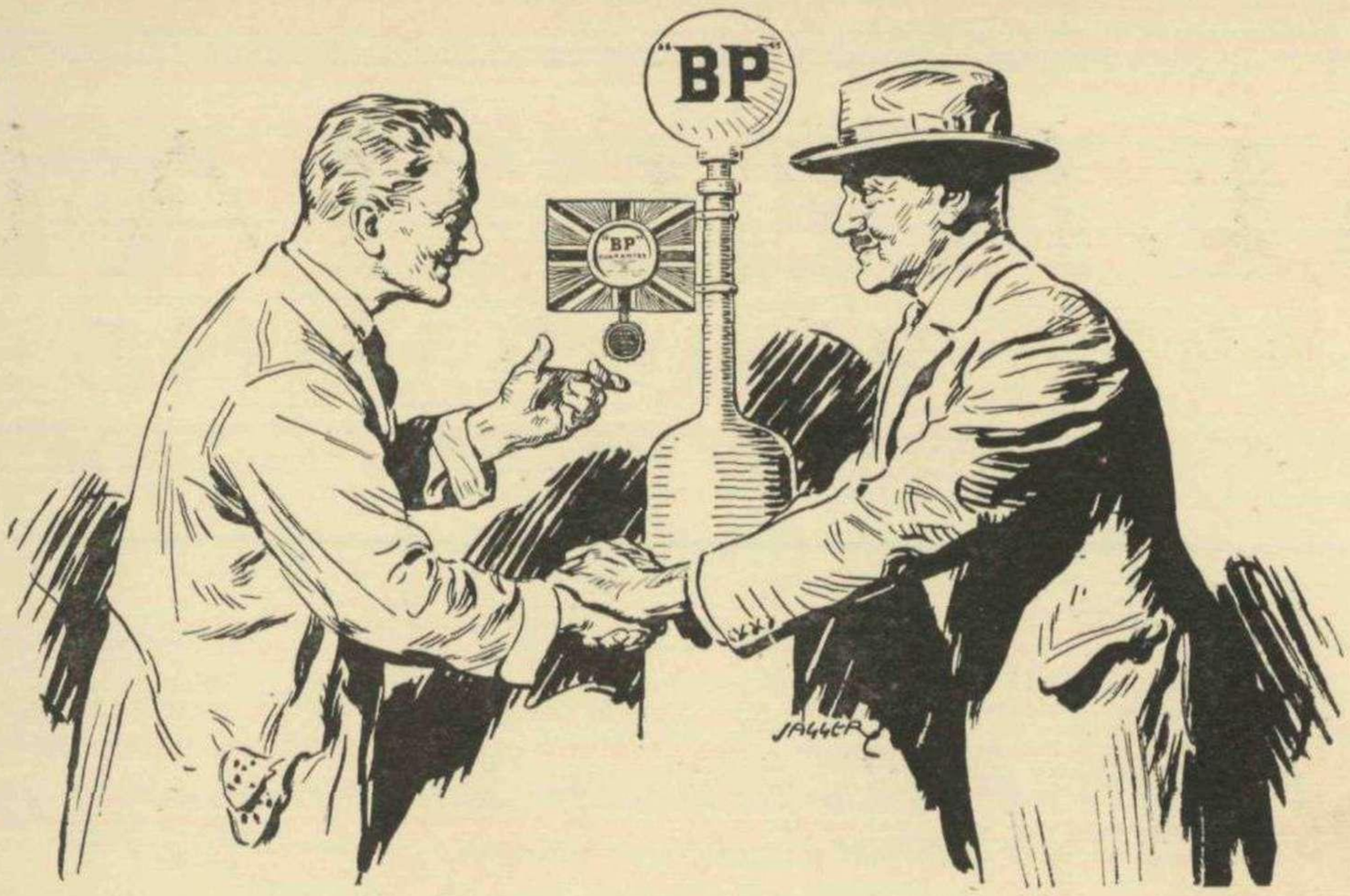


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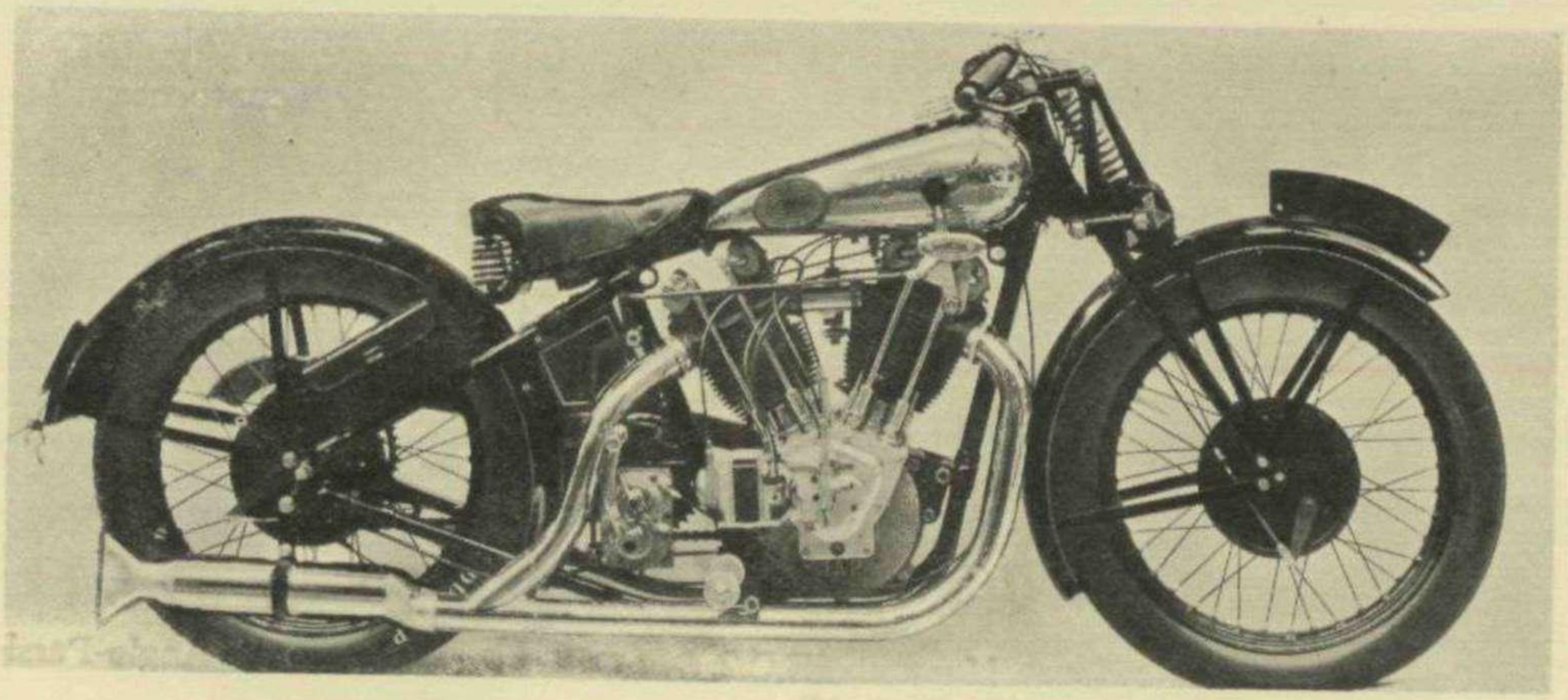
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No. 5. VOL. 3.

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

NOVEMBER, 1926.

EDITORIAL NOTES.

Ramblings, Rumours and Reminiscences.

Being Asides About All Sorts of Things.

TO argue that the design of the sporting car of to-day may influence not only the touring models of the next season, but may have an important effect upon the performance of *motor coaches*, may appear to be stretching a point too far, though during a recent visit to a very important West Country manufactory I found this to be the case.

When examining some of the constructional details of a very excellent motor coach engine, it was obvious that someone who was fully acquainted with high speed engine work had had a finger in the pie. Later on I discovered that the designer was a very keen sports motorist and rode motor-cycles when he was not driving his super-sports two seater. The engine in question, though built for a thirty seater coach, was fitted with duralumin connecting rods and aluminium pistons which really did their job properly. In sports cars one is not always very particular about oil consumption, but the sporting motor coach designer has developed a type of aluminium alloy piston which gives a fleet consumption of no less than 1,000 miles of oil per gallon—an unheard of figure for heavy vehicles and quite a respectable one for many light cars.

As a matter of fact, a close inspection of the whole chassis revealed a number of interesting details which might well be incorporated with advantage in touring cars, such as an automatic cam arrangement by means of which the effective length of the road springs varied with the load and the inequalities of the road. Another thing was the rejection of fabric couplings on the cardan shaft, as at high speeds they were found to set up a period in the transmission, the latter being practically redesigned before the real reason for the defect was discovered.

When this new type of coach gets on the road there are very good chances that it will give many moderately fast drivers of cars a good run for their money if they happen to meet it on its speed trials down Bristol way.

From some points of view the extraordinary reductions in price announced at Olympia may be beneficial inasmuch as people who hitherto thought sporting cars beyond their reach will be able to become owners; but otherwise I am not quite sure that our manufacturers are on the right tack. The way in which they turn out cars is, of course, dictated by public demands, and if the masses want cheap cars, cheap cars they must have. Directly we come to the requirements of the sports driver, however, we find that they are not easily met in the super-cheap production. My argument is that high road speeds can only be attained at a relatively high cost, and my own mileage costs taken over a long period serve to strengthen my opinions.

To travel fast, or to travel quickly—the distinction will be understood by our readers—you can do one of two things. First, there is what appears to be the cheapest way of going about the business, namely, buying a car of moderate price with an advertised maximum speed of say 50-60 m.p.h. Now, if you want to average 30-35 m.p.h. on long trips, such a car will have to be

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EDITORIAL NOTES—continued.

driven most of the time at somewhere near its limit of speed. That is all right for a time, but at the end of the first season things begin to get a bit rattly and quite a lot of engine overhaul work will be necessary to bring it up to competition pitch for the next season's work. What has happened to the bodywork and upholstery during the time must be left as a matter of conjecture, but the point is that money will have to be spent that was saved on the initial outlay.

The second way of travelling at high average speeds is to pay a good price for your bus in the first place, get one with a maximum speed that you rarely want to approach, leaving the possibility of doing a good 50-60 m.p.h. on long stretches without worrying the machinery in the least little bit. I cannot yet say how the relative costs will work out, but feel quite sure that at the end of 1928 my running costs will be considerably less than they have been in the past, because I have decided to put my views to a practical test with a model which is far more of a hand made than a mass production job.

* * *

Something rather amusing occurred last week, and shows how easily one can get fogged over a simple thing. Having fitted a new form of petrol gauge made by a famous firm of accessory manufacturers, it was discovered that the instrument would not work. The owner therefore took it back to the works, and in the service department the verdict was passed that the gauge was defective. A second gauge was then fixed to the dashboard as a replacement and still nothing happened. Having no time to try all the instruments in the factory, the owner went on his way, sharing the opinion of the petrol pump people that all petrol gauges are inaccurate, particularly with regard to giving low readings. A little later, the tap to the instrument was turned *off* and a cheerful gurgling in the pipe was followed by a definite movement of the needle showing the correct amount of petrol in the tank. Investigation showed that the tap had been adapted from a tank draincock, where the lever is down when off. The manufacturers' representative had quite overlooked the fact and was quite willing to let the innocent instrument take all the blame for his own lack of commonsense in investigating the defect.

* * *

When doing the rounds of the Accessory Section of the Show most of the people who have their own garages were reminded of the approach of winter by the display of radiator lamps and similar contrivances. Apart from the fact that many designers persist in placing the radiator drain cocks in inaccessible positions, the radiator lamp is one of the most useful assets in the home garage. Winter also serves to remind the motorist of the advantages of the radiator shutter, and the new model produced by the Benjamin people is not only the least expensive form of temperature control, but also extremely efficient.

* * *

Nothing is more annoying whilst driving than those elusive squeaks that come from inaccessible corners of the body work, the undershields and valances, but sometimes the worst sort of noise is that emanating from Hartford shock absorbers if the surfaces are allowed to become oily. Unless one is aware of this little peculiarity, the search for the noise may continue indefinitely and cause more bad language than could be printed in a respectable sporting journal. If the Hartfords are suspected, the simplest thing to do is to remove the bolts, separate the discs and test the springs by bouncing on the running boards. Then if the noise disappears, it is quite easy to clean the discs with petrol and afterwards scrub them with soap and water before they are replaced. The dodge is certainly one worth trying when squeaks are about.

* * *

"Exit the pillion rider," said a newspaper on the appearance of the two-seater motor cycle at the Show. Now, on one likes to throw cold water on an honest attempt to provide cheap means of transport for the masses, but one can't help wondering what it would feel like to wander about on one of these machines unaccompanied by a passenger ; it would be bad enough if there were two individuals to share the sorrow, but a solo trip would be too awful to contemplate. No, with all her faults, the pillion girl is likely to remain and is not likely to give up the exhilaration of her precarious perch behind the soloist in favour of any two-seated contraption, however ingenious its design.

* * *

To the spectator the sport of motor-cycle football appears to be a most ruinous pastime as far as the machines of the participants are concerned, for curiously enough the riders seldom seem to suffer much more in the way of bruises than when the ordinary game is played. "Freddie" Dixon, who started the game in 1923, has used his Velocette for four seasons, whilst other well-known players are using machines that have seen good service for several seasons. At the same time there seems to be much in favour of the suggestion of making special types of mount for this particular game, for as far as the spectator can see, the speed of the game and the durability of the machines would be greatly augmented if certain modifications were made in the design, whilst a mount made specially for motor-cycle football could be turned out at a much lower price than a standard model, and prosperous clubs could even provide such equipment for the use of members.

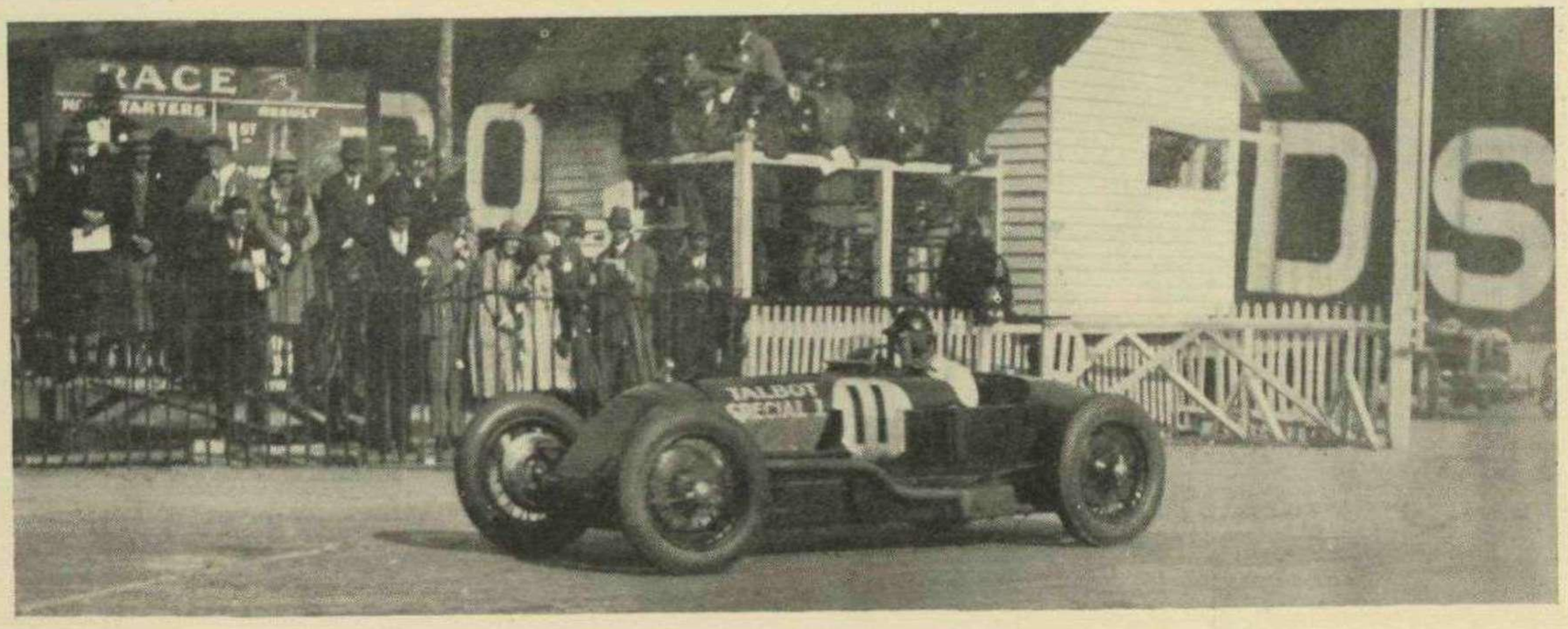
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On Friday, October 15th, the Daimler Company invited a large gathering of interested folk to their works at Coventry to inspect the new models for 1927, including the "Double-Six," which is described in another part of this issue.

The Company has always arranged these functions on very thorough lines, but the last one surpassed its predecessors in a remarkable way. At least one thousand visitors arrived at the works, and everybody in the whole motor trade seemed to have put in an appearance. Someone said, "If a certain personage could have cast his net, what a haul he would have made," and the driver of the special train from London to Coventry carried a heavy burden of responsibility for the motoring public. The Daimler Show was a great improvement on Olympia in that one really had a chance of looking at the things one went to see, which is not easy with many of the exhibits staged in the crowded glass barn at Kensington.

THE JUNIOR CAR CLUB'S TWO HUNDRED MILE RACE.

The Sixth of the Series proves an exciting event.



H. O. D. Segrave on the Winning Talbot rounding the Fork Hairpin.

COMPARISONS are always odious, but at times they are too obvious to be neglected. For maintained interest and excitement, as opposed to hair-raising thrills, the J.C.C. event easily surpassed previous events of this nature during the present year Some of the latter lacked "speed," another lacked entries, and some of the courses were not as interesting as they might have been.

This year's "200," however, drew 38 starters divided into three classes, many of the cars were really fast and the course allowed the spectators to see displays of driving skill under all sorts of different conditions. At 2.30 the cars were started by maroon and semaphore, and missing the first sandbanked turn they rushed down the straight and on to the main track. Superior acceleration was shown by Divo's Talbot (as in the R.A.C. Grand Prix), and he was closely followed by Malcolm Campbell (Bugatti). Among the back row cars the most surprising "get away" was that of Morel on a 6-cylinder supercharged Amilcar who shot past many of the larger cars.

However, in a 200 mile race the start means little, and, as was expected, the 1,500 c.c. event rapidly developed into a procession, headed by the Talbots in the order Divo, Segrave, Moriceau, with the two Alvis's hanging on grimly behind.

On the very first lap, however, one of the few thrills of the race took place; at the Vickers hairpin the Eldridge special driven by Hawkes collided with Eyston's Bugatti, both cars being sufficiently damaged to warrant their withdrawal. The drivers luckily escaped serious injury, but it must have been a bitter moment for Eyston, who was not in any way to blame. Another unfortunate incident occurred right on the starting line when Halford damaged his gearbox. After some delay he continued, using only top gear, obviously a terrible handicap in a race of this character. It soon became evident that the Salmson team were for once not "walking over" in the 1,100 c.c. class, the six-cylinder Amilcars appeared as nippy as any car on the track, deceleration and acceleration being remarkable and maximum speed very little below that of the fastest 1,500 c.c. cars.

The Salmsons, too, were extremely fast, that driven by Casse holding the lead from the three raging Amilcars for most of the first twenty laps.

Naturally the ding-dong struggle between the rival French makes aroused the keenest interest. Of the three Amilcars driven by Martin, Morel and Duray, and the three Salmsons (Goutte, Casse and Newman), each one was continually popping in and out of the first three places, and nearly every one was in the lead at some time or other.

Meanwhile in the 750 c.c. class the four Austins were humming quietly round at their own speed with G. Hendy and Gordon-England in the van.

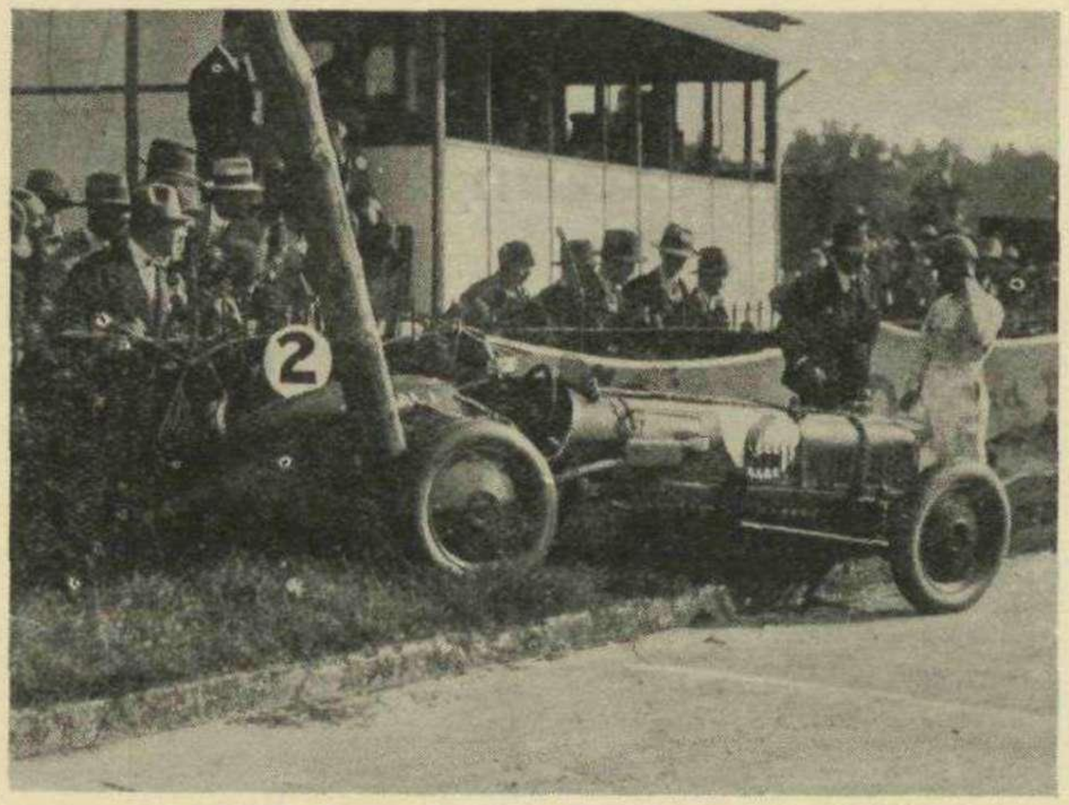
Harvey "piles up."

On the twenty-fourth lap the second thrill took place. C. M. Harvey, who was running fourth, was baulked on the "paddock" bend, the Alvis turned completely round and hurtled backwards across the track into a telegraph pole at the foot of the timekeeper's box. Harvey stepped out uninjured, but the car was not fit to continue. This left the Talbots in an even stronger position than before, their nearest rivals being the Earl of Cottenham (Alvis), Douglas and Purdy (Bugattis) and Thomas on his own car.

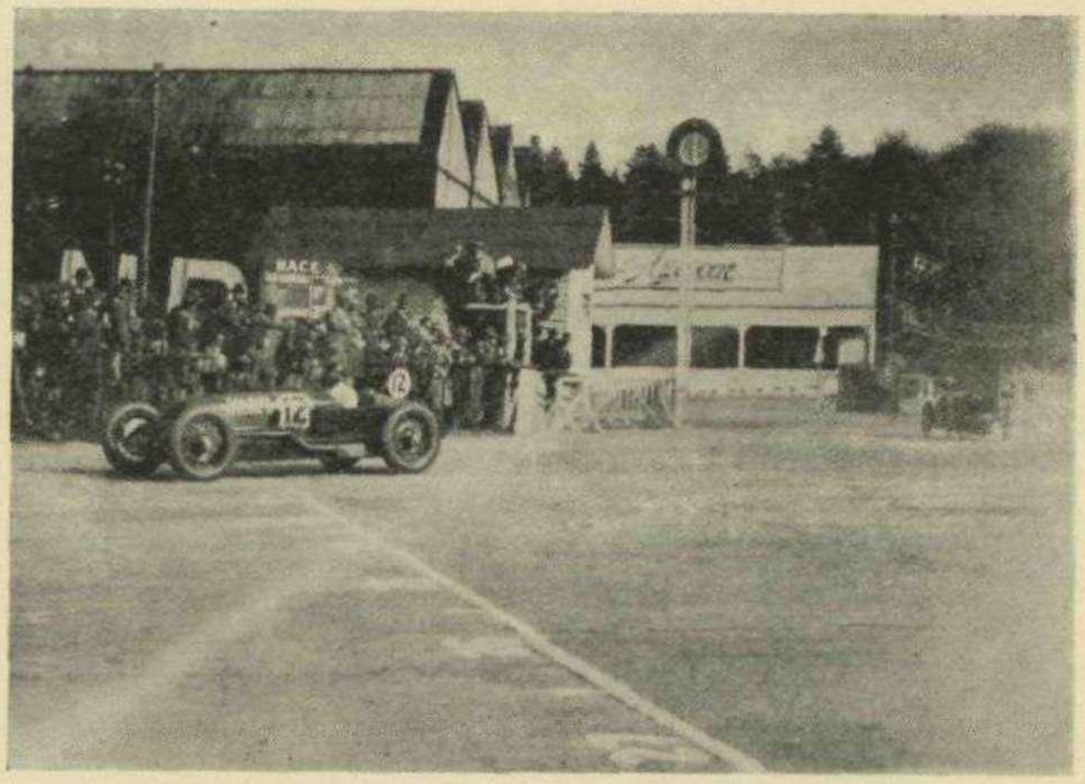
The latter, by the way, is quite the lowest car ever produced, and contrasted strangely with Johnstone's comic little Bugatti of early post-war vintage, which, however, was running remarkably well.

At 31 laps the other 8-cylinder Alvis retired with the "works" of one cylinder lying in the bottom of the

J.C.C. TWO HUNDRED MILE RACE—continued.



How Harvey's Alvis finished the Race.



Divo (Talbot) Rounding the 2nd Bend.

crankcase. After the race it was at first thought that nothing serious had happened, and mechanics drove the car, which seemed to run well. This shows how difficult it is to trace trouble in a multi-cylinder car. Sutton, driving the 3rd Alvis, a standard model, retired at 27 laps when running 6th.

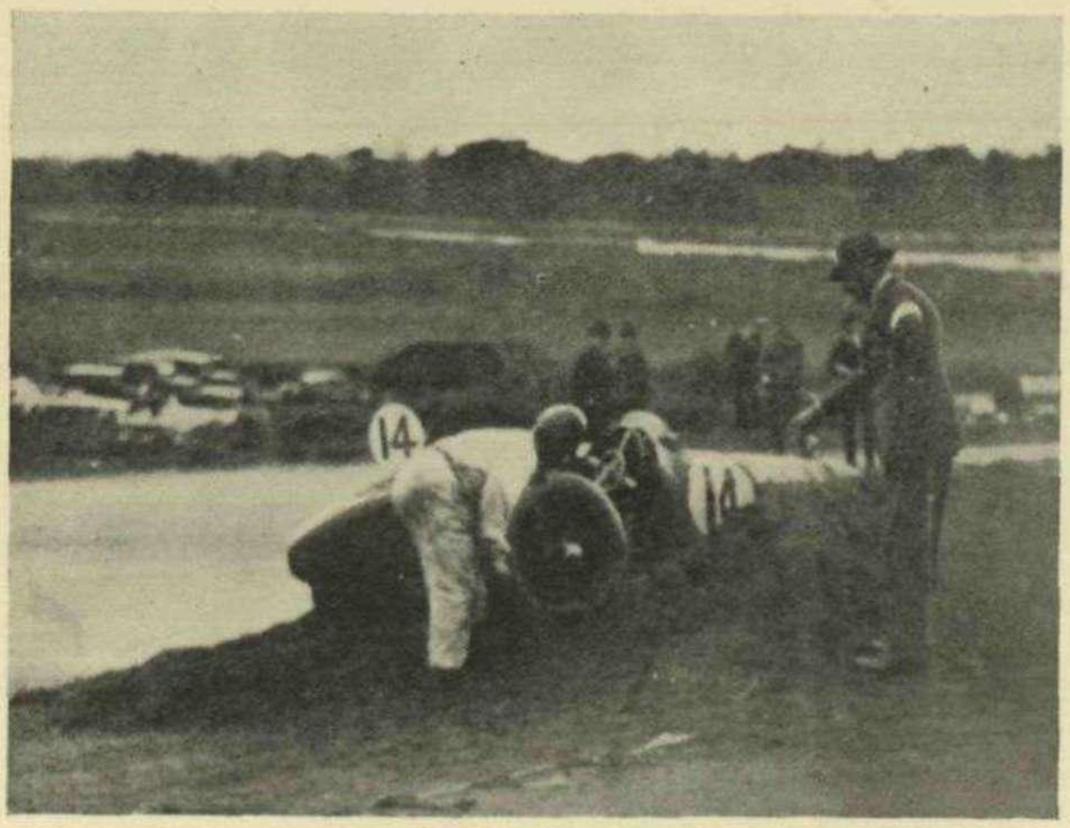
Meanwhile in the 1,100 c.c. class Waite, on the enlarged Austin 7, was delayed with cylinder-head gasket trouble, while Dunfee and de Marnier (Salmsons) retired. The Amilcars, too, paid several visits to the pits at various times to wash out their clutches. After running well for 30 laps Goutte was seriously delayed by a leaky joint between supercharger and engine, the same trouble also assailing Vernon Balls (Amilcar). Both drivers, however, were able to continue.

Moriceau goes to Earth.

Shortly after half distance Moriceau's Talbot skidded in the sand which had been scattered on the track by passing cars and buried his car in the last sandbank of the turn on to the Railway straight. For nearly half an hour the game little Frenchman burrowed and scratched away with his hands and a small stake, while other competitors whizzed by within inches of his car, Thomas on one occasion nearly running on to the bank himself. Eventually the Talbot shook itself free and Moriceau continued, though the incident cast him a certain place. Capt. Douglas now ran into third place on his Bugatti, but was shortly afterwards displaced by Purdy on a similar car. Major Halford continued to lap steadily on top gear, eventually finishing sixth.

In the 1,100 c.c. class a change came over the race, when on his 48th lap Casse, who was leading, was put out by the failure of his Salmson engine; thus all the fastest Salmsons were out of the race, and the three Amilcars, despite their intermittent clutch trouble, were almost unassailable. C. M. Turner's Gwynne, with its large beetle-backed body, was running with great reliability, as indeed it did throughout the race. The unlucky Waite retired at last with a broken body support after completing 51 laps. In the 750 c.c. class the only change was that Walther's car slowed appreciably towards the end of the race. Malcolm Campbell, after various trouble, finally retired at 52 laps with something seriously wrong inside.

The concluding stages of the race were devoid of any

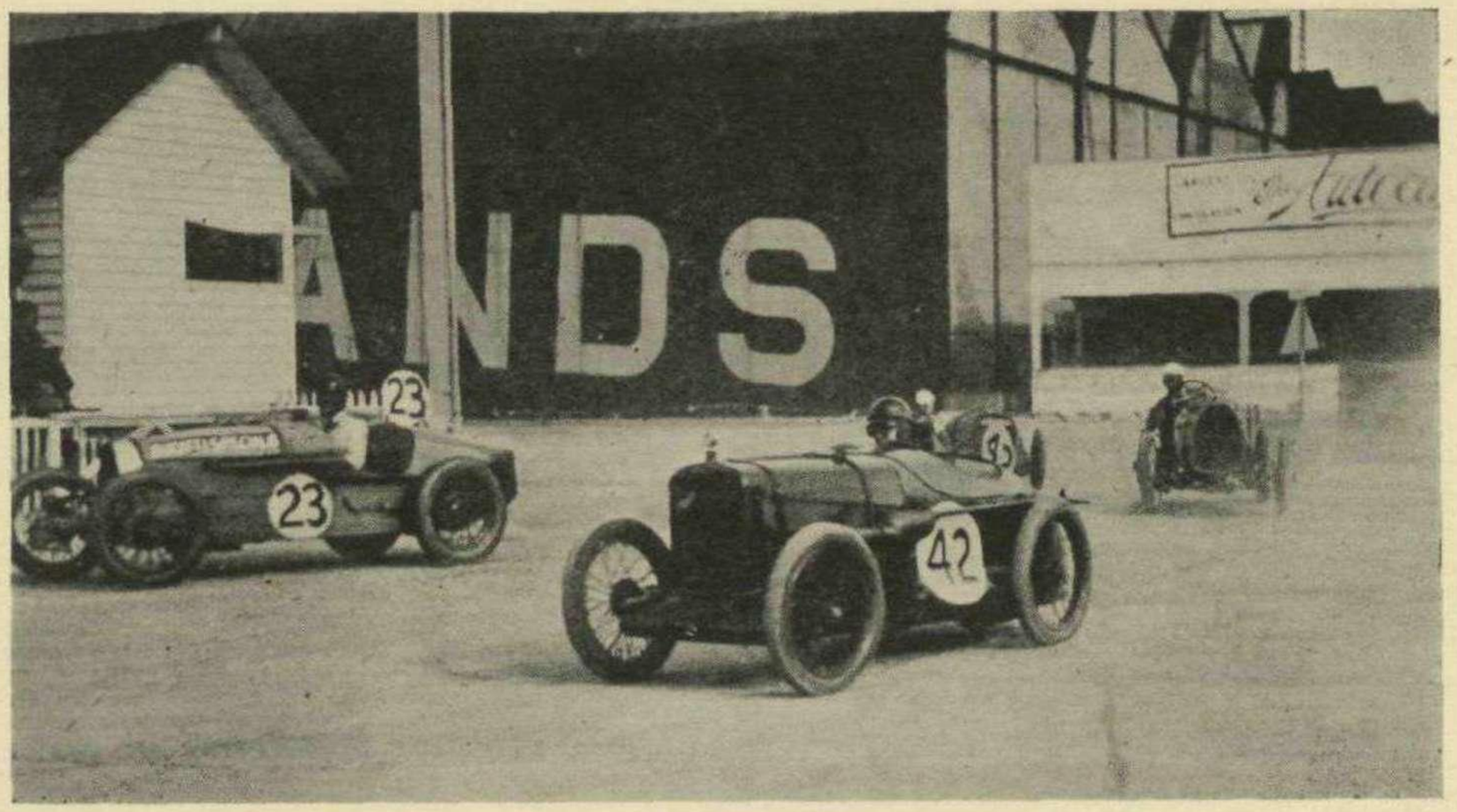


Jean Moriceau digging his Talbot out of the Sandbank.



H. W. Purdy who finished 3rd, Duelling with an Amilcar.

J.C.C. TWO HUNDRED MILE RACE—continued.



PURDY, WAITE, JOHNSTONE AND ANOTHER AUSTIN IN CLOSE COMPANY.

feverish excitement. Segrave and Divo continued to schedule, with Purdy and Douglas following at o respectable distance, Thomas gliding round quietly, and Moriceau trying to regain his lost position. In the 1,100 c.c. class the Amilcars, with occasional stops, continued to wrangle among themselves, with George Newman's Salmson just behind. Hall (Austin 7) retired at 70 laps, thus leaving only two finishers in the 750 c.c. class.

Eventually the final placings and speeds were as follows :—

1,500 c.c CLASS.

		h.	m.	s.	m.p.h.
1.	H. O. D. Segrave (Talbot) ...	2	40	22 1-5	75.56
2.	W. Divo (Talbot)	2	42	17 4-5	74.60
3.	H. W. Purdy (Bugatti)	2	58	12	68.00
4.	J. C. Douglas (Bugatti)	3	3	0	66.21
5.	J. G. P. Thomas (Thomas Special)	3	5	22	65.37
6.	F. B. Halford (Halford Special) ...	3	11	43	63.20
7.	J. Moriceau (Talbot)	3	26	47	58.60

750 c.c. CLASS.

		h.	m.	s.	m.p.h.
1.	E. C. Gordon England (Austin) ...	3	27	56	58.28
2.	G. Hendy (Austin)	3	28	3	58.25

1,100 c.c. CLASS.

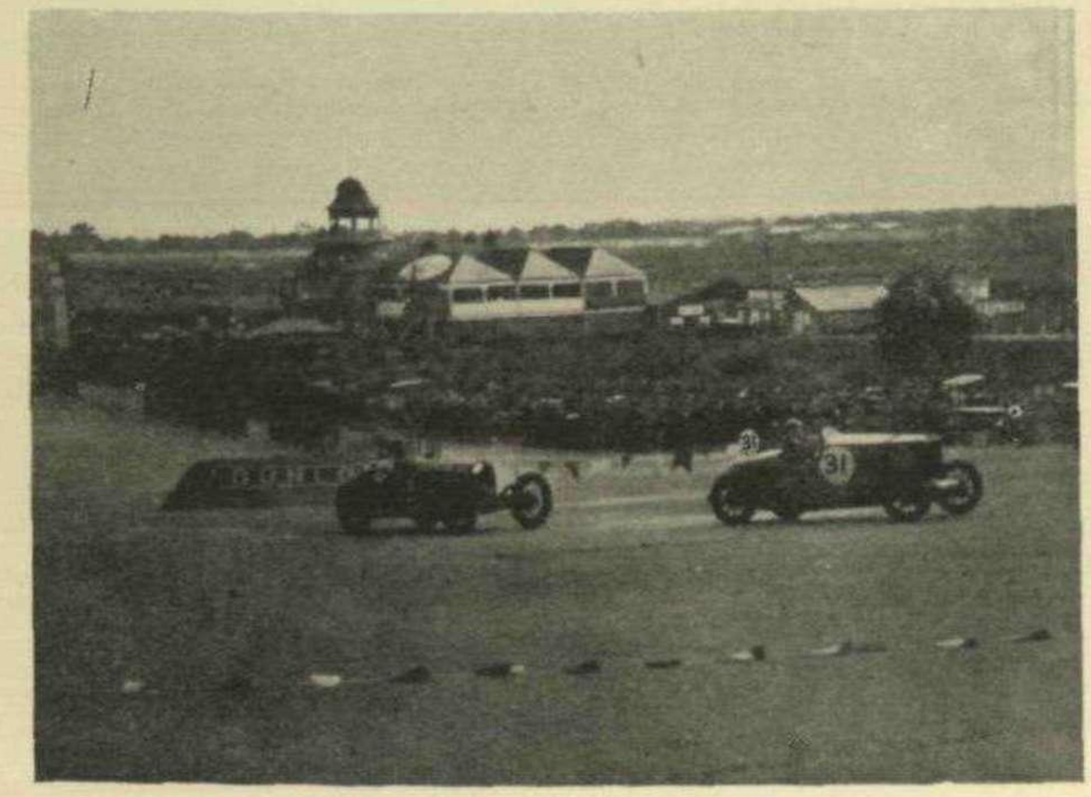
		h.	m.	s.	m.p.h.
1.	C. Martin (Amilcar)	3	1	50	66.65
2.	A. Duray (Amilcar)	3	2	56	66.23
3.	A. Morel (Amilcar)	3	4	39	65.62
4.	G. Newman (Salmson)	3	6	37	64.93
5.	R. Bond (Amilcar)	3	23	34	59.53
6.	C. M. C. Turner (Gwynne) ...	3	25	43	58.91
7.	L. de Marnier and A. Goutte (Salmson)	3	26	16	58.75

Great credit is due to Purdy in the 1,500 c.c. class, as he is a genuine amateur and does his own tuning, and to Major Halford, who drove throughout on top gear alone.

Purdy and Douglas had no trouble, but Thomas had a few short stops.

The Amilcars put up a brilliant performance in the 1,100 c.c. class, but G. Newman's consistent fight should not be overlooked.

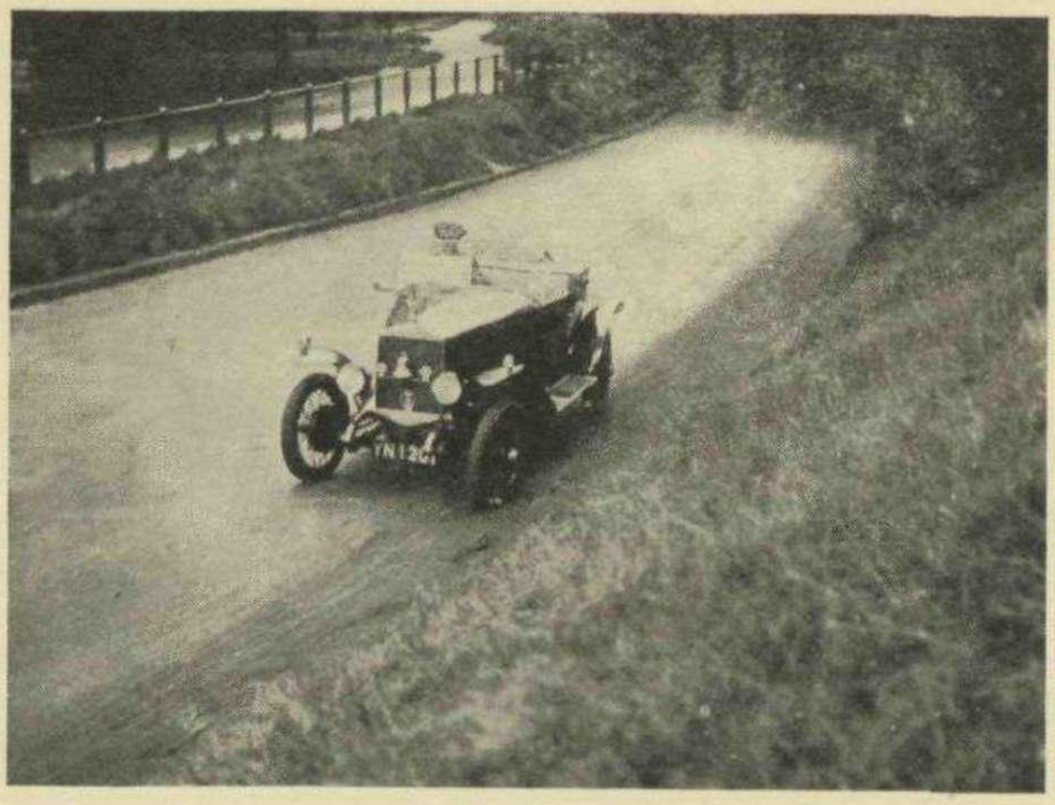
Gordon England has won the 750 c.c. race on every possible occasion, and only entered this year to ensure a sufficient number of starters to allow the race to be run.



PURDY CHASING LONGDEN'S FIAT.



MAJOR SEGRAVE LOOKS TIRED AFTER THE RACE.



SPORTING CARS ON TEST: THE "WINDSOR SPECIAL."

By RICHARD TWELVETREES.

AS there has always been some doubt as to the exact interpretation of the term " Sports " car, Messrs. James Bartle & Co. Ltd., have described the most sporting car of their range the " Special Model " Windsor, an example of which I had the opportunity of testing recently.

In my opinion there is quite a clear line of demarktion between the " Sports car " and the " Sporting car," in that prospective owners expect a maximum speed of about 80 m.p.h. in the former category ; whilst an easy " sixty " with occasional splashes of " seventy " are considered a reasonable limit for the latter class to which the Windsor belongs.

After all, a car of the Windsor class brings successful participation in competitions within the reach of sportsmen who are obliged to look at the pounds, shillings and pence, when placing an order for a new model, and, as far as my observations go I should say that this little car is stunning good value for the modest £345 at which it is priced.

There is another thing which certainly adds to the usefulness of the Windsor, in that whilst capable of a good performance in competition events, it has characteristics which appeal to lady drivers and therefore will serve the dual purpose of a Sporting 'bus and a handy little vehicle for Madame should she have aspirations in this direction.

As may be seen from the accompanying photographs the " Special Model " has a very attractive appearance and is certainly one of the smartest three-seaters on the road. As to performance I know from experience that the " Windsor " will stand up to hard work, having followed two old demonstration models during the whole of the last London-Exeter on a much more powerful and expensive sports car of another make. The Windsors were " all there " and went through the trial in a most creditable manner, which, as a matter of fact, inspired my interest to write the present review.

Preliminary Tests on the Circus.

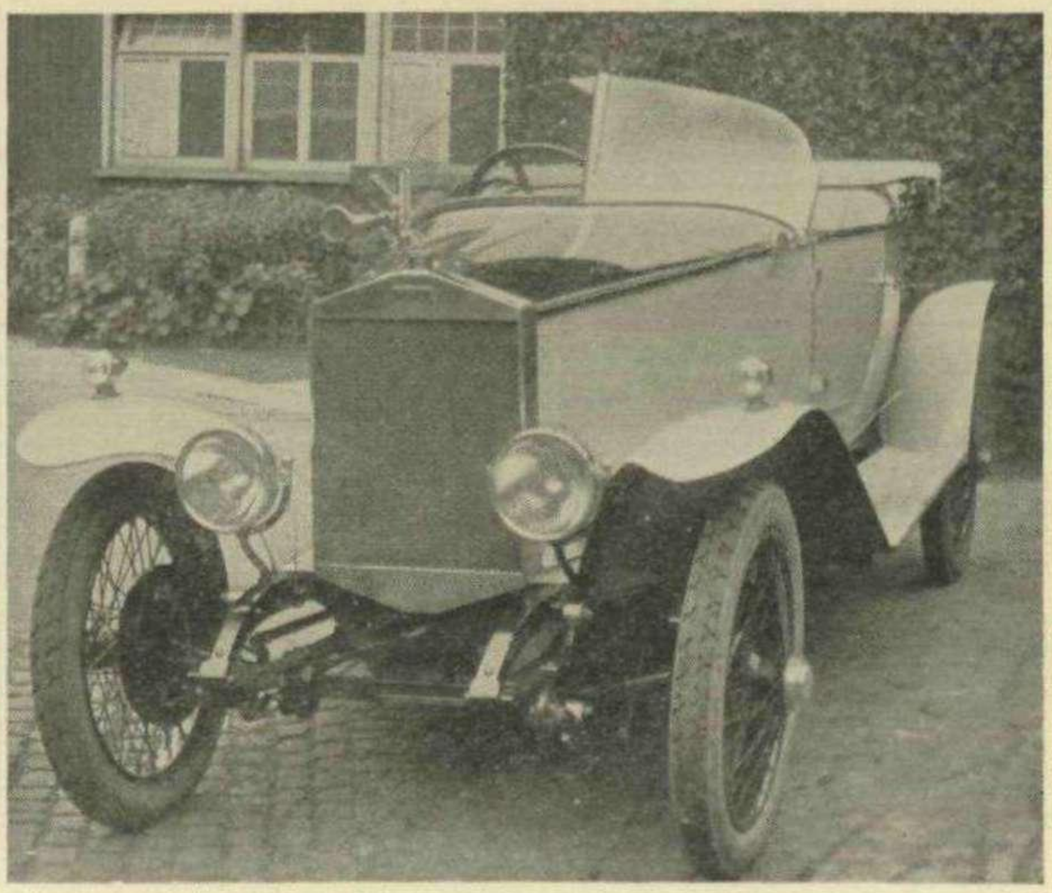
Before taking the car through the standard test run, I made acquaintance with its general capabilities by running it round my circus, which happens to be conveniently situated near home and includes some wiggly turns, a few fairly stiff gradients and a circular track of undeclared highway, round which speed tests can be made without danger to the public or risk of interference. Th s circus is also useful for taking times of short sprint tests, from which comparisons of performance can be easily made.

Acceleration Figures.

Having discovered that the four-wheel brakes were quite effective and would bring the car to rest in twenty-five yards from a speed of forty-five miles per hour, I proceeded to make a few tests for acceleration, from which it was found that the speed could be increased from 10 to 30 miles per hour in 6 4-5th. sec. on second speed, the test when using third speed producing a figure of 9 seconds and on top gear 18 seconds.

This for a car that will pull steadily on top gear at 6 m.p.h. struck me as being quite good, though naturally one would expect something a little more exciting from a hot-stuff 80 m.p.h. car, which as I have said before the Windsor is not.

Leaving the circus, I made for the open road and indulged in a drive of about thirty miles along good level roads, where the maximum speed could be reached. Here I found that sixty miles per hour was well within the limits of the engine and at this pace the motor turned over without any fuss, whilst the rest of the chassis behaved quite happily. When it came to forcing the car above this speed, except for short stretches under very favourable conditions, one was conscious of having to push it with a certain amount of effort, under which



THE CLEAN AND PLEASING FRONT OF THE WINDSOR SPECIAL.

SPORTING CARS ON TEST—continued.

the machinery was obviously being stressed beyond its normal powers of resistance.

Nevertheless, the car is capable of high average speeds, especially when one makes full use of a carefully selected set of gear ratios and a delightfully nippy gear change, for any change can be made with speed and certainty with a lofty disregard of the theories which are supposed to control the manipulation of the gear lever.

The steering is light and certain, the front wheels castoring accurately in a manner that almost entirely eliminates driving fatigue. The pleasure of driving is furthermore enhanced by the skilful arrangement of all the controls, all of which are in the correct position in relation to the driving seat.

Suspension Tests.

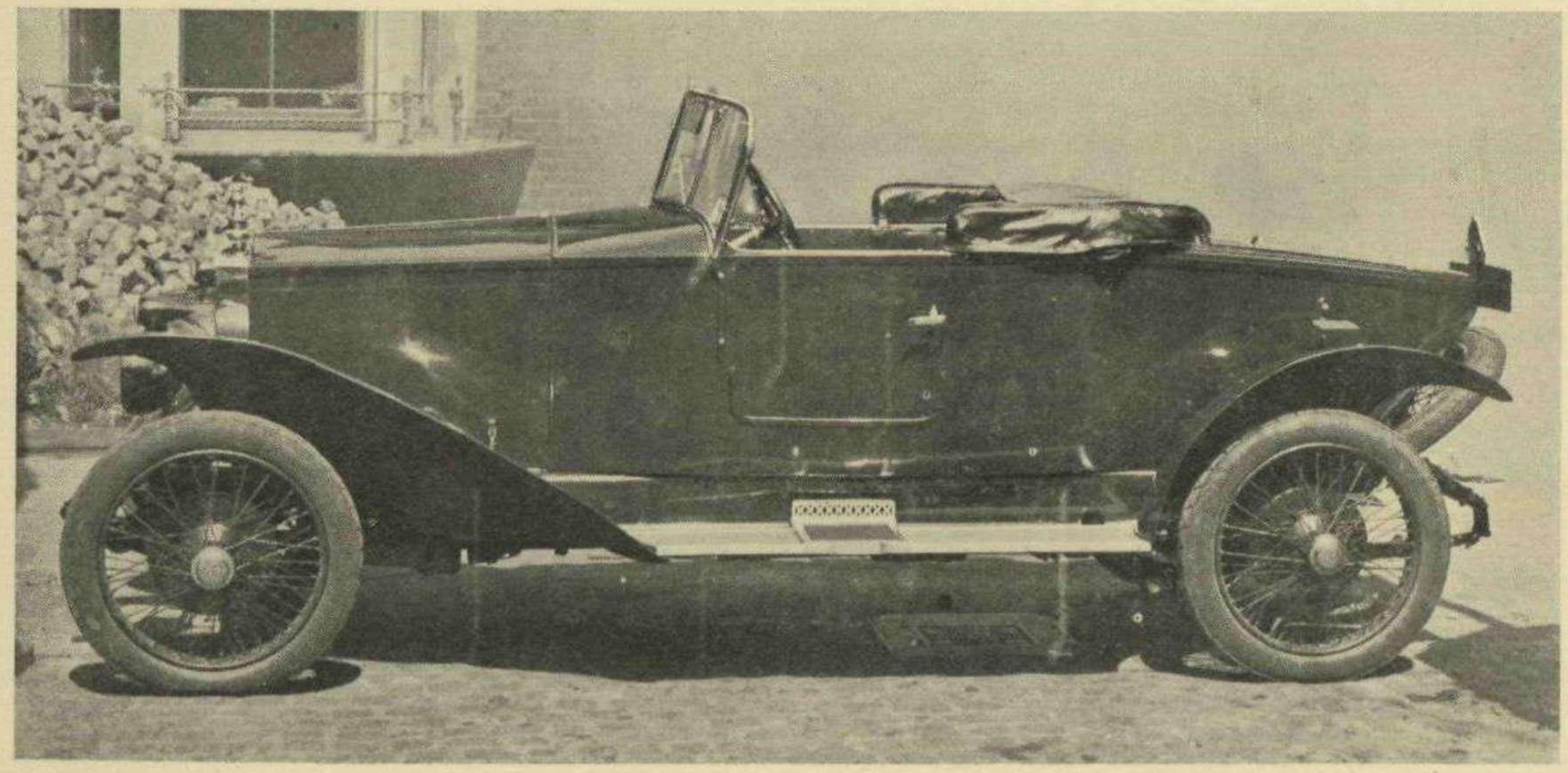
Leaving the main road a little later, our test route took us across a portion of heath, the rough surface of which gave ample opportunities of testing the suspension, for at times the wheels dropped into gulleys that not only flexed the springs beyond their normal limits, but also showed how the frame behaved with its various members under severe distortion. On one occasion when the rear wheels were deeply imbedded in a rut, I handed the wheel over to my passenger, who reversed the engine to extricate the car, whilst I observed the action of the springs. As the clutch was engaged the torque was taken up quite smoothly and after a little wheelspin, a good bite was obtained on the soft earth and the car came out with very little difficulty.

The next test was that of driving the car over a liberally pot-holed road, which taken at about 30 m.p.h., showed that the springs were capable of acting quickly without transmitting any undue vibrations to the frame or upsetting the comfort of the passengers.

Hill Climbing Capabilities.

Returning from the cross country test, we made our way back to Dorking, through which we trickled gently on top gear trying to look as if we were out on an ordinary pleasure trip, instead of working hard on an " M.S." destruction test and then made for the famous " Goat Track ", dear to the hearts of the organisers of the Surbiton Cup Trial, on which the Windsor put up as good a performance as any of the cars which took part in the last competition. A fast run on bottom gear showed that the engine was no stranger to quick revving and did not evince the slightest tendency to overheat, or otherwise misbehave itself.

It is hard to pass near Dorking without making attempts at a fast run up the Zig-zag leading to the top of Box Hill, for here one can approach the hair-pins at high speed and—if one is lucky—get round these sharp turns, without hitting the bank or bringing the car to a standstill across the road.

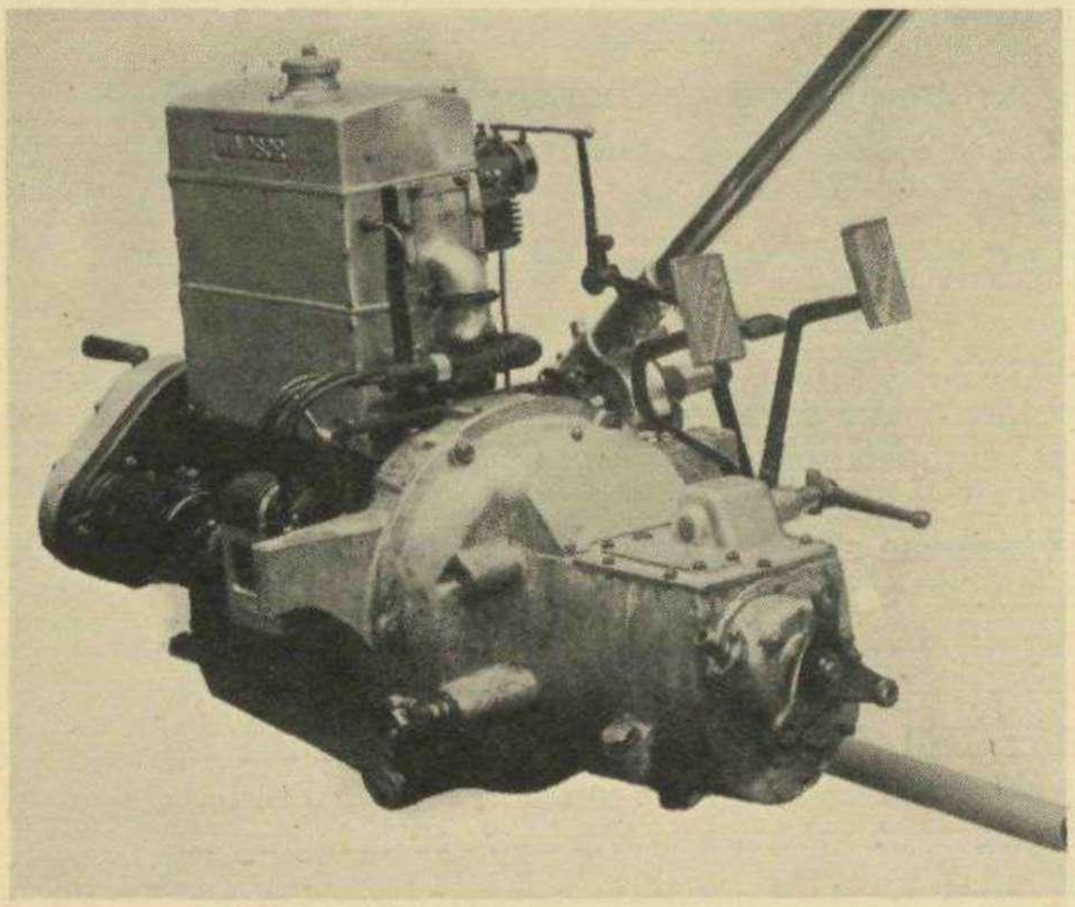


CAPABLE OF HIGH AVERAGE SPEEDS THE WINDSOR SPECIAL, MAKES AN IDEAL CAR FOR GENERAL USE AND COMPETITION WORK.

Approaching the first bend on second gear, we took the first left hand curve quite rapidly, with a quick change into first, then accelerating up the gradually increasing incline, gave her second. The second bend was taken at well over twenty-three, the car accelerating cheerfully to thirty-eight before the brakes had to be applied for rounding the very sharp bend near the top. As luck would have it, we encountered a car on the way down so no exact time could be taken, but the performance was perfectly satisfactory with regard to speed, cornering, acceleration and braking.

The four cylindered Windsor engine is rated at 10.4 h.p. (£11 tax) and measures 65 mm. bore by 102 mm. stroke, which gives a capacity of 1,350 cubic centimetres. On full throttle it is capable of developing 30 h.p., which is largely due to the careful design of the

SPORTING CARS ON TEST—continued.



THE WELL DESIGNED POWER AND GEAR UNIT IS A GOOD FEATURE OF THE WINDSOR CAR.

overhead valves and well-balanced reciprocating parts. The engine is of very neat and compact design, its small overall length being accounted for by the use of a two bearing crankshaft, of sturdy design and supported in large diameter bearings of adequate length. Further rigidity is secured by casting the monobloc cylinders integrally with the upper portion of the crankcase. A very convenient feature is the provision of separate water passages between the cylinder water jacket and that of the detachable head, thus avoiding any possibility of water leakages into the cylinders in the event of a gasket failure. The overhead valves are completely enclosed by an aluminium cover and are operated from the camshaft by means of adjustable rockers and push rods.

Great care has been devoted to the design of the lubrication system, in which the oil is circulated by a plunger pump positively driven from the camshaft. Surrounding the pump is a large filter and a stream of oil is delivered to troughs under each connecting rod, adequate means being provided for suitably lubricating the other parts of the engine.

The smooth and light working of the clutch is accounted for by the design adopted, which is of the single plate variety, with Ferodo lined surfaces. External adjustment is provided for regulating the clutch, should this be necessary at any time, a provision that is sometimes lacking in other cars.

The four speed gear box is bolted direct to the clutch bell-housing and is fitted with right hand change. The following gear ratios are standard:—Top, 4.44 to 1; third, 7.5 to 1; second, 10.4 to 1; and first and reverse 17.7 to 1, the latter providing a ratio that will permit any of the worst hills on competition hills to be climbed without any difficulty.

Conventional design is followed in the case of the rear axle, which is of the vertical banjo type, with spiral bevel drive and a bevel type of differential.

The whole chassis and its components are of very sound construction throughout and the Windsor has all the characteristics of an exceptionally sturdy and durable car, capable of acquitting itself creditably in the hands of the type of owner who has aspirations for competition work at distinctly moderate cost.

New Mercedes Models.

Two new Mercedes models are to be introduced for the 1927 season, with side valve engines and a normal induction system in place of the supercharging system, which has been standard on thi3 make for some time.

Both models are of the six-cylinder type, the smaller coming within the two-litre class, while the larger has a capacity of three litres.

J. G. Parry Thomas Secures World's Records.

Driving his 7,266 cc. Leyland-Thomas on October 7th, J. G. Parry Thomas made a partially successful attack on a series of world's records. Unfortunately, however, the driver was greatly hampered by the inadequate arrangements for revictualling his car, particularly with regard to the supply of petrol. As it was he was successful in annexing the 500 miles World's Record at 110.04 m.p.h., thus beating the performance of the Renault. New figures were also put up for the 500 kilometres and the three hours record, 333 miles 1,477 yards being covered in the time, against a few hundred yards less in the case of the Renault.

DEATH OF MR. G. N. NORRIS WHILST SAND RACING.

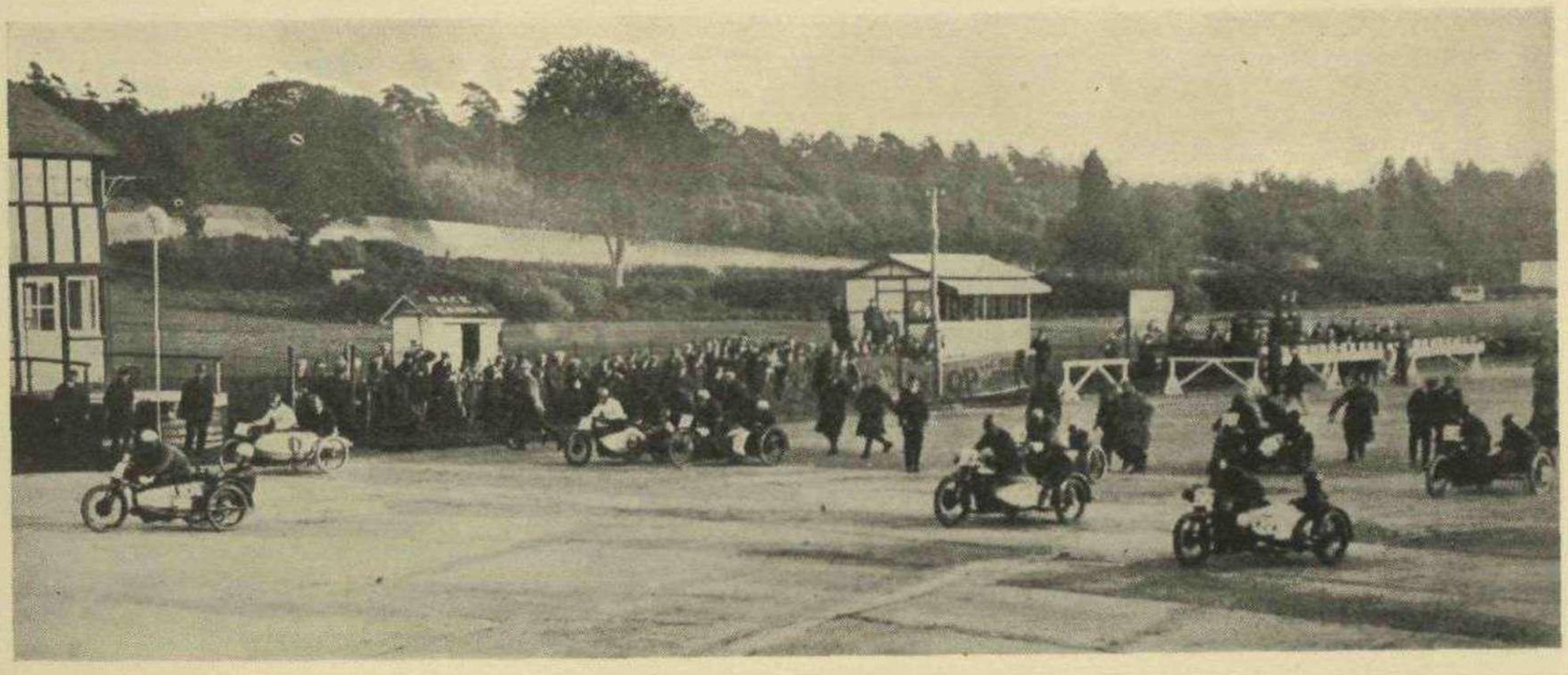
It is with great regret that we have to record the death of Mr. G. N. Norris, who was very well known as a regular competitor at Brooklands and elsewhere. Mr. Norris was the victim of a fatal accident whilst competing in the recent speed trials organised by the Ulster Automobile Club at Milligan Strand, Londonderry.

According to the evidence of an eye-witness at the inquest, Mr. Norris swerved in the first lap of the Ten-Mile Handicap, in order to clear a large wave that had been blown across the course by the gale. A terrific skid ensued and though this was skilfully corrected, a second skid resulted in a burst tyre, which caused the car to overturn, pinning the unfortunate driver beneath. At the time of the accident the car was travelling at over 90 m.p.h. and death was practically instantaneous.

Mr. Norris was well known for his skill in handling all types of racing vehicles, from a Morgan to the big Wolseley Viper, but for some time past had been driving for the Lea-Francis company and latterly had performed extremely well at Brooklands with this make.

THE B.M.C.R.C. GRAND PRIX RACES.

Impressions of an interesting event—by a Competitor.



THE START OF THE SIDECAR RACES.

WHEN it was first announced that the B.M.C.R.C were intending to run an " artificial road race " for motor cycles on the lines of the recent car Grand Prix and 200 mile race, there were many people who maintained that it could never be made a success, and that enough entries could never be obtained.

When the particulars of the course were given out, there were more complaints that the course was too short and without sufficient corners to make it exciting. However, all these critics were confounded when the Saturday for the event arrived.

The practising during the week roused the enthusiasm of all concerned, and quite a crowd was present on Friday afternoon to watch and comment on it. Fierce arguments arose as to the best method of taking the fork hairpin, and also as to the speed at which the S bend in the straight could be taken. Frank Longman opined that it could really be taken all out, if one made up one's mind to do it, but that he was not worrying to do so till Saturday !

We found that this was perfectly correct, at any rate in the case of our not ultra-quick 500 c.c. motor, though we did not appreciate the fact till the race itself.

Saturday started wet and thoroughly bleak, but halfway through the morning things brightened up, and by the time we arrived at the track the weather was perfect and the concrete dry.

By some miracle, we have managed to get our machine completely ready with time to spare, always a fatal sign, so there is nothing to do but fill up with Duscol, procure some spare K.L.G.'s, in case careless driving on a corner oils one up, and go to lunch.

The " comic sports," so termed by some one who hadn't entered, and is now wishing he had, are due to start at 2 p.m., but our turn doesn't occur till 3 p.m., so we secure a good position on the paddock grandstand, from which we can see the whole of the finishing straight with its two S bends.

The little red flag drops, and the 350 and 250 classes get away well with few exceptions, and rush for the first bend. Longman's A.7.S. for once refuses to start, and he gets temporarily left, in company with one or two of the brigade who always endeavour to start in a race with their crank cases full of oil, with the usual results.

The beginning of the race sees Handley establishing a useful lead over Dixon's Douglas and Hicks' Velocette. Handley's effortless cornering at the first S bend makes some of the others look very slow in comparison. However, Freddie and Hicks, indulging in a fine scrap on their own for second place, are not giving away any points on this score, and Longman, forging his way through the field, is not wasting any time, though a deflated rear tyre later puts him out of the running, luckily without personal injury.

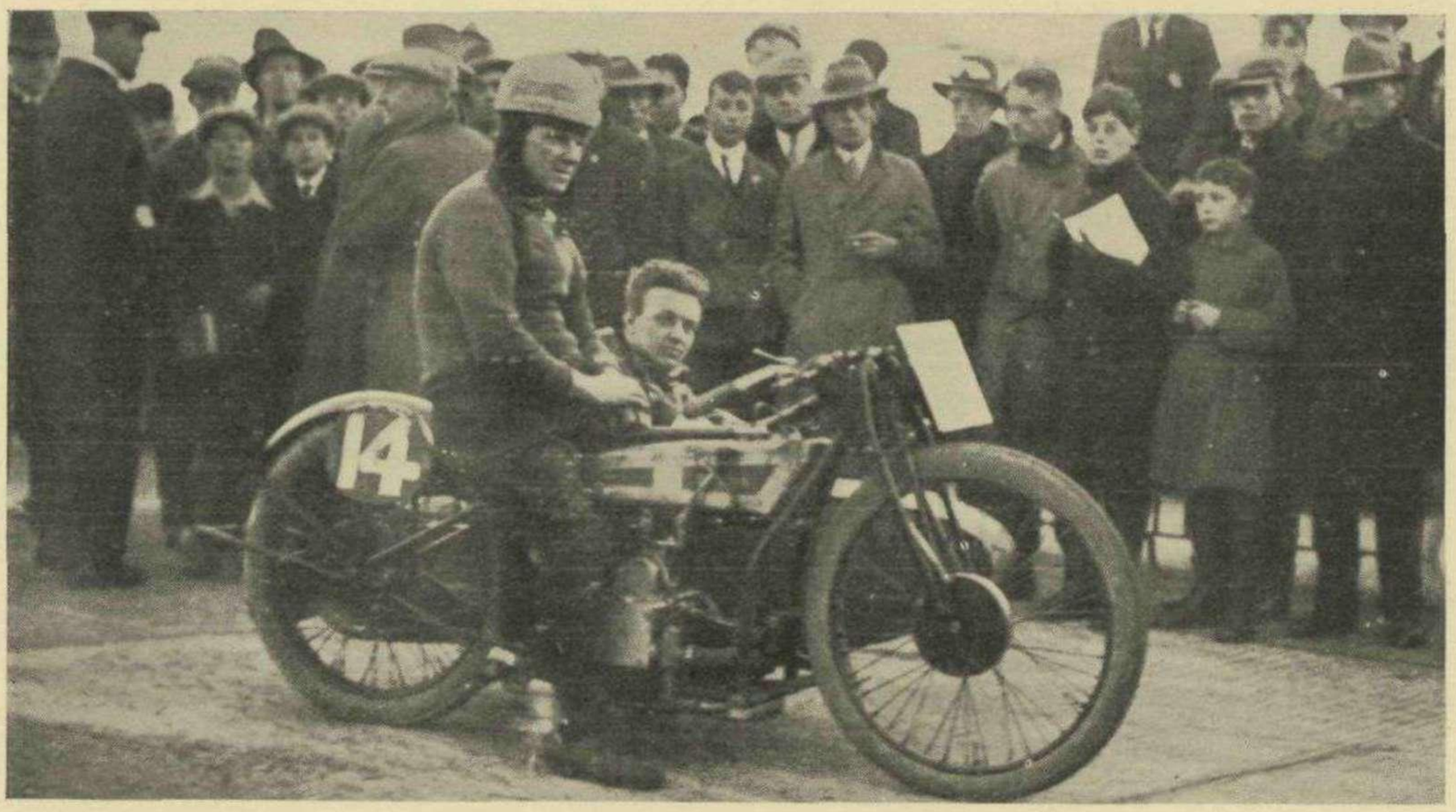
At the same time a good race is going on among the 250s, though they are apt to be overshadowed by their larger and faster brethren. However, " Paddy " Johnstone, having faded away, it is left to E. C. Fernihough, the 3-wheeler exponent, but now riding a Zeuith J.A.P. of S. M. Greenings, to finish first in his class and second in the general category. This performance is all the more creditable as the machine was possessed of a purely nominal front brake, being meant to go a long way in a straight line, and not round corners of varying speeds.

However, the end of the 350 c.c. race is in sight, but Handley has vanished, (trouble not specified), and Hicks is in the lead, which lead is increased and secured when Freddie tours in on with only 175 c.c. of his Douglas working.

C. A. C. Birkin is now threatening to secure second place, but is unfortunate enough to have to stop for a shot " tinker " near the end, which puts him a few seconds behind Fernihough, though still second in his class.

We now go off to collect our own machine and observe Hicks rushing off to don a different coloured jersey,

THE B.M.C.R.C. GRAND PRIX RACES—continued.



F. W. DIXON WHO MADE FASTEST TIME IN THE SIDECAR CLASSES ON HIS DOUGLAS.

which is about all he has time for before starting off his wonderful little Velocette in the 500 c.c. race.

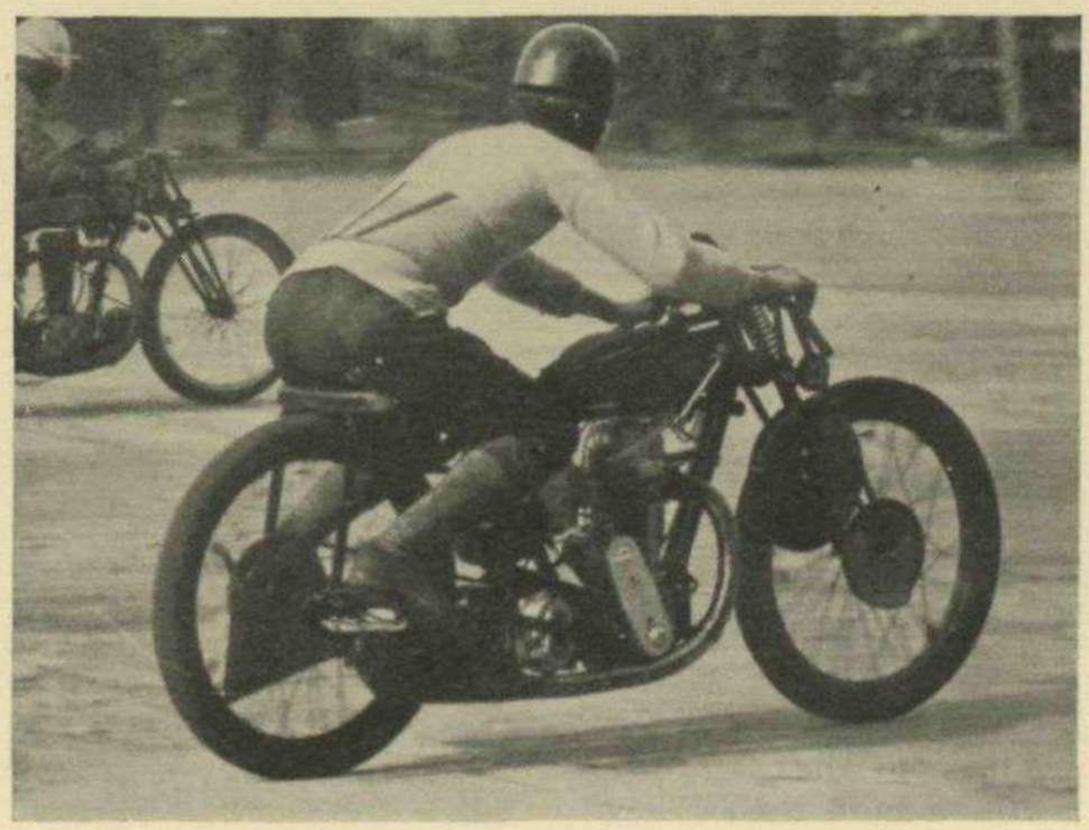
Alec Bennett, we hear, is a non-starter. This is disappointing, for the crowd, but not so very for us! Again the flag falls; the motor obligingly fires at once, and so round the first bend and onto the banking. This, however, is too good to last and we have not gone far round the banking before Freddie buzzes past, this time using his full 500 c.c. of Douglas to advantage. Bullus, on his smart looking new Hudson, is another who proceeds to give us an excellent rear view early in the proceedings. By now we are thoroughly enjoying the performance and proceed to have a friendly argument with Quinn's Triumph and Hicks' Velocette. Both say goodbye each lap down the straight, but better brakes enable us usually to get ahead round the fork and up the straight, till Hicks tires of the game and goes ahead.

Staniland tries to spoil the fun by coming past fairly easily after a bad start, but is later injudicious enough to part company with his Norton going onto the member's banking, luckily without serious damage. His example is shortly after followed by Quinn, who elects to "come a good one" just in front of us at the Fork corner, necessitating a detour to avoid complications. The next incident is when we come across Freddie at the fork, the only possible explanation being that his Douglas has again decided that it would do better in a smaller class, which of course is stupid, when it is leading in own class! Shortly after this our own motor gives signs of having had enough (one of its chief faults has always been that it is too easily satisfied with its work), and so we are compelled to tour back to the paddock and watch Bullus lead Hicks home by a small margin, though we suspect he had something up his sleeve if required. Bravo Hicks! It seems there is at least one motor which doesn't mind work!

The three sidecar races were run together and provided few thrills. George Patchett (McEvoy) and Freddie Dixon went ahead and led their respective classes with ease, only a few yards separating them (see front cover). Patchett kept ahead, the pair maintaining a high speed for many laps. No one else was in the running at all, but Parker (Douglas) and Mathers (Norton) were having a little race on their own in the 600 c.c. class, while Humphreys (Brough) and Longman (Harley Davidson) were running consistently in the 1,000 c.c. race. After a few laps only one competitor was running in the 350 c.c. sidecar class, i.e., J. S. Holroyd, and he eventually won his race.

Patchett lost a lap or so, due to an oiled plug, and then set out in a terrifying manner to catch Dixon. This he failed to do, finishing 3 seconds behind the Douglas. Dixon, however, was not entered in the 1,000 c.c. class, so Patchett earned first place, being followed by Humphreys and Longman.

Parker and Mathews followed Dixon in the 600 c.c. class at a respectful distance. A very interesting meeting. May we have more of the same type next year.



F. G. HICKS ON THE VELOCETTE WITH WHICH HE PERFORMED SO WELL.



MOTORING SPORTSMEN.

Mr. George Newman.

By THE EDITOR.

MR. GEORGE NEWMAN, who is known throughout the industry as a successful trader and a keen sportsman, comes from a family that has long been associated with the call of the open road. His father and grandfather were famous in their day as horsemen, and besides achieving great success in coaching exploits, turned their expert knowledge of horses to very good account in the way of business.

Thus, it seems that George Newman started life with a very good inheritance in a combination of business instincts and the sporting spirit; which, as this biographical sketch will show, has been considerably developed during his career.

Educated at the Westminster City School and Ask's, Haberdashers, George Newman started work in the motor business at the early age of fourteen years and found a job for himself at Messrs. Stevens of King's Cross. Here he commenced on the practical side of repair work and also learned something about the business of trading in second-hand cars, for the firm in question used to buy all sorts of cars from Friswell's Auctions, put them into good repair and sell them to the trade and to private individuals.

In those early days, George Newman learned that, in some cases, what were known as "tricks of the trade" were regarded as being quite justifiable; but he also learned the fate of firms who advocated such practices, and therefore, whilst having traded for so long in the neighbourhood, we may describe George Newman as being "in Euston Road, but not of it."

Having seen one side of the motor business, our young friend realised that he must learn something more of mechanical things, and thereupon packed himself off to Acton, where he spent a period of fourteen months in the machine shops of Messrs. Napier Motors. At this stage of his career, George Newman was little inclined to settle for long in any job, and following the course of many other successful men, went from place to place in search of practical experience.

Balloons.

A little later we find him engaged as an improver at the Balloon Factory in the R.E. Lines at Aldershot, where he assisted in the construction of the early military airship "Beta." At this time also, he worked on the repairing of the traction engines and such motor vehicles as were then possessed by the Army Service Corps. In addition to the jobs on aircraft and motor vehicles, he was engaged in the electrical department, and also on the production of hydrogen gas for balloon filling, which was sent to military stations all over the world.

Colonel Cody, the famous kite expert, was much in evidence at Aldershot in those days, his famous "Flying Cathedral," which was successful in the first Military Flying Trials, being constructed in the shops where Newman was working.

On being transferred from Aldershot to the Farnborough airship shed, Newman gained further experience in the constructional side of airship work, and also, by the fruits of his labours, had saved up enough money to purchase his first motor vehicle, which was a $1\frac{3}{4}$ h.p. Minerva motor cycle. Every Saturday when the factory closed, George, with his little package of washing tied behind the saddle with string, would set off for London to spend the week-end at home.

Early Racing Experiences.

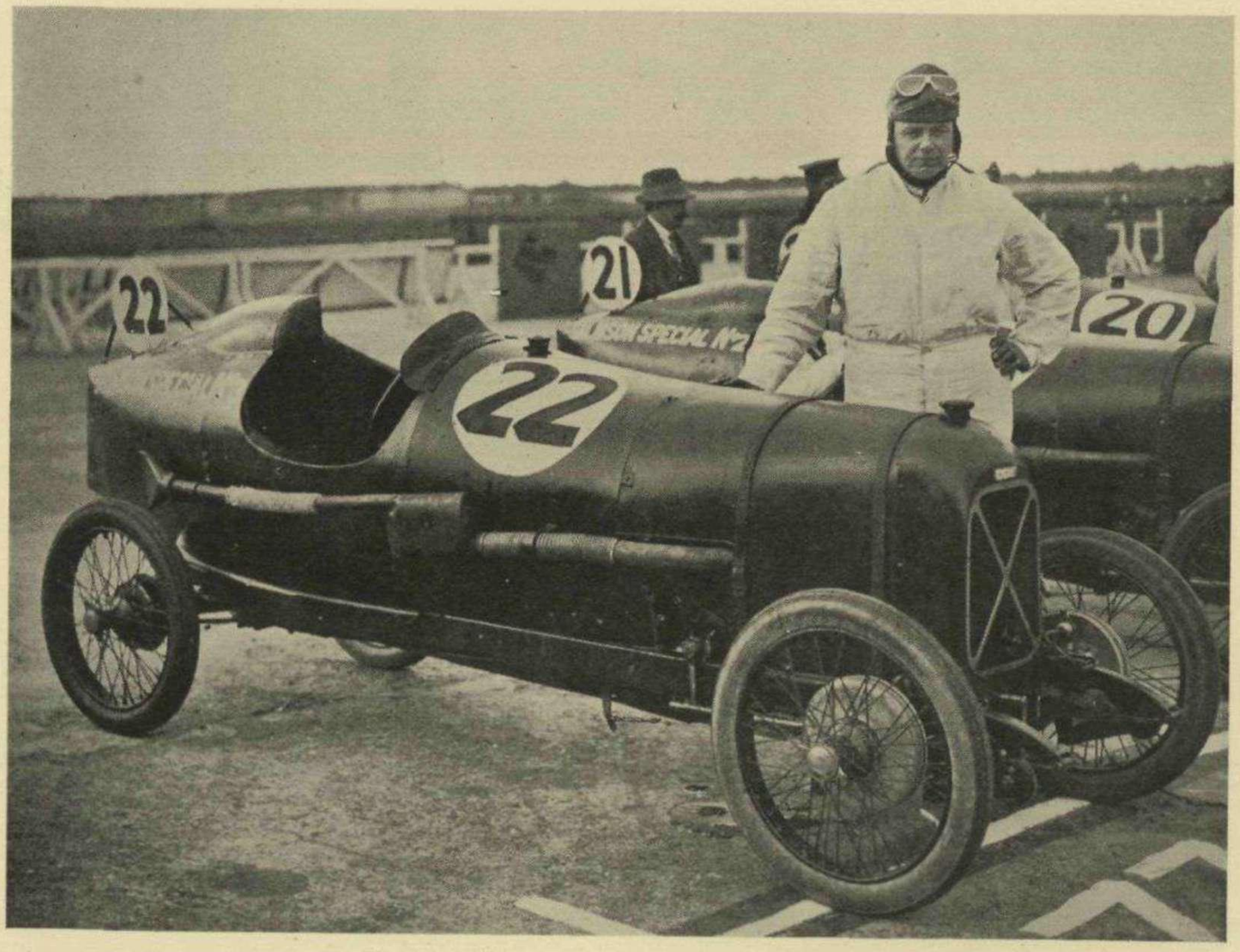
It was in the year 1906 that Newman had his first experience of motor racing, when working for J. Keele, the Darracq Concessionaire, He acted as mechanic to Wright who drove the Flying Darracq with conspicuous success at the Blackpool Speed Trials and other events.

Caught by the fascination of driving, George Newman then obtained a position as demonstrator at Friswell's Motor House and for a long time had to handle between thirty and forty cars per day to show their paces to intending customers. As may be realised, when one remembers the class of vehicles finding their way on to the second-hand market at the time, a great deal depended upon the skill with which the machines were handled, but George Newman was always able to urge his mounts into a more or less satisfactory performance, though they were of amazing variety from 100 h.p. Mercédes racers to diminutive Baby Peugeots.

MOTORING SPORTSMEN—continued.

From Friswell's, George Newman next went to The Car Mart, where for seven years he served as demonstrator and handled sales of new and second-hand cars, finding his previous experience of great value, until early in the year 1914, he began business on his own account and took premises in Euston Road.

Though at first the business was conducted in quite a modest way, Newman stuck at his job with great earnestness and his sales were increasing rapidly, when the outbreak of war upset the whole of his plans; but taking advantage of the opportunity, opened up his works for the manufacture of munitions, until the resumption of ordinary business again became possible.



MR. NEWMAN IS BEST KNOWN FOR HIS SKILLFUL HANDLING OF THE RACING SALMSON.

From that date the business grew by leaps and bounds and fresh premises were acquired at 319, Euston Road, and later, the important building at 369—his present headquarters—were taken over. The latest development of Messrs. George Newman & Co. was the opening of the depot at Brighton and this constitutes a very flourishing part of the business.

The early experiences of racing and the fact that many famous racing cars found their way into his hands during the ordinary course of business, led George Newman to take an active interest in the sport, which he regarded partly as a pastime and partly as an aid to business, and in the year 1922 he figured at the wheel of a 10 h.p. Wolseley in the Two Hundred Miles Race of 1923. In the same event in the following year he drove a Horstman, but after running well for one hundred miles, the car " konked out " and he had to retire.

As he was now acting as one of the largest agents for the famous Salmson car, he decided to race one of these machines, and from 1925 onwards he has been one of the regular Salmson team and was running a good position in the Two Hundred Miles Race of that year, when the team manager called upon him to retire, as the car was required for a long distance race at Montlhery a few days later and the three other Salmsons were sure of running in first, second and third.

This year, George Newman, driving a Salmson, gained the second place in the Coupe des Voiturettes Race over the Boulogne Circuit, after a gruelling race in which he was up against a formidable entry, including some of the foremost Continental racing cracks.

His performance in the recent Two Hundred Miles Race is still fresh in the memory of our readers, for at the time his driving skill was greatly admired, and by finishing fourth in the 1,100 c.c. Class in front of his French team mates he created a very good impression. As a regular competitor at Brooklands, he can always be relied upon to give a good race and has on many occasions put up some quite remarkable speeds on his Austro-Daimler.

MOTORING SPORTSMEN—continued.



THE ENTERPRISING GEORGE NEWMAN AND MRS. NEWMAN ON THEIR AERIAL HONEYMOON.

Space does not permit us to give details of the very important position now occupied by Mr. Newman in the motor industry, but from what we have seen of his business methods, it is certain that no one need have any hesitancy where deals with his company are concerned, for he has all the details of his job at his finger tips and certainly knows what's what with regard to car values; and, what is more, has a keen and straightforward business manner which is comparable with the spirit of sportsmanship which he displays on the road and track.

The London-Gloucester to be Stiffened Up.

It has been decided to include several new sections in the route for the annual reliability trial organised by the North West London Motor Club, with the object of providing a more severe trail than those of previous years. In view of this decision those participating may well look forward to a really sporting day's outing, as the condition of last year's trial were by no means easy and a large amount of rough golng was encountered. The distance of the trail will be approximately 240 miles, and the event will be held on December 11th, starting from the Slough Trading Estate at 8 a.m. Members of the clubs affiliated to the South Midland Centre of the A.C.U. are eligible to compete, as are the members of the Surbiton and Essex Clubs.

Monsieur Bollée, who was responsible for the three-wheeler bearing his name in the early days of motoring, and who has been a pioneer in the movement ever since, has been appointed as Chevalier of the French Legion of Honour.

MOTOR CYCLE OR MINIATURE CAR?

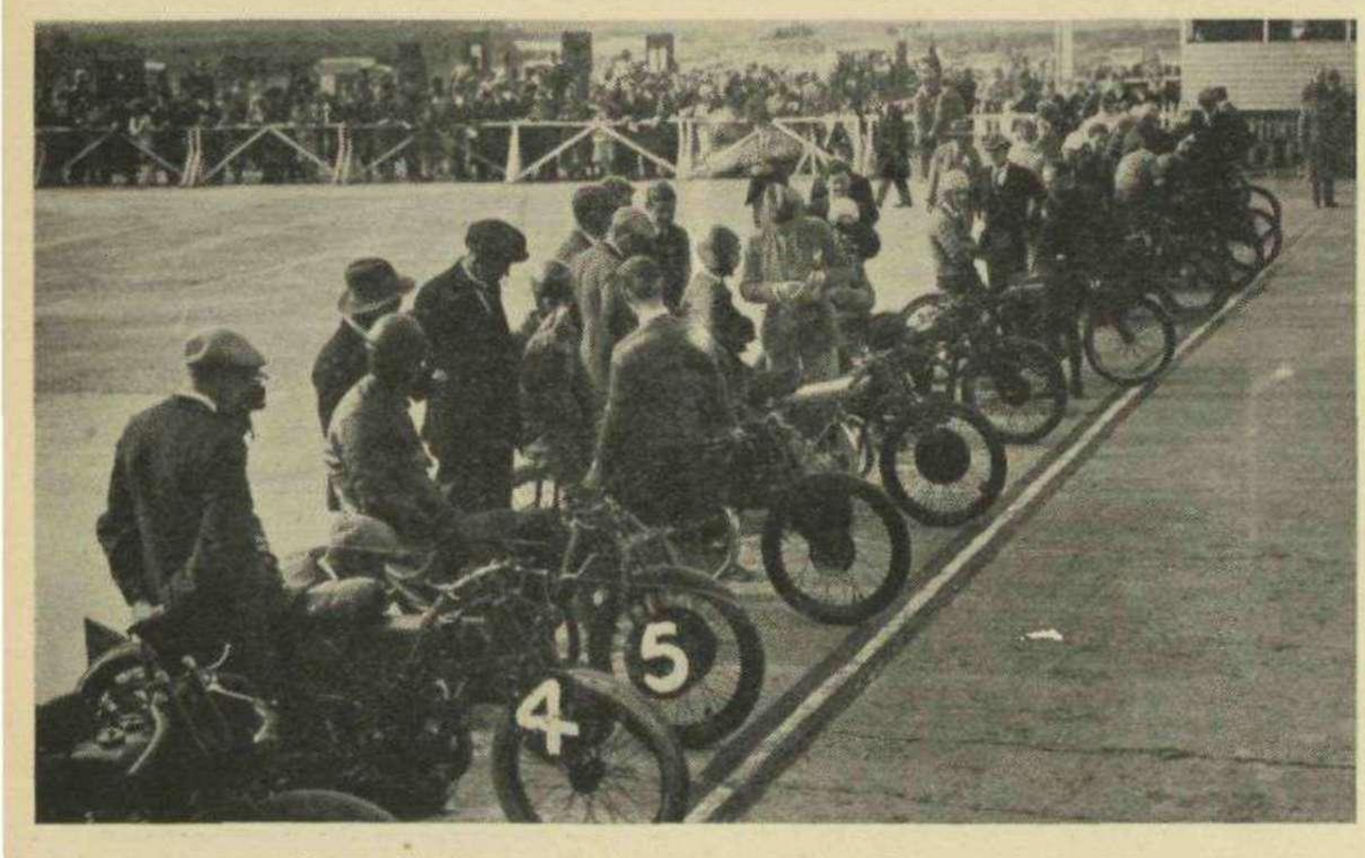
To discuss the motor cycle for comparing it with the small car, the first important point to be considered is that of passenger accommodation, and when it is realised that the motor cycle combination of about 4 h.p. often carries as many as four passengers with a remarkable degree of comfort and speed, this form of vehicle calls for the serious attention of the motorist of moderate means. Given a machine of good grade, a coach-built, two passenger sidecar, and a comfortable pillion seat on the back of the motor cycle, there is no reason why an outfit of this kind should not prove entirely satisfactory for the family man, whether for long or short journeys.

Whatever one may say about the unbalanced appearance of the sidecar combination, or the apparent disadvantages for the riders, this class of vehicle remains unsurpassed for speedy and economical travel; and though hundreds of attempts have been made to combine the features of the sidecar outfit with those of the small car, the public is unswerving in its affection for the combination in its original from.

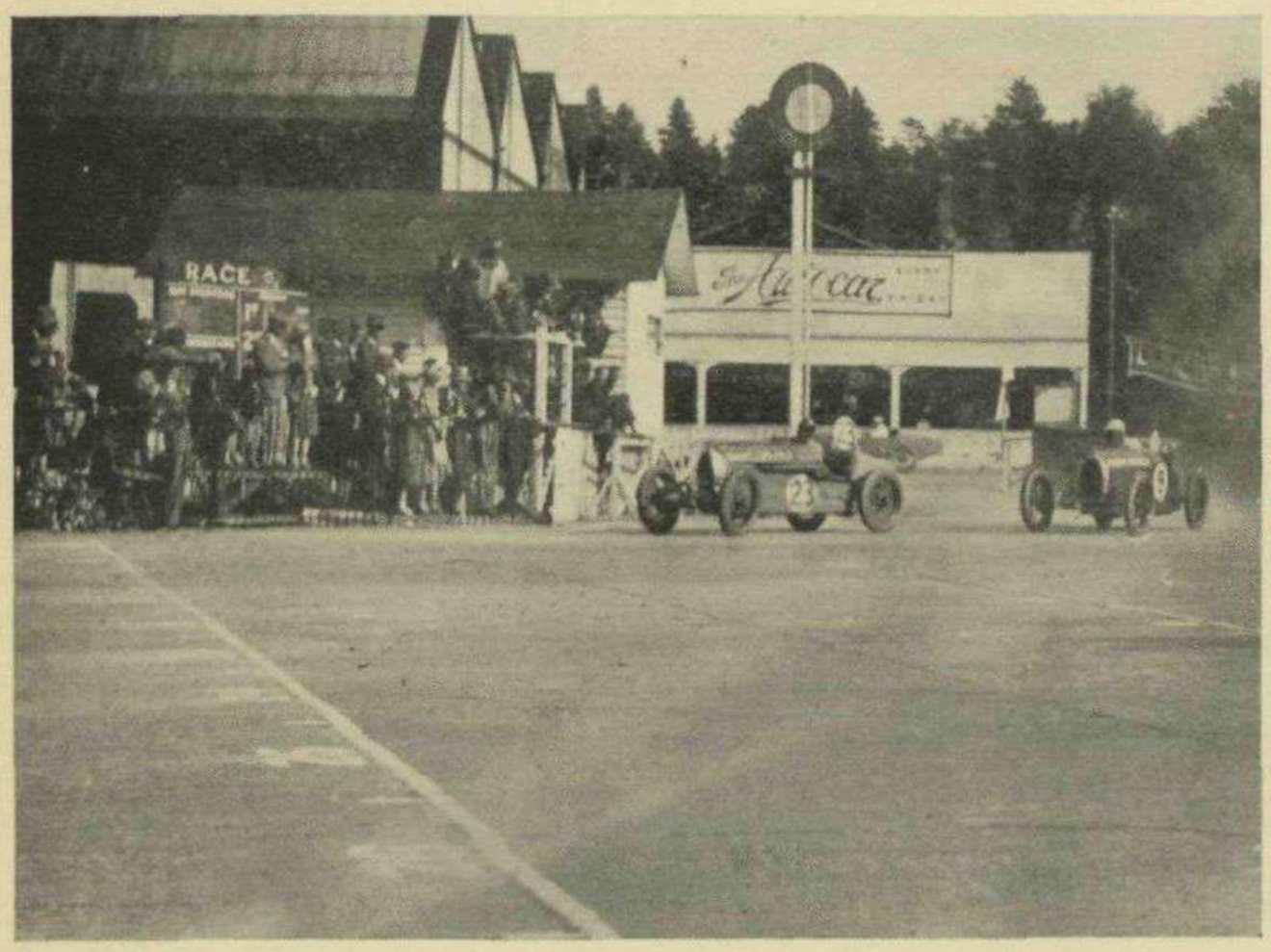
Since the days when sidecar passengers were compelled to sit uncomfortably and unprotected in open wicker baskets, insecurely attached to the side of noisy and dirty motor cycles, passenger accommodation has been improved out of all recognition. The two-seater sidecar of to-day is well sprung, has first-class upholstery, and affords ample protection for its occupants by the provision of wind screens and a satisfactory form of hood. In the best designs there is room for luggage, thus equipping the combination for long-distance touring as well as for short journeys.

One of the most noticeable features of the modern sidecar is the degree of comfort enjoyed by the passengers, which is really extraordinary considering the natural limitations of a three wheeled vehicle, and so the prospective owner need have no apprehensions on this score.

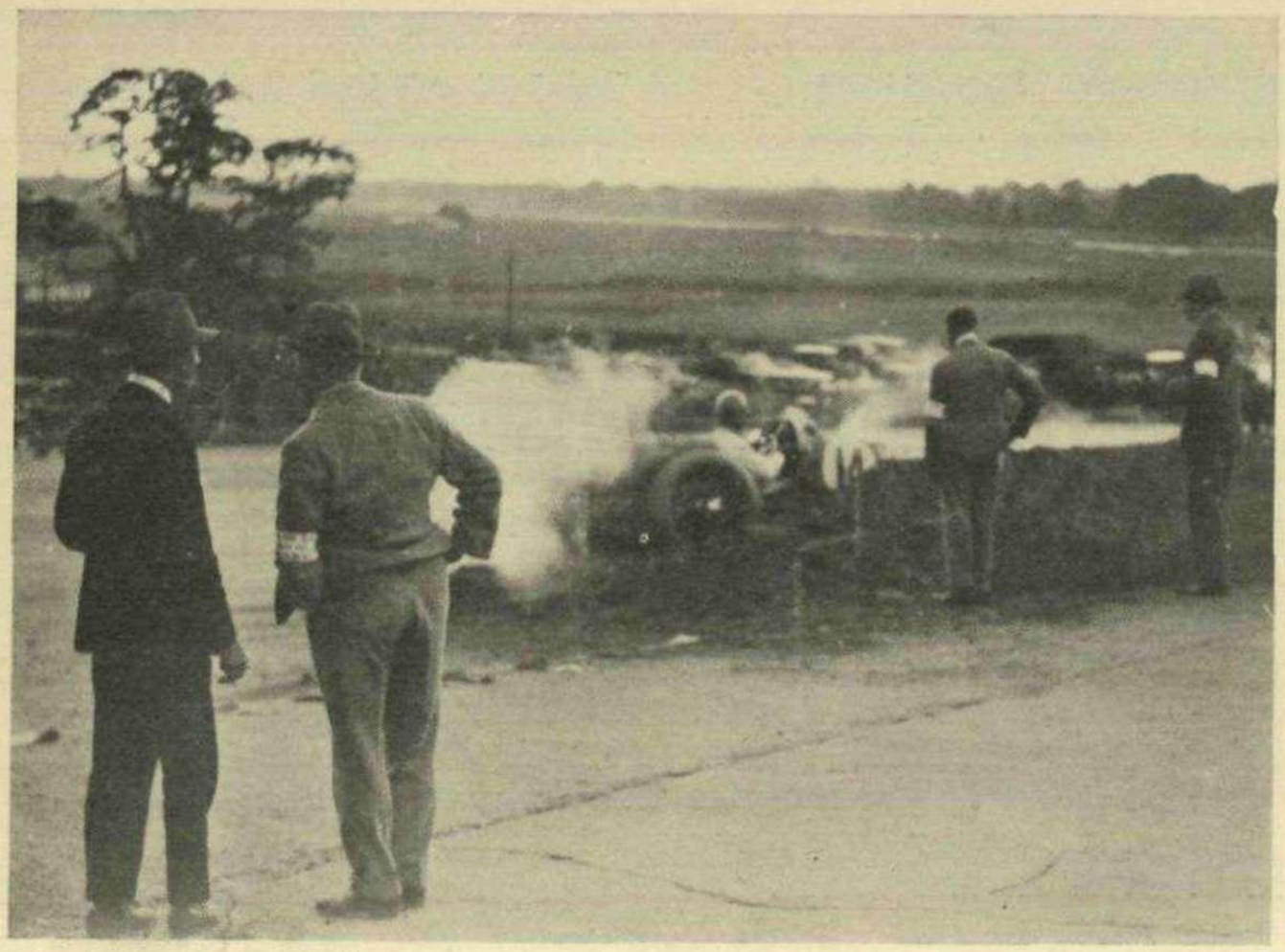
Recent Sporting E



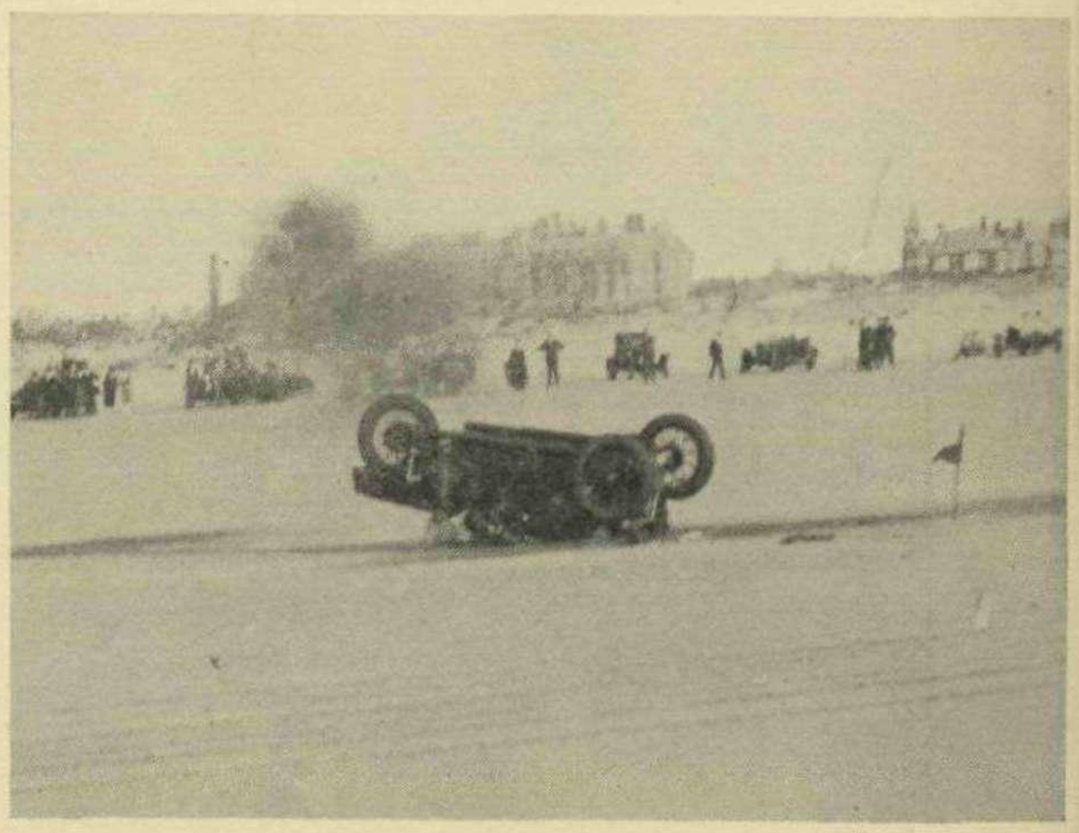
ESSEX CLUB MEETING. START OF A MOTORCYCLE RACE.



THIRD AND FOURTH MEN HOME, H. W. PURDY AND J. C. DOUGLAS ON BUGATTIS IN THE "200."



MORICEAU SPINNING HIS WAY OUT OF THE SANDBANK.



R. T. HORTON (MORGAN) UPSETTING AT A RECENT SOUTHPORT MEETING.



CHRYSLER, BENTLEY AND SUNBEAM MATCHED AT SOUTHPORT.

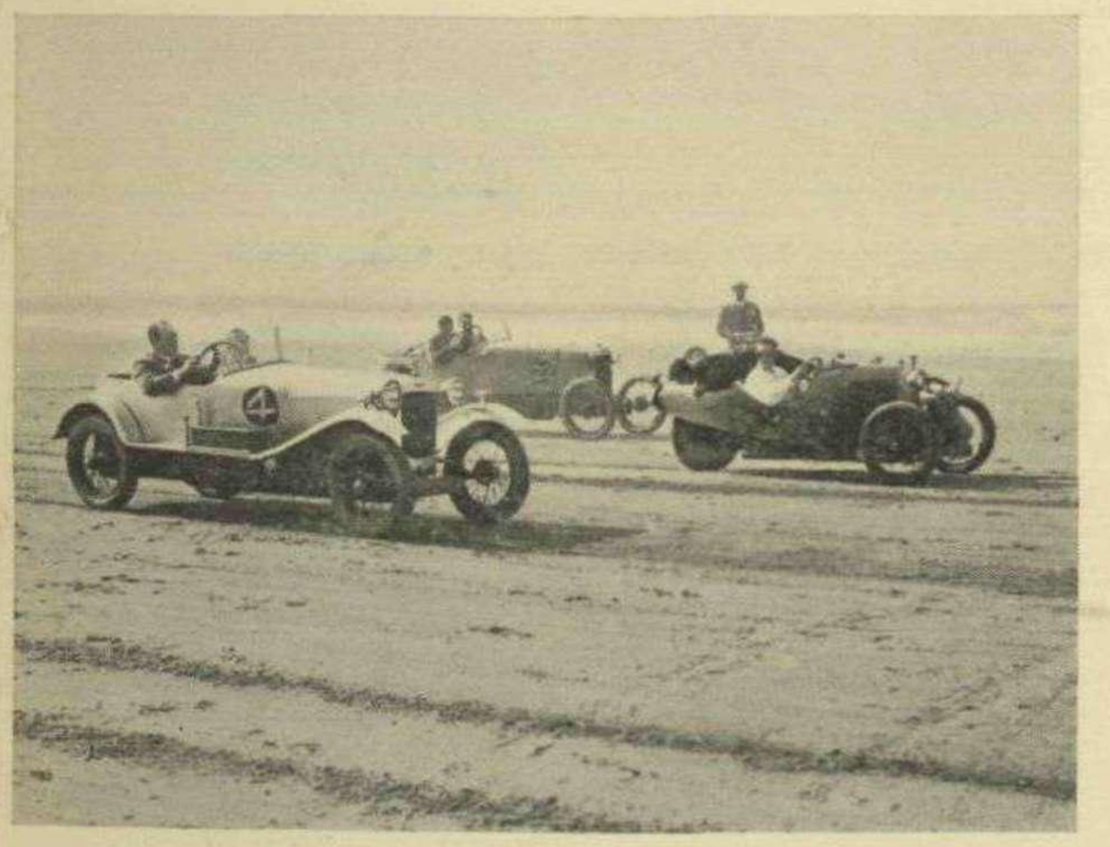


T. E. FLINTOFF FALLS AT A RECENT FREAK HILL CLIMB AT HEPOLITE SCAR.

Events in Pictures



LINING UP FOR THE UNLIMITED CAR RACE.



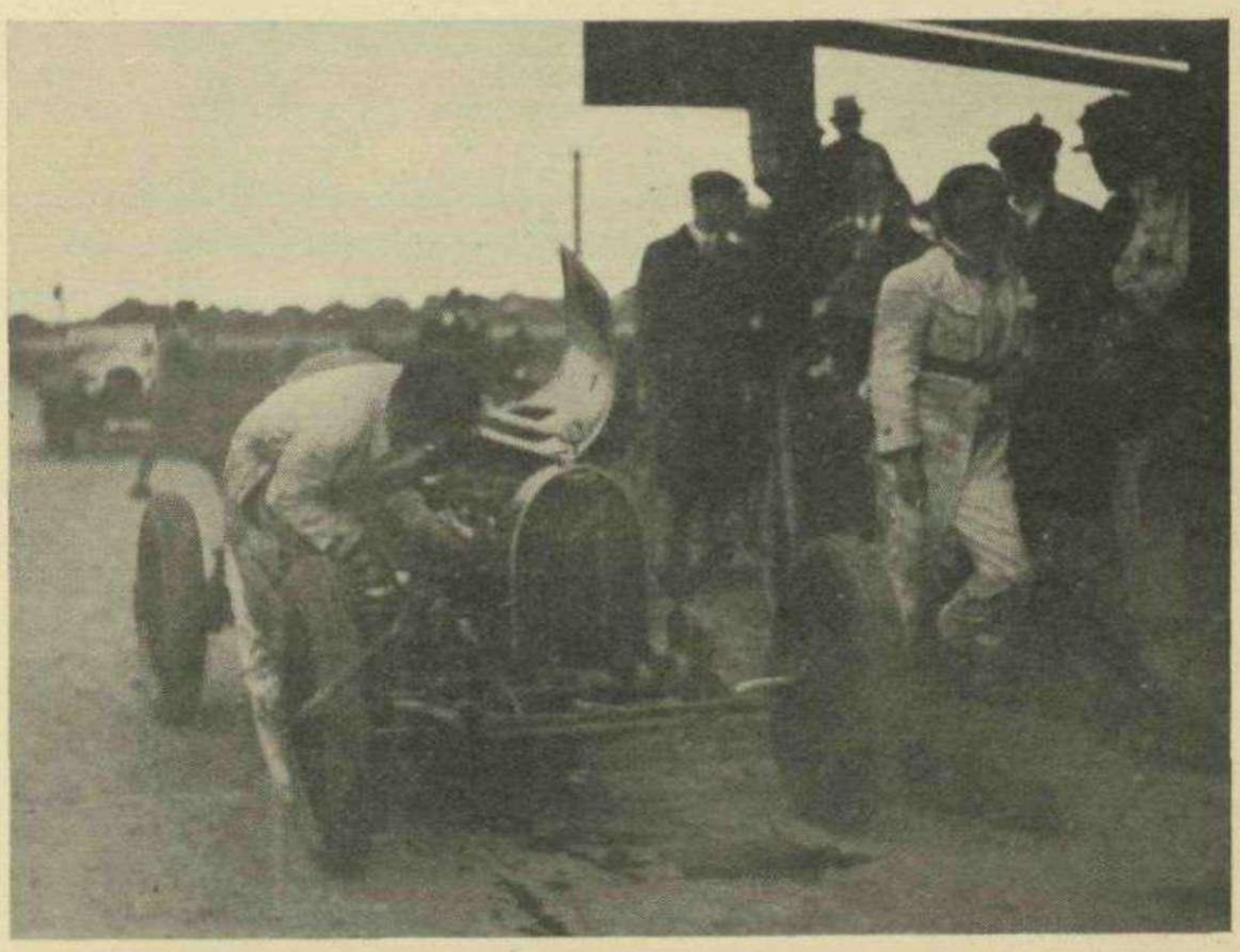
A MORGAN GETS AWAY FROM THE FIELD



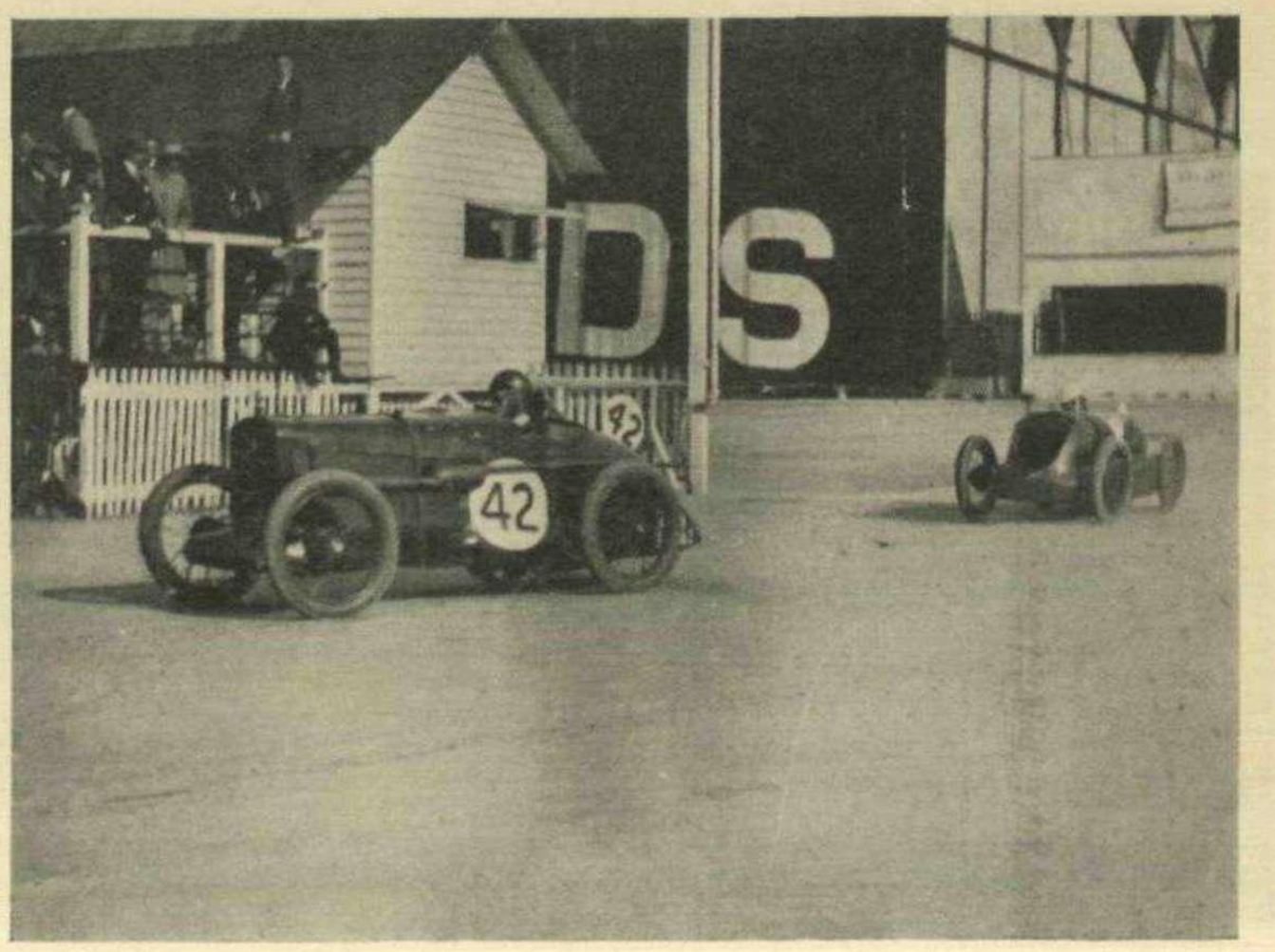
MRS. SCOTT WHO DROVE A BUGATTI AT THE ESSEX CLUB RACE MEETING.



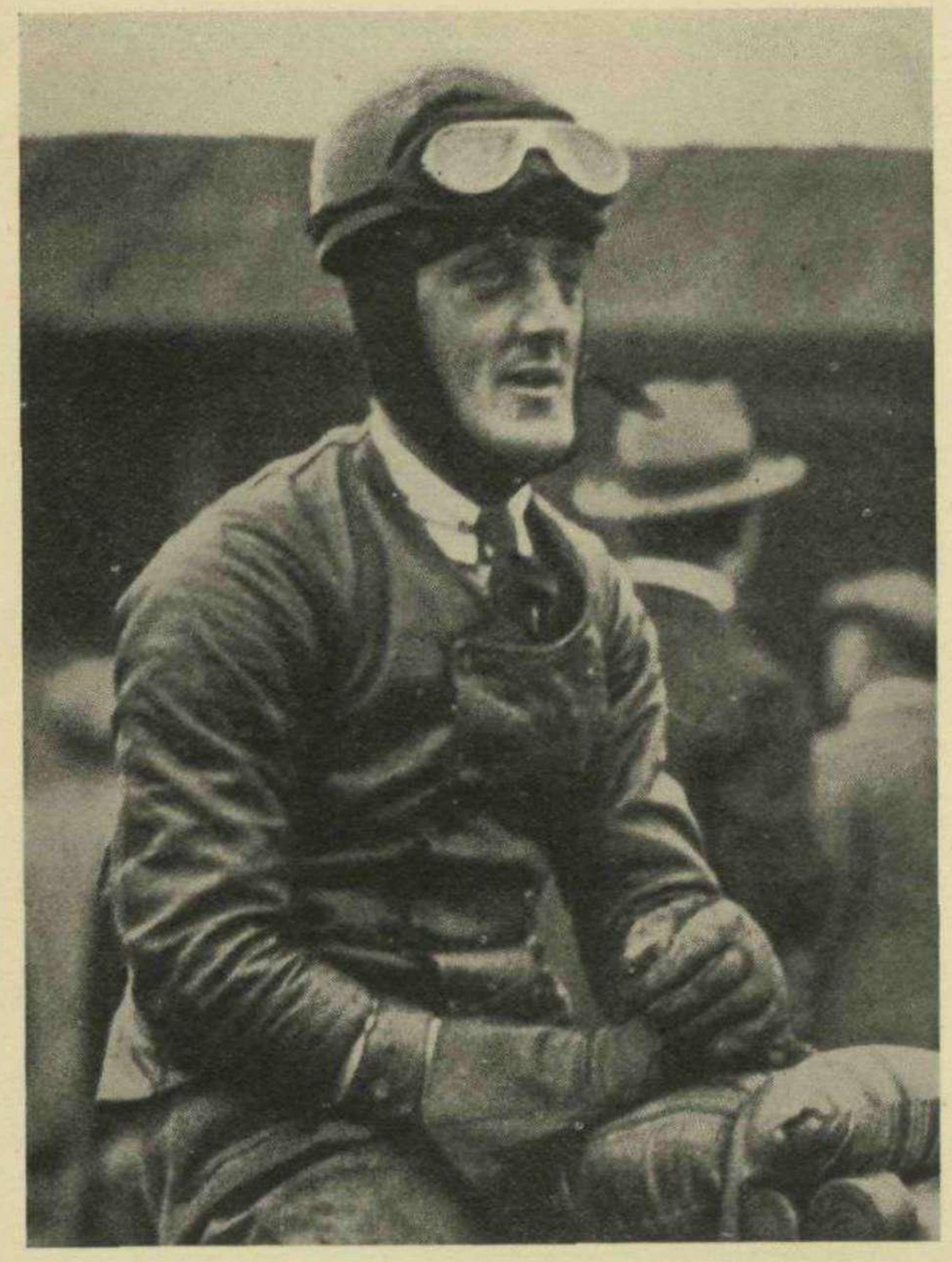
G. N. NORRIS ABOUT TO START IN THE RACE IN WHICH HE MET HIS DEATH.



MALCOLM CAMPBELL (RIGHT) SEEMS TO HAVE LOST INTEREST IN THE BUGATTI DURING THE 200 MILE RACE.



A. WAITE AND GORDON ENGLAND ON AUSTIN 7'S IN THE 200 MILE RACE.



MOTOR CYCLE SPEEDMEN:

C. T. Ashby.

By L. A. H.

IT is usual in an article of the potted biography sort, if the subject is a motorcyclist, to say, " Ever since the age of four when he was thrashed for riding his grandfather's Brough Superior, So and So has had a passion for things mechanical," or something like that ; readers will be surprised therefore when in the present instance the stereotyped phraseology is for once omitted.

Cecil Ashby is indeed a very " new " speedman, as will be gathered from these notes. Educated at Grays College, Essex, Ashby was one of those lucky (?) mortals whose school days ended during the early days of the Great War, so that he stepped without pause into khaki. For two years he led a comparatively unexciting life in the Transport side of the Royal Air Force, but anon the spirit with which all speedmen are imbued, must have fluttered, and Ashby transferred to the actual flying side of the corps. After the necessary training he took part in many " cloud scraps," first as an observer, but later as a genuine pilot. As was to be expected, the two years spent in this manner were not altogether without thrills, Ashby speaks diffidently of one or two crashes and nasty moments, but luckily he emerged practically unscathed on the cessation of hostilities.

Post War Activities.

After the war, Ashby settled down in the city as an import and export merchant and as yet took no active interest in motoring matters.

However, in 1921, he bought a 5-6 h.p. Indian and sidecar, as a means of locomotion, and not with any intention of using it for competition work, but as it was his first motorcycle it marks a definite step in the career of one of our leading speedmen. His second machine was a Rudge-Multi, but it was not until 1922 that he first indulged in a competition. At this time he owned a 500 c.c. N.U.T. and he made his debut in the Surbiton Club Sopwith Cup Trial of that year. Ashby then became a complete victim to the motorcycle mania, and actually took the N.U.T. on the track at a small race meeting. On this occasion he had his first lesson on one of the very elementary principles of track racing, to wit, the use of the oil pump, paying for his lack of experience with a seized engine. Having thus learned one or two bits of useful motorcycle knowledge, our friend left the city and became sales manager to the now defunct Wooler Engineering Company, a capacity in which we suspect his city training proved more useful than his motoring experiences.

However, lest it be thought that Ashby was still a novice where tuning and riding was concerned, let us hasten to add that in November, 1923, he arrived at Brooklands with one of the famous " Flying Bananas " and astonished everyone and himself (?) by accomplishing a standing lap at 67 m.p.h. ! As the handicappers had based their calculations on a lap speed of about 55 m.p.h. for the Wooler, it can be judged by what margin he would have won if the machine had condescended to do another lap or so !

Shortly after this the Wooler Company came to an untimely end and Ashby joined the Coventry Eagle concern as southern sales and competition representative, in co-operation with F. J. Youngs of Kilburn.



C. T. Ashby on his T.T. P. & M.

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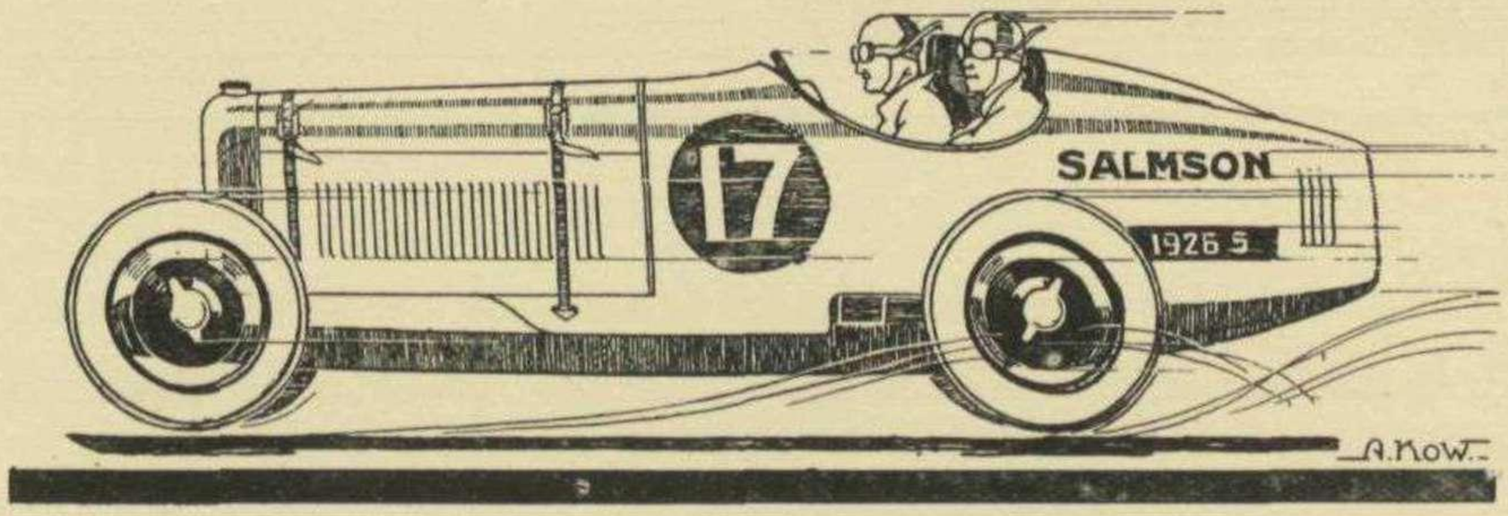
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MOTORCYCLE SPEEDMEN—continued.

For competition work he used a machine with a 500 c.c. side-valve J.A.P. engine, with which he earned medals in various reliability trials, including the big M.C.C. events. At the 1923 Olympia show C. T. Ashby joined the firm of W. J. Montgomery in the same capacity as he had previously held with Coventry Eagles; he continued to use the J.A.P. engine and in the summer of 1924 he rode a 350 c.c. Montgomery in the Junior T.T.

On this, his first appearance in the I.O.M., he finished fourth, a performance which is all the more remarkable since he finished with all his valve springs broken.

A New Engine.

Soon after the T.T., Ashby persuaded Messrs. J. A. Prestwich to build him a 500 c.c. o.h.v. engine, using one cylinder of the big o.h.v. twin which was introduced to the 500 c.c. class, but also to the 750 c.c. and 1,000 c.c. classes. At the same period Ashby was also using a 350 c.c. Zenith for competition work, when not riding officially for Montgomery.

Again at the 1924 Show, Ashby decided to change his situation. This time he joined Messrs. Phelon & Moore and his job was to look after trade sales in the area covered by the London depot and to manage the competition side of the business in the south. This position he still holds and as a result of his numerous successes he has built up for himself a distinctly enviable reputation.

It is interesting to note that a clause in his agreement allows him, when not required to race a P. & M., to ride his own private machine at Brooklands and elsewhere, an opportunity that he has certainly not neglected.



ASHBY RIDING IN THE GERMAN T.T. WHICH HE WON.

that year. The wisdom of his choice is born out by the remarkable popularity of this engine among the sporting fraternity ro-day.

This new engine made its first public appearance in the 200 mile solo race, fitted in the Junior T.T. frame, and although one of the fastest machines on the track, so many bits fell off so often, that Ashby could only finish a bad third. His best laps were at nearly 90 m.p.h. Ashby's first big win was in the 1924 B.M.C.R.C. championships, when to everyone's amusement he outwitted one of the wiliest habitués of the track, to win the 500 c.c. race at 88 m.p.h.

On the same machine, during 1924, Ashby, riding alternately with H. M. Walters, broke several records, including the 3 and 4 hours at 81.83 m.p.h. It is interesting to record that the times set up applied not only

Successes on the P. & M.

During 1925 Ashby won numerous medals in trials and was actually lying third on the penultimate lap of the Senior T.T. of that year, when the demon, mechanical failure, outed him from the race. However, his bad luck was atoned for later in Germany, when he won the T.T. race held over the Swinemünde circuit, at record speed, competing against big twins. In the Belgian Grand Prix he finished third after considerable delay due to a lost oil sump cap.

In the German Grand Prix he won the 250 c.c. class on a Zenith and incidently was drenched to the skin and nearly frozen by rain. Nevertheless, the same day on the P. & M. he managed to finish third in the senior event.

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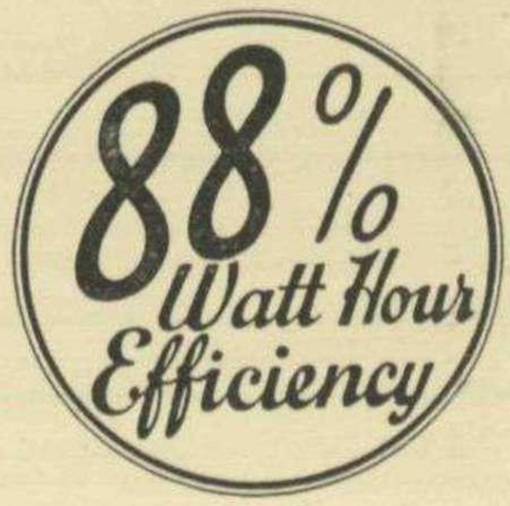
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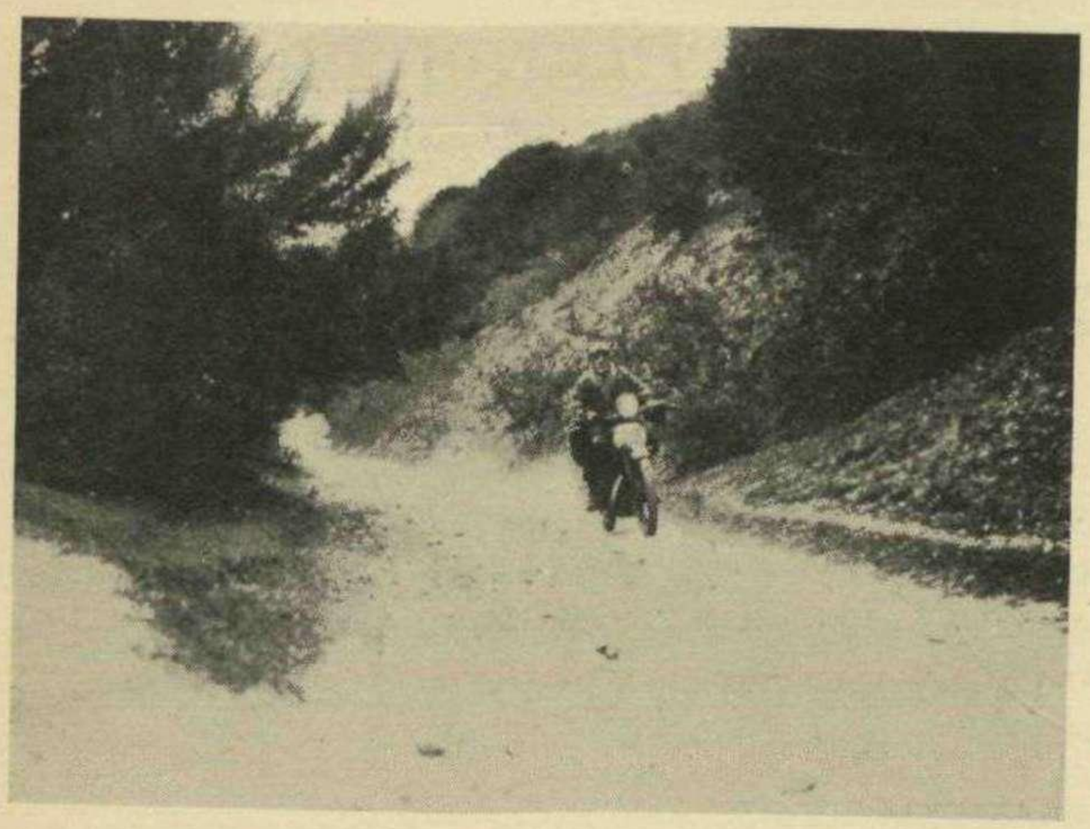


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MOTORCYCLE SPEEDMEN—continued.



C. T. Ashby in the Surbiton Grand Cup Trial, 1926.

Ashby speaks with great enthusiasm of his experiences in Germany, so presumably the business of motorcycle racing need not be taken so very seriously after all! As a private owner during 1925 and 1926 Ashby has used a 976 c.c. o.h.v. Zenith J.A.P. as he is a firm believer in the "big-twin" cure for nerves. His theory is that if one is used to holding a machine capable of over 100 m.p.h., by contrast, the 500 c.c. machine used for road racing feels ridiculously easy to manage. Among his most noted successes on the big Zenith are the 200 mile sidecar race in 1925 and the 200 mile solo race this year, surely sufficient testimony to his ability to handle the big stuff.

On the P. & M., during the present year, he gained a gold medal in the International 6-Days Trial, and put up fast laps in the Senior T.T.

As one of the "fresher" racing men, it is not surprising to find that Ashby is by no means conservative in his views. He is a firm believer in the arrival of the small multi-cylinder machine, with unit construction gear-box and probably with electric starting devices for touring purposes. He also feels that there is room for a rear springing system with a very limited movement, both for racing and touring machines. Perhaps his most startling theory is that the internal combustion turbine will arrive before supercharging becomes general on commercially produced machines of present design. The perfection of the supercharger should solve many of the problems that beset the turbine enthusiast. Discussing modern racing topics Ashby is sorry to find the I.O.M. course being gradually straightened out, as in its twisty form it proves a far finer test of man and machine than any race track.

With regard to the Brooklands road events he is of the opinion that these will give the long looked for fillip to motorcycle racing as a sport and as a spectacle, but thinks that loose sand is not the ideal composition for the bends, where solo motorcycles are concerned!

Ashby is decidedly opposed to any ban on home produced and non petrol fuels, especially in racing events which are run primarily for experimental purposes. He points out that petrol is not by any means the ideal fuel and that the development of alternative fuels should ne absolutely unhampered, as he thinks that better fuels will enable smaller engines to develope greater efficiency and greater power than the larger engines used to-day.

Though most of his time is spent, thinking, selling or riding motorcycles, Ashby has a sneaking ambition to become a racing car driver, but at the same time he manages to crowd in two other hobbies, tennis and photography as a relaxation from his more strenuous professional activities.

Six Cylinders or Four?

In considering the merits of the six cylinder type of car, which promises to have a big vogue for 1927, the competition man should not be led too readily from his allegiance to the trusty "four." From a selling point of view, the "six" has the talking points all along the line, with increased flexibility, even torque and whatnot, but when it comes to a point of maintaining tune in one's own garage at home, with one pair of hands and the little time that can be snatched from the more serious business of earning one's daily bacon and eggs, there are several snags in the multiplicity of cylinders. Twelve horrid little valves to grind instead of eight, twelve horrid valve springs to get back into place, each of them trying to outdo its fellows in the matter of long jumps, whilst the amount of energy consumed in de-coking a couple of extra "pots" is something that should not be undertaken too lightly by those of us who delight in adjusting the works ourselves.

One also wonders what the new owners of small sixes will say when they are presented with repair bills of corresponding magnitude, for it is not the size of the engine which counts when these jobs are undertaken, but the amount of pieces for which the mechanic has to find places when reassembling. People who are adhering to the four cylinder engine may feel a draught while the fashion lasts, but I do not think they have anything to worry about, at least where the sporting owner is concerned. The fact that six and eight cylinder engined cars are breaking records and winning races has very little bearing on the subject. Private owners want cars that can be kept in tune with the minimum amount of cost and trouble, and that is precisely where the four cylinder engine comes into its own.

A.J.S. Successes.

In the "Reliance" Open Reliability Trial, organised by the Liverpool M.C.C., the Premier-Award—the Reliance Cup for Best Performance of the Day, was carried off by Mr. Frank W. Giles, riding a 4.98 h.p. A. J. S. machine with sidecar. Mr. Giles also secured the Trident Trophy for the Best Performance of any passenger machine, and the Special Award for Best Sidecar Performance up to 600 c.c. Mr. Giles also gained a First Class Gold Medal, and made fastest Sidecar time up to 500 c.c. in the Acceleration Test.

In the same trail, Mr. G. E. Rowley, on a 3.49 h.p. A.J.S. made the Best Performance, Solo machine, up to 350 c.c.; the Fastest Time up to 350 c.c. in Acceleration Test; and also secured First-Class Award Gold Medal.

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THE SELECTION OF AN IDEAL SPORTS CAR.

Impressions of a Competition Driver after Visiting Olympia.

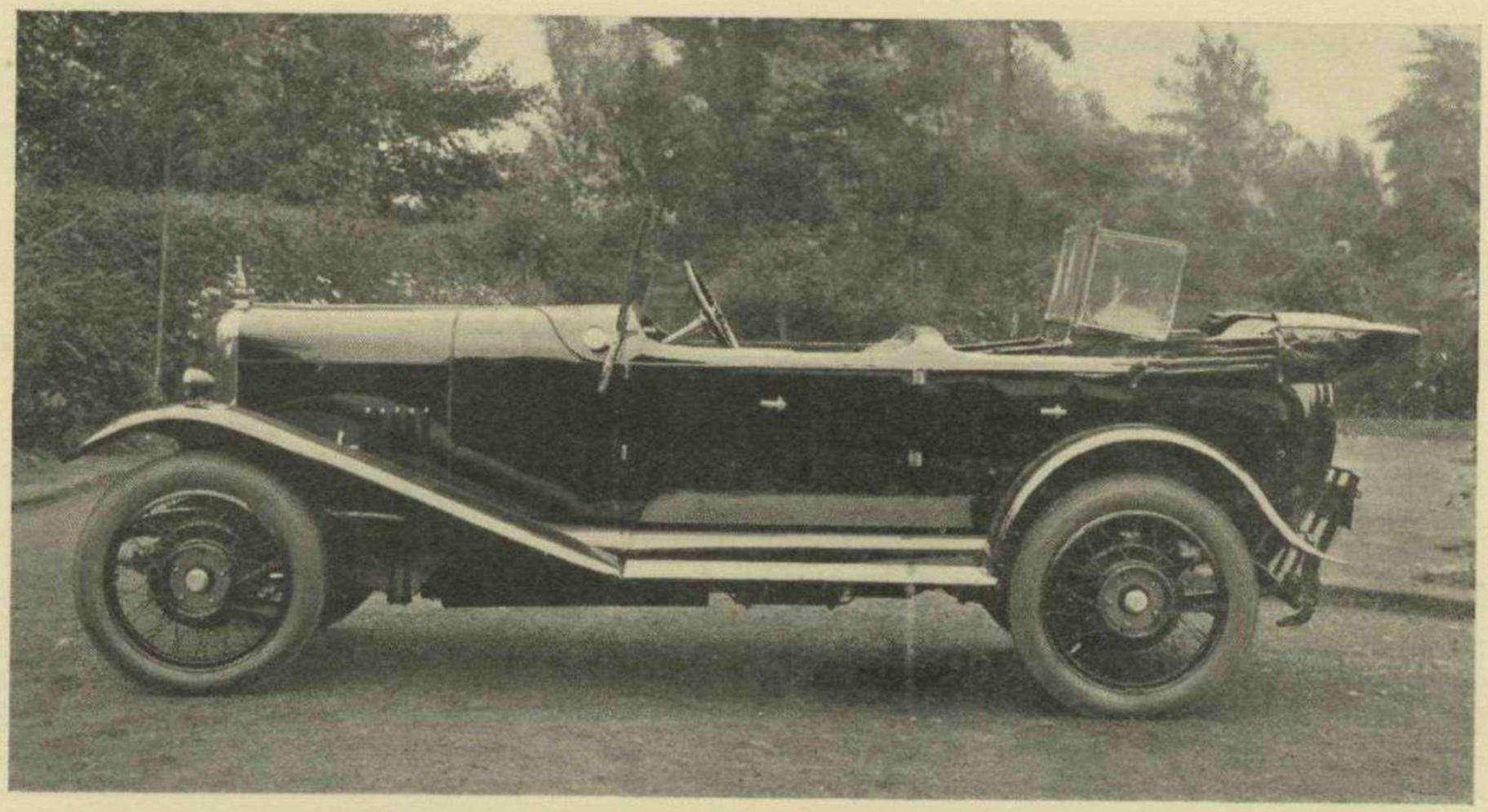
MY annual visit to Olympia this year was made with the fixed intention of discovering a type of machine, which to my mind would fulfil all the ideals of a sporting driver, who besides using the car in the big competitions of the year, has aspirations in the direction of speed events and, above all, must have something suitable for travelling about the country on business or pleasure.

The question of first cost is naturally one of some importance, but perhaps running costs figure more prominently as an item of annual expenditure, therefore it seems that the ideal machine is one which is not taxed more than £12 per annum and should be insured for about a similar amount. After all, with the modern improvements in engine design and better power-weight ratios, it is possible to get excellent all round results from the small type of vehicle, though naturally those who are able to soar to greater heights will study such expensive cars as the Bentley and Vauxhall with the closest interest.

With regard to seating accommodation, the sporting driver is usually inclined to favour the two-seater type and many fascinating little models are available with extremely sporty bodywork; but, in choosing a car for all round work, one should not lose sight of the fact that the utility of the two seater is very limited. Perhaps the full four seater is, on the other hand, rather cumbersome in some respects, so with regard to passenger space I would strongly favour a four seater in which the rear seats will just hold two passengers in comfort, though the design of the bodywork must only allow for a limited amount of leg room.

As a matter of fact, such small four seaters can be made very comfortable and do not occasion fatigue, even though the journeys may be very long. Weather protection is another point calling for attention and though Continental sportsmen are content to put up with hoods and screens of a very sketchy nature, such are not well adapted for the climate of this country. I have found that if the hood is properly constructed and set sufficiently low, this with low seats, gives ample protection even in very wet weather, so that nothing short of a strong side gale calls for the use of the side curtains.

In selecting a make of car, one should be careful to choose a model which is really a sports chassis from beginning to end, in preference to a machine which has been christened a sports model, but in reality is little better than a touring chassis dressed up with wire wheels a high compression engine and a semi-streamlined body.



A VERY WELL EQUIPPED 4-SEATER SPORTS ALVIS.

At the present time there appears to be a distinct vogue for highly ornamental sports models and in my opinion the development of such types is not altogether desirable. In the first place the driver who uses his car for everyday work and competitions seldom has the time to spare to look after extra frillings in the way of bodywork decorations and the selection of such cars means, either that an enormous amount of time has to be spent in polishing, "Simonising," etc., to the detriment of more important attentions to the mechanism.

Four or Six Cylinders.

With regard to the number of cylinders, we have to

THE SELECTION OF AN IDEAL SPORTS CAR—continued.

remember several things. Firstly, it is a mistake to take the performance of six cylinder models when the cars put up records for speed and endurance in the hands of professionals. It is quite true that many six cylinder models perform admirably in the hands of private owners, but we also have to take into account the amount of time which must be spent in looking after the extra cylinders. A six cylinder engine which has to be neglected for want of time, is immeasurably worse than a four, which by reason of the comparative economy of tuning time can be kept up to concert pitch with comparatively little effort.

As far as smoothness of running is concerned, the keen amateur driver is less critical than the comfort loving tourist and in any case an engine that is really tuned up to give its maximum performance, must lose a certain amount of sweetness, be it of the four, six, or eight variety.

Engine design is another important factor for the consideration of the amateur and in spite of the undoubted increase of maximum efficiency provided by engines with overhead valve gear, certain well-known makers have shown us that extreme nippiness can be obtained from engines of the side valve type, which are admittedly far less troublesome to look after than those of the more advanced variety.

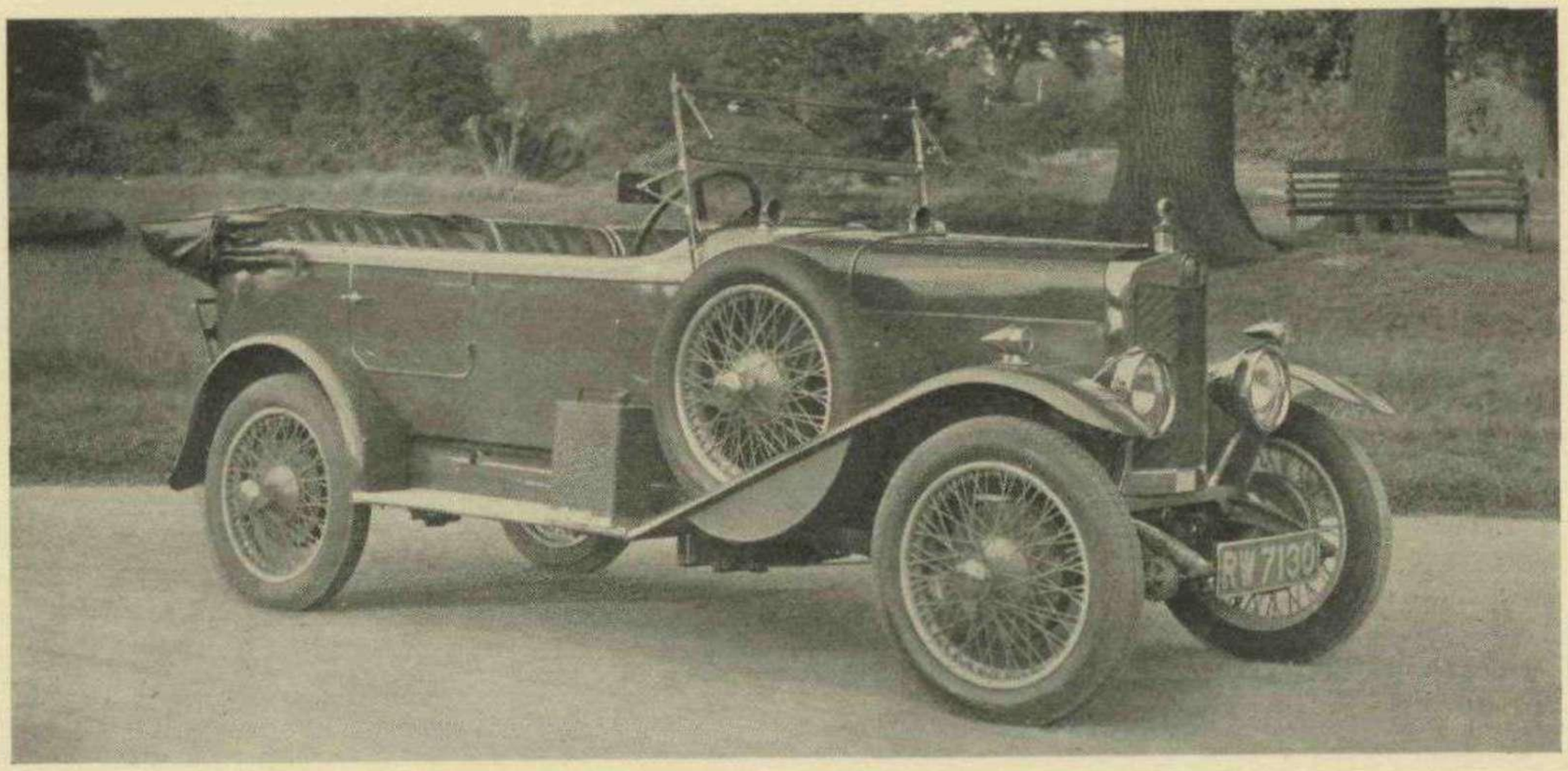
In certain sections of the sporting community, an engine is not considered a "sports" engine unless the valves are of the overhead type, but comparisons made in the performance of the best representatives of each class, prove that there is very little to choose in the acceleration and maximum speed of either.

As an incorrigible amateur mechanic, I am strongly in favour of sports models which do not incorporate unit construction, not that I have any particular grouse about most of the models of recent design, but for the simple reason that annual overhaul jobs are so much easier when the engine and gear box are separate. It does not matter a tinker's cuss to the repair man, who earns his living as the result of many hours spent at the customer's expense, but when one only has a limited amount of time available for his own repair jobs, it is a great convenience to be able to overhaul the units in separate bites. For instance, the engine can be tackled during one week-end, leaving the gear box job as an entirely distinct operation, which need not be started until one has every convenience for doing the work without waste of time and in comparative comfort.

Service Considerations.

It is rather a curious thing to observe that some manufacturers build sports cars, more or less under compulsion, but are not in the least way sympathetic with the owners once the purchase price has been paid. Service, so called, is sometimes dispensed by London representatives, who have little more in the way of facilities than a showroom, and the real needs of the sporting owner are of very small moment compared with the chances of selling new cars. As a matter of fact, this sort of thing has opened up a very promising field for keen trade men to cater for the tuning and service for special makes of cars and to-day some of the well-known competition drivers are doing a flourishing business in this direction.

The question of service is also largely affected by the methods of production adopted by the manufacturers and constant changes in models cannot be regarded too favourably by the private owner.

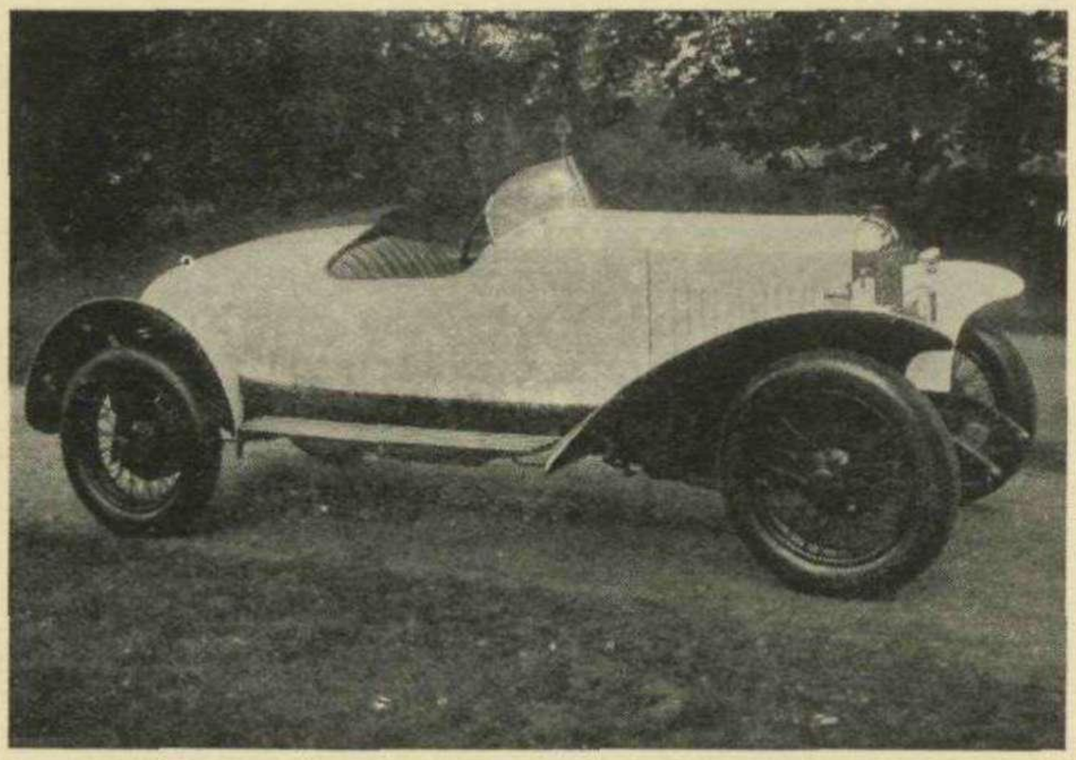


THE SPORTS LEA-FRANCIS HAS ALWAYS BEEN RENOWNED FOR ITS APPEARANCE.

Reserve of Peformance.

The final note concerning sports cars must deal with the important feature of reserve performance and in this detail, the prospective purchaser must remember that a maximum guaranteed speed does not mean a speed at which the car can be run habitually. Many of the so-called sporting models of to-day are certainly

THE SELECTION OF AN IDEAL SPORTS CAR—continued.



AN EXTREMELY SMART 14-40 H.P. VAUXHALL.

capable of speeds up to 60 or 70 miles per hour, but as soon as any attempt is made to drive them at such a pace, all sorts of complications ensue. Suspension as a rule limits the speed of a car and whilst, in some cases, the engine may be good enough to produce enough power, the cars are difficult if not dangerous to hold on the road when travelling all out.

In all cases, therefore, there should be a sufficient reserve of performance so that the driver can keep a little up his sleeve to be used with discretion as occasion demands. Generally speaking such a reserve is not to be found in the sports cars that are sold at cut prices, or those which are included in a range of touring cars in the hope of attracting the novice, who may have desires to become a successful competitor in trials.

THE SURBITON MOTOR CLUB.

MOTOR GYMKHANA AND RODEO.

THE Surbiton Motor Club held a very interesting and exciting Gymkhana recently at the Leyland Sports Ground, Kingston. Seldom has a more thrilling programme been placed before the public.

Unfortunately for the organisers, it began to rain just before the meeting was billed to start, and consequently a large number of would-be spectators preferred to remain indoors.

However, about 1,500 people witnessed a splendid programme, which was full of *laughter,t hrills and spills*, as promised by the promoting club. At 2.30 p.m. the programme commenced with a display of trick riding, in which experts handled their motor cycles in an almost eerie manner. What must have been a record long jump was given. Then followed a team relay race—each team having three riders who completed one lap in each heat and two in the final; aiso a Surf Board race, in which a surf board, similar to those used on the water, is attached to a motor cycle, on which a passenger is drawn round the course. This proved to be what was possibly one of the most interesting events. In addition to passengers being dragged round without resting on the board itself, a number of drivers continued minus their passenger, discovering the fact only when crossing the finishing line.

Motor Cycle Football raised spectators to a high pitch of excitement, some wonderful exhibitions of riding being given by the players. A very fast game was played, perhaps a little bit rough at times, but still very sporting. Of the opposing teams, Surbiton v. Brixton, it was difficult to say which were the better. Surbiton were a little weak with the defence, especially at the goal itself. However, the game was rapid from start to finish, and Mr. F. W. Barnes, the referee, had a very strenuous time in keeping in touch with the ball. Brixton won by 3 goals to 1, a score unusually low for this class of game.

The Car slow race, which was staged next, proved perhaps more interesting for the competitor than the spectator. About fifteen cars entered for this event, the winner being the one who finished the course last without stopping or touching the clutch. A competitor with a 20 h.p. Austin Tourer amused the crowd by completing part of the course mounted on the steering wheel. His was by far the slowest car, but when almost at the finish the engine stopped.

Then followed a potato race, open to cars and motor cycle combinations. In this, a passenger is taken along a line of potatoes, having to lift each one by means of a spear with which he or she was supplied.

A motor cycle combination polo match, Brixton v. Clapham, also proved an exciting event, this being won by Brixton. In this game the passenger is armed with the usual type of polo stick, and is kept in touch with the ball by the driver. Some very clever handling of machines was witnessed.

The final event was a Grand National race. This was arranged in heats of three solo riders. Each competitor had to complete a lap which included a long jump, a see-saw and a crawl under a net staked down tight on the ground.

All programmes sold during the afternoon were numbered, and at the conclusion of the meeting the numbers were included in a draw for two prizes.

RESULTS.

Relay Race (Solo).—1, Carshalton M.C.; 2, Brixton M.C.; 3, Andover M.C.

Slow Race (Car).—Winner, G. E. Barnet (Sizaire Berwick).

Grand National (Solo).—1, J. A. Baker (A.J.S.); 2, C. Hemmings (Zenith).

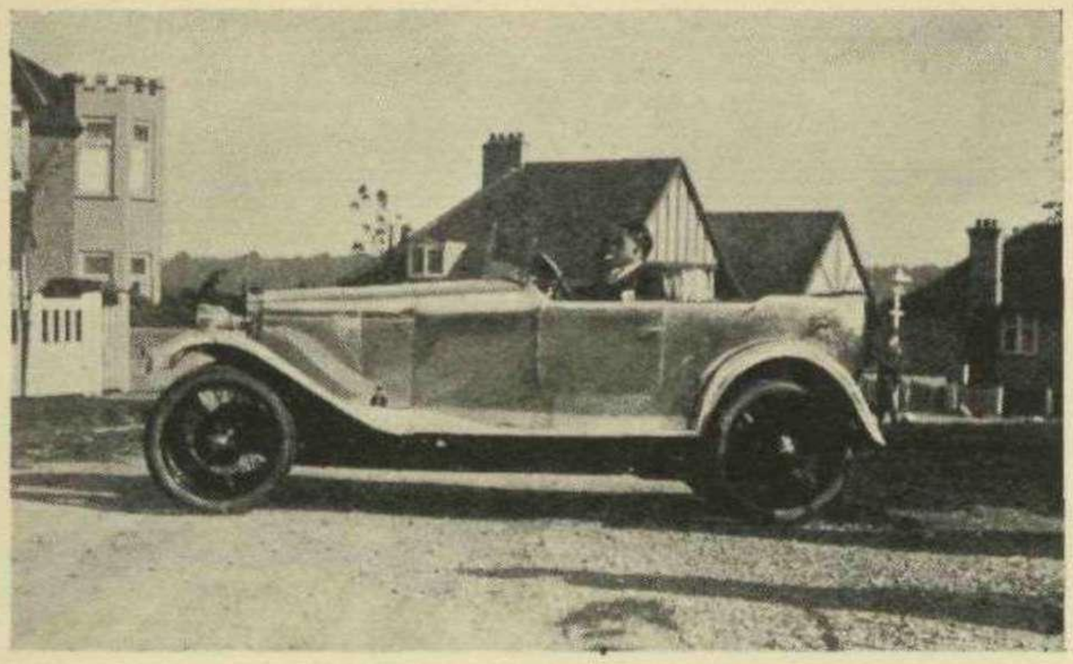
Surf Board Race (Solo).—1, F. R. Mitchel (Zenith); 2, C. M. Harley (Zenith).

Potato Race.—Winners, L. Heller (Morris Cowley); E. Webb (Enfield).

Motor Cycle Football.—Brixton M.C., 3; Surbiton, 1.

Motor Cycle Polo.—Brixton M.C., 3; Clapham M.C., 0.

Winning Programme Nos.—1st, W. Famer, No. 498; 2nd, H. Sullivan, No. 73.



THE FRAZER NASH USED FOR CARBURETTOR TESTING.

TUNING CARBURETTORS FOR SPEED AT COMPETITION EVENTS.

Further articles in this series will deal with the tuning of individual instruments, and will be based on the author's practical experiences.

IT is often said that where sheer speed is alone concerned nothing more is needed in the way of a carburettor than an arrangement for admitting as much fuel to the engine as it can possibly swallow at its maximum numbr of revolutions per minute, but this does not apply in the case of the sporting motorist, whose demands more nearly approach the normal where the correct atomisation of the fuel is concerned.

From a theoretical point of view the subject of carburation is one of intense interest, embracing as it does not only the formation of a correct mixture for all engine speeds and conditions, but also the proper distribution of the fuel to the cylinders. Thus the shape and character of the induction pipes, the number of carburettors employed per engine, and such matters, come up for consideration ; but in dealing with the subject from the reader's standpoint, we have to approach it from a rather different angle.

For example, the average sports car owner is not generally disposed to go to the trouble and expense of duplicating carburettors on his engine, or in having special types of induction pipes made, as this in many cases would involve extensive alterations to the engine and the arrangement of the accessories, but it is quite likely that he may be anxious to become acquainted with the best methods of securing the utmost efficiency from the particular form of instrument fitted to his car whilst if he goes a little farther there is the possibility of improving car performance by exchanging the existing type for one of more recent design or improved pattern.

Though similar in principle, many of the carburettors of to-day possess certain little peculiarities in the direction of tuning, the details of which will be of interest to those accustomed to perform the operation of preparing cars for trials in their home garages, whilst a thorough knowledge of the instrument and its method of operation is very valuable in getting the best results from a car.

The *bete noir* of every driver, known as the " flat spot," can almost invariably be overcome by a careful gradation of jets and chokes, and though it is practically impossible to ensure that a single setting will give the maximum power and acceleration combined with the greatest economy of fuel, by a close knowledge of individual carburettors it is a simple matter to arrange for two or more settings to serve for different classes of driving. Thus on long reliability trials, where one does not want to pour petrol into the engine with a carburettor adjusted for a full power setting, required for hill climbs near the end of the route, the run can be done economically on one setting, and a quick change of jets and choke tubes will enable the driver to put up a good show when the rough country is approached.

It has been our experience that the number of drivers who take the trouble to really understand their carburettors is comparatively small, and whilst many speak glibly of diffusers and so forth, their actual operation has not been fully investigated.

Carburettors of to-day are vastly improved since the time when a single jet device was considered adequate to supply the demands of the engine, and the introduction of the principle of compensation has rendered the work of tuning for maximum efficiency very interesting, if not actually complicated.

Comparing Carburettor Results.

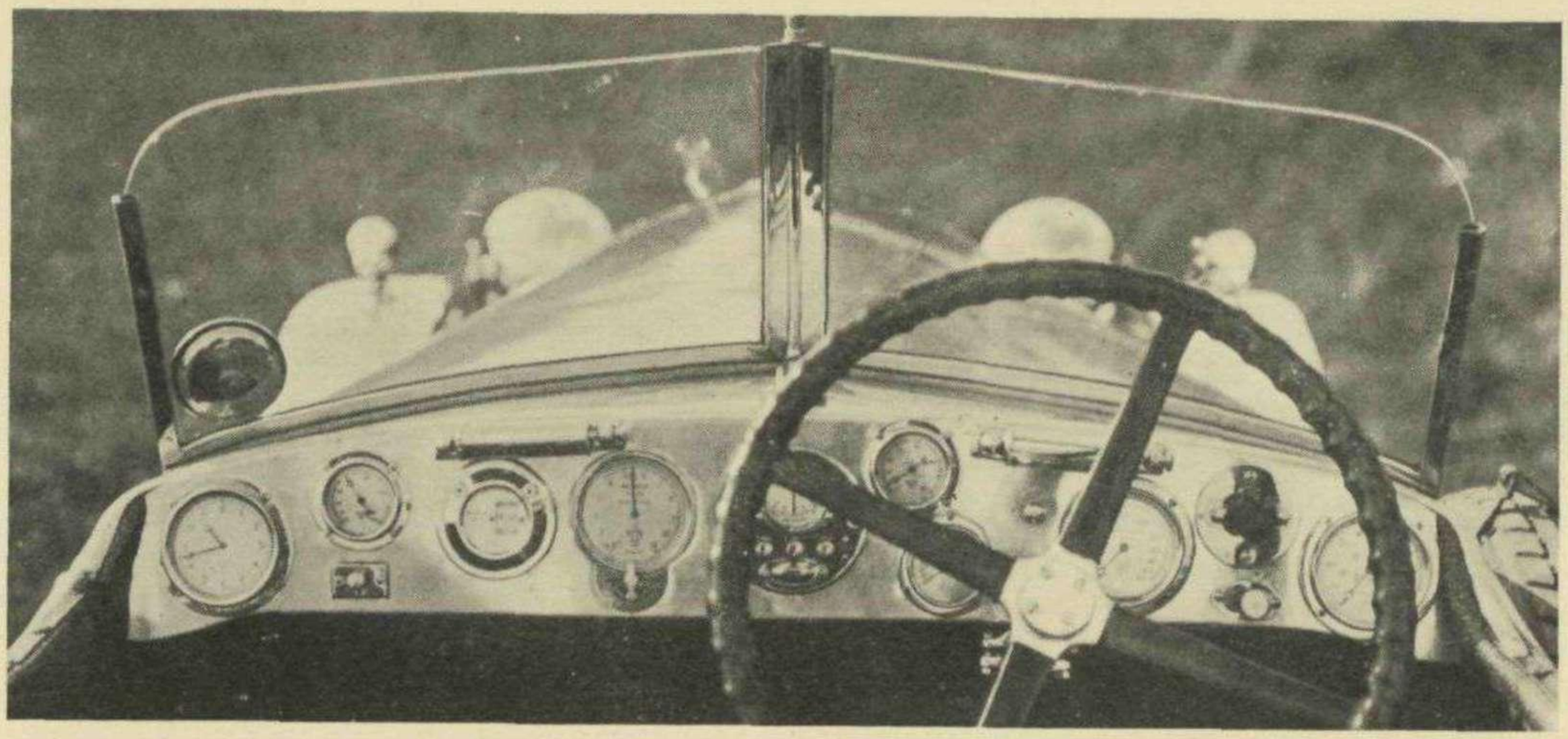
When it comes to making actual comparisons between the results obtained from different forms of carburettor, one encounters various difficulties, and the best that can be done is an approximation of results in determining which particular form of carburettor is best suited for the needs of an engine. A very slight difference in atmospheric conditions will altogether upset comparisons. The condition of the roads, to say nothing of possible variations in the performance of the engine, all tend to produce results that may not be exactly fair to an individual instrument.

At the same time, one can form a very fair idea as to the suitability of a carburettor to a given engine, if certain definite precautions are taken. The best time to try a set of carburettor experiments is when the engine is new, but has been running for a sufficiently long period to work off its original stiffness in the bearings and for the working parts to have settled down to a normal state.

Instrument Board Equipment.

Even though from a purely theoretical point of view one cannot hope to get the closest results by comparisons, the interest in carburettor testing will be greatly enhanced if the car used for the purpose is provided with a fully equipped instrument board. For the purpose of collecting the data to be published in a short series of articles on Tuning Carburettors, to which the present notes form an introduction, the four-seater Frazer Nash car shown in the accompanying photograph was equipped with a fairly complete set of instruments, which, as shown herewith, is fairly well selected for the job.

The range includes a clock, a radiator thermometer, used in conjunction with a Boyce radiator shutter, a



THE VERY FULLY EQUIPPED DASHBOARD REFERRED TO BELOW.

Tapley gradient meter, a Metreta petrol gauge, the usual switchboard, an oil thermometer, oil pressure gauge, a revolution counter and a speedometer. A further instrument not fitted on account of lack of space was an aneroid barometer, but as this instrument is not provided with the necessary mechanism for changing a moist, foggy atmosphere into a dry, clear one, its utility from a carburettor testing point of view was considered to be somewhat limited, and its services were threfore dispensed with.

For the benefit of those of our readers who regard the employment of many instruments as a chronic form of " gadgetitis," we may give a few reasons why each one was selected, and indicate the point of using them in connection with carburettor experiments.

Controlling the Engine Temperature.

It is an accepted fact that no attempt should be made to make any adjustments until an engine has warmed up sufficiently to ensure a correct vapourisation of the fuel, quite apart from the numerous other advantages of maintaining the correct water-jacket temperature at all times. The common practice of fitting a thermometer to the radiator cap is all very well in its way, and does provide a certain safeguard for the ordinary driver, but its use is extremely limited unless it is used in conjunction with a radiator shutter.

Even when a shutter is used, it is far more convenient to have the thermometer directly under the eye of the driver, hence the advantage of having this instrument mounted on the dashboard, where with proper illumination it can be seen by night as well as by day.

Having tried several forms of shutter in daily use, we find the best results are obtained from the type manufactured by The Benjamin Electric Company, which, in addition to being extremely efficient, is certainly the least expensive on the market.

Additional Dashboard Fittings.

A dashboard petrol gauge of the Metreta type is also indespensable in testing fuel consumption, as the needle working over a large dial registers the amount of petrol used with great accuracy.

The new model of Tapley Gradient meter is an instrument which certainly ought to be included in the equipment of any car that is used for something more than a mere means of transport from place to place, and by studying the possibilities this device provides, a very large amount of practical information can be obtained. Not only will it register the up and down gradients, but with a little practice it is possible to get a very good reading concerning the acceleration capabilities of the car, and the actual de-celeration when the brakes are applied. Thus the instrument gives s better idea of the performance and mechanical condition of the car than can be obtained in any other way.

An oil temperature gauge is a fitting seldom found as a car accessory, but is nevertheless of great utility, as it indicates the condition of the oil as well as serving as a warning should any of the bearings develop undue overheating.

A revolution counter and speedometer are of course indispensable and with a full equipment as described above, one is in a position of being able to make very fair comparisons in carburettor performance. The various well-known carburettors and methods of tuning will be dealt with in subsequent issues of this journal, and it is hoped that the information will be found valuable to our readers.

H. S. Perrey to Ride for Ariels.

H. S. Perrey, the well-known competition rider, who has performed so successfully on B.S.A. machines, will ride Ariel machines during the coming season. It will be remembered that he rode a 500 c.c. o.h.v. Ariel combination in the recent Six Days International Trial, while a more recent achievement of peculiar merit is his record drive of a similar outfit up the Snowdon Mountain Railway. On this occasion Perrey broke the solo record for this climb.



CORRESPONDENCE

The Editor of MOTOR SPORT.

DEAR SIR,

I was most interested to see in the current issue of *Motor Sport* an account of the Halford Special and its designer (?). I think there are one or two statements and references which in justice to me should be amended.

I believe Halford's first success on four wheels was when he drove the "Razor Blade" Aston-Martin, designed and built by me, to victory at Brooklands on August Bank Holiday in 1923, though he had won several sprints and hill climbs earlier in 1923 on the Aston-Martin "Bunny," which I also designed and built. In short, I can claim to have introduced him to car racing and to have "fathered" his early efforts.

The engine of the Halford Special and the radiator now fitted are, as far as I know, Halford's own design, but the whole of the rest of the chassis, which is admired equally with the engine, is a standard Sports Aston-Martin, designed by myself.

I built the chassis in 1922 and delivered it to V. G. Barlow, of Winchester, early in 1923. It was designed for and then fitted with a standard side valve engine giving not more than 45 b.h.p., and for that power the margins of safety were ample.

The car then passed into the hands of P. G. H. Harvey of "Brooklands Squad" fame, and subsequently G. E. T. Eyston acquired it and fitting it with an O.H.V. engine, raced it at Boulogne, where he crashed it. Ultimately Halford acquired the chassis (less engine) and fitted his own engine to it, but from the time it was first sold in 1923 it was never overhauled at the works and very few parts indeed were supplied for its maintenance.

In the Grand Prix, the nuts of the bolts holding the crown wheel to the diff. cage sheared, allowing the bevels to get out of mesh; these nuts or bolts had, to the best of my belief, never been inspected.

In the Two Hundred, the constant mesh wheels sheared, to which the above also applies. I think Halford's engine must give 90 b.h.p. Anyway, the chassis has not been intended for more than 45 b.h.p., so I do not think it has done so badly.

Yours faithfully,

LIONEL MARTIN.

The Editor of MOTOR SPORT.

DEAR SIR,

As a regular reader of your journal since the first issue I feel I must congratulate you about the October number. Apart from the contents, which are good, the appearance of the front and back covers is a distinct improvement, and several of my friends have already said that they will become subscribers.

I was also very glad to see your stand at the Motor Cycle Show and trust that you will maintain your place with the journals which have been established much longer than yourselves.

As you invite comments on the Contents in an Editorial Note, I trust that we may have some technical articles during the winter months, always keeping the needs of the "home tuner" to the front. Would it be possible to treat a selection of sports cars in the same way as you did the A.J.S. motor cycle and give some hints as to keeping different models in first-class competition order. I know this is rather a large order, but I expect members of your staff have had personal experience with several makes of cars, which would be useful if passed on to readers.

I also notice that the last issue had more pages of reading matter, which I hope is to become a regular thing, as the more we have of really good stuff, the better we like it.

Yours faithfully,

H.N.G. (Luton).

The Editor of MOTOR SPORT.

DEAR SIR,

Can you give me any experiences of the overhead valve gear which I understand is made for fitting to the standard Austin Twelve, as I should like to have some details of this device? Is the method adopted a practical one and what happens about the existing ports where the exhaust and inlet pipes are fitted? Is there any guarantee that extra acceleration would be obtained as well as an increase in power?

* * *

The conversion set to which you refer is made by The Lap Engineering Co., 28-30, Allsop Street, Upper Baker Street, N.W.1.' and as far as our information goes is quite a sound job. As we have not actually submitted an Austin Twelve so fitted to a test, we are not in a position to give you any results, but if you will get into communication with the firm mentioned above, no doubt all the particulars you desire will be forthcoming.
—EDITOR.



Round the Clubs



HONORARY DISTRICT AGENTS.

ASHFORD, Kent	Captain G. Maund, New St.
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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CARLISLE, Cumberland ...	F. Rowlands, "Douglas House," Nelson Street.
CARMARTHEN, Carmarthen. ...	J. Jones, Nelson Hotel.
CLECKHEATON, Yorks. ...	F. A. Brown, "Hill-Crest," Whitcliffe.
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DEVIZES, Wilts.	G. H. Oliver, 18 and 19, The Brittox.
DOOARS, India	H. Marshall, Esq., Matelli T. E. & P.O., Jalpaiguri,
GRAVESEND	S. J. Gillis, "Comines," Wrotham Road.
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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.
SCARBOROUGH, Yorks. ...	J. G. Bayne, 36, Trafalgar Sq.
SHEFFIELD, Yorks.	H. W. Ogg, 12, Southbourne Road, Broomhill.
STROUD, Glos.	W. E. Hayward, Bideford, Bisley Road.
TAUNTON, Som.	P. V. Hare, The Parade.
WOLVERHAMPTON, Staffs. ...	H. L. George, "The Homestead," Old Fallings Lane, Fallings Park.

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

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

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

Ilkley and D. M.C.

There were some good riding performances in the half-day reliability trial held over a course of .65 miles. Eighteen of the 22 starters followed the correct route, and the following gained awards:—

GOLD MEDALLIST CLASS—GOLD MEDAL: C. H. Wood (5.96 h.p. Scott), no error.

SILVER MEDAL: R. H. Smith (4.94 h.p. Triumph), error of one mark.

NOVICE CLASS—GOLD MEDAL: J. Hardy (3.49 h.p. O.K.), error of four marks.

SILVER MEDAL: Miss M. Laycock (3.49 h.p. Cotton), error of nine marks.

BRONZE MEDAL: T. Laughlan (4.99 h.p. P. and M., and sidecar), error of 10 marks.

This club are putting forward the interesting suggestion, that the A.-C.U. should organize an annual team trial to decide the champion club in the country. The following are their proposals:—(1) Each centre to run a team trial and the centre team champions to compete in a team trial for the championship of the A.-C.U. (2) The A.-C.U. to be responsible for the course of the final event. (3) The A.-C.U. headquarters to provide the trophy. (4) The venue of the trial to be changed each year. (5) Competing clubs only to nominate riders who live within, say, 20 miles of their headquarters. (6) Teams to consist of two solo riders and one sidecar rider, with reserves.

Hendon Athos M.C. and L.C.C.

The results of the steeplechase which was held over a half-mile course are as follow:—1, C. A. Cort (3.50 h.p. O.E.C.), gold centre medal; 2, H. A. Stadie (3.49 h.p. A.J.S.), silver medal; 3, S. W. H. Egan (3.49 h.p. New Gerrard), bronze medal.

Hon. secretary: R. Hitchin-Kemp, 6, Rowsley Avenue, Hendon.

Knowle and D. M.C.

The Autumn reliability trial was held for the Delingpole Cup. The course was of an easy nature, and the results were as follow:—

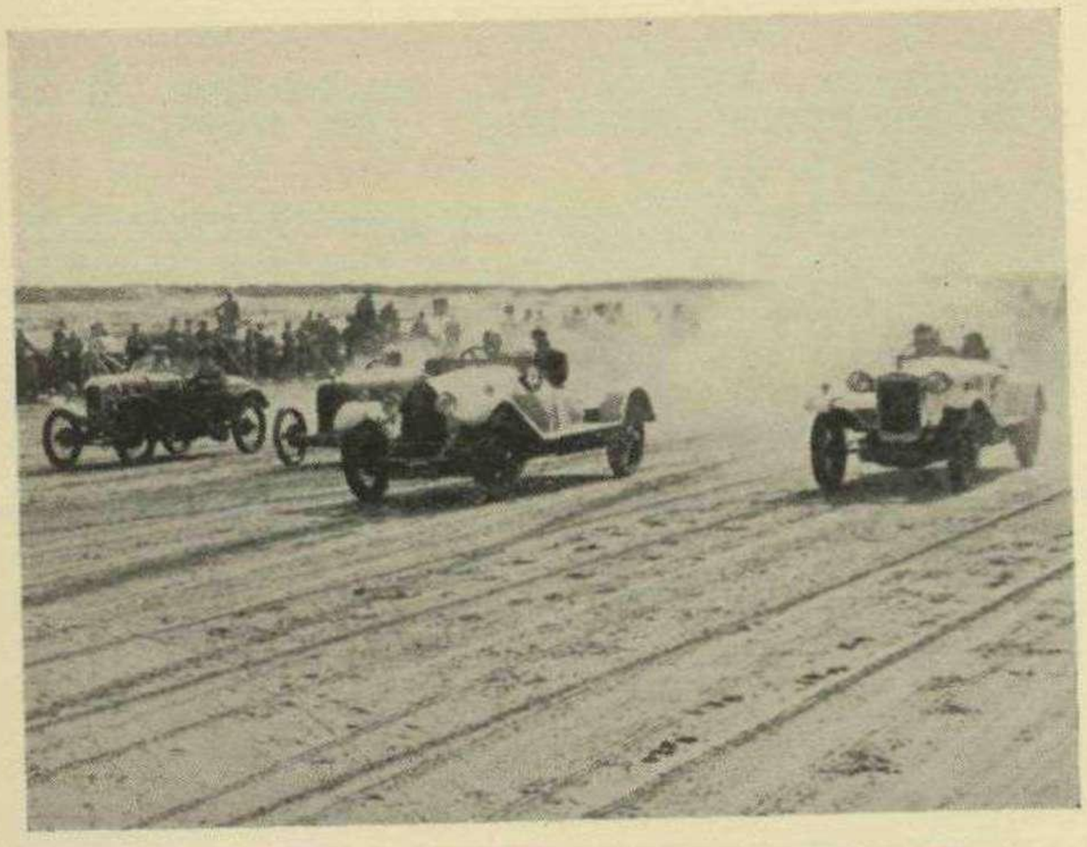
DELINGPOLE CUP: F. C. Chambers (4.99 h.p. James).

ROSE BOWL: L. White (7.70 h.p. B.S.A. and sidecar).

HENLEY AWARD: L. Allen (9.76 h.p. Enfield).

Hon. secretary, L. Holmes, "Swiss Cottage," Warwick Road, Olton.

PICTURES FROM VARIOUS SOURCES



CAR COMPETITORS AT A RECENT SOUTHPORT MEETING.



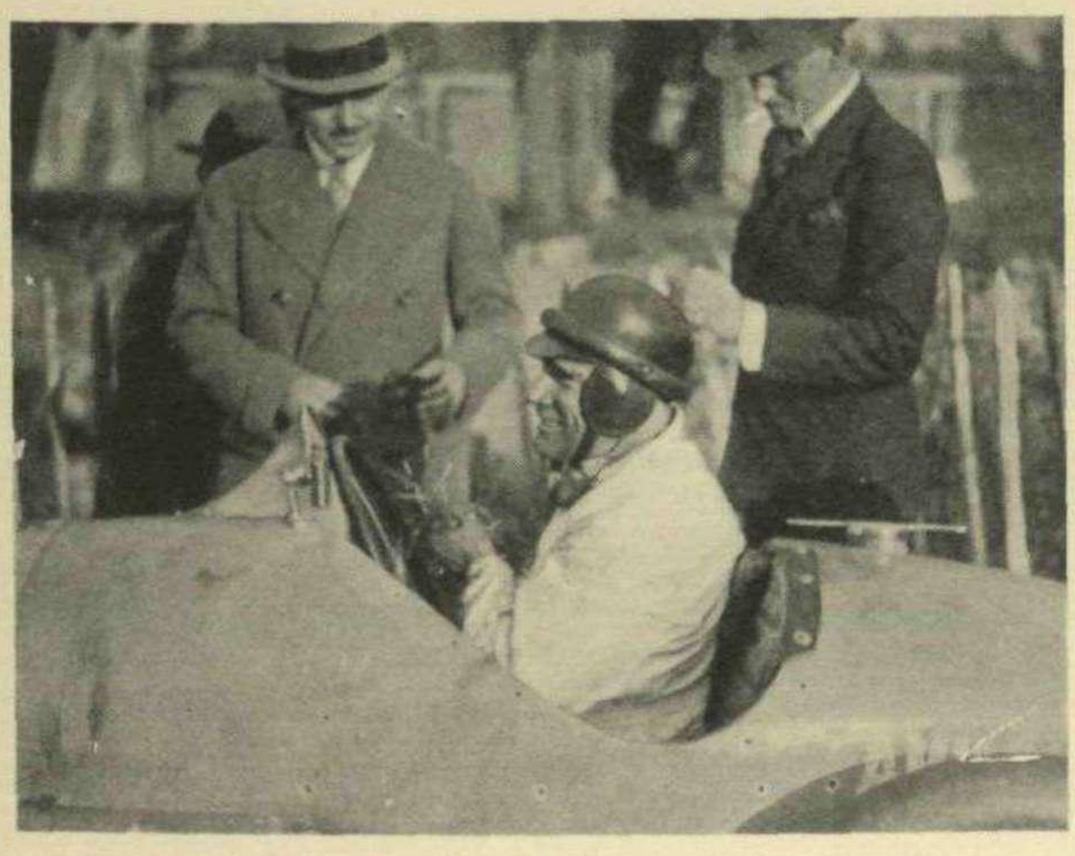
START OF AN 1100 C.C. CLASS AT SOUTHPORT.



THE UNLUCKY MORICEAU (TALBOT) SHORTLY BEFORE HIS MISHAP IN THE 200 MILE RACE.



MAJOR SEGRAVE WITH MRS. SEGRAVE AFTER HIS WIN IN THE 200 MILE RACE.



MARTIN WHO WON THE 1100 C.C. CLASS AT THE 200 MILE RACE ON AN AMILCAR.



AN ECHO OF SHELSLEY WALSH: HARVEY ON THE ALVIS.

ROUND THE CLUBS—continued.

Hove Sporting M.C.C.

A successful trial was held recently over a course of 40 miles. Only 15 competitors out of a total entry of 35 completed the course. One of the observed hills was "Mount Idunno," and this only accounted for one failure, although W. Stringer crashed heavily between here and the time check at Steyning Round Hill. Bad luck in the shape of a puncture 2 miles from the finish debarred the South Downs M.C.C. "A" team from a possible win of the team prize.

The results are as follow :—

SILVER CUP : R. Kettle (8 h.p. Matchless).

SILVER MEDAL : J. Acton (4.90 h.p. Norton).

BRONZE MEDAL : E. Cosh (3.50 h.p. Calthorpe).

TEAM PRIZE : Hove Sporting M.C.C. "C" team—W. Stringer (4.80 h.p. Norton), J. Acton (4.90 h.p. Norton) and E. Quero (3.50 h.p. Rex-Acme).

SPECIAL BRONZE MEDAL (for the best performance by a competitor not a member of a club) : E. Budd (4.99 h.p. Ariel).

Hon. Secretary : F. G. Leaney, 3, Hanover Crescent, Brighton.

Otley Gipsy M.C. and C.C.

Over 50 members turned out for the open run to Park Rash, Kettlewell. An impromptu hill-climb attracted 20 entrants, the winners being as follow :—1, N. Summerscales (2 h.p. Velocette), 37 secs. ; 2, H. Darbyson (2¾ h.p. Douglas, 40 secs. ; 3, W. Layburn (2¾ h.p. Royal Enfield), 41 2-5 secs. A successful climb was also made by W. Curtis (1¼ h.p. Excelsior), whose time was 1 min. 21 secs.

Liverpool M.C.

The above club held a Car Trial recently in North Wales which included three observed hills and was about 120 miles in length. All the cars finished on time. The results are as follows :—

SILVER CUP : L. A. Cosson (Essex).

SILVER ASHTRAYS : Miss N. Marples (Morris Oxford), L. A. Cosson (Essex), C. Storey (Hupmobile).

SILVER RINGS : T. L. Vickers (Riley), G. A. K. Newbolt (Rover).

City of London M.A.

In view of the fact that it was open to all clubs affiliated to the South Midland Centre A.-C.U., this club's recently-held London-Chester-London trial was poorly supported. Owing to adverse weather conditions the trial became rather severe, and only four competitors checked in at the finish. The blinding rain and hail made Jenkyn's Chapel a difficult climb, and only three competitors made a faultless ascent. Results :—

ENGLAND MEMORIAL TROPHY AND REPLICA : H. B. Chantrey (9.88 h.p. Brough-Superior).

SILVER CUP : C. V. Wells (9.76 h.p. Royal Enfield and sidecar).

CLUB SPOONS : P. Shillabeer (9.90 h.p. Matchless and sidecar), and L. A. Dearth (5.96 h.p. Scott).

The organizers desire to express their thanks to the Macclesfield and D. M.C. for their valuable assistance on Jenkyn's Chapel and Mow Cop, and trust they will be able to return the compliment at some future date.

MISS VIOLET CORDERY WINS THE DEWAR TROPHY.

The Dewar Challenge Trophy, which is awarded annually by the Royal Automobile Club, has been presented to Miss Violet Cordery for the splendid performance she put up with her Invicta car at Montlhery last July.

Miss Cordery drove the car day and night for seventy-one hours between July 5th and 8th, covering a distance of 5,016.2 miles in the time. Her running speed averaged out at 73.8 miles per hour. This is the first occasion on which the coveted trophy has been won by a woman, and Miss Cordery deserves every congratulation for her remarkable achievement, and it is also encouraging to record that the car was a British production. The Dewar Trophy was founded in 1906 and has been awarded fourteen times.

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