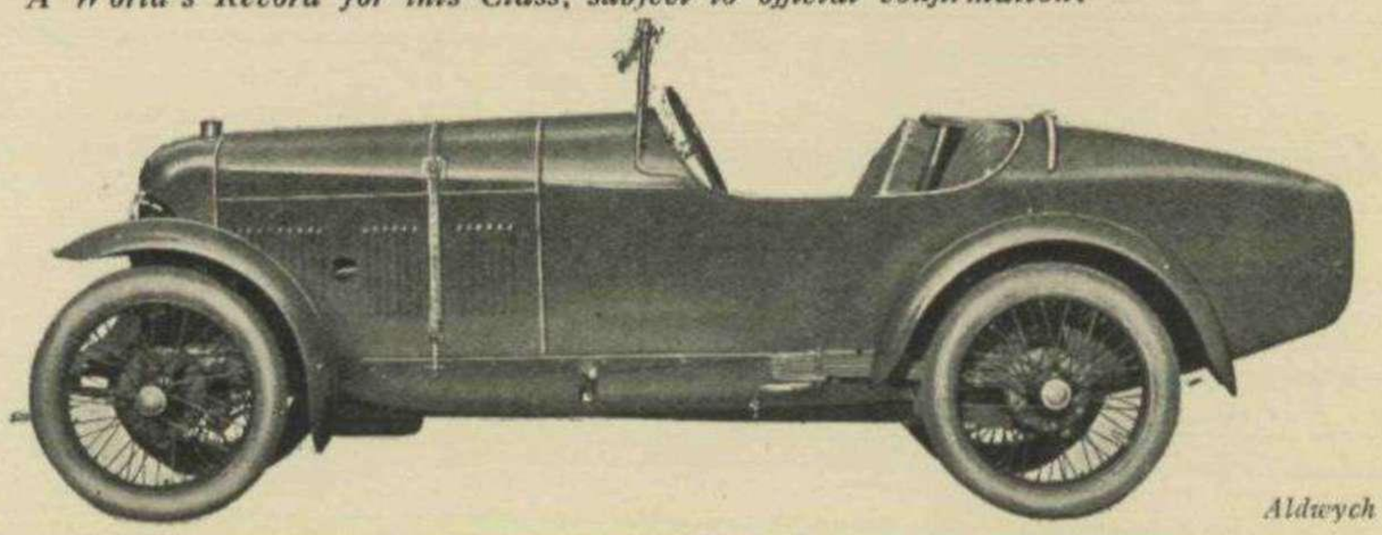
Clutch of the two-plate type and very smooth and progressive.

Transmission carried through a single Hardy disc to enclosed propeller shaft running on 3 bearings entirely eliminating vibration.

Final drive by Gleason Silent Spiral bevels with independent road shafts.

Equipment comprises lighting and starting, "Marchel" head-lamps, side and tail lamps, rev-counter, speedometer, clock, spare wheel, petrol gauge, Hartford shock absorber, number plates and tools.

The 1,100 c.c. Amilcar attained the amazing speed of 123 m.p.h. on May 9th. A World's Record for this Class, subject to official confirmation.

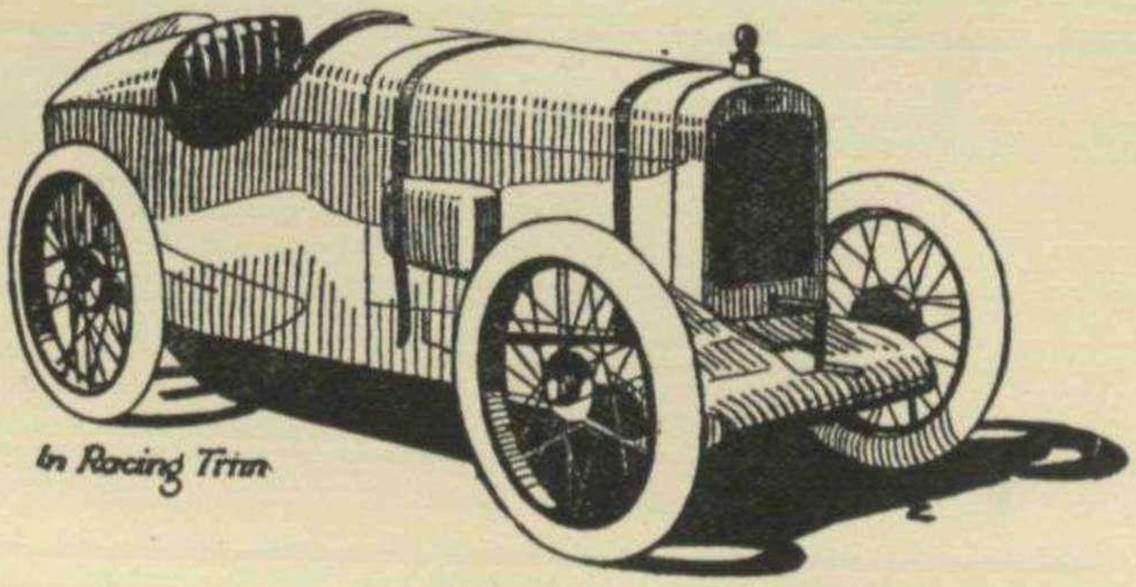


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MONTHLY BULLETIN
OF

The British Motor-Cycle Racing Club

(Affiliated to the Auto-Cycle Union.)

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BROOKLANDS MOTOR COURSE, WEYBRIDGE.

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COLONEL F. LINDSAY LLOYD, C.M.G., C.B.E.

Vice-President:
PROFESSOR A. M. LOW, D.Sc., A.C.G.I.

Hon. Secretary:
A. GEO. REYNOLDS, 95, Fillebrook Road, Leytonstone, E. 1

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

THE Race for Sidecars at the Fourth Members' Meeting, which took place on Saturday, June 26th, ended in great disappointment. The actual finishers in the three races, out of a total of 46 starters, only numbered six.

* * * *

Particularly disappointing were the performances in Class G, stoppages due to tyre troubles, silencers built too frail, and fixings totally unsuitable were the contributing causes. Especially with the Silencers, a lesson should be learnt.

* * * *

Considerable sympathy and concern is due to all who compete at Brooklands with Motor Cycles, in regard to the stringent regulations governing exhaust silencers. In addition to the anxiety caused in conforming with the demands, silencers are an endless expense, and occupy much of the time which should be spent on the engine and other appurtenances.

* * * *

If Motor Cycles are to continue their career at the Brooklands Course, these difficulties will remain, and it is up to those who compete, to once and for all settle on a substantially constructed article, fixed properly and securely. It can be done, and the few who have succeeded, have practically no troubles.

* * * *

The Four 200 Miles Races for Solo machines takes place on Saturday, July 24th, and with the experience gained during the Sidecar Races, a good show is assured. The Prizes, totalling £300, will again be presented to the Club by the Proprietors of *The News of the World*.

* * * *

Much concern was felt with the regulations in governing the operations at the Replenishment pits for these races. It has always been an unsatisfactory method allowing the competitors' pit attendants to remain on the track, congesting the space in front of the pits, whilst the races were in progress, and the rule was made to prevent this.

* * * *

During the course of distance races, new records are generally made, beating the previous bests. The International Rule prohibits outside assistance in Record attempts or performances, and unless a machine is unassisted, except by its driver and own motive power, the claim cannot be allowed.

At private attempts on Records, this difficulty does not arise, as the machine, after a temporary stop, is pushed back owing to a free track and assisted off up to the point where it originally stopped.

* * * *

In a race with riders passing and pulling up at the pits, the danger of going back is a serious one, and also the possible exhaustion of the rider has to be considered.

* * * *

To overcome some of these difficulties, for such races, an additional regulation has now been drawn up. Official Starters will be appointed, whose duty will be to assist the driver in supporting his machine whilst carrying out adjustments or replenishments, and to push off in restarting, using such care as is necessary should the rider have designs on record honours.

* * * *

Following the 200 Miles Races for Solo machines, the next important meeting will be the "Hutchinson Hundred," a 100 Miles Handicap race for all solo classes, for the £200 Challenge Cup (presented by Messrs. Hutchinson Tyres, Ltd.) The present holder is Mr. F. A. Longman, who won the race last year at a speed of 89 m.p.h.

* * * *

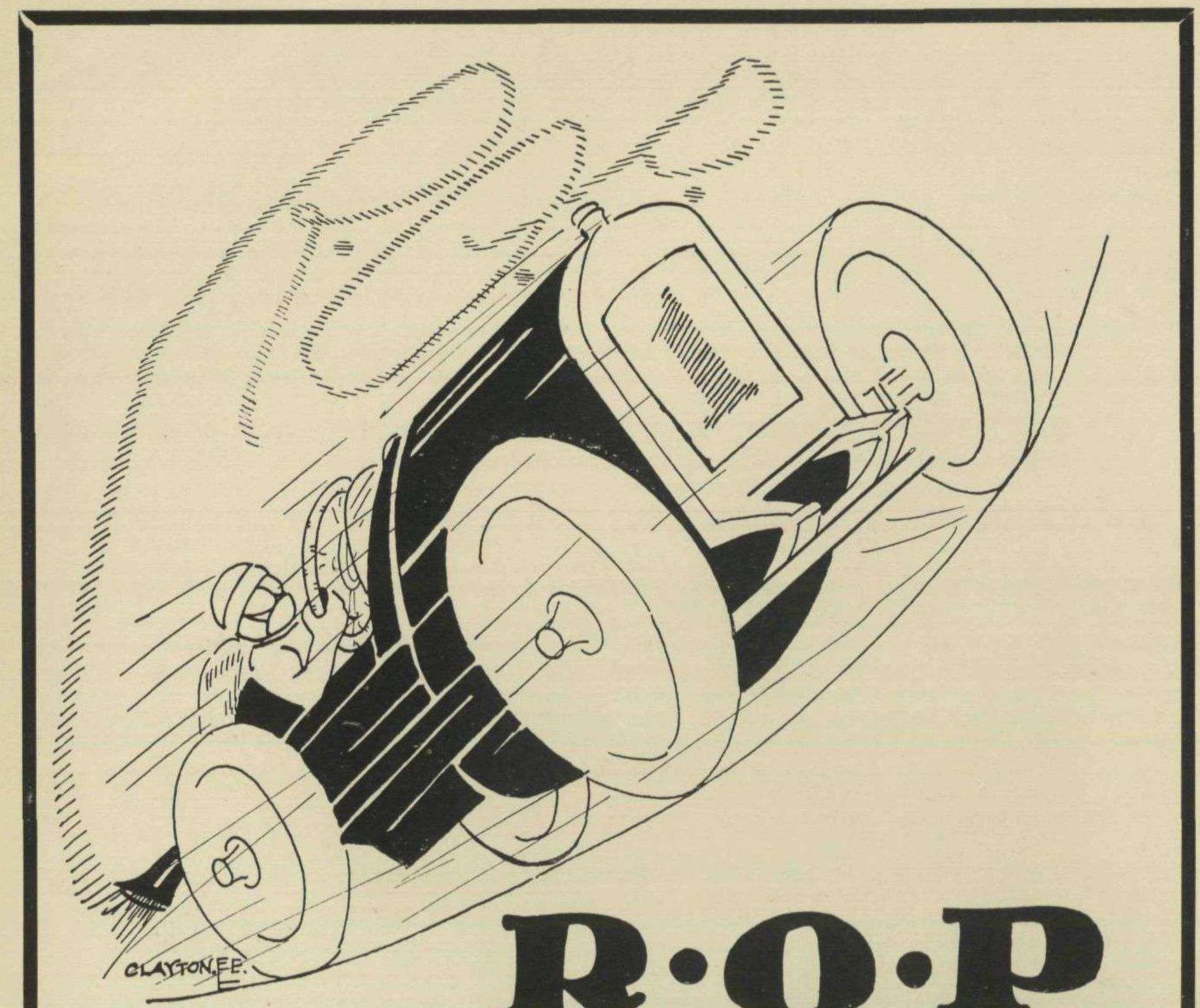
In addition to the valuable Challenge Trophy, Messrs. Hutchinson Tyres also present Cash Prizes to the value of £50 for this race.

* * * *

The team prize offered to any affiliated A.C.U. Club in the Senior Tourist Trophy race held in the Isle of Man, was won by the B.M.C.R.C. The riders nominated were Messrs. Graham Walker, F. A. Longman and L. P. Driscoll. The occasion will be commemorated by a souvenir to be presented to each rider at the Annual Dinner to be held at the close of the season.

* * * *

A course has yet to be chosen for the 50 Miles Semi-Road Race at Brooklands. This course has to be selected carefully and to consist of several turns suitable for all classes of machines. A Sub-Committee has been appointed to make up a course and any member with a good idea is asked to unfold his plan. The start and finish to be at the fork.



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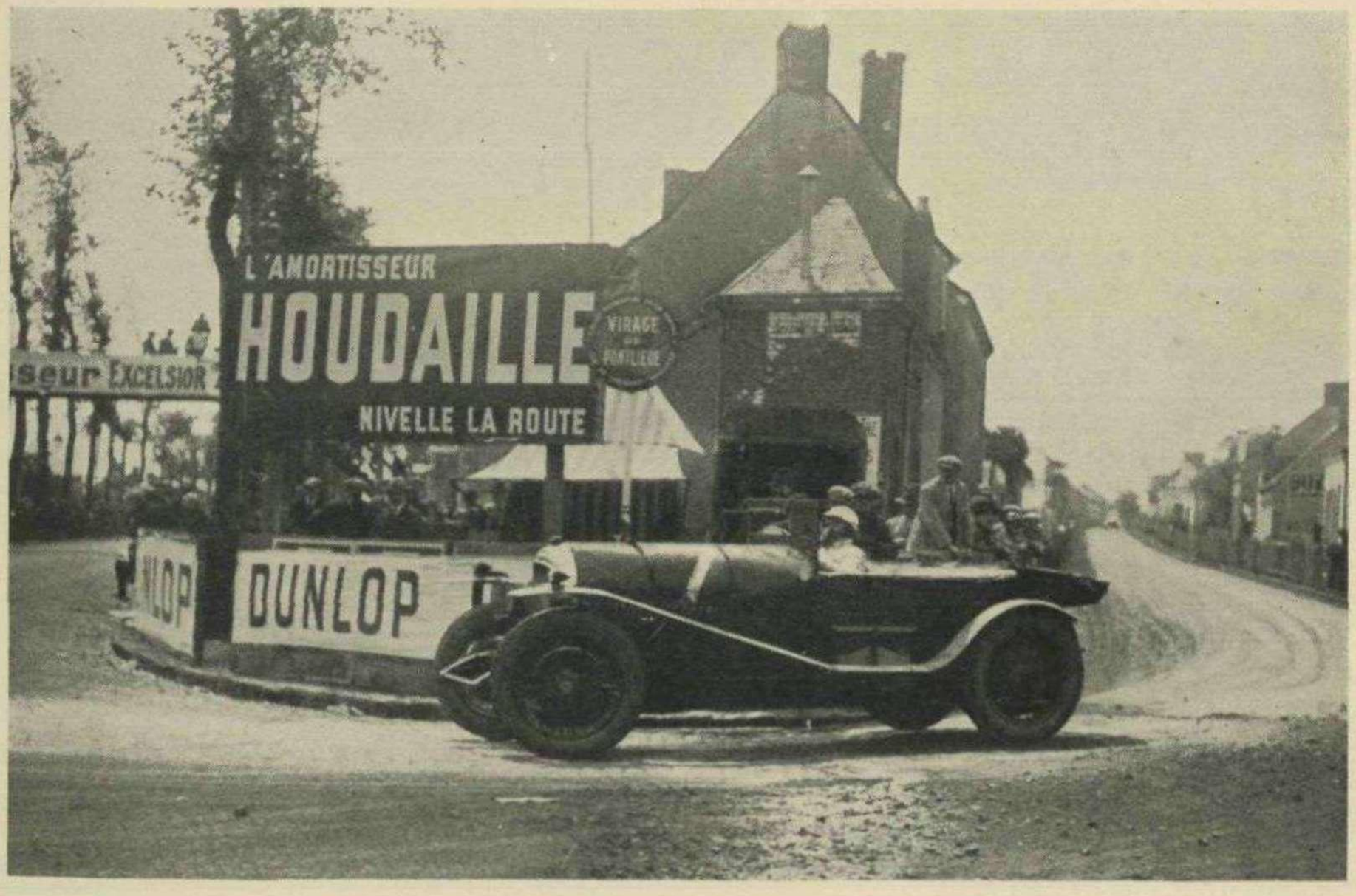
THE GRAND PRIX D'ENDURANCE.

ILL-LUCK SPOILS PERFORMANCE OF BRITISH CARS.

Great Britain, represented by three Bentleys, experienced very bad luck in not putting up a better show in this event, held at Le Mans on June 12th and 13th. The results show a triumph for the Lorraine-Dietrich team which finished first, second and third in the third biennial race for the Rudge-Whitworth cup.

All three Bentleys performed very well, but two experienced mechanical trouble after 12 and 18 hours respectively, while the third driven by Dr. Benjafield and S. C. H. Davis, in a gallant endeavour to beat one of the Lorraines for second place, dug itself into the bank on a corner, and Davis was unable to extricate it single-handed. This mishap was all the more unfortunate, as it happened during the last half-hour of the race when success was almost within reach, and was caused solely by brakes being out of adjustment.

The winning Lorraine-Dietrich covered 1,585.99 miles in the twenty-four hours. O.M. cars were 4th and 5th.



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Round the Clubs



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BARROW-IN-FURNESS, Lancs.	W. A. Singleton, 114, Sutherland St.
BASINGSTOKE, Hants. ...	Percy Watson, 1 and 2, Winchester Rd.
BLACKBURN, Lancs. ...	R. Jackson, 24, Cecelia Rd., Feniscliffe.
BLACKPOOL, Lancs.	T. Sharples, Rawcliffe Hall, via Garstang.
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BODMIN, Cornwall	W. H. Jenkin, Bodmin. [Rd.
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BROMLEY, Kent	F. Wilson Smith, 32, Hammelton Road.
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CARLISLE, Cumberland ...	F. Rowlands, "Douglas House," Nelson Street.
CARMARTHEN, Carmarthen. ...	J. Jones, Nelson Hotel.
CLECKHEATON, Yorks. ...	F. A. Brown, "Hill-Crest," Whitcliffe.
DEVIZES, Wilts.	G. H. Oliver, 18 and 19, The Brittox.
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OTLEY, Yorks.	J. H. Holmes, The Garage, Station Road.
OXFORD, Oxon	W. Mathews, 6, St. Aldate's.
PATELEY BRIDGE, Yorks. ...	G. Kingham, Colton Croft, Burnsall.
READING	S. W. Woollan, Caversham Motors, Ltd.
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SHEFFIELD, Yorks.	H. W. Ogg, 12, Southbourne Road, Broomhill.
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TAUNTON, Som.	P. V. Hare, The Parade.
WOLVERHAMPTON, Staffs. ...	H. L. George, "The Homestead," Old Fallings Lane, Fallings Park.

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

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

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

NEWCASTLE & NORTHERN MOTOR CLUB.

The results of the Druridge Bay Speed Trials were :—

Five-lap Scratch Race, sidecars unlimited.—1, H. Hudson, 7 mins. 13 1-5 secs.; 2, Davison Hall, 3, H. Johnson.

Three-lap Scratch Race, sidecars up to 560 c.c.—1, Fred Fieldhouse (4.99 P. & M. Panther); 2, H. L. Young (3.49 A.J.S).

Three-lap Handicap, sidecars unlimited.—1, E. W. Thackrah (7.98 Raleigh); 2, A. Franklyn (7.0 N.U.T.).

Three-lap Scratch Race, solos up to 250 c.c.—1, Hugh Mason (2.48 Henley), 4 mins. 21 secs.; 2, Percy Croisier (2.49 New Imperial); 3, J. E. K. Kennedy (1.72 Francis Barnett).

Ten-lap Scratch Race, solos up to 350 c.c.—1, James Guthrie, jun. (3.49 A.J.S.), 12 mins. 15 1-5 secs.; 2, Jack Watson (3.49 B.S.A.); 3, G. L. Reynard (3.44 Royal Enfield).

Five lap Scratch Race, cars up to 1,600 c.c.; first prize £25 and championship trophy presented by the *North Mail*.—1, W. B. Thompson (14.96 Frazer-Nash), 7 mins. 4 1-5 secs.; 2, B. H. Davenport (14.93 Frazer-Nash); 3, F. Turvey (15.50 Morris Cowley).

Fifteen-lap Scratch Race, solos unlimited; first price £25 and championship trophy presented by the *North Mail*.—1, James Guthrie (3.49 A.J.S.), 19 mins. 5 2-5 secs.; 2, H. S. Thompson (3.48 Velocette); 3, A. Franklyn (7.0 N.U.T.).

Five-lap Scratch race, cars unlimited.—1, F. Turvey (15.50 Morris Cowley), 6 mins. 58 1-5 secs.; 2, W. B. Thompson (14.96 Frazer-Nash); 3, N. W. C. Edgar (12.32 Rhode).

Five-lap Scratch Race, solos up to 560 c.c. — 1, T. H. Blackburn (3.48 Velocette), 6 mins. 59 3-5; 2, W. G. Waugh (4.98 Scott); 3, T. Storey (3.44 Grindlay Peerless).

Three-lap Handicap for cars unlimited.—1, E. J. Moor (10.86 Frazer-Nash; 2, F. Turvey, junr. (15.50 Morris Cowley); 3, N. W. B. Edgar (12.32 Rhode).

Three-lap Handicap, solos unlimited.—1, T. Storey (3.44 Grindlay Peerless); 2, T. H. Blackburn (3.48 Velocette); 3, G. H. Waugh (4.98 Scott).

SURBITON MOTOR CLUB.

The Surbiton M.C. held its seventh annual Team Trial for the Maudes' Challenge Shield on Saturday, June 5th.

There were sixty competitors, comprising twelve teams of five riders representing various clubs affiliated to the A.C.U. Only amateur riders were eligible, and they had to cover a 76-mile course consisting of two circuits of 38 miles. The whole course had to be completed non-stop at an average speed of 20 m.p.h., time checks being taken at the end of each circuit only. Although some useful hills were encountered, the going was not very difficult and very few stops were recorded by the observers on the various hills. In all seven teams completed the course intact, whilst only four teams completed the course non-stop.

The start was made from the Talbot Hotel, Ripley, in beautiful weather, at 2.30 p.m., and the course ran

ROUND THE CLUBS—continued.

through Effingham, Bookham, Ranmore Common, Dorking, White Downs Hill, Shere, Farley Heath, Brook, Albury and Newlands Corner.

During the run, H. "W." Bostock (on a Beardmore Precision) had trouble with his magneto timing, which resulted in his machine catching fire, but he managed to put things right and eventually finished in time to check in. L. C. Watts, riding a Scott Combination, apparently heated up on White Downs Hill, and eventually came to a stop. On the narrow road between Farley Heath and Brook a timber lorry was responsible for a baulk of about 15 minutes, and consequently a time allowance had to be made to four teams.

The Bucks County M.C. represented by E. S. Burnett (Capt.), E. Bird, E. F. Fieldwick, F. G. Hannds, and C. F. King, with an aggregate time error of only 38 secs., secured the Maudes' Trophy, which was handed to their captain by Professor A. M. Low, and gold medals. The Uxbridge M.C. obtained second place, with an aggregate loss of 75 secs., whilst the Woolwich, Plumstead and District M.C. were third, losing 77 secs. Silver and bronze medals were awarded to the second and third teams respectively.

The annual London-Barnstaple Trial will start from Kingston at 10 p.m. on Friday, July 30th. The event is open to motor-cycles and cars, and is more in the nature of a social run.

THE LIVERPOOL MOTOR CLUB.

Colmore Cup Trial.—Members are reminded that this event is to be held on Sunday next. Entry forms and full particulars may be obtained from Mr. E. Damadian, Fernside, Ollerbarrow Road, Hale, Cheshire.

Colwyn Bay Speed Trials.—These have been postponed from July 17th, to a date in September—probably September 11th.

Summer Tours.—Should any member desire itineraries preparing for summer tours, he should communicate with the Hon. Secretary, sending full particulars when same will receive immediate attention.

OXTON MOTOR CLUB.

The first trial of a series to be run for a challenge cup resulted as follows :—

Gold Medal : A. H. Reade (980 Morgan), 3 points for cup.
Silver Medal : H. Hemming (492 Norton), 2 points for cup.
Bronze Medal : C. Pawson (492 Sunbeam).
Certificates : C. Whatmouth (348 Calthorpe), and W. H. Mealor (492 Sunbeam).

NORTH-WESTERN CENTRE A.C.U.

The results of the Centre's Championship Trial are as follows :—

200 Deansgate Cup, Manufacturers' Silver Bowl, and replica cup : J. N. Anelay (343 Massey-Villiers).

President's Rose Bowl, Manufacturers' Silver Vase, and replica cup : S. A. Marks (498 A.J.S.).

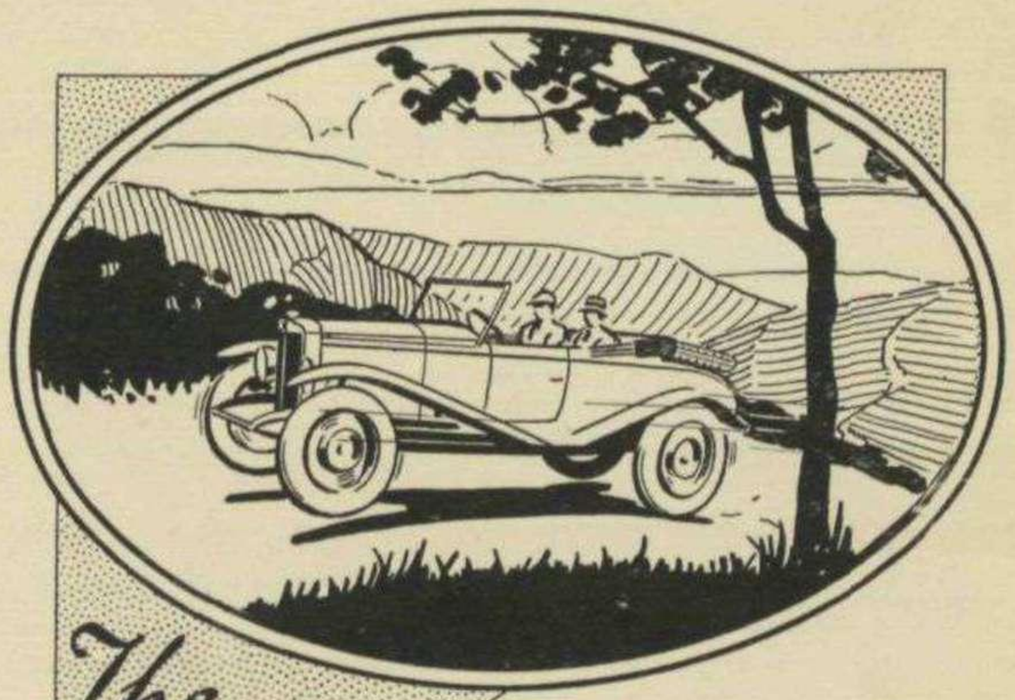
A replica was awarded to A. W. Elder (346 Rudge-Whitworth).

Silver Medals were awarded to : W. A. Jolly, E. G. Abbott, B. Williams, H. R. Lees, H. S. Wheeldon, W. Howard, W. Howarth, and K. J. Corfe.

Bronze Medals were awarded to : J. R. Brammer, W. E. McClure, P. Baron, F. Mitchell, J. Riley, E. H. Clifton, B. Harrison, and T. L. Hatch.

The Preston Club team made up of P. Baron, S. A. Marks, and E. G. Abbott, won the team prize.

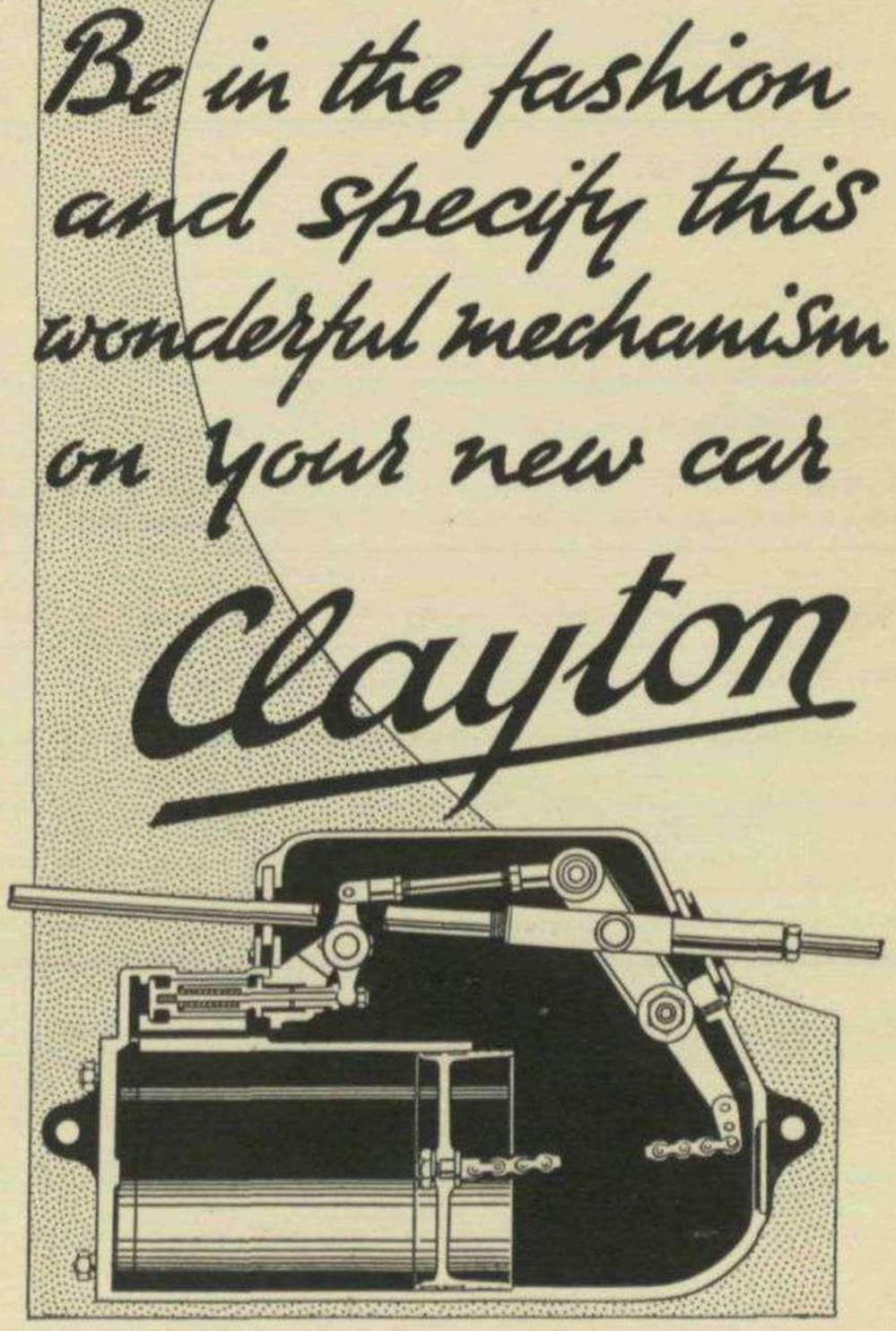
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ROUND THE CLUBS—continued.

SPEN VALLEY MOTOR CYCLE & LIGHT CAR CLUB.

PROVISIONAL RESULTS OF SPEN VALLEY-LONDON-SPEN VALLEY RELIABILITY TRIAL.

Eric Myers' Cup (to be held one year) and replica, presented by the President (Mr. H. A. Davison).—J. W. Mortimer (P. & M. Panther and sidecar); error 68 secs.

President's Shield (to be held for one year) and silver vases, presented by Mr. J. W. Wood, for competitor who had not previously won a premier award in a reliability trial.—E. Martin (2¾ Enfield and sidecar); error 86 secs.

Club Silver Cups.—H. Clayton (Norton and sidecar), S. Hirst (A.J.S. solo), H. Cooper (Rhode car), L. Turner (Norton and sidecar).

LANGFORD AND DISTRICT LIGHT CAR CLUB.

The above club held their first Trial this season on Saturday, June 19th, over a short course of 70 miles. The start was at Filton, Glos., and led along main roads to North Nibley. Warren Hill was the first objective, and owing to the greasy surface accounted for nine failures.

Good and fast climbs were made by R. G. C. Schwalm (8.7 G.N.), G. Bush (Frazer-Nash), and H. Langford-Sainsbury (11.9 G.N.). The course then led to Blackness Hill, which was timed. T. D. Corpe (11.9 G.N.) made fastest time, G. Bush (Frazer-Nash), R. G. C. Schwalm (8.7. G.N.), and G. Beauchamp (Alvis) also made fast climbs. Eleven cars failed to make clean climbs. After the tea-check, the course led to Nap Hill, which has a bad hairpin halfway up. C. Potter (Morgan) was brilliant, T. D. Corpe (11.9 G.N.) was very spectacular, G. Bush (Frazer-Nash) burst a tyre on the bend, but made a good climb, while E. H. Davies (Rover) was slow but sure. A secret check at Iron Action caught many competitors unawares.

Silver Cup.—R. G. C. Schwalm, (8.7 G.N.)

Silver Medals.—G. Bush (Frazer-Nash), G. Steadman (Riley), H. S. Hippen (Riley).

Bronze Medals.—T. D. Corpe (G.N. 11.9), H. Langford-Sainsbury (11.9 G.N.), A. J. Hippen (Riley).

NEW BRIGHTON MOTOR CLUB.

The Two-mile Cup Trial was run recently over a fairly stiff course of about 90 miles in North Wales. The following are the results:—

Two-Mile Cup.—R. Leicester (399 Raleigh) and J. Thorne (348 A.J.S.), tied. Gold Medal, S. Higson (348 Raleigh); Silver Medals, Tate (A.J.S.), Salisbury (Norton), Rodgers (Raleigh), Gates (Raleigh), and Osborne (Raleigh); Bronze Medal, Bower (Raleigh).

ENFIELD AND DISTRICT M.C.C.

The club's second annual Long-distance Reliability Trial resulted as follows:—

Invitation Cup: H. Taverner (Rudge-Whitworth).

Bath Cup: S. R. Mardon (Raleigh).

Gold Medals were awarded to: E. G. Davis, A. Clayden, W. E. Finch, W. E. Glover, and J. R. Davis.

Silver Medals were awarded to: L. P. Light, L. Luetchford, S. C. Bennett, R. Anderson, and F. V. Garratt.

Bronze Medals were awarded to: R. E. Swire, W. P. Hastie, W. Bourne, L. C. Otley, L. J. Hugo, R. T. Bowen, E. Cato and F. W. Beech.

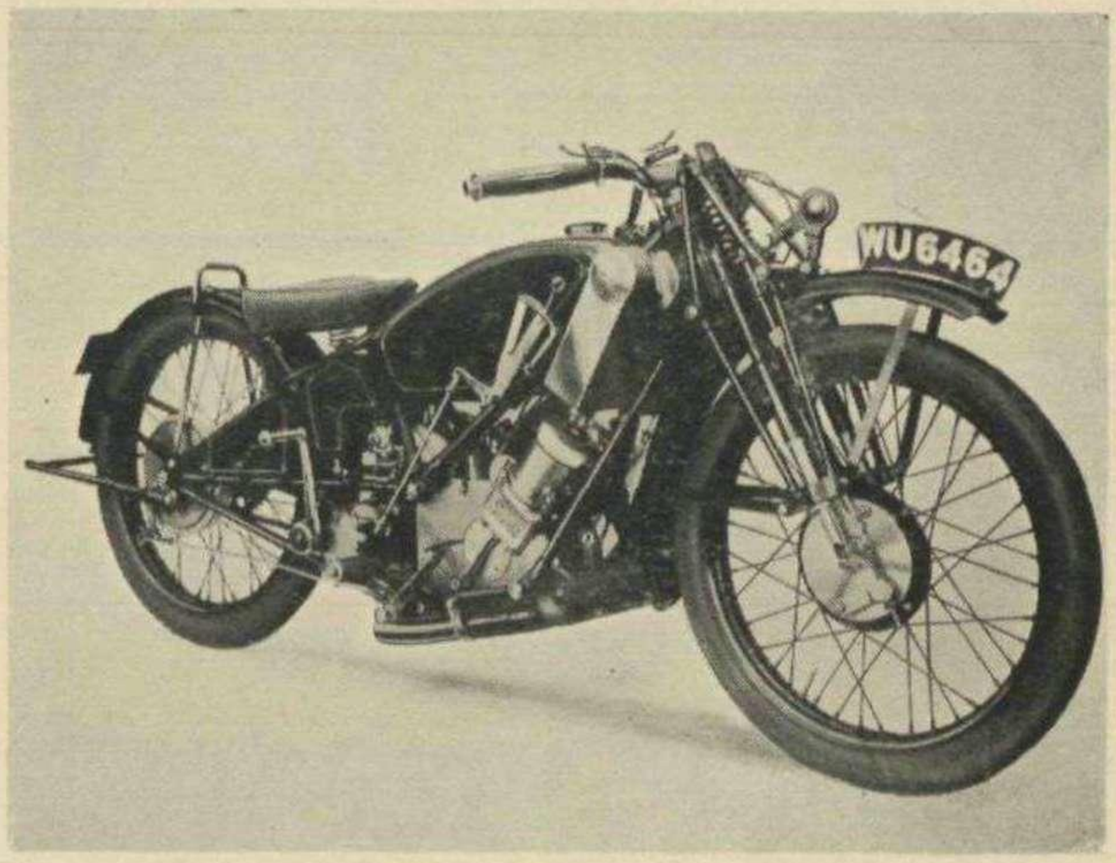
PRESTON (LANCS) & DISTRICT M.C.C.

SPORTING TRIAL RESULTS.

J.A.P. Shield and Silver Medal: R. Gardner, who was first with 83 marks.

Silver Rose Bowl and Silver Medal: R. A. Kim, second, with 69 marks.

The best Novice performance was put up by J. Kerr, who gained 63 marks.



THE SENIOR T.T. SCOTT, OF WHICH MUCH WAS EXPECTED, BUT WHICH HAD BAD LUCK IN THE RACE.

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