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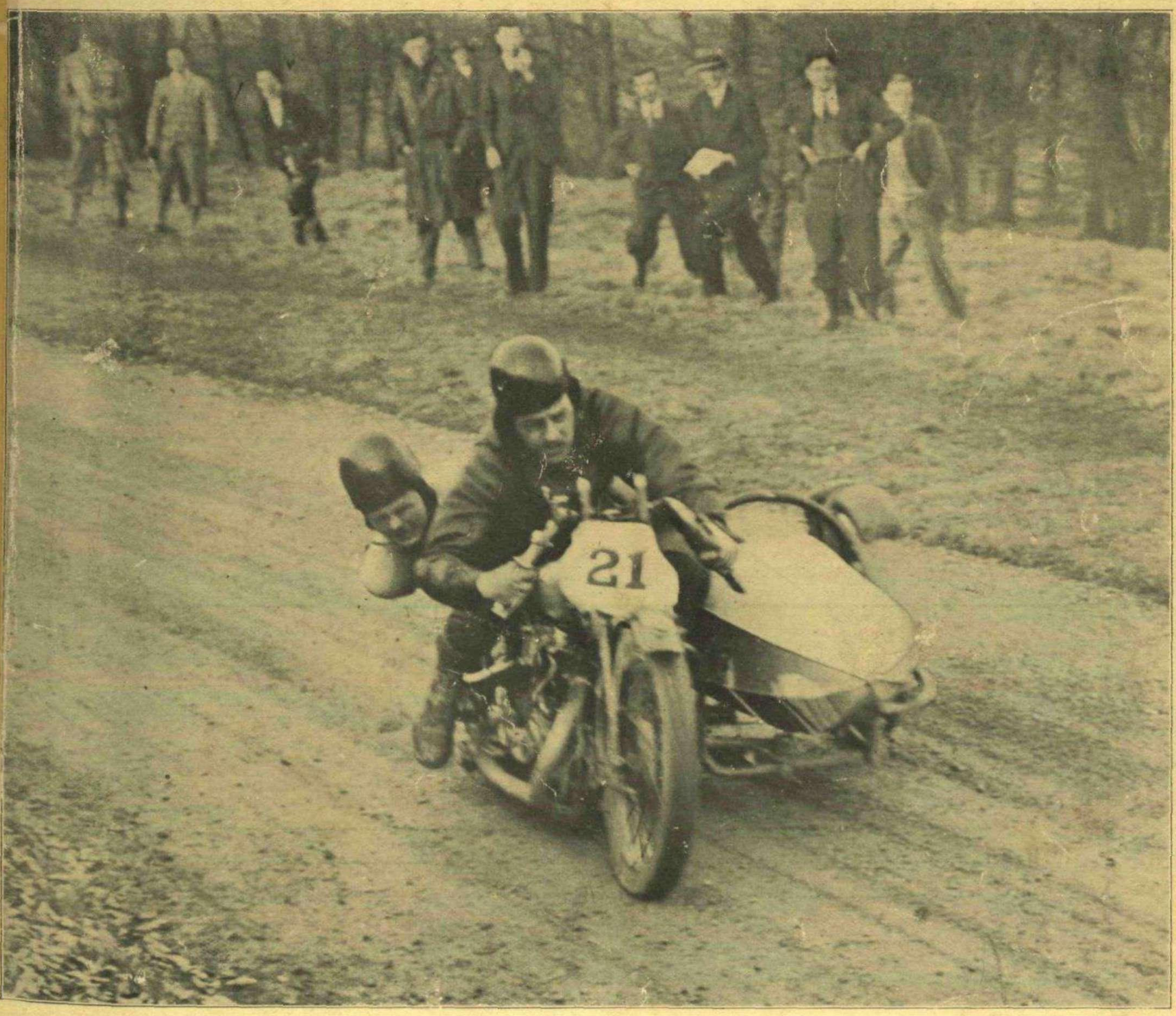
The Official Organ of the League of Motor Sportsmen.

MOTOR SPORT

Incorporating The Brooklands Gazette

Vol. 4 No. 9

April 1928



THE LEAGUE OF MOTOR SPORTSMEN

INAUGURATION OF A NEW LEAGUE OF FELLOWSHIP

Incorporated by *Motor Sport*, the 100 per cent. Sporting Journal, the Organ of Motoring Sport in the British Isles.

The Spirit of the Road is no longer to be a thing of the past. You will be a member of a Fraternity of Good Fellows, the finest company in the world, the Motoring Sportsmen.

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The Annual Subscription to *Motor Sport* of 8/- brings a copy of the only Journal devoted to the greatest of all sports to your address every month.

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Wherever you go, on the road, in trials, or at race-meetings, you will find brother members of the Sportsmen's League.

Members will recognise each other on the road, and render each other that willing aid and chivalrous help which used to be inseparable from motoring in the old days.

OBJECTS OF THE LEAGUE.

With the support of sporting motorists throughout the country the League will strive :—

To promote the cause of Road Racing in this country.

To foster Motoring Sport in all its aspects.

To combat unjust Police persecution.

To educate Public Opinion, which is so definitely anti-motorist.

To restore the Chivalry and Fellowship of the Road, which, with the increase of purely utility motoring, is fast dying out.

To establish a bond between all owners of sports vehicles, cars or motor cycles.

To show, by example, that the owner of a sports machine is the finest and most competent driver on the road, and by adopting the slogan of "Speed with Safety," show to all other road users that the members of the League of Motor Sportsmen are drivers whose consideration for all road-users is equalled only by their expert driving.

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Membership of the League is open to all subscribers to *Motor Sport*, whether drivers of cars or motor cycles, or simply enthusiastic followers of the sport.

Fill in the form at the foot of this page, or write giving the required details.

Only those who, in the opinion of the Editor, are *bona fide* motoring sportsmen, are eligible for membership of the League. State what vehicle you own—car or motor cycle—or what interest you take in the pastime.

If you already are a subscriber to *Motor Sport* remit only 3/6 for the League Badge. If not yet a subscriber, remit 8/- extra to cover twelve months' subscription.

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I desire to become a member of the League of Motor Sportsmen.

I am not* already a subscriber to MOTOR SPORT, and enclose ..... to cover subscription,* and Badge of the League.

I will endeavour to further the objects of the League, and agree that the Editor may refuse me admission or cancel my membership at any time if he should consider this expedient for any reason whatsoever.

* Strike out the word(s) which do not apply.

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Edited by L. A. HUTCHINGS.

Assistant Editor:
RODNEY L. WALKERLEY.

APRIL, 1928.

CIRCUSES UNLIMITED!

A NEW SPORT has been introduced to the motor-cycle world in the form of dirt track and cinder track racing. There, however, the matter does not end, for with the advent of this form of racing numerous commercial enterprises have sprung up with a view to running these events as a money-making proposition.

While any movement which is calculated to encourage the sporting side of motoring is to be fostered, we must first assure ourselves that the new impetus will enhance the best spirit of sportsmanship. Dirt track racing, by reason of its extremely spectacular nature, is proving an immense draw with the general public, and it is this last development that is presenting questions which everyone, with the welfare of the sport at heart, is earnestly asking. It is this very popularity—a thing in itself greatly desirable—which may prove the downfall of the sport, and it is to be feared that whereas motor-cycle competitions have hitherto been free from any suggestion of exploitation, with all that it implies, dirt track racing for public interest may develop into a mere money-making spectacle.

There is a danger of the large money prizes attracting many of the best riders, at the expense of events which are undoubtedly more important to the trade and the sport. Dirt track racing for one of the big "shows" will be a whole time and highly specialised occupation, and one which will not serve any real scientific or sporting purpose, apart from the spectacular.

Luckily, riders have apparently realised the danger, and we are pleased to note that a Riders' Association has been formed with a view to protecting all the parties concerned.

Provided that the A.C.U., and others involved, continue to bear in mind the high ideals which have always characterised motor-cycle sport it is possible that dirt track racing may do more good than harm, though its advent has already hit club life indirectly, by causing the Sunday competitions ban.

Whether as a spectacle the new sport will continue to thrill the public for long remains to be seen; the absence of betting may kill it, while, personally, we think that a certain sameness will become apparent, in the sight of the same half-dozen cracks broadsiding round the same track at the same speed, twice weekly.

* * *

Our cover this month shows L. Currie making fastest time for the three-wheeler classes in the Inter-University Hill-climb on his Brough-Superior and sidecar.

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SPORTING CARS ON TEST.

THE 36-220 h.p. SUPERCHARGED MERCÉDÈS.

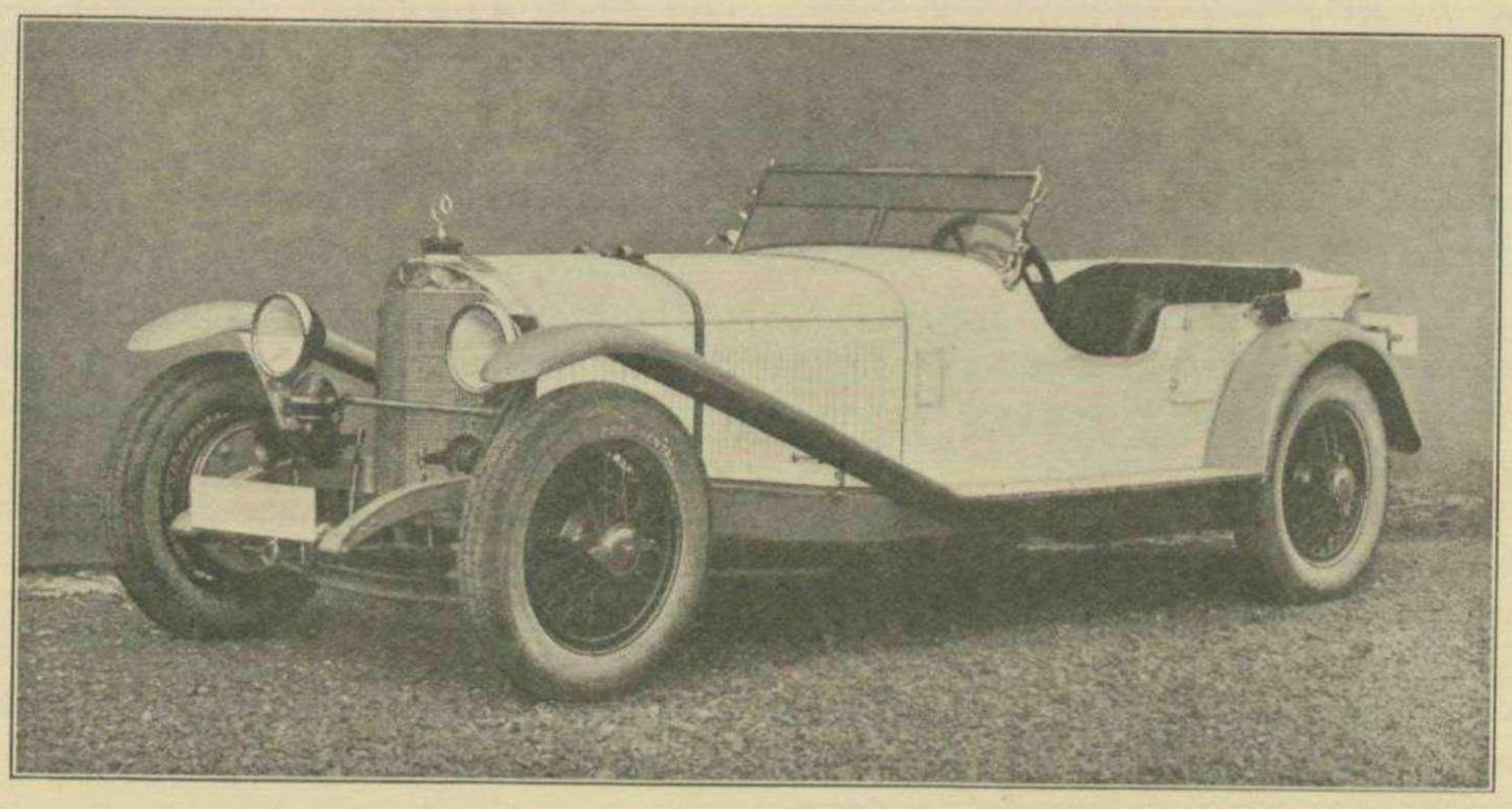
By THE EDITOR.

LAST year, it will be remembered, we enjoyed an exciting trip in the very impressive 33-180 h.p. supercharged Mercédès, a car with a performance not easily forgotten.,

While the speed and general behaviour of this model left little to be desired, there is no doubt that its great weight, size and considerable height, somewhat detracted from its utility as a genuine " sportwagen."

The introduction of the new 36-220 h.p. model, with its remarkably low chassis, and short wheelbase, combined with an even more powerful engine, was an event which stirred the imagination of all road-burners, though it was not an altogether unexpected development.

Some months having elapsed since our test of the earlier model, we arranged with Messrs. British Mercédès, of Long Acre, for a run in one of the cars which had been actually used in various continental races during 1927.



WITH THIS NEAT FOUR-SEATER BODY THE BIG MERCÉDÈS HAS A SUGGESTION OF SPEED SECOND TO NONE.

Appearance.

As the photograph shows, the new Mercédès presents a most imposing and racy appearance ; while retaining the well-known Mercédès characteristics—pointed radiator and outside exhaust pipes—it has an entirely new found neatness, never previously associated with this *marque*.

The chassis, as mentioned above, is short and low, and the body conforms to the Le Man's specifications, in that it is a nominal four seater ; however, since the engine and bonnet utilise quite half of the available length, it will be realised that the accommodation of four adults is no easy task.

The new model differs from its predecessors in having a central gear lever of the ball type, and central hand brake, the particular specimen in question being also arranged with left hand steering, for use on the Continent. The driving seat itself is very comfortable, with ample leg room, and the bodywork is cut down to allow an easy and natural position for the outside elbow. This modification in the coachwork renders doors unnecessary for the front seats, but small doors are provided for the tonneau.

In the front seats one feels extremely low, and a tall person could almost touch the ground with his hand were it not for the running board.

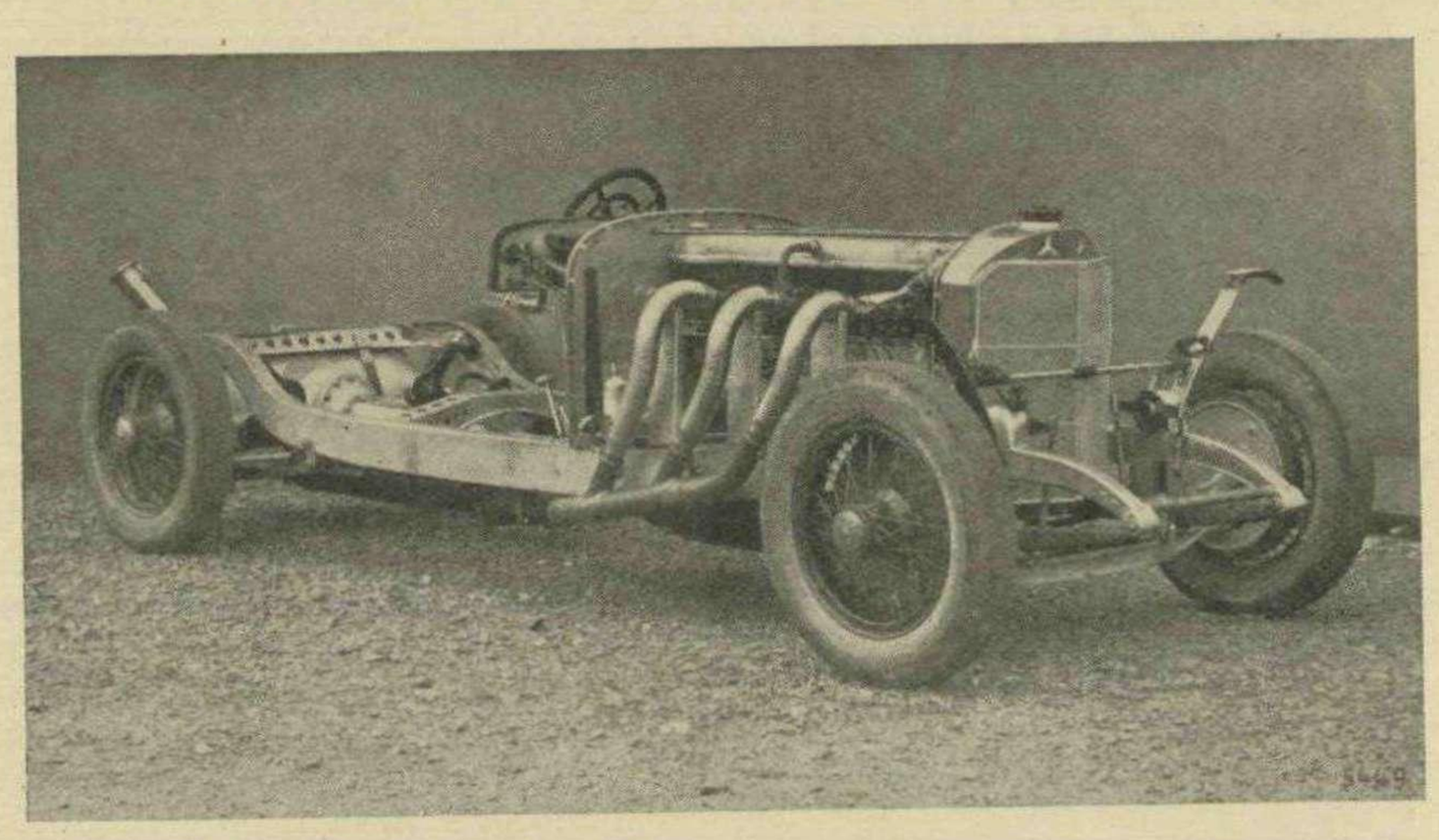
Having inspected the " Merc." and found it good, we climbed aboard, the two passengers in the rear seats uttering many groans and cries of dismay, they being both over six feet in height.

We then commenced the inevitable five mile crawl through London traffic. When testing the older Mercédès we were astonished at the docility of that road-devouring car, but this time we were quite ready to discover a certain intractibility in what is, to all intents and purposes, a road-racing motor. However, we were destined to be amazed again, for the great car oozed through the densest tangle with a gentle persistence delightful to experience. Gear changing was definitely unnecessary, unless a dead stop were unavoidable and it proved possible to trickle along on top gear without a sign of jerk or snatch.

Using the gear-box, whenever a gap appeared in the stream of vehicles, the " Merc." accelerated in a most satisfying manner, the upholstery simply hitting one in the back.

During the run down to Brooklands no opportunity

SPORTING CARS ON TEST—continued.



THE 36/220 SUPERCHARGED MERCEDES IN CHASSIS FORM, SHOWING THE EXTREMELY LOW CONSTRUCTION.

presented itself for travelling very fast, but it was sufficiently clear that the new Mercédès embodied several improvements on the older production. Cornering was more certain and could be executed with greater *joie de vivre*, the advantages of the lower chassis being immediately noticeable.

The gearbox is another advance on the previous design. It became apparent that the new box enable us to effect far more certain and rapid changes than the older type ; the ratios are extremely close, thus reducing to a minimum the pause in changing up. This feature was particularly noticeable between third and top ; indeed, it proved possible to plant the lever from position to position either up or down without touching the accelerator or clutch! Except on third gear, the box is reasonably silent; the latter ratio appears to have received rough treatment, and emitted a pronounced whine.

On arriving at Brooklands, we found the track in dry condition, and we at once proceeded to discover the extent, if any, of the improvement to the surface, effected during the winter. We were not impressed, those in the rear seats being very definite in their remarks on this score.

On the Track.

On the Byfleet banking on our first lap, the engine was turning over at 2,600 r.p.m. with the supercharger sounding like a siren in front, which rate of revolutions is equivalent to a road speed of 104 m.p,h.

On the second lap we attained a speed of 110 m.p.h. on the Railway straight, the most outstanding feature at this speed being the extreme comfort of the front seats, and the extreme discomfort of the rear ones.

This speed, with a car in full touring, every-day trim, and after months of demonstration work, is no mean feat, and definitely places the 36-220 Mercedes in the first class among motor vehicles.

On the Road.

Content with our performance on the track, we decided to run down to Winchester for lunch.

During this part of the road-test, many will probably accuse us of having been dangerous. This is, however, untrue. None of us desired an early and messy exit from this life, and the driving, therefore, was never reckless. One danger, however, made itself apparent and was swiftly recognised and guarded against. I refer to the ease with which the car glided through wayside villages at 50-60 m.p.h. after cruising on the open road at between 80 and 90 m.p.h. Seventy became a normal speed, ninety not uncommon, and on two separate occasions three figures were exceeded!

The two stretches whereon we passed 100 m.p.h. were of no great length, but free from cross roads or side-turnings. The first stretch was perhaps a mile long, half-a-mile of which was up an appreciable hill, but the hill made not the slightest difference to the 100 m.p.h.!

The other stretch was longer and dead level, and I was able to keep my foot hard on the floor for a correspondingly longer period. At no time and at no speed was there a tendency for the car to wander about the road. Although the steering wheel itself was juddering in my hands, the car maintained a perfectly straight course, yet the steering, at all speeds, was almost incredibly light and required little more than finger pressure.

With a car capable of these speeds—not that the normal owner would use the full range—brakes must be correspondingly effective, and here the particular car we tested did not attain the high standard of its other performances.

The design of brake fitted to this chassis is apparently good, but the power was not quite so effective as I should have liked. When one is sweeping over roads at over 80 m.p.h. one likes to feel a tremendous stoppage when one applies the brakes. I have only once experienced this—and that on a foreign car—and the Mercédès compares very well with other *marques*. It may have been that, as on the earlier model, I did not reckon with the enormous speeds and the weight of

SPORTING CARS ON TEST—concluded.

the car. However, I suggest that the braking system might be improved, by the addition of some form of servo mechanism.

Apart from this, and the discomfort of the rear seating accommodation—which is really a dickey included in the body-work—criticism must end.

The "Merc." is a veritable greyhound of the road. It can hold its own with and even beat anything, no matter what its power. The only thing to come near its performance would be a car with a maximum speed of some 125 m.p.h. with acceleration to match, and I would like to see that motor.

The exhaust note, which promises to be healthy when one regards the shining outside pipes sweeping from the bonnet, proved to be extremely quiet and unostentatious. At high speeds the chief impression of sound is from the super-charger, which maintains a shrill scream not unlike a siren, and is most awe-inspiring. The exhaust itself seems to be lost in the crescendo howl from the blower.

On our return from Winchester, rain came on, and our speed was naturally decreased. A slight indication of the "pep" of the "Merc." was given when I rather incautiously opened out on a glistening wet stretch. The tail of the car wagged viciously from side to side of the road, the wheels spinning merrily. It was a remarkable fact that even on the bumpy track at Brooklands there was not much bounce and spin when all out on the dry concrete.

One other point arises for discussion on this car, in connection with the application of the supercharger. Without expressing any criticism, I must say that as a matter of personal opinion, the use of the supercharger at full throttle only (by means of a vigorous further depression of the accelerator) is not ideal. Granted, that it would be unwise to tear about the country with the blower screaming all the time, for tyres and transmission might suffer unduly, as well as life and limb of John Citizen, to say nothing of the Merc's crew!

At the same time I feel that the use of the supercharger should be possible at all throttle openings by a more delicate control. With the present system it is, comparatively speaking, "full blast or nothing" at high engine speeds. A blower which could be connected by a separate lever would provide much more sensitive control at high speeds, as the somewhat disconcerting difference in power, caused by the sudden application or otherwise of the supercharger, would be avoided.

In conclusion, I suggest that I enthused sufficiently over the older Mercédès, and it should be enough to say that the new one is an even greater achievement in automobile engineering.

R.A.C. TOURIST TROPHY RACE.

Entries for the Tourist Trophy Race, promoted by the Royal Automobile Club for standard cars, closed at the 15 guinea fee at midnight on Thursday, 29th March, with a total of 46. Further entries at 20 guineas may be received up to June 30th, and at 40 guineas up to July 31st. The countries already represented in the race are Great Britain, America, France, Italy, Austria and Germany. The race will be run on a handicap basis over a $13\frac{2}{3}$ miles course in the neighbourhood of Belfast, the total distance being approximately 400 miles.

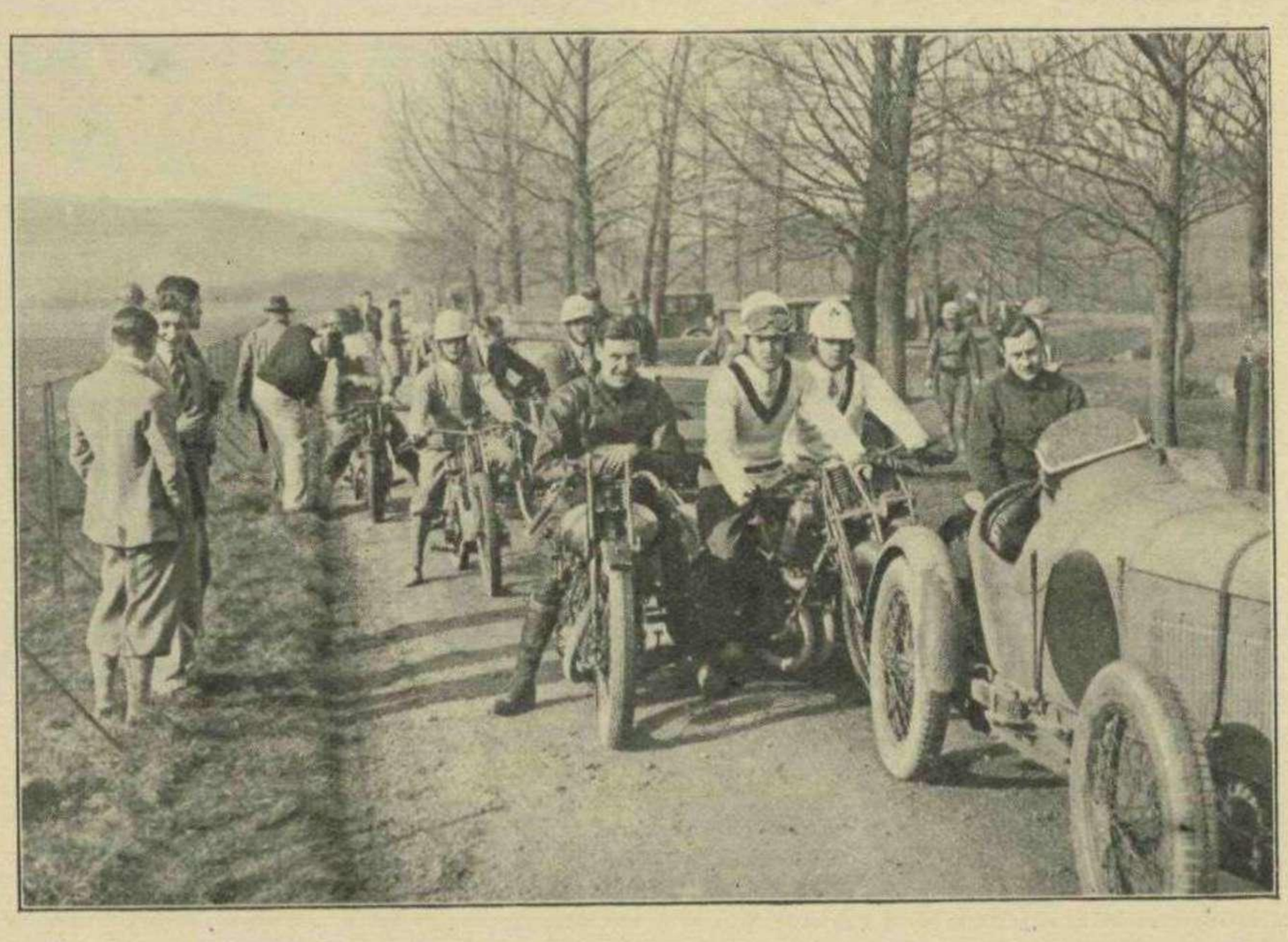
The principal awards in the race will be to the winner, the R.A.C. International Tourist Trophy and £1,000 presented by the *Daily Mail*; to the second £300 presented by the *Daily Mail*, and to the third £200 presented by the *Daily Mail*. In addition, there will be prizes for the winners of the various classes, a list of which will be announced later.

The following is the list of cars and entrants :—

Alvis	T. G. John
Alvis	T. G. John
Alvis	T. G. John
Alvis	W. Urquhart Dykes
Alvis	H. W. Purdy
Amilcar	W. B. Scott
Amilcar	Vernon Balls
Aston-Martin ...	S. C. H. Davis
Aston-Martin ...	Lord Charnwood
Aston-Martin ...	Lord Charnwood
Austin	J. Donald Barnes
Austro-Daimler ...	Hubert Mason
Austro-Daimler ...	"J. Taylor"
Austro-Daimler ...	Francis M. Luther
Bentley	Capt. Woolf Barnato
Bentley	Capt. Woolf Barnato
Bentley	The Marquis de Casa Maury
Bentley	H. W. Cook
Bugatti	
Delage	Capt. A. G. Miller
Frazer Nash ...	A. Frazer Nash
Frazer Nash ...	Robert R. Jackson
Frazer Nash ...	E. Burt
Frazer Nash ...	R. Mellor
Gwynne	George C. Strachan
Lagonda	G. E. Metcalfe
Lagonda	G. E. Metcalfe
Lagonda	G. E. Metcalfe
Lea Francis ...	G. B. Wardman
Lea Francis ...	G. B. Wardman
Lea Francis ...	G. B. Wardman
Lea Francis ...	G. B. Wardman
Mercedes	Capt. A. G. Miller
O.M.	L. Curtis Rawlence
Riley	Victor Riley
Riley	Victor Riley
Riley	Victor Riley
Riley	Ian Macdonald
Riley	A. V. Wilkinson
Riley	Kenneth S. Peacock
Salmson	Armand Bovier
Salmson	Armand Bovier
Salmson	Armand Bovier
Splendid Stutz ...	Col. Warwick Wright
Splendid Stutz ...	Col. Warwick Wright
Vauxhall	A. C. Pollack

THE INTER-UNIVERSITY HILL CLIMB.

CAMBRIDGE DEFEAT OXFORD BY 38 POINTS.



COMPETITORS AWAITING THEIR TURNS AT THE FOOT OF THE HILL.

THIS year the annual inter-University hill-climb took place as before, at Ewelme Down, on March 3rd, and resulted in a complete triumph for Cambridge, the scores being 61 to 23.

There is no doubt that the Cambridge team were mounted on very much faster machines, as a whole, than their Oxford rivals, and were, in addition, perfectly adequate to handle their swifter vehicles.

The venue at Ewelme Down is very excellent for an event of this nature, offering ample natural parking space and safe view points for spectators. The hill itself is about 1,240 yards long, and of rather deceptive gradient. The steepest portion is about 1 in 10, while the average gradient must be about 1 in 14.

The hill commences with a rolling start of twenty yards—which is in effect a standing start—and continues on the level through a left-hand bend, a right-hand bend, and then a long straight rising steadily to the steepest part with an awkward, long, right-hand bend at the top, and then the finish.

Competitors were allowed two runs, fastest time to count, the even numbers representing Oxford, Cambridge carrying the odd.

On March 3rd the day was perfect, the sun beating down with appreciable heat; but the gravel road was wet under the surface, becoming rapidly cut up—being especially loose on the top bend. This was obviously the section calling for the most skill in driving, and here we therefore took our stand.

The programme opened with the class for 350 c.c. solos, the first man up being H. W. Taylor (Cantab), A.J.S., who opened the proceedings by making fastest time of the day on his first run—66.1 m.p.h. His riding was in a class by itself, and was an outstanding example of hill-climb technique.

C. R. Horton (Oxon) on an A.J.S. was five seconds longer on the course, but secured second place, the third falling to O. Williams (Oxon) on a 347 single-port Sunbeam.

In the 500 class, K. Dobson (Cantab) made a very spectacular climb on a 494 Douglas, taking the first bend flat out, nonchalantly holding the bars from underneath and banking flat. T. G. Moore (Oxon), Rudge, was also very fast, and secured second place to Taylor (A.J.S.), who won all three solo classes. In the unlimited Solo class, L. Currie (Cantab) on a 998 Brough was but two seconds slower than Taylor's 38.35 secs, making a very thrilling ascent, footing on the top bend in the loose gravel.

J. S. Antony (Cantab), Scott, fell off on the top bend through his goggles sliding off his hat—indicating what an absurd place it is to push them—and apparently crossed the line on his neck.

Then followed the Racing Car class, which also provided good sport and many displays of skilful driving.

The first man up (but only just) was R. A. Beaver (Oxon) on an antique G.N., followed by R. J. Lockett (Oxon) on a little Fiat which sounded nice, but did not go very quickly. Next an Austin Seven in the hands of M. J. Morgan (Oxon) hummed up quite well, followed slowly by I. H. Leschallas (Oxon) on a Rover.

The next climb was the more dramatic for the dull ones previous to it; there was the high-pitched whine

THE INTER-VARSITY HILL CLIMB—concluded.

of a six-cylinder, with the shrill scream of a supercharger, and an Amilcar " Six " driven by A. S. Llewellyn (Cantab) howled round the bend in a shower of gravel with his rear wheels slithering in a diverting manner.

Another Cambridge supercharged Amilcar, driven by A. A. Arnold, next came up very fast, and was rather more hectic on the bend.

Next followed Ellis (Cantab), Austin Seven, quite good; E. C. Peel (Oxon) Amilcar, slow; C. Winslow Taylor (Oxon), Frazer-Nash, fast and unspectacular; T. G. Moore (Oxon), 4½ litre Bentley four seater, very fast and very spectacular. Followed E. K. H. Karslake (Oxon) who rejoiced the hearts of all beholders with his stripped " Alfonso "—an Hispano-Suiza of pre-war vintage, which came up very impressively, if not very rapidly.

G. M. Miller's (Cantab) supercharged Amilcar was missing, Williamson's (Cantab) V.B.S.—a weird hybrid motor—was good; then C. W. Arnott (Cantab) on his Alvis created the next diversion by manfully keeping the taps open despite broadside skids, hitting the bank and nearly overturning. How the photographers enjoyed themselves!

The last of the first run was a Ballot, missing badly.

The fastest on the first run was Moore's Bentley, with Llewellyn's Amilcar second.

The second run was a more decorous version of the first. Llewellyn was faster and very steady, Moore was still rather lurid, " Alfonso " went quicker, Arnott saved the seconds he wasted on the previous run, while both the V.B.S. and Miller's Amilcar were going much better.

The second run reversed the positions, leaving Llewellyn ahead of Moore.

The name of " T. S. Constantapoulos " (Oxon) filled the crowd with jubilation, but this gentleman and his Morgan failed to materialise. Perhaps this " Greek " had met another Greek.

The three-wheelers' second attempt was disappointing in that Currie's Brough was not going so well and misfiring badly. Collins had not cured this defect in his Rudge, and F. E. Buckland towed up, something having spoilt his run lower down. Naylor made a still better climb, with his Morgan very steady on the loose gravel.

The new class for touring cars was easy meat for Moore's Bentley, which ran with such touring adjuncts as hood, spare wheel and screen. Shenstone's Bugatti (Cantab) was good, but seemed to trouble the driver with his change down on the first run.

The next class was that for three-wheelers, and produced an excellent flat-out climb by L. C. Currie (Cantab) whose Brough and sidecar swept round the bend in one colossal skid, his forks visibly flexed under the strain.

Twist's New Imperial (Cantab) was slow, T. G. Moore, this time on a Rudge, was fair, while Collin's Rudge (Cantab) was missing. Naylor (Cantab) produced a good Morgan climb, and was steady on the bend, apparently cutting out twice.

D. H. Thornton (Oxon), Isolta-Franschini, made a very majestic ascent in a large coupé, C. Hamilton-Turner (Oxon), Frazer-Nash, was steady; M. Y. Craik (Cantab) drove his Alvis quite well, and R. A. Norman (Cantab), Frazer-Nash, was quite fast.



H. W. Taylor (349 c.c. A.J.S.), whose Fine Riding earned Him Fastest Time of the Day.

Altogether a very enjoyable afternoon, and the organisation could hardly have been better, except for the rather extended intervals between the climbs and classes.

Results.		Time. (seconds)	Speed. m.p.h.
Class I, 350 c.c. Solos.			
*1. H. W. Taylor, Cambridge	A.J.S. 346 c.c.	38.35	66.1
2. C. R. Horten, Oxford ...	A.J.S. 346 c.c.	43.78	
3. O. Williams, O.	Sunbeam	50.08	
Class II, 500 c.c., Solos.			
1. H. W. Taylor, C. ...	A.J.S. 346 c.c.	38.35	66.1
2. T. G. Moore, O. ...	Rudge 500 c.c.	40.65	
3. R. Dobson, C.	Douglas 494 c.c.	40.8	
Class III, Unlimited Solos.			
1. H. W. Taylor, C. ...	A.J.S. 346 c.c.	38.35	66.1
2. L. Currie, C.	Brough 998 c.c.	40.3	
3. T. G. Moore, O. ...	Rudge 500 c.c.	40.65	
Class IV, 600 c.c. 3-Wheelers.			
1. F. E. Buckland, O. ...	A.J.S. 498 c.c.	50.1	50.7
2. T. G. Moore, O. ...	Rudge 500 c.c.	50.6	
3. B. P. Turst, C. ...	New Imperial	57.1	
Class V, Unlimited 3-Wheelers.			
1. L. Currie, C.	Brough 998 c.c.	40.78	62.2
2. C. N. Naylor, C. ...	Morgan 1097 c.c.	47.0	
3. F. E. Buckland, O. ...	A.J.S. 498 c.c.	50.1	
Class VI, 1100 c.c. Cars.			
1. A. S. Llewellyn, C. ...	Amilcar 1098 c.c.	43.68	58.9
2. A. A. Arnold, C. ...	Amilcar 1098 c.c.	44.55	
3. G. M. Miller, C. ...	Amilcar 1074 c.c.	46.72	
Class VII, 1500 c.c. Cars.	As Class VI.		
Class VIII, Unlimited Cars.			
1. A. S. Llewellyn, C. ...	Amilcar 1098 c.c.	43.68	58.9
2. A. A. Arnold, C. ...	Amilcar 1098 c.c.	44.55	
3. T. G. Moore, O. ...	Bentley	45.22	
Class IX, Unlimited Touring Cars.			
1. T. G. Moore, O. ...	Bentley 4483 c.c.	46.2	54.9
2. P. A. Norman, C. ...	Frazer-Nash 1496 c.c.	52.07	
3. K. Shenstone, C. ...	Bugatti 1496 c.c.	52.93	

MOTORING SPORTSMEN:

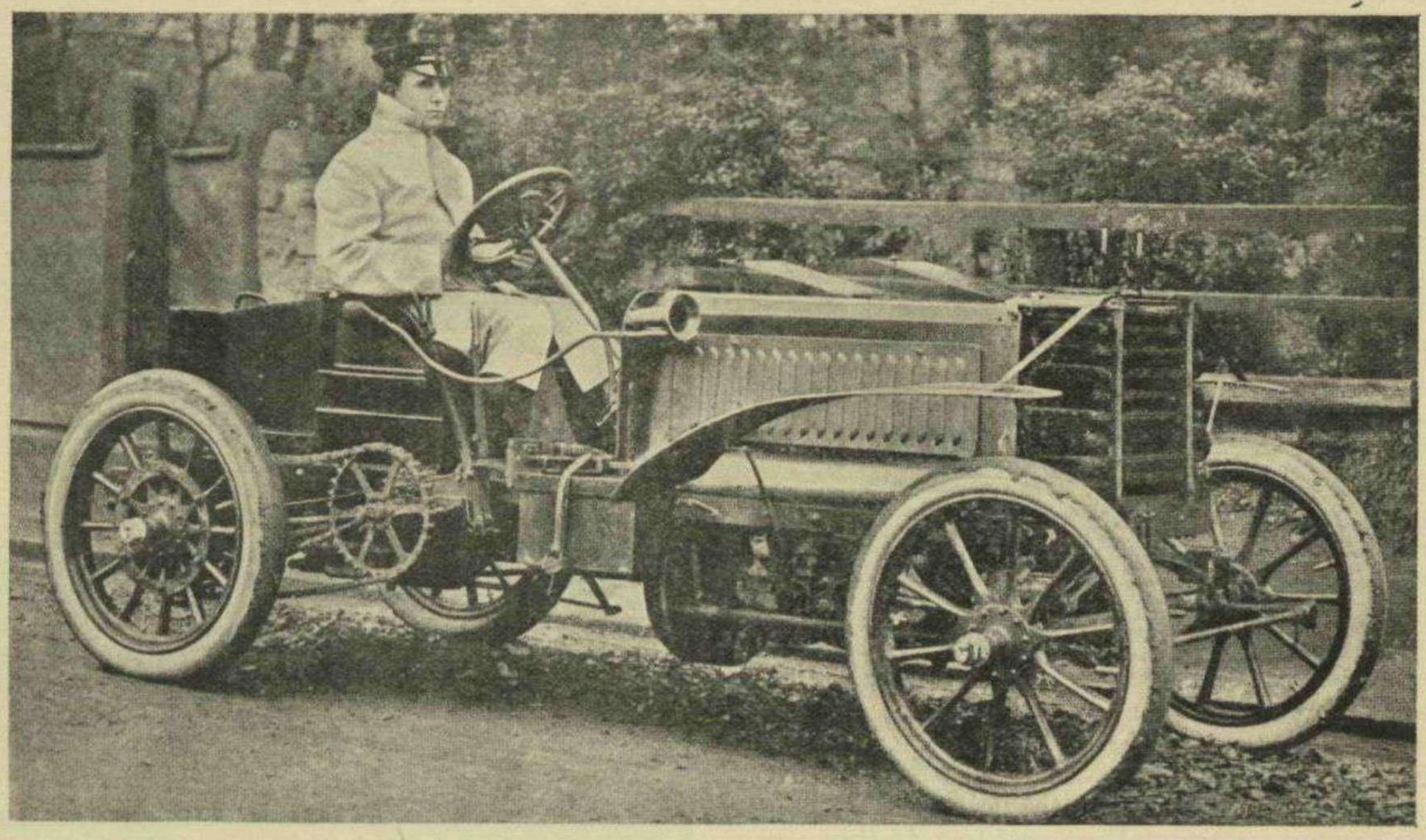
LIEUT.-COLONEL CHARLES JARROTT, O.B.E.

By RODNEY L. WALKERLEY.

The name, Charles Jarrott, conjures up visions of the past, and there rises before us the long poplar-lined French road, blinding clouds of white dust hanging in a thick pall mile after mile, through which thunder the shadowy shapes of bygone racers, rocking and roaring along, bygone heroes of half-forgotten epics.

Such a man was, and still is, Charles Jarrott; a pioneer racing driver to whom the reek of fumes and the choking clouds of dust were as the breath of heaven, so long as he had a fast monster beneath him and a long road ahead.

In a short review of the life and activities of this giant of the old days, whose name is linked in the minds of a younger generation with those of De Knyff, Jenatzy, Fournier, Baron de Caters and of the other pioneer heroes, it would be futile to recall the time leading up to his first entrance into the motor world.



CHARLES JARROTT ON THE 70 H.P. PANHARD WITH WHICH HE WON THE CIRCUIT DES ARDENNES IN 1902.

Perhaps his earliest connection with the sport was established on that memorable occasion in November, 1896, when the London to Brighton run took place, to celebrate the new motor car laws, and to sound the knell of the old "red-flag" days. This was one of the few occasions when Charles Jarrott figured as a spectator, for it was at a later date when he first handled an autocar.

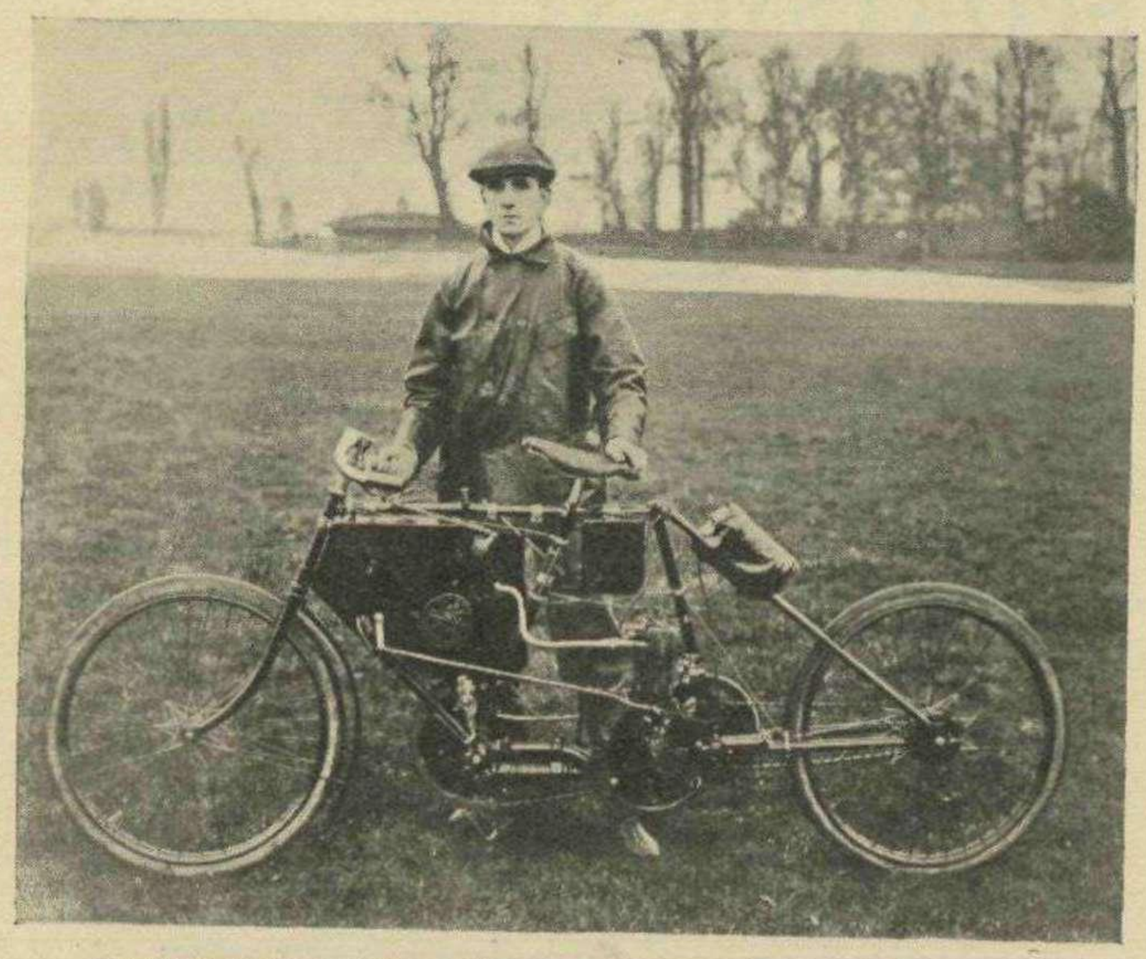
This incident took place on Gibbet Hill, on the Coventry-Birmingham road, the car being a 3½ h.p. Panhard van which Turrell was testing. Just as the car topped the rise, with Jarrott as passenger, Turrell stepped off, leaving a rather scared Jarrott in supreme command. The circumstances were further aggravated by the car beginning to travel very fast down the opposite slope. Completely at sea as to the correct procedure for arresting the vehicle, Jarrott did the only possible thing, hanging on the steering tiller and keeping the machine on the road until pulled up on the next rise.

From this beginning Jarrott rapidly plunged into motoring, and drove various machines—notably the "No. 5" machine driven by Levassor in the Paris-Marseilles race.

Motor racing had an irresistible attraction for the ardent young motorist, and success early greeted his efforts in the competitive field.

In September, 1899, he won the Five Miles Championship of the Motor Club, riding a De Dion tricycle in eight

MOTORING SPORTSMEN—continued.



CHARLES JARROTT WITH AN EARLY RACING BICYCLE.

minutes $11^{3}/_{5}$ seconds; and again at Aston won the Ten Miles Scratch Race for tricycles in 17 minutes 22 seconds. In the whole year 1899 he competed in some fifty different races, among them being his match with the famous trotter "Gold Ring." In this event, which aroused great popular interest, he gave the horse 250 yards start in a mile, on a grass track, and won easily.

Jarrott next turned his attention from motor-cycle racing to car racing, and because he was at that time handling the Panhard business in this country, persuaded Mr. Harvey de Cros—who had the Panhard rights for England—to secure a Panhard car for the Paris-Berlin race of 1901, and. moreover, persuaded him that the only possible driver for this machine was one Charles Jarrott.

Rene de Knyff, administrator of the Panhard concern, was eventually won over, and thus it came about that Jarrott started in his first race, the Paris-Berlin of 1901.

The hardships of the long-distance road races of those days are scarcely conceivable to the present generations and the physical endurance demanded from the driver, was that of the most powerful athlete.

From the very start of the race, Jarrott drove as if for seven rather than seven hundred miles, when he found S. F. Edge thundering along just behind, who had started much later than Jarrott, on a Napier. This was the last straw and, where he had been spectacular before, Jarrott became reckless now. The 40 h.p. car was all over the road, the driver struggling with all his might to hold it to an approximately direct course. The climax came when Jarrott tore up a hill at full speed, and found a right-angled corner!

The car got round in a huge skid amid a flurry of stones and a cloud of dust, but Smits, the mechanic, was simply catapulted out, and missed a stone wall by inches.

Edge shot by, and thereafter Jarrott drove with more circumspection, eventually finishing at Berlin in tenth place, a very excellent achievement for a first race.

The next appearance of Charles Jarrott was again on a Panhard of 40 h.p. in the Circuit de Nord, 1902, when he secured second place, being troubled throughout the race by obstructions in the fuel system.

The same year saw him start in the Paris-Vienna race, this time on the 70 h.p. Panhard. The race was also a fight against troubles, the culminating disaster being a frame breakage, which was "repaired" by bolting a leg of a table—commandeered from his hotel bedroom—to the fractured member. After struggling against misfortune upon misfortune, calamity upon calamity, the Panhard crawled to the finishing post and there stopped dead, immovable.

Success attended his efforts in the great Circuit des Ardennes, for, starting thirty-fourth, he finished first, averaging over fifty-four miles an hour for 321 miles—a speed which would be creditable even in these days of ultra-efficiency. This last victory placed Jarrott among the great ones of motor racing, and his name became international property.

In August of this year, he again achieved fame by breaking the kilometre record, on the track at Welbeck, in $28\frac{1}{8}$ seconds—78 miles per hour.

The next great race in which Jarrott participated was that epic of all time, the Paris-Madrid of 1903—the Race of Death. This race will be remembered with awe while motors exist, and men speak with bated breath of Gabriel's astounding feat in his Mors car, who, starting 168th, came right through the string of competitors, overtaking at tremendous speed in the blinding dust cloud, passing wreckage and disasters, to finish first at Bordeaux at an average speed of over 65 m.p.h.



THE FINISH OF THE CIRCUIT DES ARDENNES, 1902.

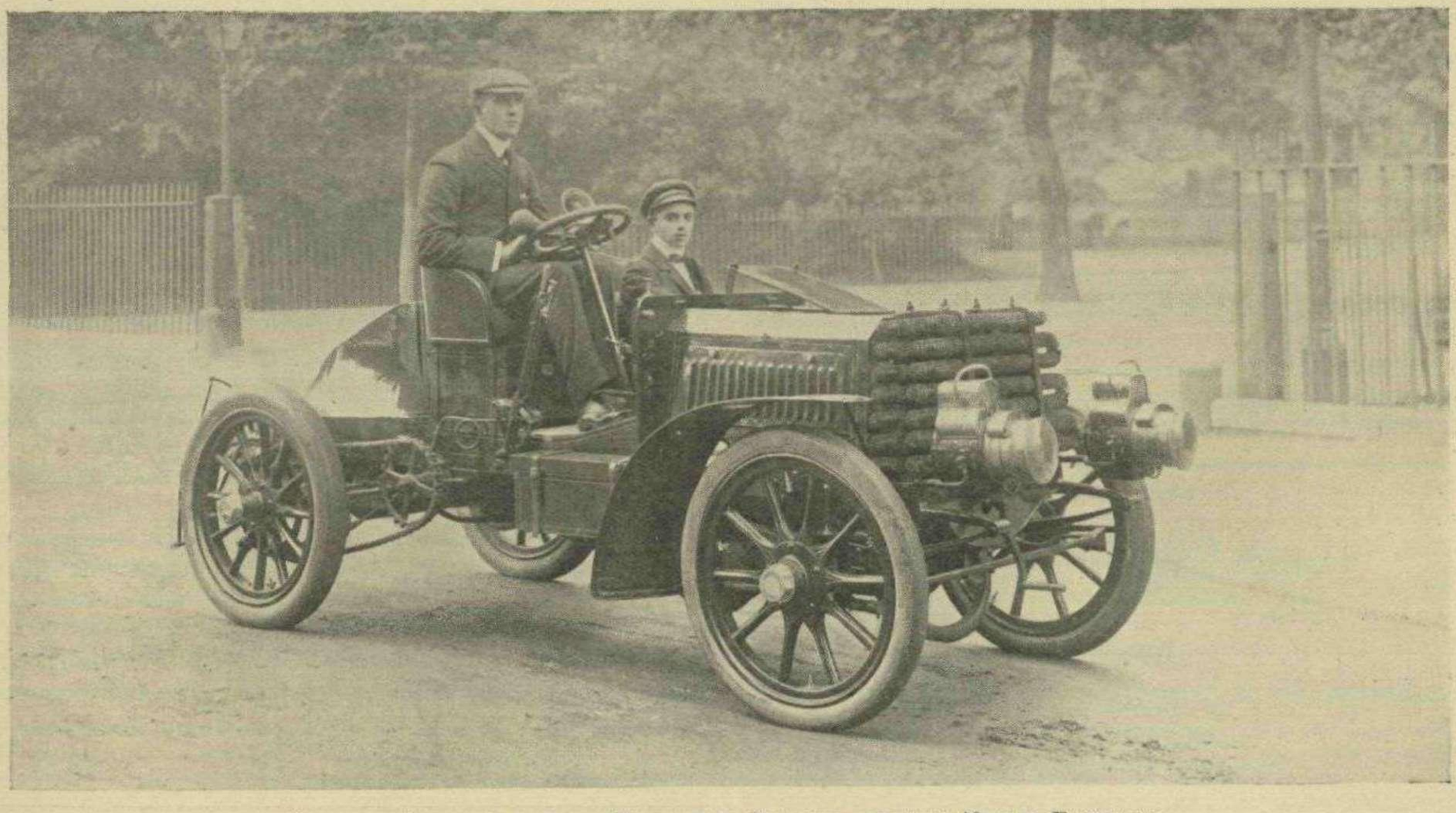
MOTORING SPORTSMEN—concluded.

Jarrott started first on a big De Dietrich and after a drive which is almost incredible to a later generation, finished first, being awarded third place on time. The race was one long nightmare. The crowds who lined the course masked the corners, and encroached on the road forming a wall before the tired eyes of the driver, which opened out only at the last moment.

These terrible obstacles had their effect, and men who had stood the strain for so many hours began to lose their nicety of judgment. Smashes took place by the score, and Death stalked abroad in the blinding dust clouds. At the close of the race—stopped by the Government at Bordeaux—the world stood aghast at the terrible tale. This sounded the death knell of point to point road racing, and thereafter Jarrott's last being the Gordon-Bennett of 1904, run over the Hamburg circuit. His car this time was a Wolseley, and he succeeded in finishing twelth after much trouble with the car.

Since then, Charles Jarrott has not taken a very active part in motor racing, but his continued interest in the sport of sports is evidenced by his connection with very many motoring organisations. Among his more important activities was the founding of the Automobile Association, which to-day occupies so large a place in the motoring world.

It would be impossible here to mention all his Chairmanships and Presidencies of motoring clubs, but we might recall that he was the Chairman of the J.C.C. from 1919 to 1925, a founder member of the Royal



CHARLES JARROTT AND HIS MECHANIC, BIANCHI, ON THE 40 H.P. PANHARD.

activities were limited to Gordon-Bennett circuit racing, and to the business side of motoring.

The only bad smash Jarrott ever suffered was in the Gordon-Bennett race in 1903, held on the Athy circuit in Northern Ireland. In this race Jarrott drove a Napier, and when travelling at some sixty miles an hour on a straight stretch, the steering suddenly disintegrated, and the car charged the bank, somersaulting three or four times. The crash must have been terrific, and Jarrott was very fortunate in surviving; in fact, beyond terrible bruises and cuts, he sustained only a broken collar-bone.

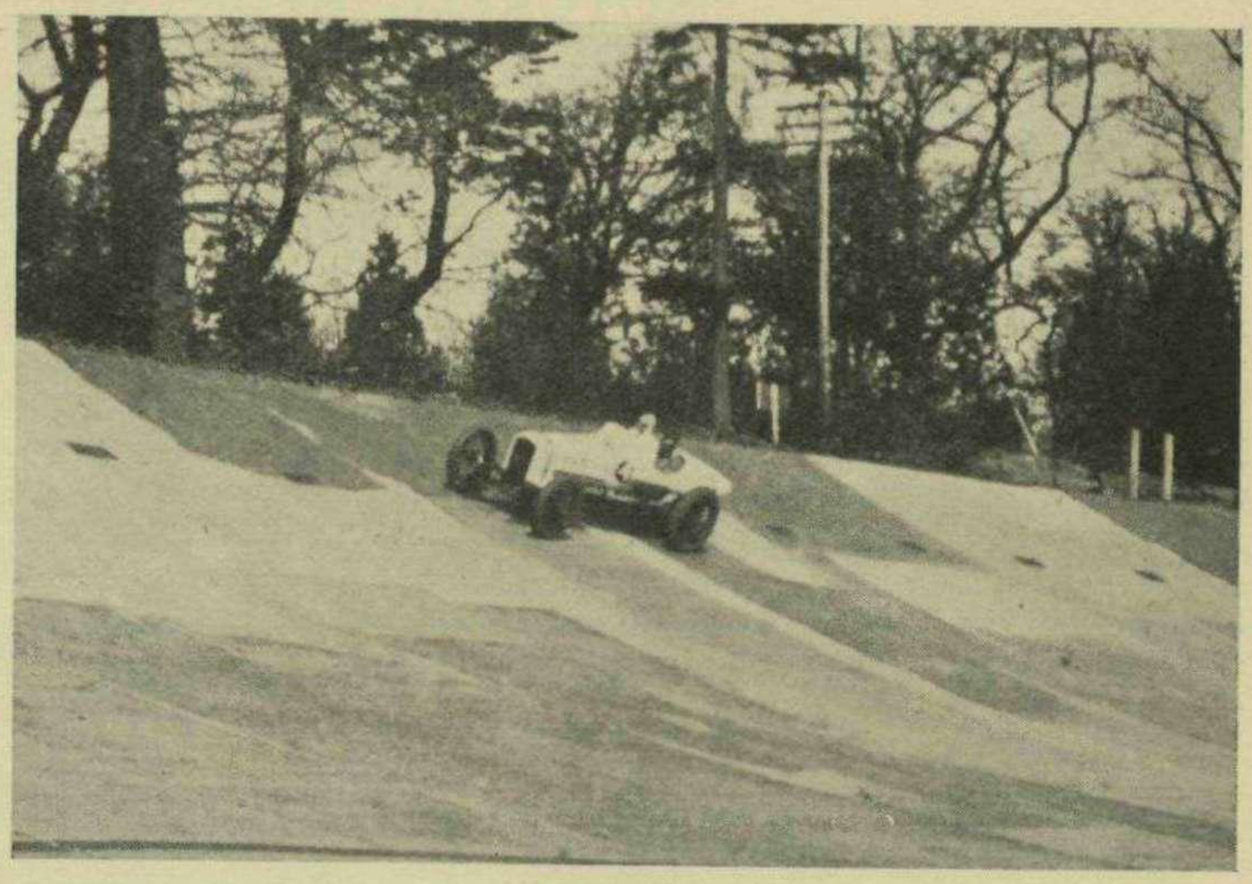
Motor racing began to undergo a change about this time, and the commercial, rather than the sporting spirit, began to pervade the great races. This change had its effect on Charles Jarrott, who cared only for the sport, and he now withdrew from the big continental races, his Aero Club, and a founder member and ex-Vice President of the Society of Motor Manufacturers and Traders.

To give even a brief outline of the motoring life of Colonel Jarrott is difficult, and readers are referred to his book just published, entitled *Ten Years of Motors and Motor Racing*.

WE REGRET TO RECORD THE DEATH OF PIETRO BORDINO, WHO WAS KILLED WHILE PRACTISING FOR THE TARGA FLORIO ON APRIL 15TH.

CONCERNING BROOKLANDS.

By H. M. CHUBB.



Reminiscences are sometimes boring. But not mine. When I state that at the age of ten I actually walked eight miles to Brooklands and back in a driving rainstorm to watch a race which wasn't run, well—it sounds too like a traveller's tale, doesn't it?

But allow me to introduce both myself and my brother. We differ only in height, he being six feet four inches, whilst my overall measurement cannot better five feet seven inches. In other respects we are as one. Our love of speed, our desire to become racing drivers and our inability to achieve either, form a bond unimpeded by the passing of years and of fast cars.

In the days of the war we would decant our insignificant persons beneath an insignificant bridge near Byfleet and point eager fingers at ancient aeroplanes which periodically cropped up above the trees. To us this phenomenon was rivalled only by the sight of an express train above the Weybridge banking. We envied those passengers. They could see into Brooklands aerodrome; we could not.

However, we managed to compliment an R.F.C. officer on his exploits to the extent of gaining from him a free pass into the land of the Brook.

In we rushed like a mighty wind. Firstly, we looked up Vickers, where we beheld busy men earning hundreds of pounds and trying to look mysterious. These aeroplanes were all supposed to be secrets. So were the Martinsydes we inspected, although a fiver pressed slyly into the hand by a German secret agent would undoubtedly have opened our mouths.

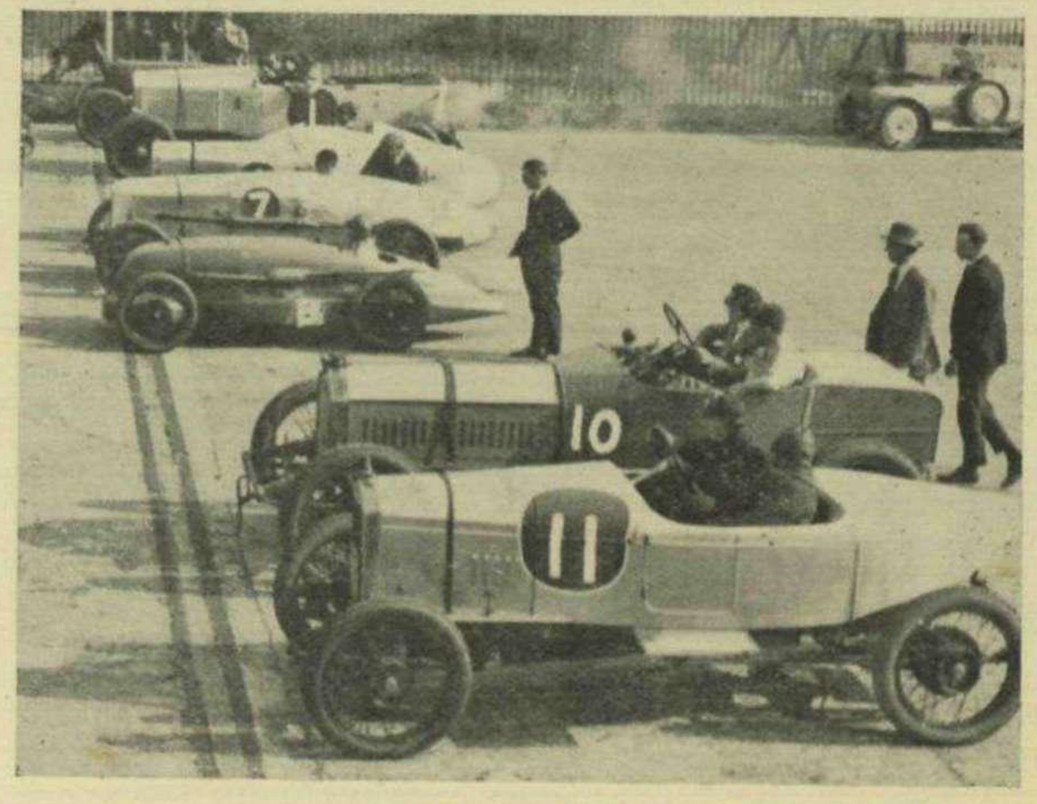
Beneath green canvas hangars crouched a number of Sopwith triplanes. On removal of the hangar out popped the triplane and, like a grasshopper, whizzed up into the heavens at a great pace.

At that moment we did not associate Brooklands with motor cars; we thought of it merely as an aerodrome. We harboured some vague idea that the big Vickers machines lumbered contentedly round the track for a lap or two before taking to the upper regions. In a dilapidated shed we ran to earth a disused biplane into which we clambered. Here we ate sandwiches and dwelt on the excellence of life in general.

In later years we were still to be seen flocking silently into the course on peddle-cycles. We assisted monarchs of the track in starting their dirigibles, hung around "likelies" in hope of a ride, and referred in a loud voice to our Rolls in the paddock.

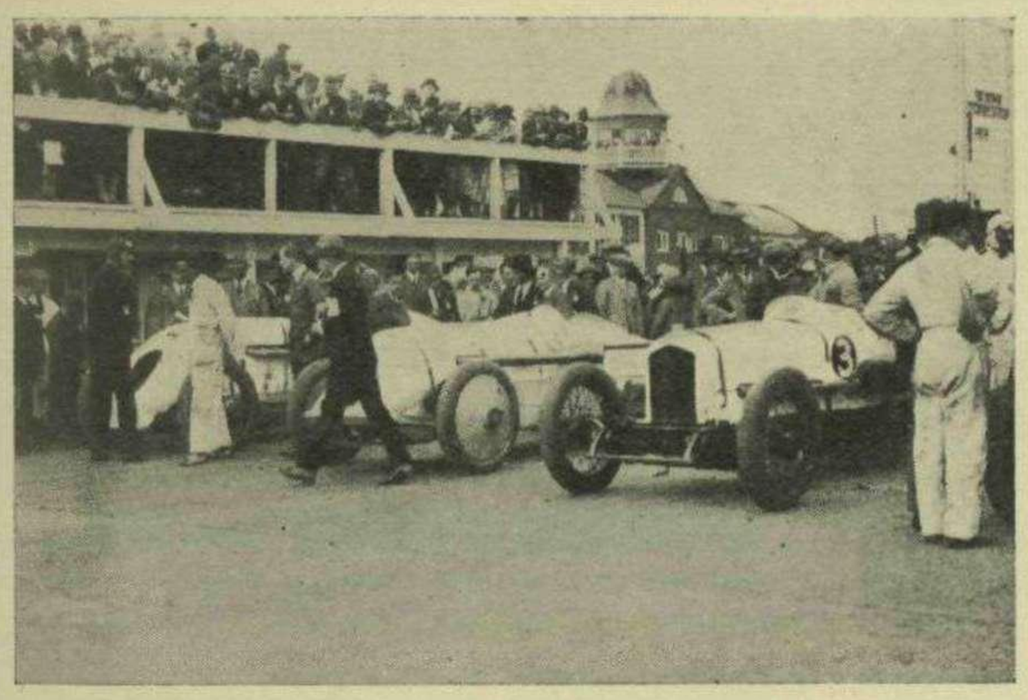
We found these visits too costly, however. Therefore, a pathway was investigated, which led round the Weybridge banking. And on the top of this banking we would lie for hours, hoping against hope some gentleman would career past us at 150 m.p.h. Count Zborrowski usually jogged by at about two miles a minute. It was a wonderful sensation to stand within a few feet of "Chitti" at her best. Often she was followed by a determined Ballot, and the two would hurtle past our lair, lap after lap, at twice the speed of an express train.

About this time we decided to invest thirty pounds in a second-hand motor-cycle. The pater put the handsome sum of twenty-seven pounds towards the total amount required. My brother then raised three pounds through



ON THE LINE.

CONCERNING BROOKLANDS—concluded.



the sale of a presentation watch, whilst I offered my opinions on the subject of purchase, gratis. We took over an 8 h.p. belt-driven brute, stoked it with Castrol R—and bellowed into the track. The bike was a real shifter and ever afterwards we felt justified in considering ourselves two of the " big bangs " of Brooklands.

Sometimes we would visit the sheds in which the world-famous Parry Thomas concocted speed. His clothing invariably included a jazz-patterned pull-over and a pair of grimy tennis shoes. On his appearance at the shed entrance he once found himself greeted by a battery of vest-pocket Kodaks, my brother and I vigorously clicking in unision. Outside his shed there usually stood a private Leyland straight eight car, the identical machine of which the performance and photograph appeared in a noted motoring journal. I have seen five private Leyland cars.

As the various ages of the earth are termed " ice," " heat," etc., so might one period of Brooklands activity become known as the Wolseley age. A silver-coloured racer of this make periodically took lease of the course and rotated monotonously for hours on end in search of long-distance records. On asking an official, " Much doing to-day ? " we could estimate to a nicety his reply.

" No, but the Wolseley is going round."

It always was. I bel'eve Mr. Miller thought he was a planet.

Of late the general public has come to realise the existence of Brooklands and in fast cars and plus-fours have patronised the course.

Beneath huge umbrellas poverty-stricken bookies count the odds whilst on the top of other umbrellas card-sharpers count the quids.

At motor-cycle meetings there is to be seen a gathering of enthusiasts who dash into the course at 60 m.p.h. and out of it at 70. They usually wear oil-stained breeches, foul pull-overs and Triplex goggles. It is almost a crowd of professionals.

In conclusion, I will form an analogy. In spite of the continuous changes in our earth the sun remains ever constant. So let it be with Brooklands. Speed-kings may come and speed-kings go, but the spirit of sport must live on for ever.

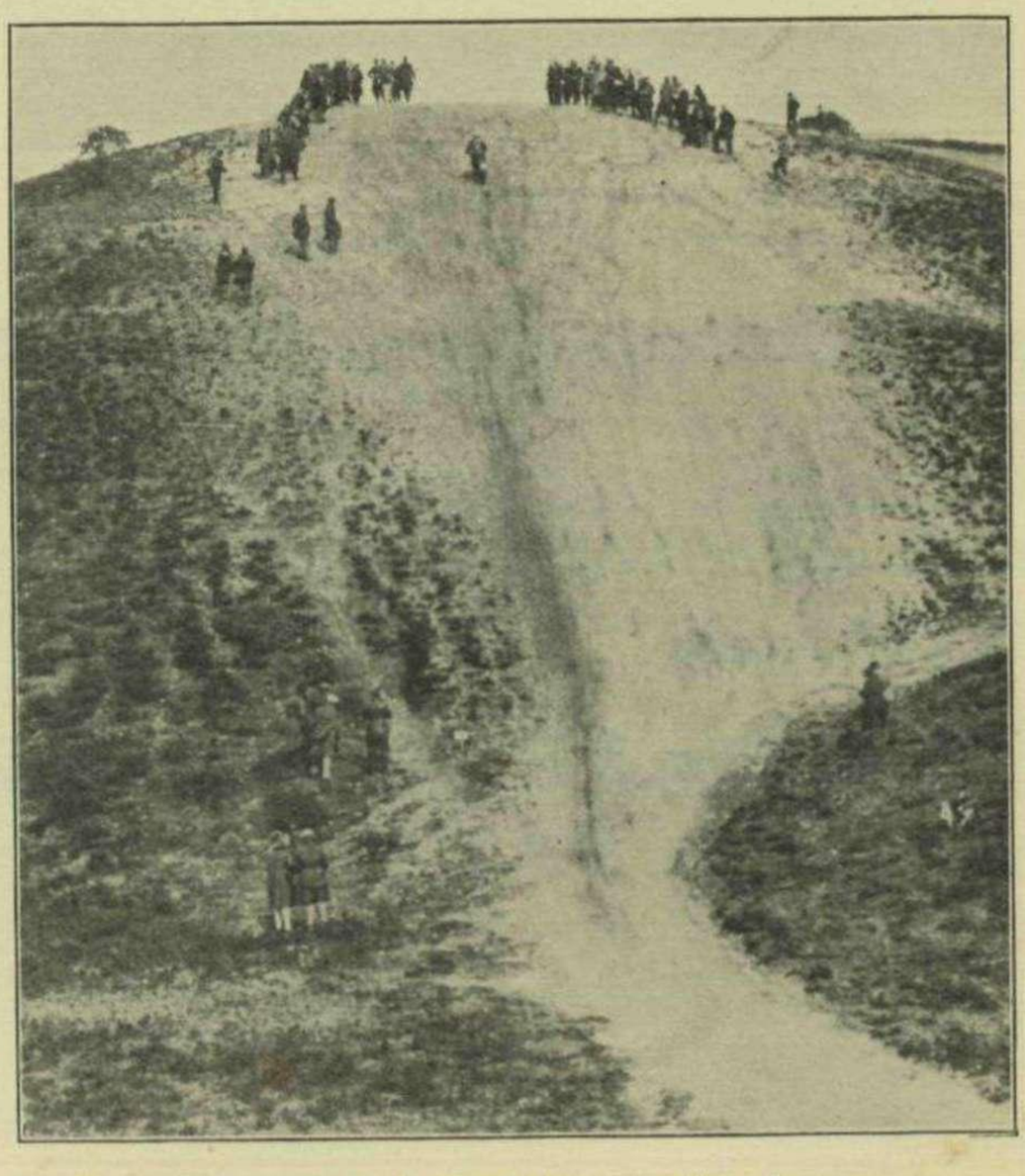
FUEL IN THE T.T.

For the past two years riders in the Tourist Trophy Races have been limited to the use of ordinary commercial petrol, or petrol-benzole mixtures. The question of fuel has had careful consideration in view of the advent on the market of " Ethyl " petrol. It has been decided not to allow the use of any doped petrol this year because it is felt that in many cases the designs of machines for the 1928 Races have proceeded so far that it would be very difficult to alter them so as to take advantage of the new fuel, and also because if this fuel was permitted it would be very difficult to ensure that other doped petrols which might not be commercially obtainable were not also being used. The fuels that may be used will therefore be exactly the same as were permitted last year.

WALTHAMSTOW MEET.

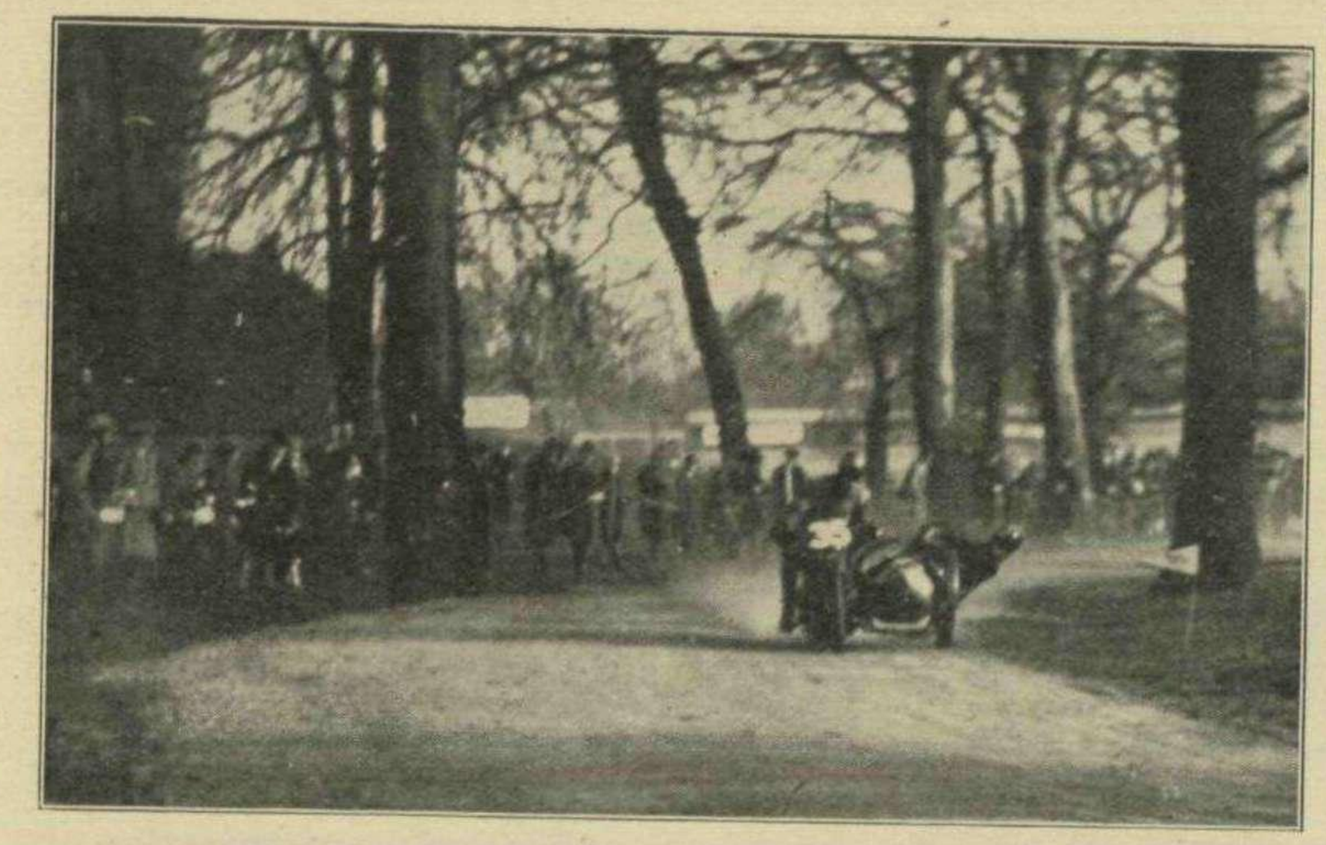
We have received information from the Joint Hon. Secretary of the Building Fund Appeal Committee, that the Carnival Procession in aid of the Connaught Hospital, Walthamstow, will take place on Saturday, July 21st.

The procession will consist of cycles, motor-cycles, combinations and cars, and particulars, with entry forms, may be obtained from the Hon. Secretary, Walthamstow Meet, 559, Lea Bridge Road, E.10. There is no entry fee.

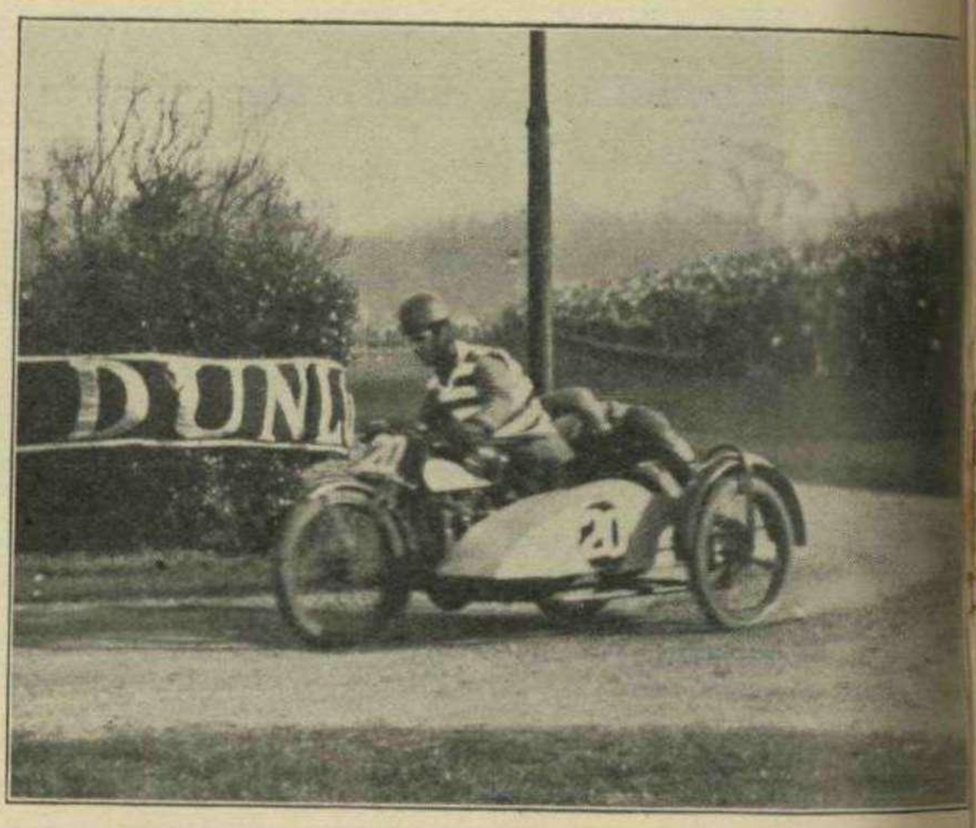


CAMBERLEY! A. B. DYKES ON RED ROAD.

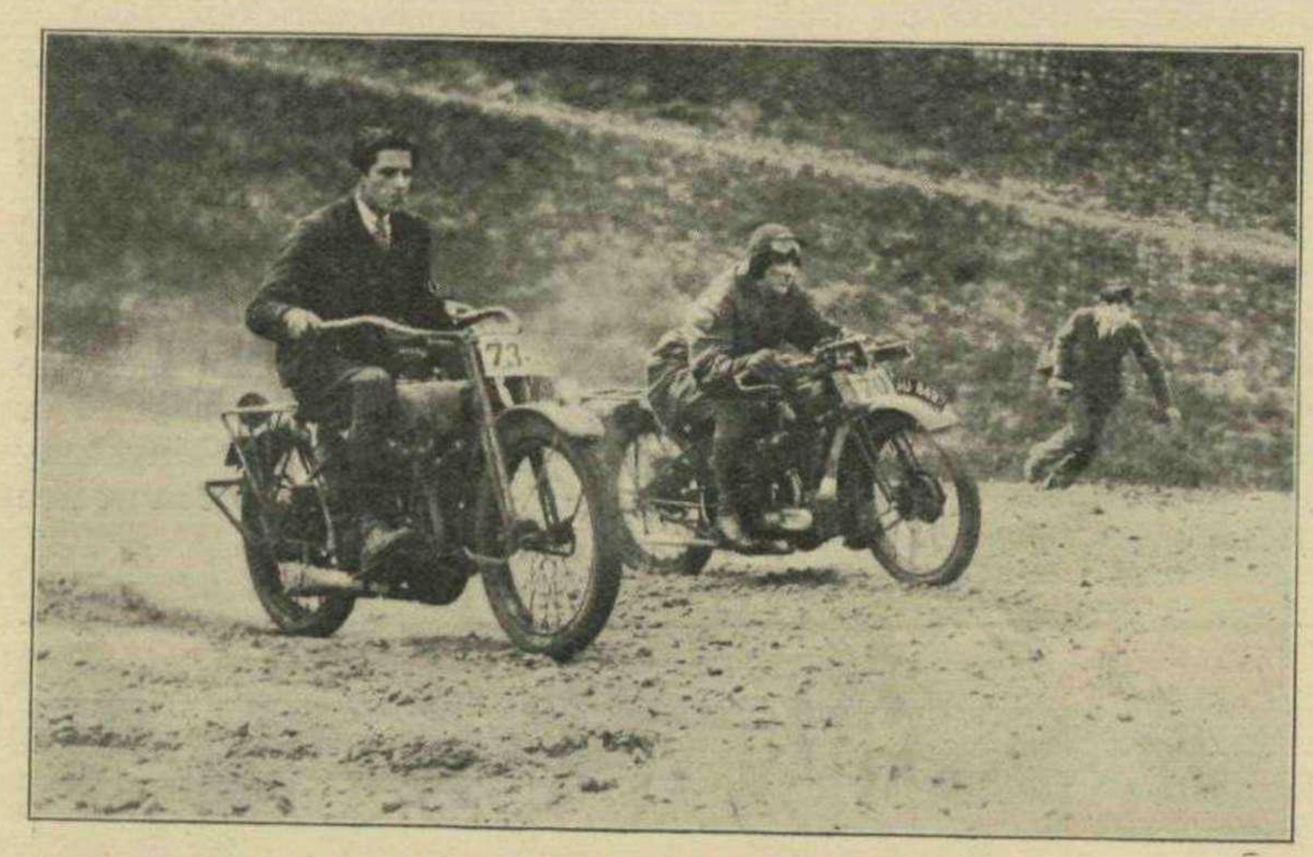
Recent Sporting



A Sidecar Outfit rounding one of the few fast bends at the Crystal Palace.



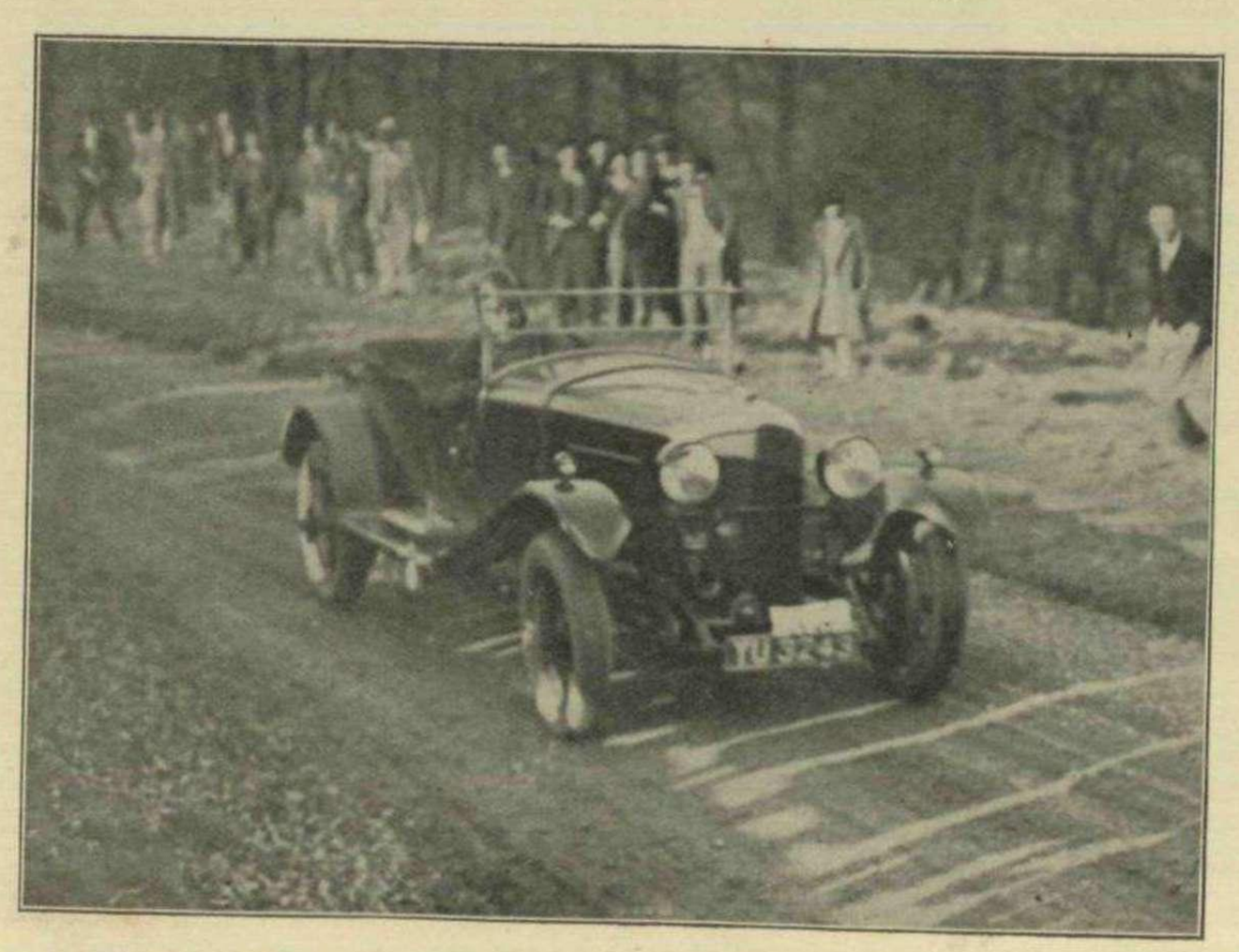
H. R. Taylor (Mc.Evoy), a one-legged Competitor at the Crystal Palace.



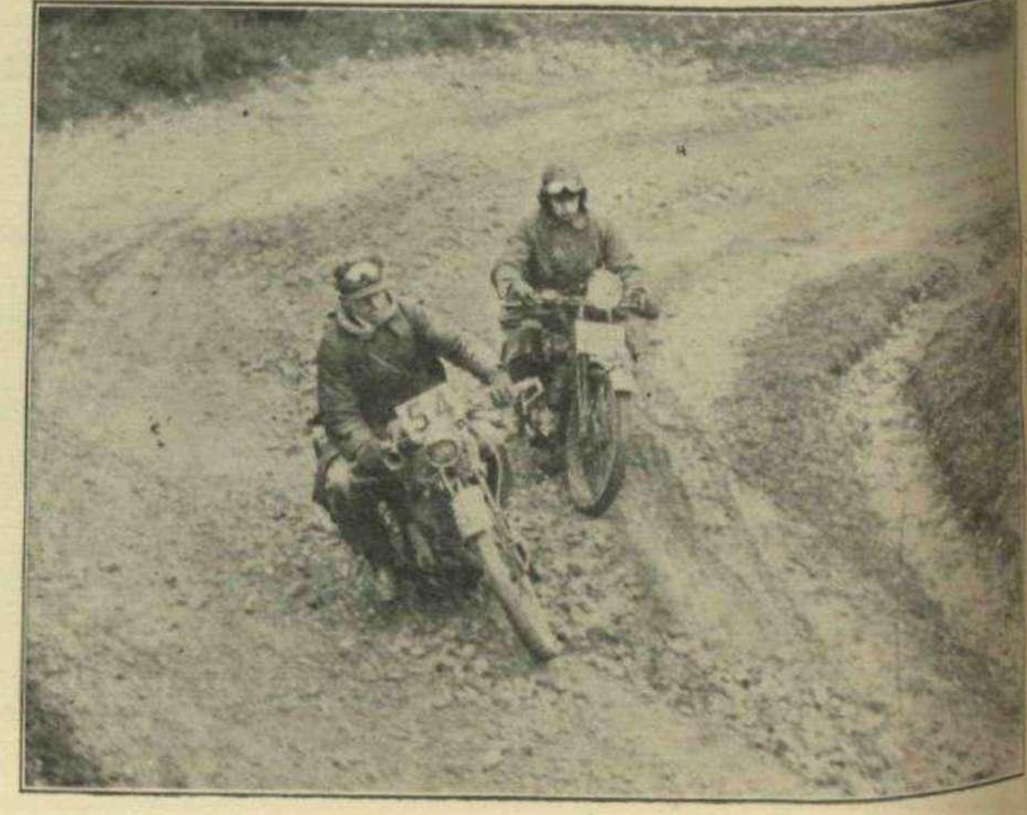
E. Permain (Harley-Davidson) and Miss Cottle (Raleigh) climbing Red Road in the Camberley Scramble.



Miss Fay Taylour, riding a Rudge "Roadster," gained a Gold Medal in the Stock Trial.

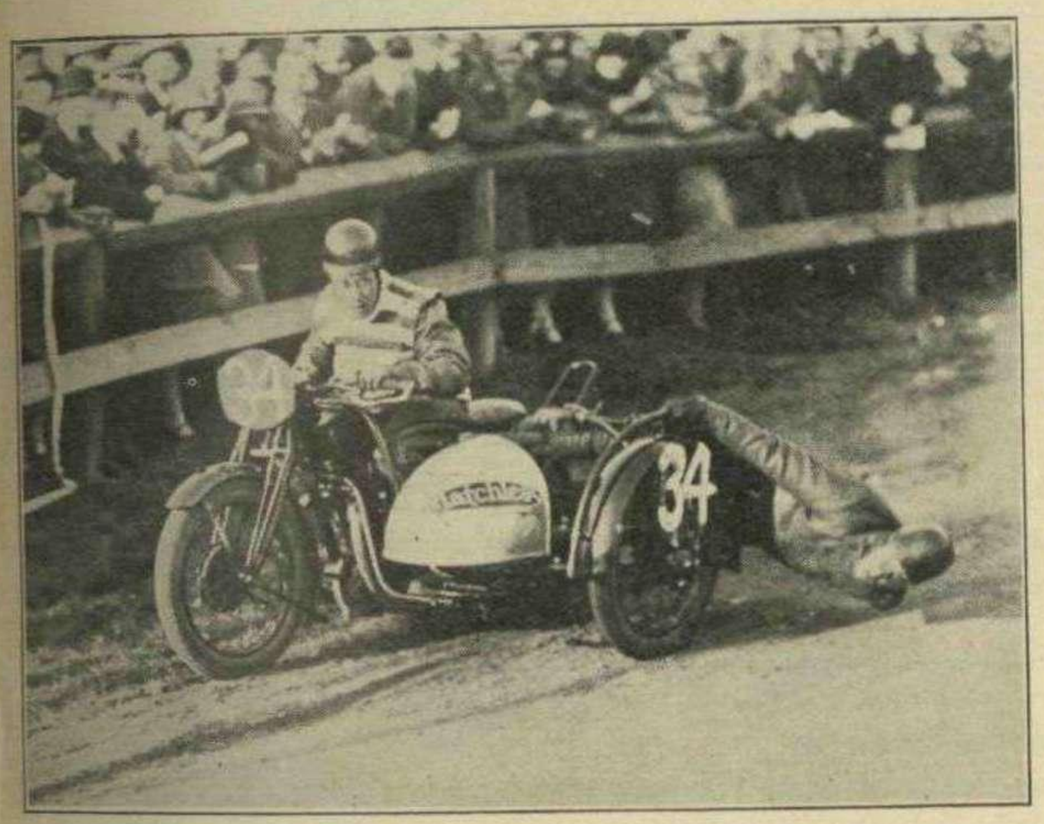


T. G. Moore (4½ litre Bentley) who won the Touring Car Class at the Inter-Varsity Hill Climb.



A. R. Taylor and P. G. Dallison on Stancombe Hill in the Stock Machine 6-Days Trial.

Events in Pictures.



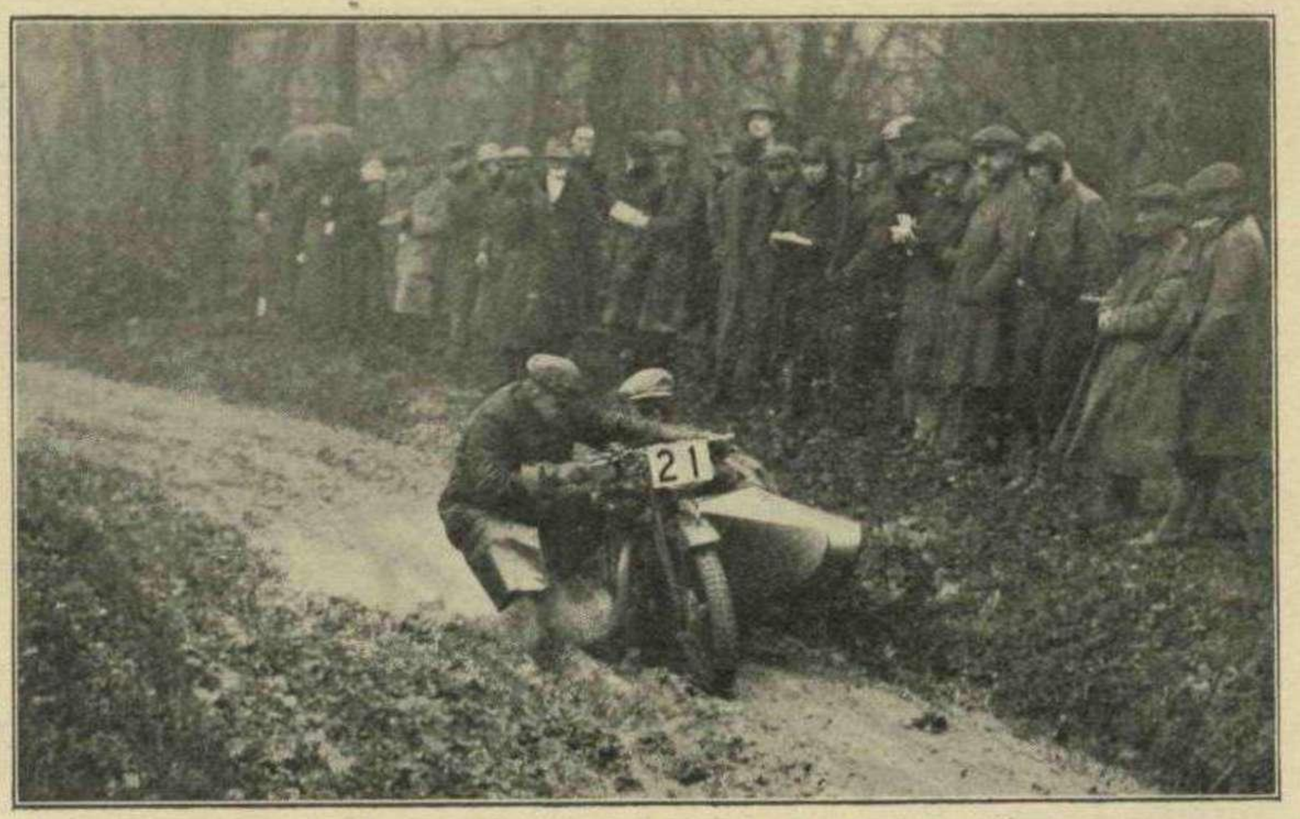
ONE OF THE FASTEST SIDECAR DRIVERS AT THE CRYSTAL PALACE—F. H. BRACKPOOL WITH PASSENGER EXTENDED.



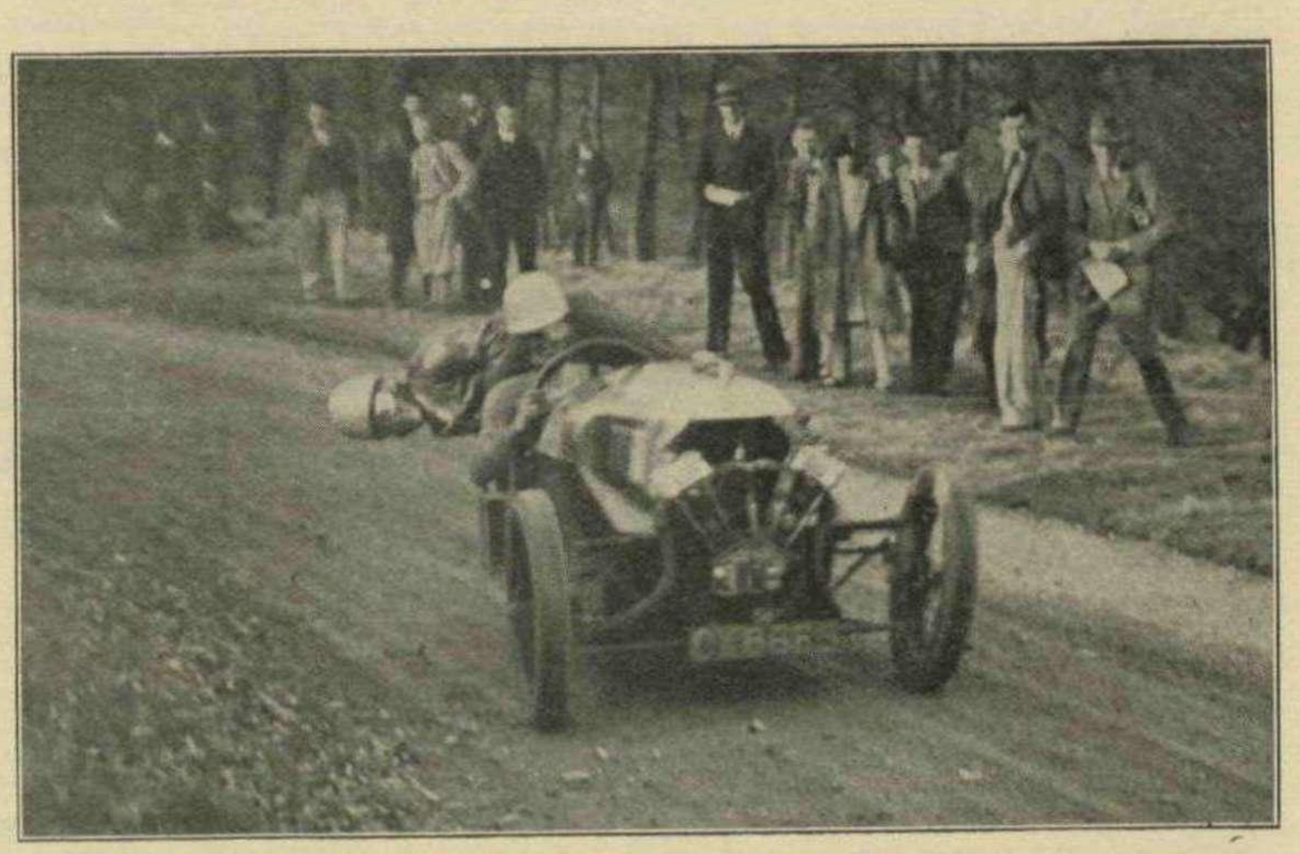
RAISING THE DUST AT THE CRYSTAL PALACE OPENING MEETING.



A.C.U. STOCK MACHINE TRIAL. TWO COMPETITORS AT KINETON WATER SPLASH.



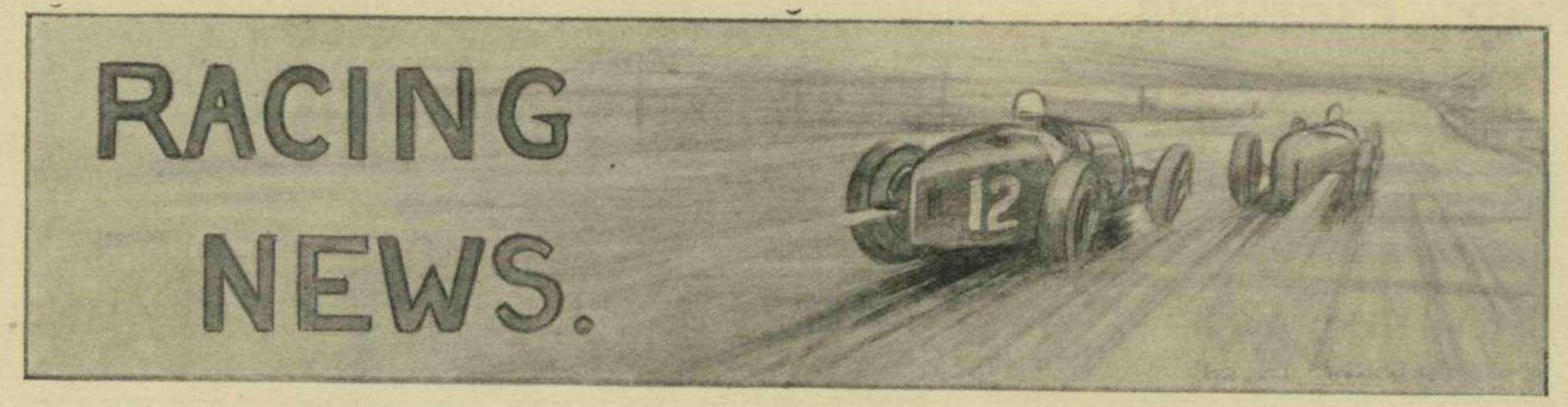
H. S. PERREY (ARIEL SIDECAR) CHECKING WHEELSPIN DURING THE STOCK MACHINE TRIAL.



C. N. NAYLOR (MORGAN) MAKING A FAST CLIMB IN THE INTER-VARSITY HILL CLIMB.



FASTEST CAR TIME AT THE INTER-VARSITY HILL CLIMB WAS MADE BY A. S. LLEWELLYN (6-CYLINDER AMILCAR).



BUGATTI GRAND PRIX——ANOTHER RACE ABANDONED——GRAND PRIX OF THE A.C.F. TO BE RUN OVER COMMINGES CIRCUIT.

Bugatti Grand Prix.

The regulations are now issued for the holding of the Bugatti Grand Prix, organised by the A.C. de L'Ouest de la France, to be run on the Sarthe Circuit at Le Mans, on June 24th of this year.

The event is to be a purely amateur one, for any private owner of a Bugatti car. The entrant may appoint another driver provided he is not connected with the Bugatti works. Entrants cannot have their cars tuned by the Bugatti factory.

May 6th.	Coppa and Targa Florio—Sicily.
May 8th, 9th.	Tour of Sicily—Sicily.
May 20th.	Grand Prix des Frontiéres—Belgium.
May 27th.	Coppa della Perugina—Perugia.
May 30th.	Indianapolis 500—Indianapolis.
June 24th.	Bugatti Grand Prix—Le Mans.

There will be four classes :—

1st *Category* (from 2.000 c.c. to 3, 000 c.c., or) ;
2—litre Bugatti cars with compressor ;
2.3—litre Bugatti cars with compressor.

2nd *Category* (from 1,500 c.c. to 2,000 c.c. ; from 2,000 c.c. to 3,000 c.c., or) ;
1,500 c.c. 8-cylinder Bugatti cars with compressor ;
Standard 2,000 c.c. Bugatti cars ;
Standard 2,300 c.c. Bugatti cars.

3rd *Category* (from 1,500 c.c. to 2,000 c.c., or) ;
1,500 c.c. 4-cylinder Bugatti cars with compressor.

4th *Category* (from 1,500 c.c. to 2,000 c.c., or) :
Standard 1,500 c.c. Bugatti cars without compressor.

The trial heats will take place over six laps, and the Final will be held over 16 laps, or 276 kilometres.

The Final handicap is arranged as follows :—

The 16 competitors qualified for the final handicap will be the first four of each of the four categories, who will start at the same time.

Competitors who have qualified in the 4th category will start at H o'clock.

Competitors who have qualified in the 3rd category will start at H o'clock + 15 minutes.

Competitors who have qualified in the 2nd category will start at H o'clock + 25 minutes.

Competitors who have qualified in the 1st category will start at H o'clock + 34 minutes.

Under these conditions, the order of arrivals at the end of the 16 laps of the Sarthe Permanent Circular Course will be the order of the general classification.

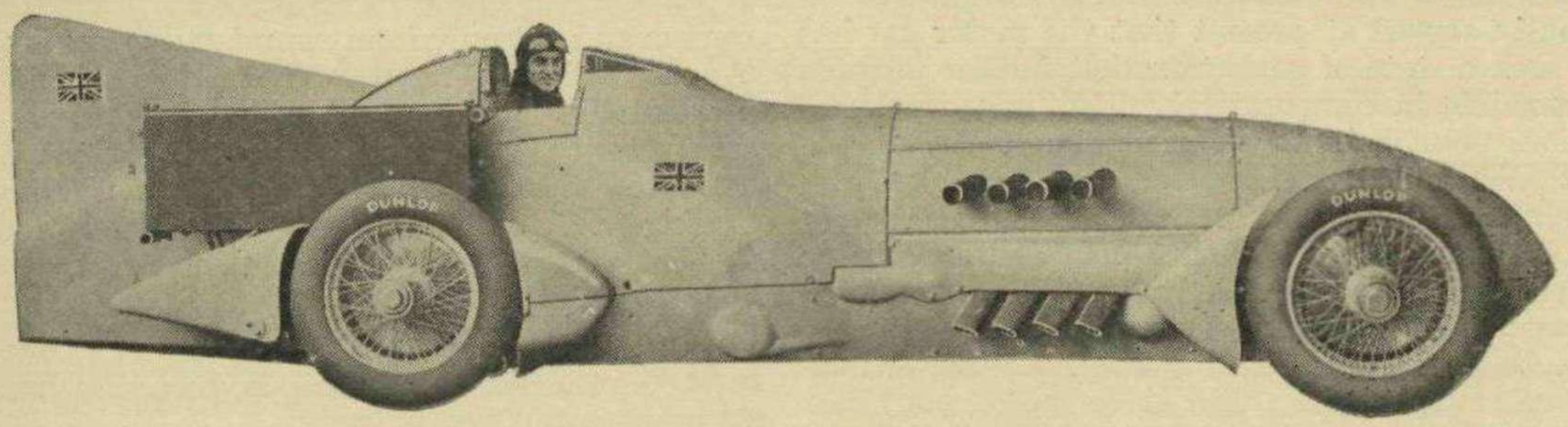
The start will be a standing start with the engines running.

Fuller particulars for this very interesting event, and entry forms, can be obtained from Ettore Bugatti, 1 and 3, Brixton Road, S.W.9.

Another Race Abandoned.

So far this year these notes have regularly started with the statement that another big race has had to be abandoned for lack of entries ; and this month is to be no exception. When entries closed on March 1st, for the Sporting Commission Cup of the A.C.F., only eight cars appeared on the entry list, consisting of three Salmsons, two Ariès, two Lombards and a Corre la Licone ; and in view of this meagre number, the A.C.F. has decided to cancel the race altogether. At the same time it will not come as a great surprise that the R.A.C. have applied to the international sporting committee for leave to cancel the European Grand Prix which it was charged with organising this year.

In view of this state of affairs, anyone can be excused for thinking that the day of motor racing for anything but standard cars is over. One sees this definitely stated in all quarters, but, while fully prepared to be proved wrong, I am inclined personally to disagree. Few people with any knowledge on the subject will deny that in the past the racing of specialised cars has been the main incentive to progress in design ; but it



CAPTAIN MALCOLM CAMPBELL

in his wireless telephone message to "The Evening News" on Feb. 20th, said :

"The tyres, which had a terrible gruelling, finished up absolutely cool. I didn't have to change them between the runs. I just turned round and went straight back across the line."

The wide experience gained through these great racing tests is built into every Dunlop Tyre you buy!

FIT DUNLOP TO YOUR CAR

The standard by which all tyres are judged

C.F.H. 105

RACING NEWS—concluded.

is speciously argued at present that the motor car has reached such a state of perfection that further progress is only possible in comparatively detail improvements. The curious point is, however, that almost exactly the same situation ruled twenty years ago. In 1908 the A.C.F. ran a most successful Grand Prix at Dieppe; the R.A.C. organised the famous 4-inch Tourist Trophy in the Isle of Man; while in Italy, the Targo Florio seemed as popular as ever. But during that year an agitation began that the racing car had diverged so far from its standard sister that these special machines no longer served any useful purpose, but were in effect merely expensive and dangerous toys. The Grand Prix, the Tourist Trophy, and the Coppa Florio were forthwith abandoned, and the Targa Florio, after being run once more in 1909, suffered the same fate. Three years later, however, manufacturers discovered their mistake, the Grand Prix was revived in 1912, and the Tourist Trophy and the Florio Cup followed suit in 1914; on the eve of the war the racing of specialised cars seemed more vigorous and popular than ever.

The years of racing since 1908 have given us engines which develop the same power as those of twenty years ago, although about one-eighth the size, with a consequent saving in weight, while the speeding up of standard engines from about 1,000 to 5,000 r.m.p. has been made possible by the lessons learnt from racing in such matters as lubrication. The period has given us four-wheel brakes as a direct legacy of racing; it has given us the supercharger, which is becoming daily more important. But in spite of these important developments, it seems as if we are on the verge of yet more radical changes . It has not yet been decided, and it would seem as if special racing cars alone could decide it, whether the engine is going to stay at the front of the chassis and drive the back wheels, whether it will be left there and drive the front wheels, whether it will drive the back ones from the back or whether it will drive all four. The gearbox, that temporary expedient of M. Levassor's, seems to be on the verge of changing its form or disappearing altogether. Howls of rage, incidentally, on this point from drivers who can use a gearbox are probably misplaced, for a four-speed gearbox must have been found wanting by everyone before now to give exactly the right ratio for some set of conditions. An infinitely variable gearbox allowing an engine to run continually near the peak of its power curve would surely be a joy to use. Besides all this it is probable that wheels must soon be independently sprung and conventional axles disappear. In face of all this, it seems that races to try out these newer ideas only need the right rules to be of extreme importance.

—and its Successor.

In the meantime, however, the A.C.F. has decided to run a race for le Mans type cars over the Comminges Circuit, which was described in our last issue. This race will be called the Grand Prix of the A.C.F. for sports cars, and will be for 325 miles, cars being handicapped for the second half of the race according to their performance in the first half. The important point of the rules also is that entries will be accepted from amateur owners and not only from manufacturers as is ordinarily the case wtih A.C.F. races. The method of handicapping, incidentally, looks as if it would be difficult to work satisfactorily, but enthusiasts in France have already expressed themselves as satisfied with the race, including W. G. Williams, Louis Chiron and J. C. d'Ahetze, the first entrant for the Bugatti Grand Prix, all of whom hope to enter.

On the whole, however, the present is a time of little news, for the season of plans is over, and the days of action have not yet arrived.

In the meantime, in London, Coventry, Staines, Paris, Stuttgart, Turin and Milan, manufacturers are busy preparing cars for the great touring races in Italy and Sicily and at le Mans, Newtownards and the Nürburg Ring.

* * *

International Motor Racing.

The R.A.C. has received the regulations relating to the following two Continental car races :—

The Arlburg Race, on Sunday, 22nd July, organised by the Austrian Automobile Club. Separate classes for racing, sporting and touring cars, and also for motor-cycles. The course is a mountain one.

The Semmering Hill Climb on Sunday, 16th September, also organised by the Austrian Automobile Club. Separate classes for racing, sporting and touring cars, and also for motor-cycles.

Further particulars or copies of the regulations of these events may be obtained from the R.A.C., Pall Mall, London, S.W.1.

* * *

North London M.C. Cinder Track Racing.

This sport threatens to become the rage, and the Club is glad to be able to announce that it has secured the use of the Chelsea Football ground for this purpose, and intends to stage two meetings a week, commencing from Saturday, May 5th. Every sporting motor-cyclist will have the opportunity of showing what he can do "flat out," and interested riders are invited to send their name, address and particulars to the Hon. Race Track Organiser, W. H. Wells, Esq., 94, Great Portland Street, W.1, or to the Hon. Sec., Alan W. Day, "Claremont," Ballards Lane, Finchley, N.3, from whom further particulars of the clubs' activities can be obtained.

Newcastle Motor Club.

The Fixtures for 1928 are now arranged as follows :—

April 6.—Hill Climb. Corby Bank.
,, 22.—Trial (LEITH CUP). Alston.
May 6.—Social Run. Alnmouth.
,, 27.—Trial (BRONZE TROPHY). Wensleydale.
June 10.—Social Run. Gymkhana. Druridge.
,, 23 and 24.—All night Run (SCOTT BOWL). Mosspaul.
July 4.—Orphanage Outing.
,, 15.—Paper Chase. Whitfield.
,, 29.—Trial (ANDERSON CUP). Jedburgh.
Aug. 19.—Social Run.
Sep. 2.—Trial (LUCAS BOWL). Otterburn.
,, 30.—Hill Climb. Whitfield.

THE A.C.U. SIX DAYS' STANDARD STOCK MOTOR CYCLE TRIAL.

THE results of the Stock Trial reflect great credit on the manufacturers who were confident enough to enter their productions in this classic event, and it speaks well for the excellence and efficiency of modern motor-cycles when it is said that out of fifty-nine starters fifty-two gained Gold Medals and only two retired during the trial.

The 660 miles of course, prior to the high-speed test at Brooklands, were of such a nature as to submit the machines to severe strains and stresses, and the newly-introduced lamp-tests were calculated to show up any defects in these accessories.

The roads chosen for the trial, while introducing most of the well-known Cotswold hills, did not include any definitely freak sections, although surfaces were rough, and over fifty hills were included with gradients steeper than 1 in 7. The bad weather rendered the lanes greasy and tricky, while the machines became plastered with mud, without, however, suffering any serious defects.

The performances on hills were, on the whole, good, although one or two two-strokes were evidently still too new, and dried up accordingly.

In the 175 c.c class only one machine failed to gain a first-class award, this being a Francis-Barnett, driven by T. G. Meeten, who went off the course. The two other F.B's. and three James' all gained Golds.

In Class A for 250 c.c. machines only C. W. Okey, on a Dunelt, failed to gain his gold, owing to dropping 20 per cent. of his marks on various hills.

Class B for 350 c.c. machines all achieved first-class awards except for G. Wright (Humber) who retired on the Thursday with gear-box trouble. In this class, lighting defects were more prominent, and four machines lost marks in the brake test. Five entries lost nineteen marks between them in the final examination, the class showing up badly in this respect.

The 500 c.c. machines all secured first-class awards with the exception of Radnall's Radco, which retired on the Saturday, having caught fire on the track. Only three out of the twenty-three machines in this class lost five marks between them in the Final Examination, which compares very favourably with the 350 c.c. class. Brakes were very good, and nineteen lighting sets were perfect.

Only four machines started in the 750 c.c. class. Two received Golds, one was excluded, having been involved in a crash, and one Douglas gained no award, having changed drivers during the trial. This machine lost no marks except 11 for deviation from schedule. The two Golds were also Douglases.

Class F was for side cars up to 600 c.c. and provided four entries. Perrey's Ariel lost 11 marks on schedule and received no award, the others—a Rudge, Douglas and a Triumph—all were awarded Golds, the Triumph having a clean sheet.

The 1000 c.c. sidecars were represented by two entries, an A.J.S. and a B.S.A.; both lost no marks and received Golds.

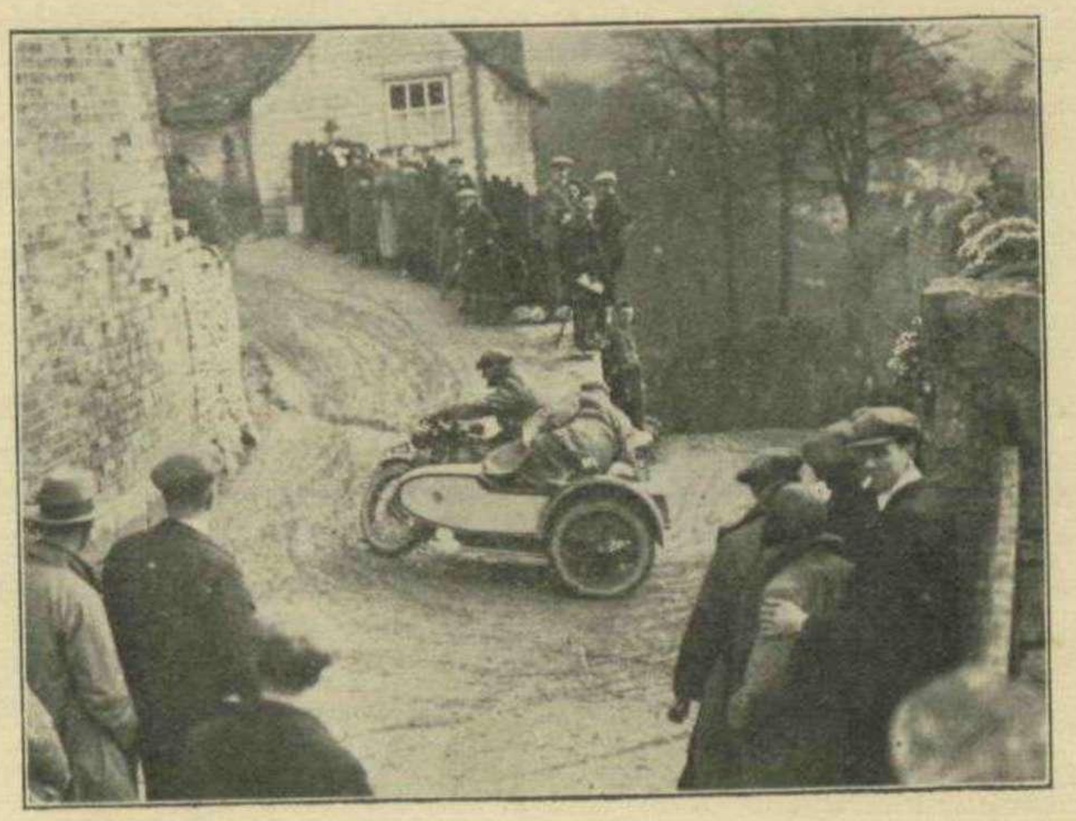
Class K for two-seater cycle-cars also provided two entries—two Morgans. Both gained Golds, one having lost no marks, and the other five for stops on hills.

One outstanding feature of the results is that no machine lost marks for the speed test on the track, each class attaining the required average. Stoppages on hills were also very few, six machines only being penalised in this respect. It would, therefore, seem that mechanical efficiency is in a great measure achieved by modern machines, and that attention should be turned to such items as brakes—where nine entrants failed, lighting outfits—ten machines being at fault, and in minor details shown up in the final scrutiny, where twelve machines lost marks.

Roughly speaking, the two-strokes emerged very well from the trial, the class making the poorest show being the 350 c.c. class, fourteen four-strokes, who lost fifty-three marks between them.

Manufacturers have much to congratulate themselves upon, but there is still much to be done. Tyre trouble was too prevalent to be justified by the nature of the roads traversed. Plug trouble was rampant, and oil consumption was high. Mechanical noise is diminishing but still present, while exhaust noise in many cases still needs improvement.

Let us hope the factories will take well to heart the lessons learned in this trial, with the result that we may expect better motor-cycles at the Olympia Show of 1928.



F. G. EDMOND (TRIUMPH SIDECAR) NEGOTIATING THE KINGS-COURT HAIRPIN. (OTHER PICTURES ON CENTRE PAGES.)

CAMBERLEY, 1928.

A FINE DAY'S SPORT.



R. P. EXELL (P. & M. PANTHER) RECEIVING ASSISTANCE ON RED ROAD.

"ONCE more unto the heath dear friends, once more ——"

Glorious weather graced the proceedings on the occasion of the Southern Scott Scramble, on Saturday, 17th March, and everyone was in the best of spirits, despite dark rumours regarding a new terror in the shape of Watchman's Tower.

From the start the way was just Camberley Heath—very Camberley in parts, and after a little falling off here and there the entry encountered Wild and Woolly.

The hill, owing to the good weather, was as easy as this hill will ever be. The first man up got off to walk but failed in the attempt. B. L. Hieatt (Cotton) made a very rapid ascent, but R. G. Hieatt (A.J.S.) was supremely hectic and crashed.

Competitors were now arriving thick and fast, most falling off, others charging the crowd, and yet some got up nicely—notably B. W. Swabey (499 Rudge).

More Heath followed and Brobdignay loomed ahead. The hill was probably the worst of the course, being shockingly loose. J. H. Amott (499 Rudge) made a perfect feet-up ascent. Miss Foley got up well, and V. N. Brittain leapt high over the brow on his 347 Sunbeam, while Miss Cottle failed after a good show, owing to lack of ground clearance.

Kilimanjaro was the next bar to progress, and provided pleasure for the spectators and trouble for the riders. The idea is to rush the hill, but not such a rush as to preclude the turn at the top. The nicety of judgment demanded provides the amusement referred to above.

G. Horton (348 A.J.S.) made an error of judgment, among others, and ended in a heap in the near-by valley, having taken the brow of the hill in one long zoom.

V. N. Brittain and F. G. Balcomb (490 Norton) climbed well and truly, but T. Croombs (989 Harley) dispersed the crowd. G. C. Bower (247 Excelsior) made a clever climb, but stopped on the next hill, where he created a diversion by acting as a buffer for H. A. Wilkinson (493 B.S.A.), who rebounded into the audience.

Fay Taylour (499 Rudge) was outstandingly good, and received applause.

Followed Venetian delights, where competitors were required to swim, fly or crawl, through the swamp. The passage was provided with delightful uncertainty by the presence of unperceived holes, which were now and then discovered, with disastrous results.

Still more Heath—still very Camberley—lead to the finish, and then the whole thing had to be done again.

After which it was called a day, and people went home, very tired, very dirty and not a little damaged.

The Scott Trophy went to E. K. Langton (596 Scott), North; Southern Cup to A. Jackson (499 Rudge), North; Northern Cup to J. H. Amott (499 Rudge), South.

Other premier awards were:—

"TWO HUNDRED" CUP.—D. McQueen (172 Francis-Barnett), N.

"TWO-FIFTY" CUP.—J. Williams (246 New Imperial), S.

"THREE-FIFTY" CUP.—B. L. Hieatt (348 Cotton), S.

"SIX HUNDRED" CUP.—G. B. Goodman (490 Norton), S.

"THOUSAND" CUP.—L. E. Permain (989 Harley-Davidson), S.

"VENUS" CUP.—Fay Taylour (499 Rudge-Whitworth), S.

NOVICES' CUP.—R. G. Hieatt (348 A.J.S.), S.

MEMBERS' CUP.—B. L. Heiatt (348 Cotton), S.

CAMBERLEY TRADE TEAM CUP.—Rudge-Whitworth team: Fay Taylour, S.; J. H. Amott, S.; Alec Jackson, N.

CAMBERLEY CLUB TEAM CUP.—Birmingham Club team: G. B. Goodman (490 Norton), S.; J. H. Amott (499 Rudge-Whitworth), S.; Alec Jackson (499 Rudge-Whitworth), N.

THE JUNIOR CAR CLUB SPRING MEETING.

The details are now available of the J.C.C. Brooklands meeting to be held on April 28th. Racing will commence at 2.0 p.m. and there is a programme of six events:—

1. Novices' Handicap.
2. The Short Handicap.
3. Disabled Drivers' Handicap.
4. 1100 c.c. Short Handicap.
5. The Long Handicap.
6. Second Junior Grand Prix.

The last event is to be run in four classes—850 c.c., 1100 c.c., 1500 c.c., and any supercharged cars up to 1500 c.c. Cars will be handicapped according to class, and the course will be over the same as last year, for 25 circuits. Each car must carry a passenger in this event, and drivers must practise over the course on Friday, afternoon, April 27th.

ON THE SELECTION AND MARKING OF A TRIAL.

By E.V.G.

IN the above heading, the astute and observant reader, such a one as is in the class A.1. among Crossword Puzzle Solvers, will have detected the word " Trial." " What," he will ask, " is this man talking about? Is he going to discourse on trial by jury? Does he refer to trial by ordeal? Has he, by any chance, trial and error in his ill-equipped and badly pidgeon-holed mind? Or is it—could it be—an egg-laying trial about which he pens his partially considered and loathsomely ungrammatical words?" Hush! Gentle Reader, 'tis of none of these that I would write. No, No! It is of that class of trial, far more impossible than the bribing of a jury, far more arduous than the agony of listening to the second murderer sharpening the knife wherewith to relieve one of one's (same one's) ears, far more exhausting than the process of elimination (or is it *reductio ad absurdum*?) far more intense than coaxing a one-legged cockerel to produce ova (a word of three letters meaning eggs—alternative, " roe ")—to proceed, it is of that class of trial known as Reliability and of that branch of Reliability Trial dubbed Sporting, that I am about to speak. [You mean " *write*! "—Ed.]—(I don't, I mean " *typewrite*! "—E.V.G.) (Score : E.V.G., 1 ; Ed., 0.)

Have I, by the above, conveyed to you the idea that I wish to —ahem!—er—mention matters mainly meant for mere motorists? If I have, this will not have been penned—(" *type-penned*."—Ed.) (Score : 1 all.)—in vain ; for, as they told me in my very first copy-book, 'tis better to have written and blotted than never to have had a Writ at all.

Oh! yes, about this trials business—well, following the precept of our forefathers, who ran to earth the great thought that before poaching your egg you must poach it, it is necessary to find a course before you can lay it. (The course, not the egg.—Ed.) (E.V.G.,1 ; Ed., 2.)

One of the essentials in finding a suitable course is a good map. Now a map is what someone thinks the earth, or part of it, looks like from the air. As maps were invented before balloons, and as present-day maps are reprints of those of the anteaeronautic age, it is a little difficult to see how these charts can be accurate. If, however, you go to any spot at which "P.O. Telegraph Saturdays 1.30 p.m. to 8.0 p.m." is marked on the map, you are tolerably certain of finding a pillar box, or at least, a two-column automatic machine with stamps in one side and chewing gum in the other, so there must be something in this map business. Wherefore, let us take the correctitude of these geographic diagrams for granted.

In the first place, a trial must start somewhere. I mean to say, a trial without a start would be a bit difficult, wouldn't it? A good tip is to start from a place where fuel can be obtained. The local brewery will be glad to supply a list of such filling stations.



" A Trial must start somewhere."

Another advantage of this is that all the entrants know where to go when they receive an entry form stating that the start is from the " Bug and Bluebeard," whereas, if you informed them that " first man leaves a point 4½ miles S.S.E. by E. of Chipping Woodblocks at 11.1 ac emma," where would you, or for that matter, they, be?

Having, then, selected the particular hostelry from which you intend your club-mates to sally forth in search of mud and medals, farmyards, and fame, mark it on your map with a ring in blue pencil. (N.B.—If you havn't a blue pencil, a red or a green one will do just as well, but a blue one is more " chic.") Your chosen rendezvous will probably be on a main road. If so, run your eye along that national artery until you find the first turning on the right. Unless you are very unlucky, this will be a lane or at least, a considerably secondary road. Next cast around for the nearest track marked on the map with double dotted lines. Proceed thereto on the wheel, and you will probably find a five-bar gate across the end of it, with two padlocks and a chain, a farmer with a dog and/or gun, and a board bearing the legend : " Trespassers will be executed. Beware of the Hog. Ssssh! Don't wake the pheasants. Milk, 2½d. per glass (large)." This will possibly indicate that there is some doubt as to your right of way along this particular by-pass. Don't stop to argue ; it's not worth while. The kind of farmer who puts up notices like that is usually adamant, has a stoney stare, but is not rocky on his pins. No!—to haggle with such a man of granite would be but to drop a brick. (You're a very free mason.—Ed.)

Further reference to the Ordnance Survey will almost

ON THE SELECTION AND MARKING OF A TRIAL—continued.

certainly produce another of the dotted line class thoroughfares at no great distance. If it does, all well and proper ; if not, your pub's a rotten one, and you will have to start all over again.

Assuming that search and research have indicated the desired second footpath, approach cautiously, on foot for preference, and obtain a fair idea of the layout of the land. In the absence of gates and bellicose cattle, the motor may be introduced, and, *voila*, you have discovered the first colonial section. Of course, you *may* find the aformentioned impedimenta at the further end, but that would be a very low down trick on the part of the farmer.

About this time, you will scan the map eagerly for a goodish river, and proceed direct to the spot marked "Ford." This remark has nothing to do with that wonderful instrument most frequently christened "Metallic Elisabeth." It rather indicates the presence of a depth of water across the fairway. This is as it should be. It is as well to ascertain the depth of the ocean, in order to see whether it is you or the competitors who will have cause to dam it. On no account, however, should you take the motor into it. The last time I was foolhardy enough to do this, I had to mark the remainder of the course in tow behind a farm tractor. How, then, to obtain the much-desired datum ? Simple, my dear Watson! Of course, if you carry a plumb-line, it's easy enough ; but *do* you ? I don't. My recipe is : Bend over the back wheel and make a noise like a large and sudden puncture. Stop watch timing has proved that within a maximum of 43 secs., you will be surrounded by persons of the genus "small boy." Give them time to get over their admiration of (a) yourself, and (b) your model, and then offer a penny to the first urchin who stands in mid-stream. Note which one goes deepest, call him out, measure up from

PORTRAIT OF A GENTLEMAN SEEKING A TRIAL COURSE.



"AFTER THE SYLVAN SECTION."

the ground to the high-water mark, (this will be easily discerned), pay him off, and disperse the crowd. (The penny may be charged up to the Club.)

Very good, the swimming contests are now accounted for. Hereabouts another dotted line effort suggests itself. Following the proceedure outlined above, you unearth another colonial section within a mile or so. After this, by way of a change, a good thick wood should be included. If there are several woods to choose from, preference should always be given to one with a good few contours crossing it. The best path to select through a wood is one strewn with felled trees, as these make competitors leave the course, and therefore necessitate their finding it again, always a difficult process in forestal sections. You are not, however, advised to cut down elms, oaks, etc., just to make it more difficult ; this is a great annoyance to the charcoal burners, and their Union might be roused into energetic action. (See Any Good Encyc., Vol. 43., pp. 416-943. *Denizens of the Forest*. Sect. B., *The Charcoal Burner and his Enemies*.)

After the sylvan section, a couple of miles of lane, just for encouragement, could be followed by a Brake Test. Why, I can't think, as we all know how good or bad our brakes, or brake, are, or is. However, apparently some other inquisitive blighter wants to know also, wherefore he makes us run, in neutral (!), down a gradient such as he himself couldn't climb, and then, just as the speedo is breaking, calls upon us to jam on our brakes. Net result, one heap of tangled motor-cycle and swearing humanity. "That'll be fourteen marks, thank you. Next, please!" Whereupon, we move sadly, sorely, uncomfortably and wobblily off.

Well, I have a suspicion that by now you may have an inkling of the idea of things. Briefly, tersely, not to say concisely put, the big scheme is to include as large a percentage of colonial going as is possible with out resorting to the extreme measure of travelling abroad. The start and finish should be quite near the first and last obstacles respectively, and each to each. Secret checks may be used here and there, or now and again, as the case may be. The remarks above anent

ON THE SELECTION AND MARKING OF A TRIAL—concluded.

the selection of a suitable starting point apply also to the finish, only infinitely more so. If you make a habit of ending your courses in the middle of (a) a forest, (b) a prohibition country, (c) the night, you will find your entries dropping off rapidly.

Now may I trouble you for a few minutes with a note or two, or even more if I can think of them, on the marking of trials.

For this omninecessary process it is advisable to gather together the following articles :—

(1) Some dye of a prominent hue.
(2) Some arrows. (L.)
(3) Some more arrows. (R.)
(4) Some nails.
(5) Some hammer.
(6) Some trees.
(7) Some vehicle.
(8) Some other vehicle.
(9) Some sacks.
(10) Some spade.

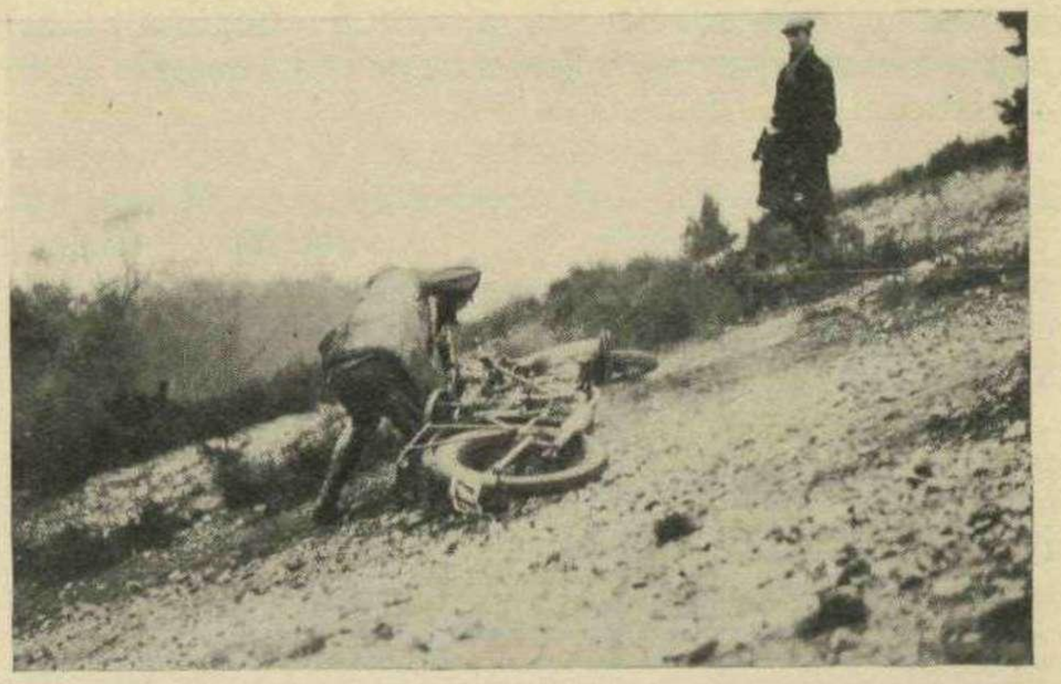
There should not be much difficulty in procuring most of these items. For Nos. 1, 2 and 3, you refer to the Club Secretary, and there your responsibility ends. Nos. 4 and 5 may be lifted when you are having a new wick put in the oil-stove. No. 6 is not vital, as you may be able to find some lying about. If you have any to spare, however, it is advisable to take your own, as some people have a rooted objection to arrows, whether attached with a nail, or engraved with a carving-knife on their trees. Nos. 7 and 8 are always the most difficult items to raise. It is not really a sound idea to use your own motor, but it is sometimes unavoidable. I leave that to you. No. 9 should be reasonably easy, particularly to those who may be, or rather in fact, are, connected with that most moneymaking of all trades—Old Clo'es. No. 10 may cause trouble. Of course, if one's guv'nor is a market gardener, it's easy enough ; but if he's a gardener without a market, or a marketer without a garden, the requisite tool must be pinched from a somnolent nightwatchman. Remember always, in order to avoid confusion, that a spade *is* a spade, and no sort of shovel.

Marking is a messy business, as a result of which several bright and brainy people have perfected (?) dyeing machines. All wrong, my children! Eschew them as you would music with no bars, an animal with no spirit, or a ship with no port. They *cannot* be 100 per cent. efficient. The only way is the dirty way, i.e., carrying the dye in sacks and putting it down with the hands.

Very well, having chosen a route which is capable of being turned, by a little English summer weather, into a rout, and having borrowed suitable, and it is to to be hoped, reliable motors, sacks, spades, etc., as per above list, you sally forth to get to work, taking the map with you. An early start is absolutely essential. If you can't raise the conventional alarm clock, doss in the hen-house, but take care to give the hens full information as to Summer Time, Lighting Up Time, the date of Good Friday, etc.

You may have been lucky enough to have obtained the loan of a cycle-cum-chair for one of your vehicles. In this case, an efficient passenger must be found. To qualify for this post he must be light, active, strong and durable, and should be blessed with senses of locality and humour.

The general scheme of things is that you dye on the corners and your motor dies on the straights. In carrying out the former, dye must be put down before, on, and after the corners, so that any competitor riding the course in the wrong direction cannot find out his



"... ONE HEAP OF TANGLED MOTOR-CYCLE AND SWEARING HUMANITY."

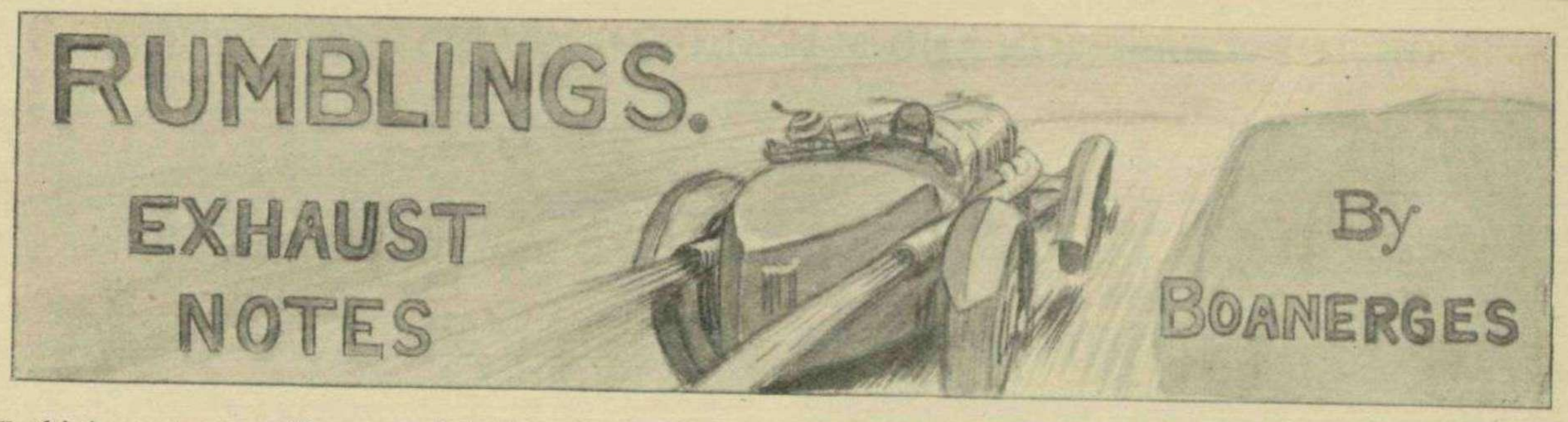
error until he reaches the finish, that is, the start. It is useless to put arrows in out-of-the-way places, as there is such a small possibility of adolescent villagers reversing them. A really enterprising club has the note, "Any person found tampering with, defacing, obliterating or otherwise spoiling, or reversing arrows, will be prosecuted," on its arrows, thus guaranteeing the competitors a spot of bother.

Not forgetful of the parable of the ten virgins, of whom five were wise, and five otherwise, the experienced marker will conserve his dye supplies on the early part of the circuit, so that he may have enough powder left to complete his job, and thus ensure his own safe arrival, untroubled by conscience, at the hostelry selected as the finishing point.

The last really necessary point to remember in laying a genuinely self-respecting trial is that it is absolutely essential that the markers should dead-heat with the first competitor.

* * *

The Editor has won. The second half was long and gruelling in the extreme, during which both sides failed to register. A near thing, my hearties—the odd goal in three. I wonder which was the odd goal, no, goal? But next time, unless, of course, the Editor refuses to grant me, us, that is, a return match (between you and me, he's quite capable of such a breach of etiquette).—[HE IS.—ED.]



I think everyone will agree that there is an extraordinary atmosphere of bonhommie, and cheeriness generally about the Inter-'Varsity Hill-Climb. This is without doubt due to the absolutely amateur nature of the event, the only remaining purely amateur show of its kind there is.

There is always much to amuse at the 'Varsity events. Hilarity was evoked by many things on March 3rd, varying from the antics of the competitors—some of whose performances, especially in the car classes, were excrutiatingly funny—to the personal appearance of various officials and others.

There was almost a breach of the peace among my own party—five of us admitted to holy ground on the strength of one Press pass—at the spectacle presented by two wonderful youths, who were obviously of the aesthetic rather than the athletic persuasion. The one was tall and lank, with no hat, a mournful expression, and equipped with black cotton gloves and a voluminous flapping umbrella. The other, his companion, was short and tubby, resplendent in a suiting of what closely resembled blanket cloth, and was coloured a particularly poisonous shade of vivid brown. Too *leprous*, my dears.

* * *

Particular comment was forthcoming—chiefly from the ladies—regarding the colour scheme adopted by Mr. Llewellyn, who rejoices in the soubriquet of "Ginger." This gentleman howled up the hill in his blue six-cylinder Amilcar, clad in a boiler-suiting of light blue, the whole surmounted by a brilliant shock of, shall we say, very auburn hair.

* * *

The winter is—officially—over and gone. Once more the summer is nigh, and Brooklands is open again. The very fact of the track being open sends a cheerful glow through the heart of the enthusiast. There is an extraordinary fascination about the place, even on non-race days. There is always something going on, and there is always someone down there one knows. It is astonishing to me that more sporting drivers do not take their machines on to the track and blare round. On the road, no matter how excellent a driver one may be, there is always that feeling when trying to burst the speedometer that one is being improper. On the track one simply feels foolish if the throttle pedal is not kept on the floor.

There is, for me at least, a peculiar joy in lapping the track which high speed on the road lacks, and I derive infinite pleasure from that swoop off the Members Banking down onto the straight—a quite different joy from that of taking an S-bend flat in third.

A very excellent piece of news is that regarding the Evening Meetings at the Track. These should prove delightfully informal affairs, and should at once appeal to the sporting motorist.

The meetings will commence at about five o'clock and conclude about seven, which will give people plenty of daylight to get home.

The events will start from the Fork, and each meeting will include at least one race for those who have never won a race in an open B.A.R.C. meeting.

All the events will be open, and no qualifications will be necessary except the holding of the usual international competition licence. The prizes will not be large—but who cares about that—and the entrance fee will be about ten shillings per race.

The idea is that people will enter these small events who would not dare to compete in the big meetings on Bank Holidays, and that men whose business keeps them occupied all day will be able to come down and race for an hour or two in the long summer evenings. Personally, I think the scheme ideal.

Dates have already been fixed, and they are May 10th, June 21st, July 12th and September 5th.

What a chance for all those owners of Bugs and Amilcars and Nashes, who regularly do half-an-hour in twenty-seven minutes!

* * *

The regulations and entries for the Tourist Trophy Race for cars, on the Ards circuit, are now published, and those who cannot afford both are deliberating whether it shall be Le Mans or Ireland.

The entries so far should give us a thrilling race, for we will probably have Campbell, Duller and Harvey on Alvis cars, Kaye Don on a Lea-Francis, George Newman on a Salmson and Vernon Balls on an Amilcar; not to mention the Marendaz, Rileys and Alfa-Romeos.

* * *

I have often become involved in fierce arguments regarding matters motoring, but never have I become the hub and centre of such a whirlwind of passion as was let loose the other evening when I turned the talk on the highest possible speed which may be attained on the road. Stern men raved and strong silent men roared aloud, the whole trouble arising from a debate as to the highest speed attainable on the road during a run, as distinct from the highest average speed.

Now then, you budding Segraves, what do you know about that, huh?

* * *

I have just been around Brooklands again since the re-opening and it seemed as if when they ironed out last year's bumps, they ironed up fresh ones.

A RACING MAN'S REMINISCENCES.

"THE LURE OF SPEED," by H. O. D. Segrave.

(Hutchinsons. Illus. 12s. 6d. net.)



MAJOR H. O. D. SEGRAVE. A RECENT PHOTOGRAPH.

THE field of literature dealing primarily with automobilism is but sparsely populated; indeed, up to a month ago, there was but one book which stands out in this department of letters—I refer, of course, to Charles Jarrott's famous *Ten Years of Motors and Motor Racing*. But now this solitary volume is joined by another, and if the former will go down to posterity as an epic, Major Segrave's enthralling book will rank as a classic.

The Lure of Speed is something more than an interesting addition to the Spring publishing programme, it is a definite monument to motor racing, as faithful an account of the greatest of all sports as it is to-day, as Jarrott's *Ten Years* is of thirty years ago.

In writing *The Lure of Speed*, Major Segrave has accomplished a difficult task with great success. He has avoided the Scylla of Conceit, and the Charybdis of False Modesty; with so successful a racing career it would have been understandable if he had allowed himself a few airs and graces, but this he nowhere does. Major Segrave has successfully eluded the great pitfall of all autobiography, he is nowhere guilty of arrogant humility, and it is, perhaps, this which renders his book so eminently readable.

And readable it is. Major Segrave has a direct, terse style, pleasing in its very simplicity. He recounts his histories in the plainest of phraseology, without verbiage or grandiose language. With a few words he describes exactly his scenes, and the bluntness of his style is strangely vivid. While avoiding technicalities the book is impregnated with the very atmosphere of racing and automobiles.

Major Segrave can be highly dramatic. Listen to his account of the run in the Boulogne speed trials of 1926, when he averaged over 140 m.p.h.:—

"Then came the first of the hills. Up this we shot at over 135 m.p.h. The car seemed only to touch the road in spots. Down over the other side of the hill we raced. One had the unpleasant sensation in the pit of the stomach which one gets when a lift goes down too quickly. Then came the second hill, which was the steepest. Just before reaching the top, the car hit a bad bump in the road, and bounced off into the off side gutter, leaving the ground at the crest of the hill and flying into the air, landing about thirty feet further on. In a blur I passed the finishing line a hundred yards beyond, and it was only then I realised I had been thoroughly and completely frightened for the first time in my life in a car. When I got out I could not stand properly for several minutes. I felt dead tired although the whole thing had taken under three minutes."

He can also be amusing, as witness his account of how Prince De Cystria was frightened into the ditch.

"We were all three entering the village of La Membrolle where, owing to the streets being very narrow neither Guiness nor I could pass him (De Cystria). We in turn were being pressed by other cars following behind, so, to indicate to De Cystria that he should hurry a bit, Guiness put out his clutch and accelerated his engine several times. De Cystria, looked wildly round, saw two enormous cars almost on top of him, swerved frantically from side to side of the road, and crashed into the palisades. The last we saw of him was the tail of his car sticking pathetically out of the match boarding, while planks, scaffolding, poles and debris rained on his head. I think no one was hurt."

Not only does Segrave relate so vividly his racing exploits and the inside story of his record breaking attempts—notably at Daytona—but he has some considered opinions to set down regarding Speed, its uses and its future; he also gives some excellent views upon road surfaces.

In addition to the seventeen chapters, running to 286 pages, there are twenty-nine excellent photographs in illustration. Altogether a book for every enthusiastic motorist to have, and we congratulate Major Segrave on his venture into the realm of letters.

R L. W.

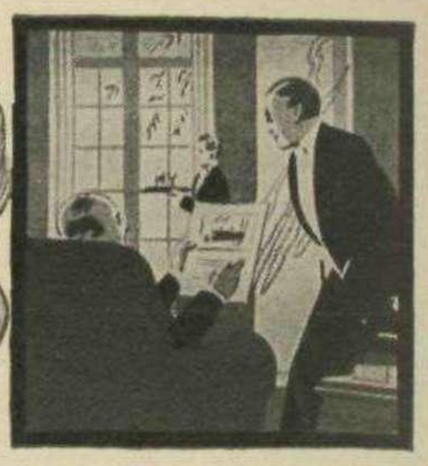
Halifax & D.M.C.C. & L.C.C.

Freak hill climbs are to be held at Toothill Bank as follows:—

Mar. 3.—Restricted	Permit	...	...	2 p.m.
Apl. 14.—Closed	,,	...	...	2 p.m.
May 26.—Restricted	,,	...	...	7 p.m.
June 14.—Closed	,,	...	...	7 p.m.
July 12.— ,,	,,	...	...	7 p.m.
Aug. 30.— ,,	,,	...	...	7 p.m.
Sep. 15.— ,,	,,	...	...	2 p.m.



Round the Clubs



We have pleasure in announcing that MR. C. T. ALLAN, 57, NEWPORT ROAD, CARDIFF, *has consented to act as Honorary District Agent for that locality, and* LIEUT.-COMMANDER JOHN HAVERS *in a like capacity for the Reading District.*

ILKLEY AND DISTRICT MOTOR CLUB.

This well-known Yorkshire club was founded in 1911, purely for fostering the sport of motor-cycling. One of the prime movers in its inception was Mr. J. Norman Longfield, who became the first secretary and afterwards the President for several years. This gentleman was a keen motor-cyclist and was at one time a reserve rider for the T.T. He was also the first Chairman of the Yorkshire Centre of the A.C.U.

During the war the Club ceased its activities, and its members engaged in the struggle, many with distinction, while many others did not return.

1921 and 1922 saw the Club permitted by the A.C.U. to run an open trial, in both years held with great success.



H. PAYNE, ESQ., M.B.E., THE PRESIDENT OF THE ILKLEY CLUB.

Early in 1923 it became obvious that most of the support of the Club was derived from Otley members, and eventually head quarters were transferred to the Black Horse Hotel at Otley. This procedure was adopted as an Otley member undertook to double the then membership of sixty. The following year saw the membership increase to two hundred!

Since then the Club has forged steadily ahead, an example of which is its team performance in the 1927 M.C.C. Team Championship. This the Ilkley Club won hands down, six riders completing the course with a total error of one minute, seventeen seconds, of which the minute was the error of one competitor owing to a miscalculation of his mileage.

The Ilkley Club has devoted itself almost exclusively to the Reliability Trial, desiring to show the public what the modern motor-cycle will do in exceptional circumstances. For four years in succession this Club has won the Yorks Centre A.C.U. Team Championship, and, indeed, have won this five times out of the seven which have been held.

This success is attributable to the splendid spirit which exists in the Club, an *esprit de corps* which is exampled by the popular President—Mr. Herbert Payne, M.B.E. —and by the hard-working officials of the Club. Additional honour accrues to the Club in that Mr. H. W. Robinson, a vice-President, is the President of the Yorks Centre A.C.U. for 1928, and that both Mr. H. Payne and Mr. F Marshall have been elected vice-Presidents of the Centre.

In addition to its sporting proclivities, the Club does not neglect social life, and dinners, dances and social runs are regularly held, while an outing for some 500 poor children of the district is an annual feature.

In 1925 the Club organised another A.C.U. Open Trial, giving some £150 in prizes. In 1926 support was not so easily forthcoming, so in 1927 the event was closed to the Centre, and the prizes reduced in accordance. The event proved popular and successful.

For 1928 the Club has an attractive programme, including a Centre trial, and a skilful Driving Test at Rosedale Abbey Bank on Whit-Monday (May 28th). The trial is scheduled for Saturday, April 28th.

Membership of this progressive Club is 7s. 6d. per annum for motor-cycling members, and 10s. for car members. The programme for 1928, which will include sporting and main-road trials, social runs and

ROUND THE CLUBS—continued.

various novelty events, is now in course of preparation, and will be announced in our pages in an early issue.

* * *

Kent and Sussex Light Car Club.

Owing to an error we gave the name of Mr. Dallas Brett as being the Secretary of the above Club. The correct name and address of the Secretary is Mr. H. V. Warren, 133, Terminus Road, Eastbourne. Mr. Brett is the Secretary of the Cinque Ports Flying Club.

Speed trials will be held at Lewes on May 19th, June 23rd, August 18th and September 22nd.

* * *

British Motor Boat Club.

Arrangements for 1928 :—

Race Meetings have been arranged for 1928 in various parts of the country at all of which there will be events for the outboard classes, and, in addition, it is hoped to arrange many special events, such as National Championship races, a long-distance race, joint meetings and contests with other Clubs, a motor-boat gymkhana, a competition for the winner of the greatest number of points during the season, relay races, etc. Several valuable challenge cups have been promised. The British Motor Boat Club may also stage, in the autumn, an International Contest—somewhat analogous to the Duke of York's Trophy races.

Monthly race meetings have been provisionally arranged at the Welsh Harp for the following dates :—May 12th, June 9th, July 14th, August 18th, September 8th and October 13th.

The Outboard Section Headquarters are at the Welsh Harp, Hendon, where there is a magnificent stretch of water a mile long, ideally suitable for this purpose, and which is reserved for members of the British Motor Boat Club only. There is a landing stage, ample storage for boats under cover at a reasonable charge, changing rooms, baths, and lavatory accommodation, and the resources of a large hotel for meals, etc. An accurately measured half-nautical mile has been laid down.

It is hoped that every owner and prospective owner of an outboard motor boat will join the British Motor Boat Club, as by so doing he will strengthen the movement and ensure better sport and greater privileges and facilities for every one.

Further information can be obtained from the Honorary Secretary, W. T. Fry, 13, Buckingham Palace Gardens, S.W.1. Telephone, Sloane 7277.

* * *

Sutton Coldfield and North Birmingham Auto Club.

We are now able to announce that arrangements are well in hand for the use of the Birchfield Harriers new Alexander Sports Ground at Perry Barr for dirt track racing, and it is proposed to hold events on this ground in the very near future. It is intended to prepare a "dirt" or "cinder" track in preference to a "grass" or "grease" surface and full particulars, regulations and entry forms will be available very shortly.

The Secretary will be pleased to hear from riders interested in this form of racing.

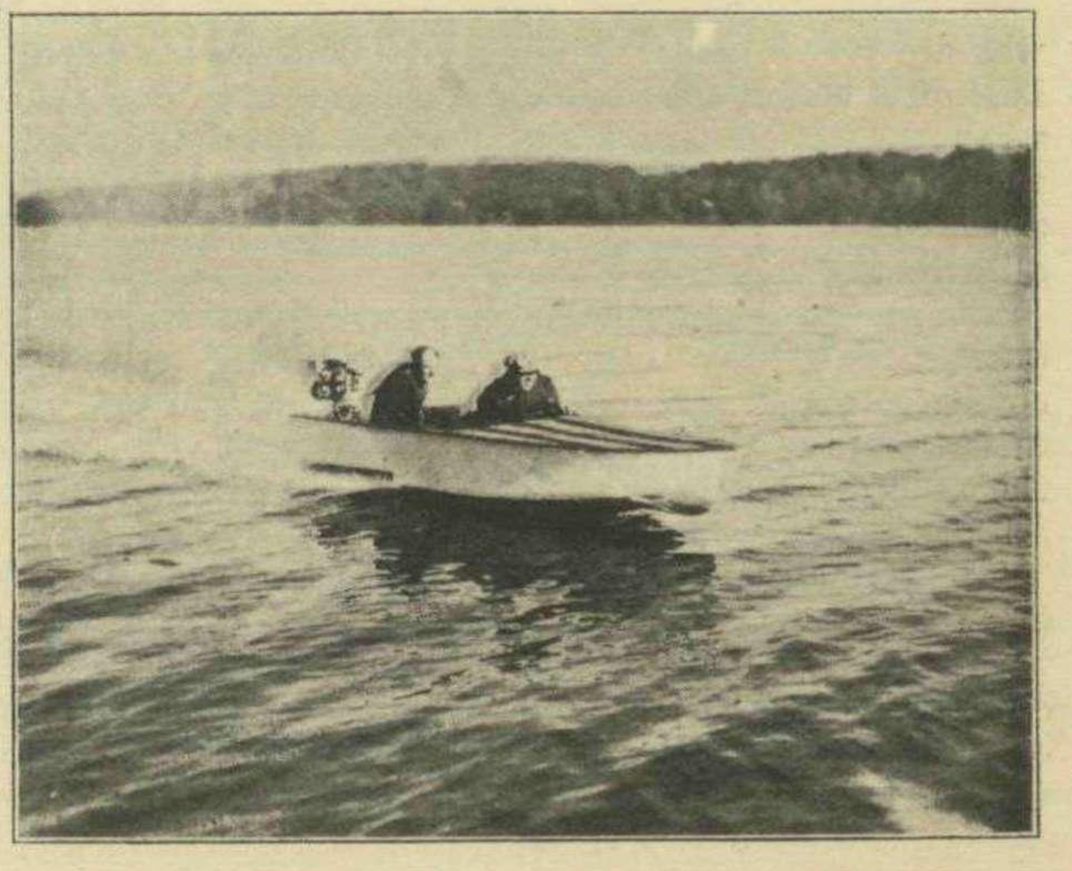
North London Motor Club.

Arrangements are proceeding for Grass Track Races and the Club have secured an excellent field for this purpose, together with ample parking and paddock accommodation.

Subject to A.C.U. approval the first races will be held on April 28th, and further details will appear in these columns at a later date.

In the meantime, information will be gladly given if application be made to the Hon. Sec., Alan W. Day, "Claremont," Ballards Lane, Finchley, N.3.

* * *



MOTORING WITHOUT DUST. AN ELTO OUTBOARD CRAFT ON THE WELSH HARP, HENDON.

Halifax and District M.C.C. and L.C.C.

The following events are in the Club's programme for 1928 :—

April 29th.—1st Trial. Main Road Reliability. (Awards) Cars, 1st, Ryburn Trophy and Silver Cup ; 2nd, Gold Medal. Cycles and Three-Wheelers, 1st, Tyre, Men's Cup and Tyre and Silver Cup ; 2nd, Gold Medal.

May 26th.—Toothill Bank, Freak Hill. 7 p.m.

June 2nd.—2nd Trial under consideration. Details later. Award, Webbe Trophy.

June 24th.—3rd Trial. Main Road Reliability. (Awards) Cars, 1st, Wodhall Nicholson Trophy, Silver Cup ; 2nd Gold Medal. Cycles and Three Wheelers, 1st, Jenkinson Trophy and Silver Cup ; 2nd Gold Medal.

* * *

Southport Motor Club.

Coming sporting events :—

Apl. 28.—Race Meeting.
May 20.—Restricted Reliability Trial.
June 4, 6 and 8.—T.T. Races, I.O.M.
June 23.—100 Mile Race Meeting for Cars only.
Aug. 11.—Summer Race Meeting
Sep. 8.—Open Championship Race Meeting.

ROUND THE CLUBS—concluded.

Oct. 6.—Autumn Race Meeting.
Oct. 28.—Restricted Reliability Trial.
No definite dates are yet allotted for social events.

Brighton and Hove Motor Club.

Hon. Secretary's address, 10, Prince Albert Street, Brighton.

Please note that an Open-to-Centre permit date has been finally allotted for the Brighton to Beer 24-hour Trial, for June 16th and 17th, start at Brighton, finish at Dorchester.

* * *

Wood Green and District Motor Club.

In spite of the rapid increase in women motorists who are keen to enter reliability trials there has been a lack of trials organised solely for them, until last year, when the Wood Green and District Motor Club held the first Ladies' Reliability Trial. So unique was its appeal, that it received enthusiastic support from drivers all over the country.

The second trial for ladies only, will therefore be held on Saturday, May 19th, and the route will be over a course of about 100 miles, a course that will test the driving skill of the competitor, yet one that will enable the novice to enter with full confidence that no freak hills or the like will be included.

The organisers have secured an open permit, and entrants must be in possession of a current open competition licence. The entry fees are 12s. 6d. for private entrants and 20s. for trade drivers. Full particulars can be obtained from the Hon. Trials Organiser, Club Offices, Crescent Road, Wood Green, N.22.

* * *

Northern 200-Mile Trial.

A reliability trial with an unusual route will be held on June 30th to July 1st, when the Wood Green Club will hold a "Northern 200-Mile Trial." The finish will be at Birmingham or Macclesfield, and the Derbyshire hills will form the testing grounds for the riders and machines. The entry fee is 5s. and the trial is open to the following motor clubs:—Enfield, Watford, Wokingham, North-East London, Amateur, Metropolis, Berkhamsted, Egham and Southgate.

The Langford and District Light Car Club.

The Annual Dinner of the Club was held on Friday, March 9th, in Bristol. This function was very well supported by members and friends. Captain A. Frazer Nash was the Guest of the Evening.

In proposing the toast of "The Club," Mr. R. F. Lyne touched on the success attained by the Club. In replying, Mr. S. G. MacWalker, Club Captain, gave a brief history of the Club since its inception in 1924. He regretted to have to announce that negotiations for the use of a private drive for a speed trial had fallen through. The evening closed with an excellent entertainment and programme given by both members and friends. The season opens with a social run to Lyn-

Trials are fixed for the following dates:—

Saturday, May 12.—1st Trial.
,, June 23.—Norman Pineo Memorial Trial.

The LURE of SPEED

by MAJOR H. O. D. SEGRAVE.

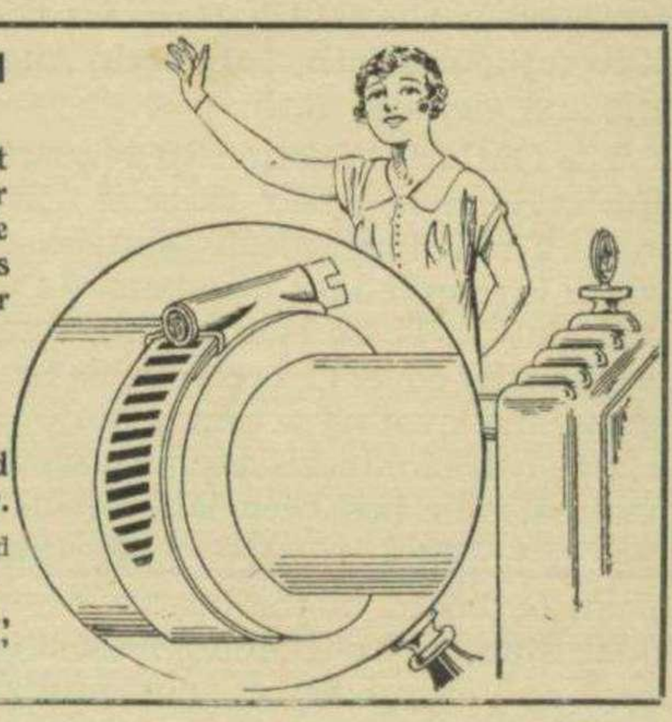
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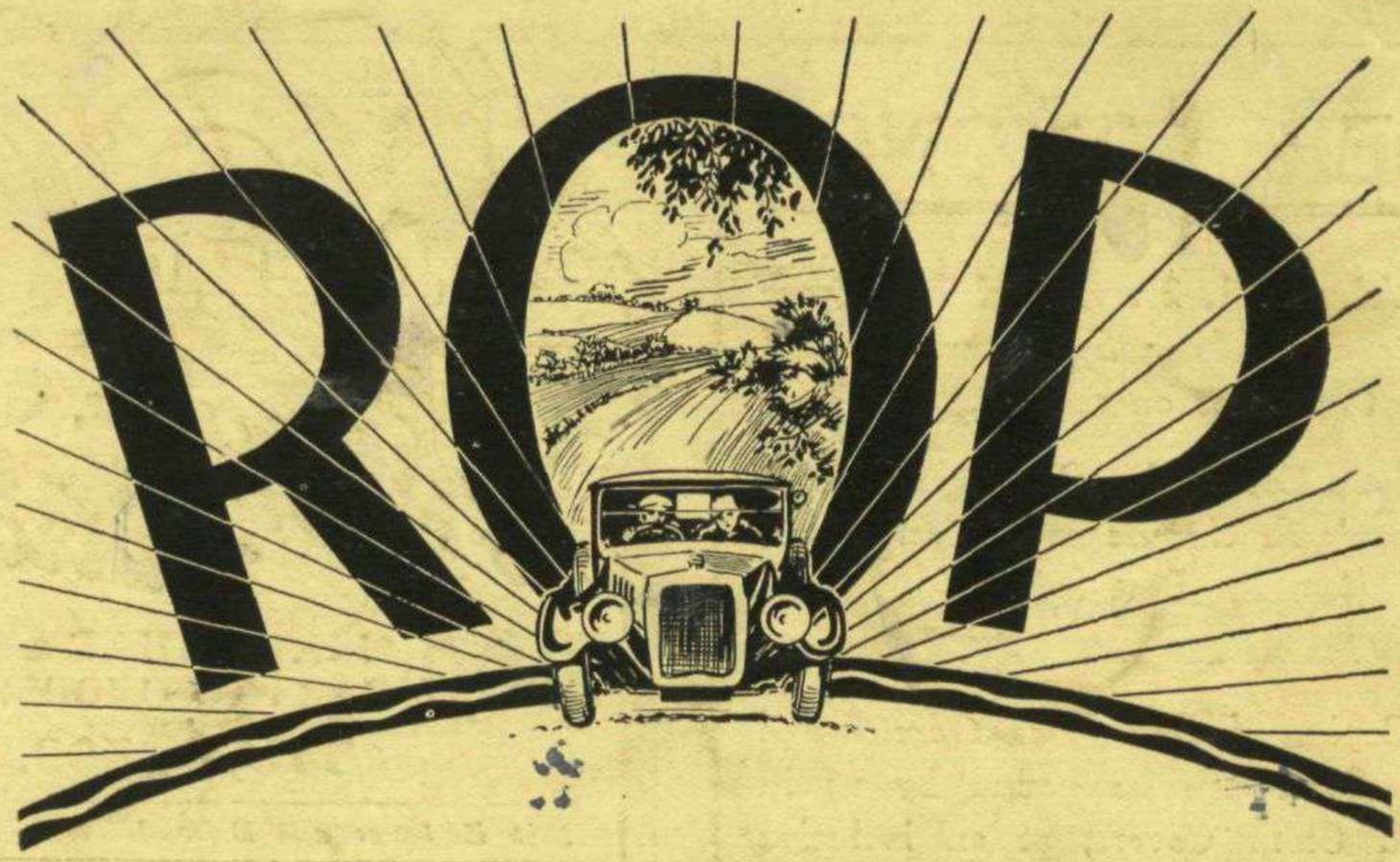
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