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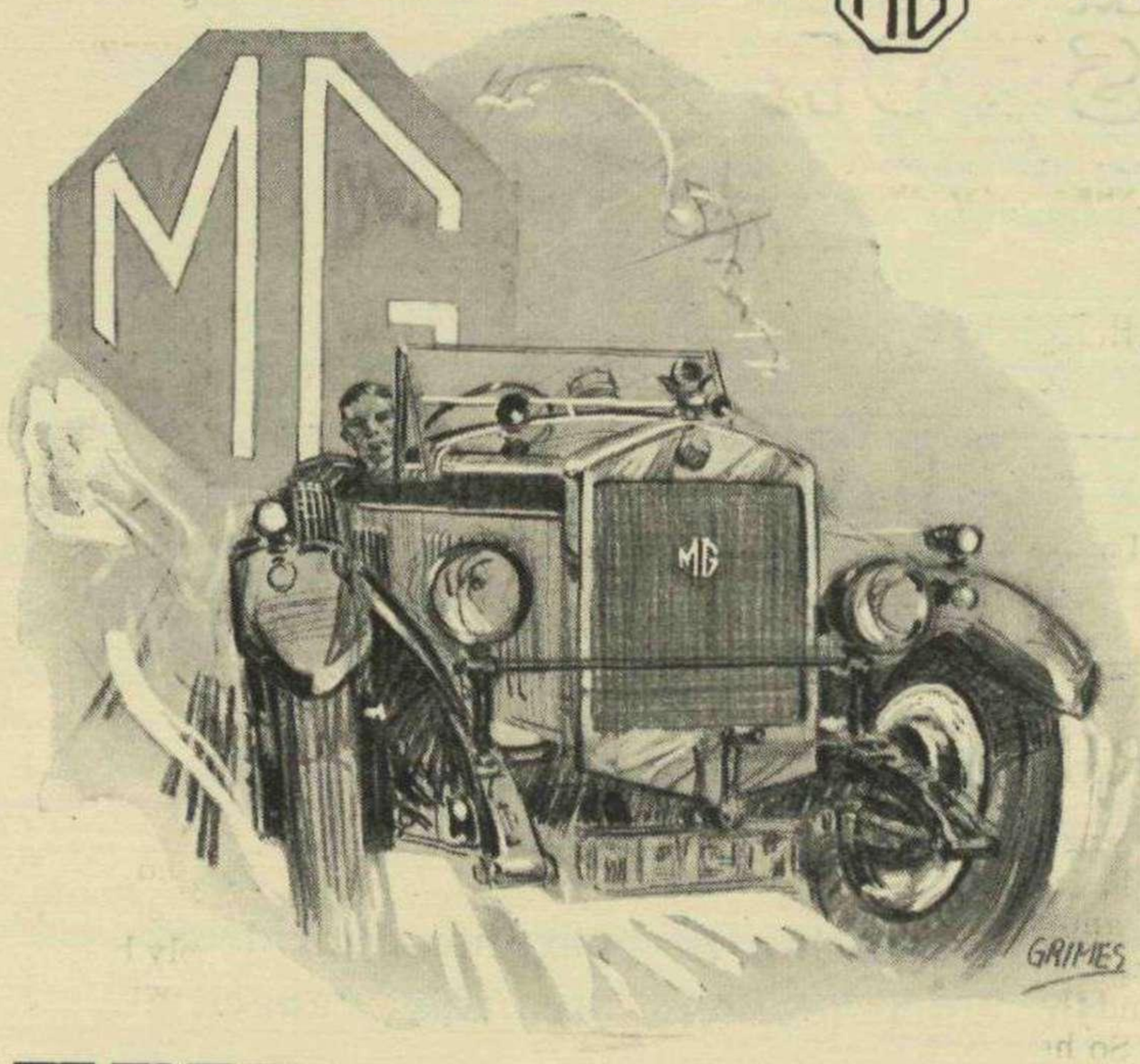
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MAY, 1927.

MOTORING IN OXFORD

A VERY eminent French journalist was angry with the Prefect of Police. He argued that his arrangements for the Paris traffic were bad ; and he was convinced that if only the eminent gentleman were to get into his little Citroën coupé and drive round the town, his arrangements would be more practical. So he wrote a vehement article and entitled it " Monsieur le Prefet de Police, en voiture ! " In the same way we must cry from the housetops " Messieurs les Oxoniens, en voiture ! " (or, of course, " en motocyclette ! " if it is not ridiculous to tell anyone to get *into* a motor-bike). At all events let Oxford motor, and it will really enjoy itself !

It is a popular supposition among people who have never been there, that Oxford is a town full of horrible undergraduates all tearing about in enormous motor cars. Of course this is entirely untrue ; as to whether they are horrible, well, of course, one can argue about that ; but it is undeniable that they do not go about in motors large or small, nearly enough.

It is nearly a year now since the powers that be issued the edict that all undergraduates' cars should carry a green light. Of course, every one knows the tales of these who conscientiously fitted one and then ventured one winter evening into a distant Cotswold village, where the local constable was so impressed by the mystic sign that he hastily consulted his " book of the words " There he discovered that to carry a green light was the privilege of the very highest members of his force, with the result that he saluted smartly and remarked " Of course, Sir, you're the ' Yard ' ! " Or the yet more improbable one of those who were arrested for usurping the privileges of His Majesty's police force and clapped into jail ; whence they had to be bailed out by the proctors in person. But all this is beside the point, which is, that these beautiful little green lights have shown up the horrid fact that there are not nearly enough undergraduate motors.

Oxford doesn't motor enough yet, and it does not motor well enough—most of its motors are dull. Of course it has its Isotta Frashcini and it has its Hispano Suiza—(though when one mentions the latter, I have known people laugh, I can't think why). But where are its Grand Prix " Bugs." for instance ? Of course " No cars of racing type will be licensed by the proctors," but then where need one draw the line anyway ?

Of course the town motors considerably better. There are some very attractive cars in the town and one has seen drivers who know how to use them. For motoring in Oxford requires its skill. In the first place there is Carfax, where the two enormous policemen are very awe-inspiring. Who has not seen the unfortunate ladies, for instance, who have failed to stop behind the white line, being solemnly waved back by a portly policeman, even to the detriment of the lady's tail lamp and the front wings of the car behind ? Then, of course, there are the bicycles : Oxford is just black with bicycles, and no one knows where they all go at night. At any rate it is good practice in steering to miss them, especially when the big flotilla is let loose from Morris's. The younger generation too have a habit of providing interesting stopping tests for the F.W.B. exponents, by throwing themselves off their machines a yard or two in front of an oncoming car.

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Once clear of the perils of Oxford, however, one gets into the open country, usually one seems to get onto the Henley road. Of course half Oxford has done the 23 miles to Henley in half-an-hour, but then one suspects that the clock in Henley is kept conveniently slow. At any rate it is a nice road ; Dorchester is most attractive with its enormous church, and Benson would also be charming if it was not so intimately connected with the death feuds at the far end. Thence by Huntercombe Golf Club of Morris fame to Henley, where one either sinks into a punt to rest after one's labours, or goes on to Maidenhead and London.

Then there is the Headington Road, which either takes one to London by a road which is all " up ", but which looks like being magnificent soon, or to Thame, and at any rate gives one a hill-climb to start off with. At Thame there is the Spread Eagle where one dines, as the French say, or else there are some A.A. notices for those who still feel energetic, which take one round about five sides of a square and finally land one on the Aylesbury road. After Aylesbury one can turn homewards again and come back to Bicester of hunting fame ; and thence to Oxford by road which was obviously specially designed for those who wish to practice taking right-angle corners, with blind hedges to give them a spice of excitement.

The Banbury Road is perhaps the dullest out of Oxford and has few attractions except a few straight stretches where one could get up quite a good speed if it was not that there is always a strong head wind blowing in both directions. The Woodstock road is much better, for Woodstock itself is charming, and from it one can go on to Stratford-on-Avon a swing away to the left and the Cotswolds. On a fine summer afternoon there is no more attractive district than the latter, and if the villages were not so nice, one would still like them for their names. The most extravagant inventions of the Puddlecombe-in-the-Slush order are all really there, and if one is not mad enough to visit them in the slush season, they are as good as their names. Finally one gets to Witney and so back to Oxford by Eynsham, where one has to be careful not to crash the toll-bridge.

There are two more main roads out of Oxford, by Abingdon and Cumnor Hill, and each of them lead more or less to the Vale of the White Horse, the great rolling chalk hills with their curious stone monuments of prehistoric times and absurd villages forgotten by the world. The Vale vies with the Cotswolds as the most attractive point towards which to set one's trusty (or fickle) motor.

At all events, North, South, East or West there are places worth going to ; and as distance lends enchantment and all that, Oxford is all the pleasanter when one returns to it, and all the more welcome if the time happens to be 11.59 p.m.



THE M. G. SUPER SPORTS TWO SEATER AT SUTTON COURTENAY.

SPORTING EVENTS OF THE MONTH.

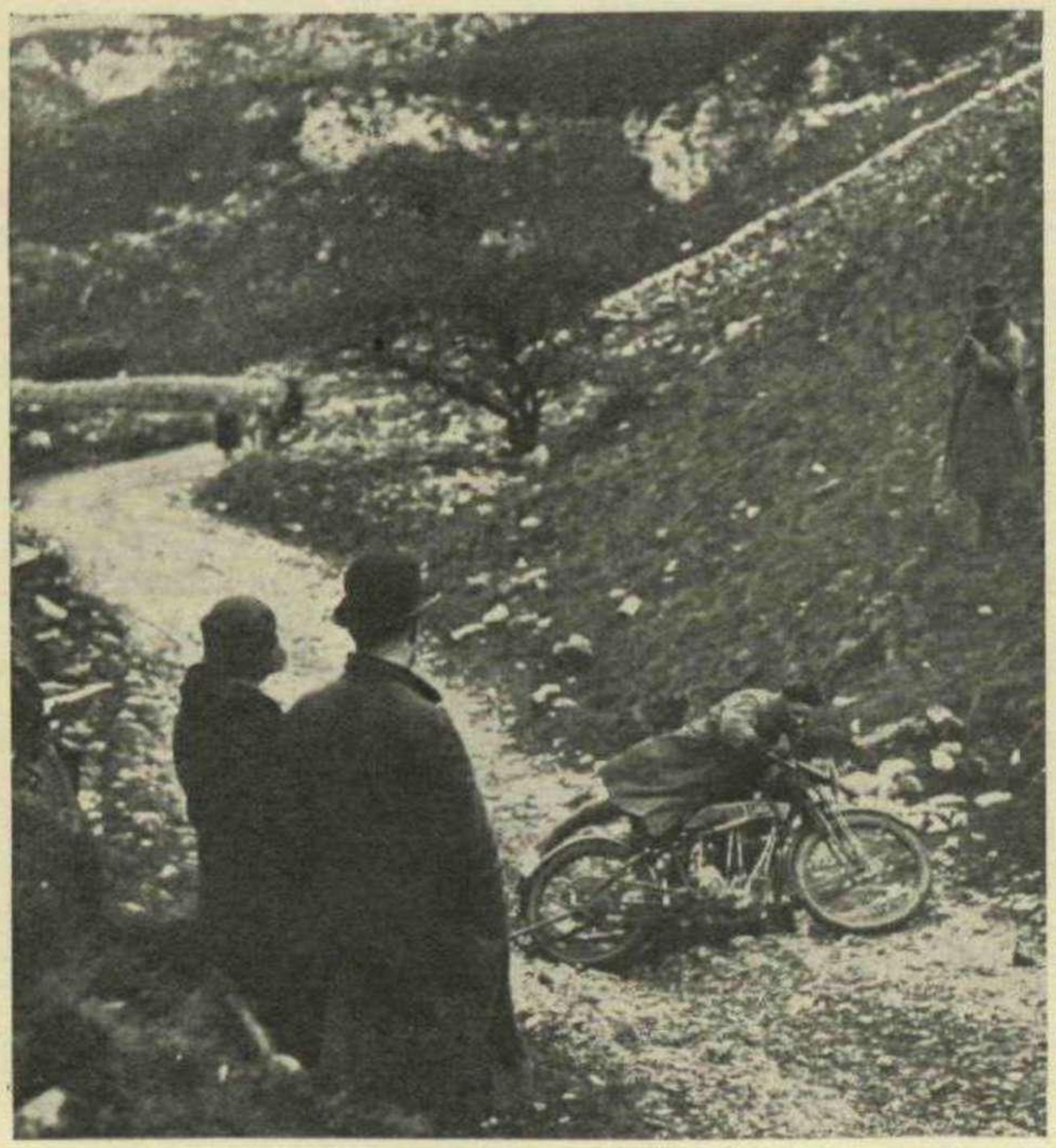
THE A.C.U. SPORTING TRIAL.

Amusing Day in the Derbyshire Hills.

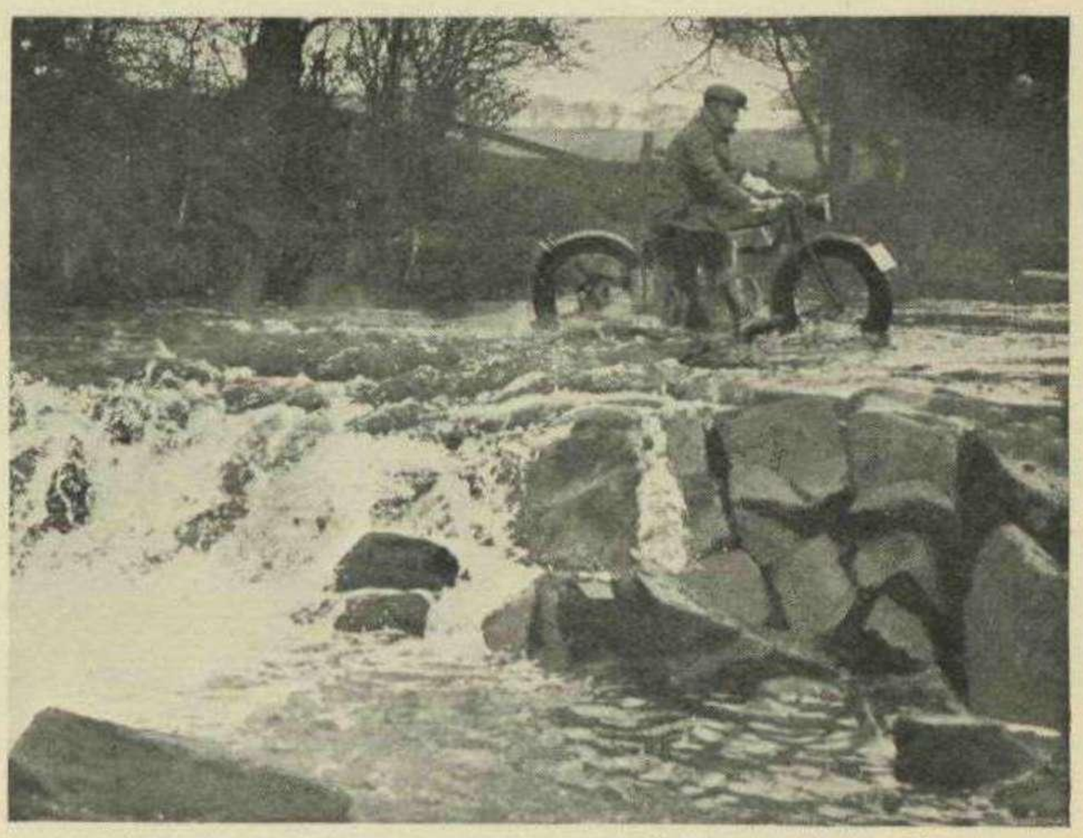
BUXTON seems to be near enough to Manchester to suffer from the latter's chronic rainfall, and the start of the A.C.U. Sporting Trial was not granted any reprieve by the watery powers. The immediate effect of the rain was twofold—firstly, the schedule speed of the trial was (quite unnecessarily) dropped from 20 m.p.h. to 18 m.p.h., and secondly the fairly dry surface of Blackermill Hill, at the start, was transformed to something which looked dry, but which in reality was sufficiently slimy to trap the unwary—i.e., about three quarters of the five dozen starters.

Among the best climbs must be mentioned George Rowley (A.J.S.), W. Hillas (Ariel), R. Moore-Dutton (Douglas), V. Jolliffe (Panthette), Miss Fay Taylour (A.J.S.) and E. K. Langton (Scott).

After "Blacker" competitors were treated to some miles of grass and "three ply" in a steady drizzle of rain, which rendered some of the descents and all the ascents decidedly tricky for those without a superabundance of tyre tread. The second hill, Dow Low, wound upwards interminably over grass, grease and rocky outcrops but possessed no real gradient, nevertheless several riders found it too much for them. The next fifteen miles included several sections of comparatively fast road, at least three easy watersplashes and two of the milder observed hills. Given no trouble there was no particular difficulty about a 20 m.p.h. average, so that having only 18 m.p.h. to perform, many riders found time in hand. The weather had by now brightened



BLACKERMILL HILL CAUSED CONSIDERABLE TROUBLE TO COMPETITORS.



A RUDGE RIDER NEGOTIATING ONE OF THE THREE WATERSPLASHES.

up but Cow Low Hill was still sufficiently damp to defeat all but two, so far as clean climbs were concerned. This hill, the last of the morning circuit consisted of several hairpin bends on turf, with patches of rock here and there, once again wheelspin causing all the trouble. The only two clean climbs were made by H. Dixon (Rudge) and W. M. Mason (Scott), but praiseworthy attempts, nearly crowned with success, were made by W. Hillas (Ariel), Fay Taylour (A.J.S.) and O. Langton (Scott). Thenceforward the course lay over comparatively easy roads (and tracks) to the finish, on the heights opposite Blackermill.

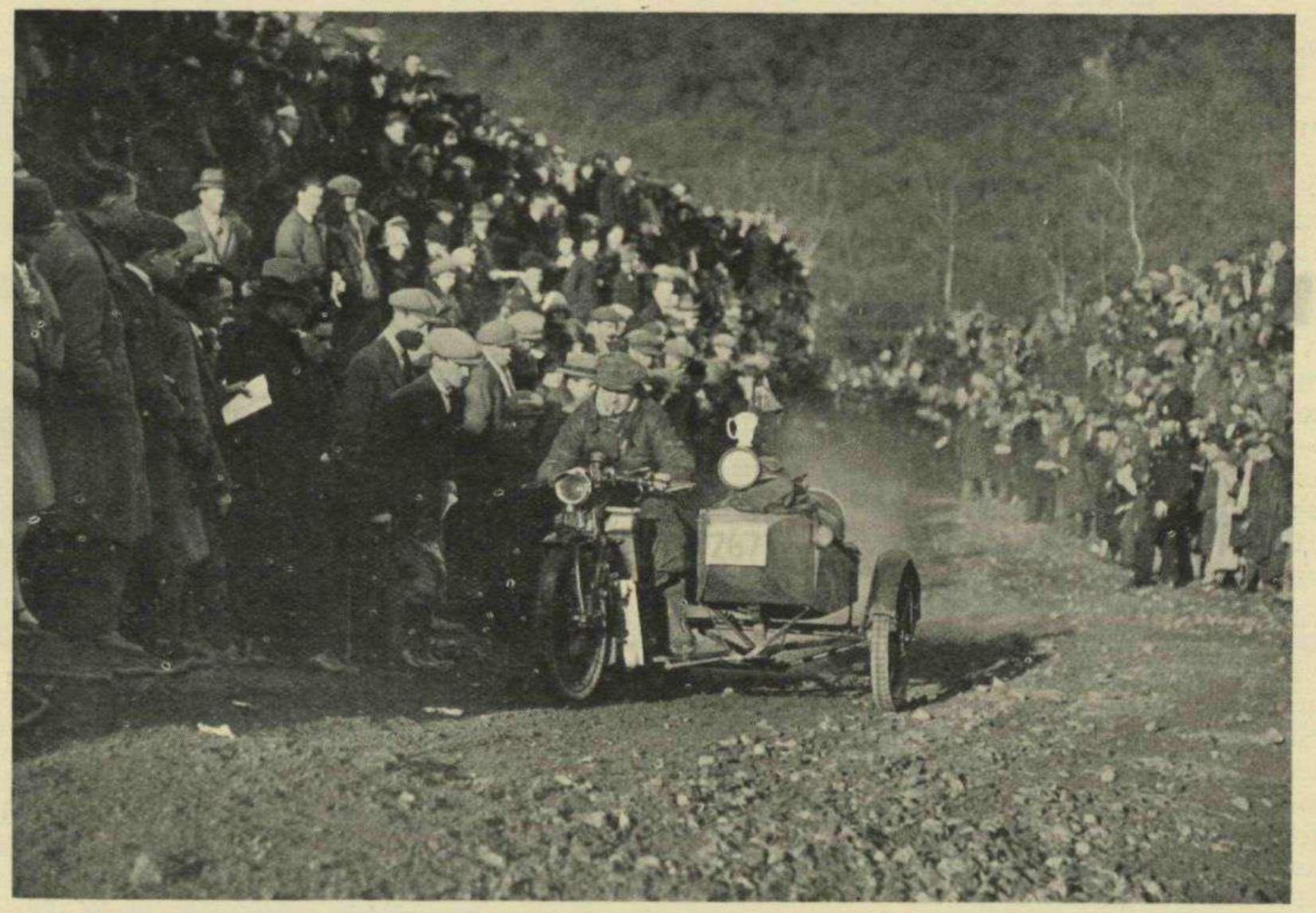
Competitors were required to walk down a grassy track with innumerable hairpin corners to cottages near the morning starting point, where sandwiches, beer and other food was provided. It was a pity that this track was not included in the trial, but the rain had rendered the descent dangerous in the eyes of the organisers. However, the hill was climbable as our representative was "given a lift" by A. B. Bourne, on one of the new 3-speed Panther's, who made a perfectly clean and very impressive climb in spite of the extra bulk on the carrier!

In continuous bright sunshine and with only two easy observed hills the afternoon circuit was child's play and we fear the secret check must have caught several riders ahead of time. Covered in the reverse direction the circuit seemed much easier than before, though the boulders on High Wheeldon hill caused some footing and one or two failures, chiefly on the part of the over-exuberant. During the afternoon W. Hillas (Ariel), who had performed very creditably on all observed sections, broke his driving chain twice in rapid succession, thus spoiling his otherwise excellent score and his chance of an award.

The finish was at the foot of Blackermill Hill which was then dry and therefore fairly easy to descend.

Reviewing the machines at the finish, the usual array of bent and missing footrests were observed while many exhaust systems had suffered severely. In the wilder-

SPORTING EVENTS OF THE MONTH—continued.



J. H. Calvert (Scott & Sidecar), complete with A.O.F.B. Insignia on Beggar's Roost.

ness we also observed a Rex-Acme completely abandoned, while elsewhere a rider was seen gloomily surveying his A.J.S. which seemed to have " come apart " ! The results were as follows :—

Motor Cycle to the value of £75 (for best performance by a private owner).—W. M. Mason (596 Scott).

The Sporting Trial Trophy (for best performance by a trade rider).—C. J. Marsden (249 Dunelt).

Sporting Trial Souvenirs.—F. J. Moore (495 James), L. Crisp (349 Humber), W. F. Bicknell (344 Royal Enfield).

The Sporting Trial Centre Trophy.—Yorkshire Centre A team—O. Langton (498 Scott), W. M. Mason (596 Scott), E. K. Kangton (596 Scott).

Out of 63 entries, 33 others finished the course.

THE M.C.C. LONDON—LANDS END TRIAL.

Giant Entry Covers Course with Minimum of Trouble.

YEAR after year the classic M.C.C. events seem to become easier and easier. The same hills are included but cars and motorcycles improve steadily in performance and reliability, while for the most part the same drivers compete again and again. Given fine weather, therefore, these runs tend to become a kind of enjoyable and rather prolonged social run, and any failures can be attributed to bad luck, and perhaps in the case of a few novices to bad driving.

Under the circumstances the press-man has a difficult task to produce a report that is anything except a catalogue of successful climbs of the hills. The alternative is for the pressman to compete himself, but even reports of this nature become wearisome to the reader (and expensive to the writer).

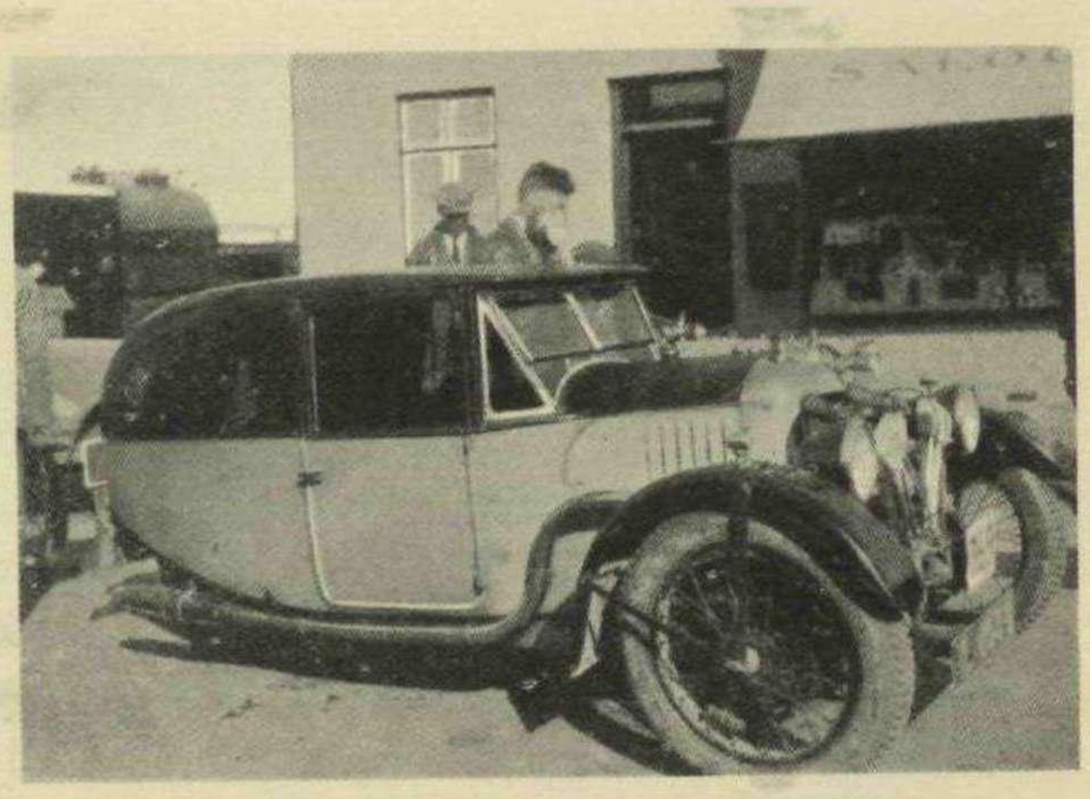
The Lands End hills are undoubtedly fine tests of the motor vehicle, but as the latter are really such wonderful creations for the most part that even the worst hill—Beggars Roost—could do little more than stop a few of the " midgets " which owing to a lack of sufficient " run " were slightly underpowered. Generally speaking, among the cars, the best showing on the hills was made by drivers of Morris and M.G. Sports, Frazer Nash, Salmson, Riley, and Trojan, while several makes with fewer entries put up excellent performances, in some cases 100% gold medals.

Motorcycles experienced practically no difficulty on any of the hills except a few unfortunates who found that some slight derangement had taken the " edge " off their motors, but special mention must be made of the brilliant climbs of " The Roost " by T. G. Meeten (172 c.c. Francis Barnett and sidecar) and W. Bray (249 c.c. Dunelt and sidecar). Here and there among the competing vehicles the usual gadgets and startling models were to be seen, among the former we noticed a series of A.O.F.B. emblems and symbols towering above the nose of Calvert's Scott sidecar while B. B. F. Russell's saloon aero Morgan deserves mention among the latter.

SPORTING EVENTS OF THE MONTH—continued.



T. G. Meeten whose little Francis-Barnett Performed Brilliantly.



B. B. F. Russell's Attractive Saloon Morgan.

THE SECOND B.M.C.R.C. MEETING.

THE B.M.C.R.C. have this year been extraordinarily unlucky as regards weather, the first meeting was curtailed by rain, and the second meeting had to be postponed from April 9th to Wednesday, April 20th. However. on the latter date the races were run and some fine speeds were accomplished.

Few changes are to be noticed among the track men and machines this year, but Freddie Dixon seems to be abstaining temporarily, while J. S. Wright has graduated to a Brough Superior. Another feature of the races this year is the large number of McEvoys, both 350 c.c. and 1,000 c.c. models.

In the 500 c.c. class everything points to a tremendous struggle between the Spring-Denly-Staniland group on Nortons and Bert Le Vach on his New Hudson, while the surprise of the 2nd meeting was that C. W. G. Lacey on his new 500 c.c. Grindlay also showed sufficient speed to worry this duo. All three of these " firms " can lap at over 100 m.p.h., even at this early stage of the season, so something really startling should be seen before October !

To return to the actual racing, it was curious to notice that Denly (Norton) beat Le Vach in the 500 c.c. scratch race at record speed (100.82 m.p.h.), but that after the meeting Le Vach produced a second similar New Hudson and proceeded to beat Denly's time for the 5 kilometres and 5 miles at over 105 m.p.h.

In the 350 c.c. scratch race the three fastest men all " blew up," an unusual occurrence in such a short race, leaving F. G. Hicks to win comfortably at 86 m.p.h. on his Velocette.

Extremely creditable speeds were attained by the winners of the various handicap events, noticeably J. S. Worters, 86 m.p.h. on a 246 c.c. machine, H. O. Matthews (private owner), 76 m.p.h. on a Norton and sidecar, and J. Chater-Lea (348 c.c. Chater Lea and sidecar), 72 m.p.h.

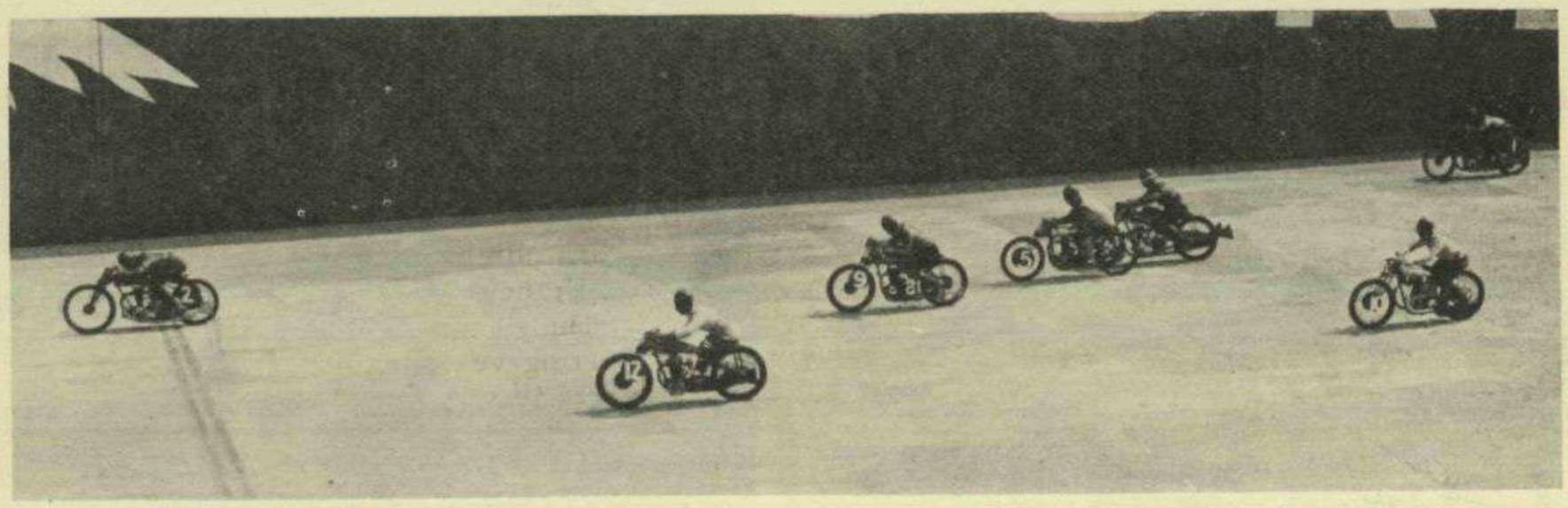
Apart from a crash on the part of R. L. Briggs, from which he is happily recovering, the whole meeting passed off without a hitch and provided an excellent afternoon's sport.

Results :—

350 c.c. 3-lap Scratch Race.

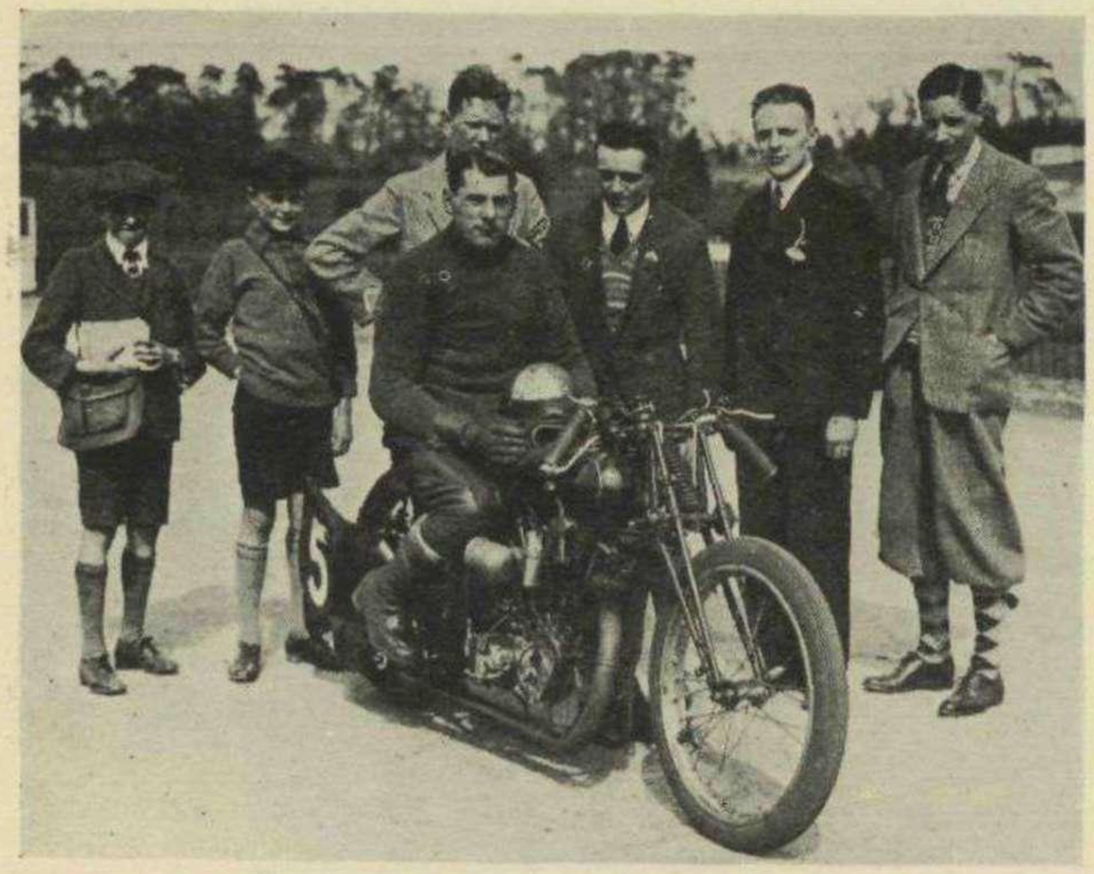
1. F. G. Hicks (348 Velocette).
2. C. A. C. Birkin (348 McEvoy).
3. W. A. Colgan (348 Cotton).

Winner's speed—86.02 m.p.h.



The Start of the 350 c.c. Scratch Race, won by F. G. Hicks (Velocette) No. 12.

SPORTING EVENTS OF THE MONTH—continued.



G. W. Patchett (McEvoy) after Winning the 1,000 c.c. Scratch Race.

500 c.c. 5-lap Scratch Race.
1. A. Denly (490 Norton).
2. H. Le Vack (496 New Hudson).
3. R. N. Judd (494 Douglas).

Winner's speed—100.82 m.p.h.)

1,000 c.c. 5-lap Scratch Race.
1. G. W. Patchett (996 McEvoy).
2. O. M. Baldwin (876 Zenith).
3. C. S. Staniland (588 Norton).

Winner's speed—100.82 m.p.h.

Three-lap Private Owners' Handicap.
1. H. O. Matthews (588 Norton s.c.).
2. E. M. Thomas (348 McEvoy).
3. Rex Bennett (248 Cotton).

Winner's speed—76.03 m.p.h.

Three-lap Expert Handicap.
1. J. S. Worters (246 Excelsior).
2. R. H. Hopkins (348 Chater-Lea).
3. A. L. Loweth (490 Norton).

Winner's speed—84.84 m.p.h.

Three-lap Handicap, Classes A and B.
1. J. S. Worters (246 Excelsior).
2. R. H. Hopkins (348 Chater-Lea).
3. W. A. Colgan (348 Cotton).

Winner's speed—86.62 m.p.h.

Three-lap Handicap, Classes C, D and E.
1. A. Denly (490 Norton).
2. V. Horsman (495 Triumph).
3. G. C. Cobbold (493 Sunbeam).

Winner's speed—97.65 m.p.h.

Three-lap Private Owners' Handicap.
1. H. L. Haverson (348 H.L.H.).
2. F. C. Kirby (493 Sunbeam).
3. W. J. Clennell (248 Cotton).

Winner's speed—80.85 m.p.h.

Ninety m.p.h. 3-lap Handicap.
1. C. W. G. Lacey (488 Grindlay-Peerless).
2. C. S. Staniland (588 Norton).
3. V. Horsman (495 Triumph).

Winner's speed—97.08 m.p.h.

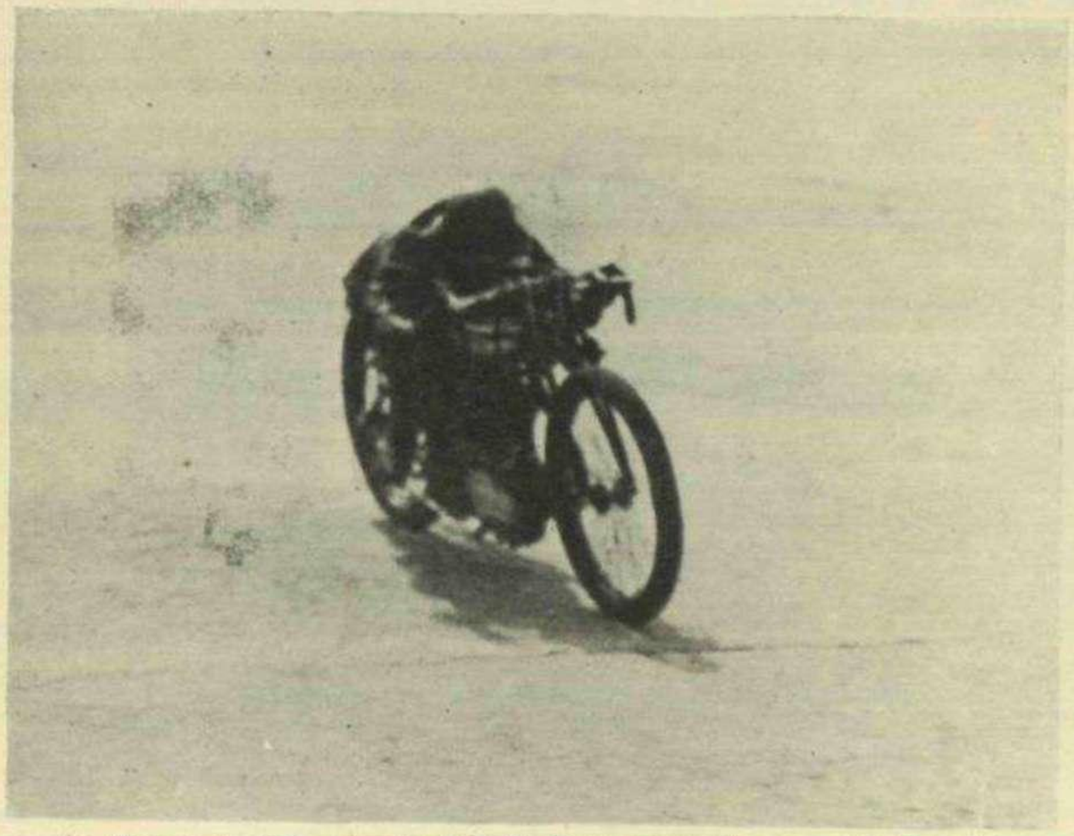
Three-lap Passenger Handicap.
1. J. Chater-Lea (348 Chater-Lea s.c.).
2. C. S. Staniland (588 Norton s.c.).
3. L. J. Pellat (344 McEvoy).

Winner's speed—72.28 m.p.h.

EASTER MONDAY AT BROOKLANDS

First B.A.R.C. Meeting.

B.A.R.C. weather is by now traditionally excellent, and Easter Monday was no exception. Great things were expected at this meeting, for it was promised that Major Segrave and perhaps Captain Campbell would perform exhibition laps on their respective record breakers, but to everyone's disappointment neither car was brought out, though the Napier was on view in Captain Campbell's show-rooms. Another feature tending to minimise the interest in the races, of course, was the inevitable absence of several of last year's most brilliant drivers. It is impossible to over-

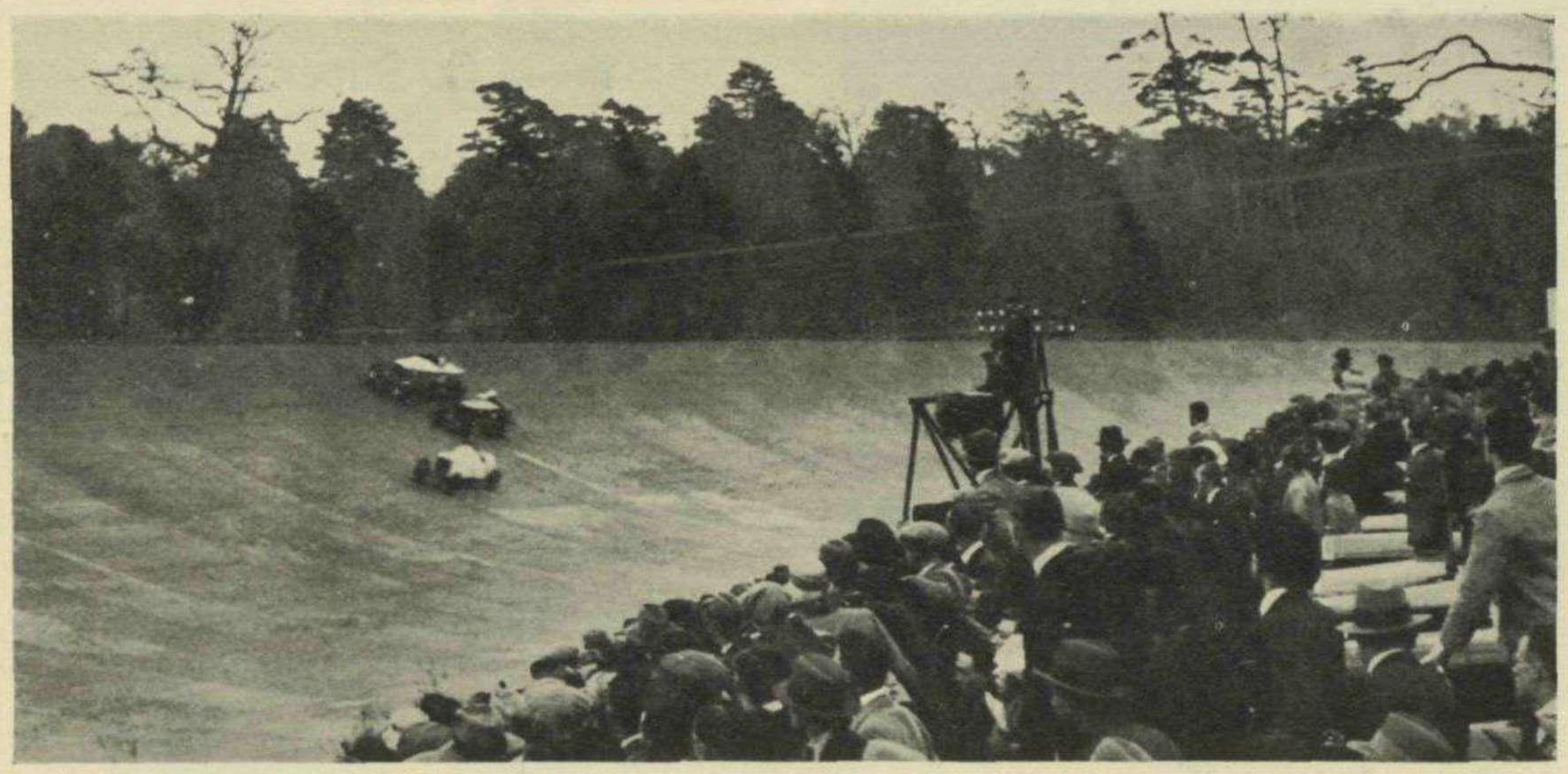


A. Denly (Norton) Crossing the Fork at Speed.



Kaye Don (Sunbeam) who won Two Races on Easter Monday.

SPORTING EVENTS OF THE MONTH.



E. L. Meeson (Vauxhall) passing J. Taylor (Talbot) and G. Newman (Salmson) in the 4th race.

estimate the loss sustained to Brooklands by the untimely deaths of " Dick " Howey and Parry Thomas.

The most successful competitors at Easter were Kaye Don, E. L. Meeson and Malcolm Campbell. The former, driving Wright's Sunbeam, won the 100 m.p.h. Long Handicap at 107.87 m.p.h. and the Brooklands Founders' Gold Cup at 105.03 m.p.h. Meeson, on his familiar and (outwardly) touring Vauxhall, won the 90 m.p.h. Short Handicap at 97.24 m.p.h., after some thrilling overtaking, and the 90 m.p.h. Long Handicap at 102.54 m.p.h., thus showing that much useful work has been put in on the old " 30-98 " during the winter months.

To Campbell fell the honour of winning the fastest race of the day, the Lightning Long Handicap, at 110 m.p.h. on a 2,300 c.c. " straight-eight " Bugatti, his best lap being at the rate of 119 m.p.h. Campbell also finished 2nd in the Gold Cup race. Jack Barclay having given up racing owing to parental nervousness, the famous T. T. Vauxhall appeared in charge of John Cobb, who handled it with great skill, winning the 100 m.p.h. Short Handicap at 100.38 m.p.h.

Remembering his remarkable performance last year, many people expected fireworks on the part of P. Goutte (supercharged Salmson), but the car sulked until the last race of the day, when he managed to finish third in spite of a not too generous handicap.

Little else of interest occurred during the afternoon, the other races being won by various old friends who have figured in the results before.

Results :—

Easter Private Competitors' Handicap.
1. G. A. Wadham (Hosttmann).
2. C. S. Staniland (Bugatti).
82.67 m.p.h.

42nd 75 m.p.h. Short Handicap.
1. R. F. Oates (O.M.).
2. A. F. Nash (Frazer Nash).
3. C. W. Johnstone (Bugatti).
86.98 m.p.h.

52nd 100 m.p.h. Short Handicap.
1. J. R. Cobb (Vauxhall).
2. E. L. Meeson (Vauxhall).
3. E. Poppe (Rover).
100.38 m.p.h.

27th 90 m.p.h. Short Handicap.
1. E. L. Meeson (Vauxhall).
2. " J. Taylor " (Talbot).
3. G. Newman (Salmson).
97.24 m.p.h.

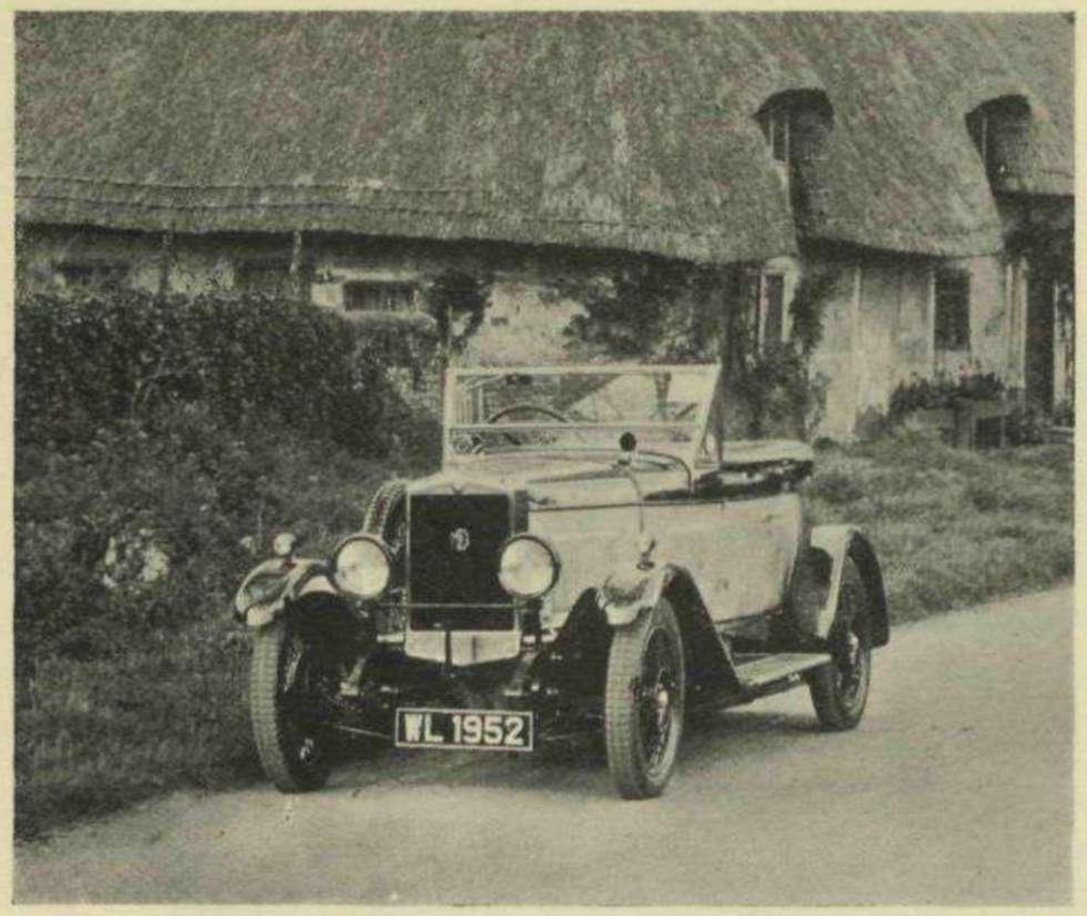
Brooklands Founders' Gold Cup.
1. K. Don (Sunbeam).
2. M. Campbell (Bugatti).
3. C. S. Staniland (Bugatti).
105.03 m.p.h.

42nd 75 m.p.h. Long Handicap.
1. V. Balls (Amilcar).
2. H. Hazlehurst (Salmson).
3. G. Newman (Salmson).
87.15 m.p.h.

51st 100 m.p.h. Long Handicap.
1. K. Don (Sunbeam).
2. J. R. Cobb (Vauxhall).
3. J. Dunfee (Ballot).
107.87 m.p.h.

27th 90 m.p.h. Long Handicap.
1. E. L. Meeson (Vauxhall).
2. J. Dunfee (Ballot).
3. H. Hazlehurst (Salmson).
102.54 m.p.h.

37th Lightning Long Handicap.
1. M. Campbell (Bugatti).
2. K. Don (Sunbeam).
3. P. Goutte (Salmson).
110.01 m.p.h.



SPORTING CARS ON TEST:

The M.G. Super-Sports.

By S.B.F.

IT was our pleasure the other day to do a lot of nice things. We visited that age-old city of charm—Oxford. The sun was shining brightly and the Summer Term was in full swing. The streets were a riot of colour, flower-sellers with their cowslips and tulips, men with variegated blazers, and women with gay frocks. Then we called at the Queen Street Showrooms of the Morris Garages and found the very latest thing in M.G. Super Sports Two-Seaters awaiting us.

There she stood resplendent, yet with cool colouring—gleaming blue and silver—her symmetrical lines being more reminiscent of Cowes and graceful yachts than the petrolised production of a motor factory. No wonder a new £10,000 works is being erected to cope with the demand!

Before setting out on our run we walked round the Showrooms to inspect the other three M.G. productions which we were not trying. The Four-Seater M.G. Sports pleases the eye as much as the Two-Seater and it is difficult to decide which of the two standard finishes is the more attractive. In one case the colour scheme is a Saxe Blue, in the other a Claret colour. The real leather upholstery matches as also does the hood material and the hood bag. The low lithe lines are enhanced by a horizontal bead running the whole length of the body. Above the bead the body is painted. Below, the aluminium is curled and lacquered. The wings, valances and wheels are finished in the same colour as the top deck. What, however, must be the most artistic examples of coachwork to be found anywhere are the Two- and Four-Seater M.G. Sporting Salonettes.

In whatever colour they may be finished—and the standard colour is blue, brown or crimson—the side panels of the body below the horizontal bead are finished in the same shade, but several tones lighter. The result is pleasing in the extreme.

To return, however, to the open Two-Seater M.G. patiently awaiting us in the doorway. We now had a good look round it and under the bonnet. The engine externally looks like a standard Morris Oxford but for the vulcanised head and plated cap nuts. Internally much patient work has been expended, enlarging and polishing the ports, fitting stronger valve springs and generally seeing to the bearings and checking the balance of all the reciprocating parts. We noted a large size Solex carburettor and special Lucas magneto, whilst the workmanlike nature of the controls was indicative of the care and thought expanded on the whole.

Marles steering is fitted as standard, carried in a sturdy bracket attached to the frame. A spring spoked Rene Thomas steering wheel with neat central throttle and ignition controls completes the steering lay-out.

A re-designed brake cross shaft operated by the Dewandre Vacuum Servo mechanism, provides enormous stopping power.

The tools are carried in a box slung between the rear dumb irons which not only utilises waste space, but enhances the lines of the car.

Turning to the body work. At the rear a really comfortable dickey seat for one person or any amount of luggage is provided. The driver's and passengers' seats are of the bucket variety, both being adjustable.

The screen is of unique design, being triangulated at the sides providing immense strength!

The side curtains are the neatest we have ever seen and efficient, and when not in use are housed in a locker behind the seats. A thoughtful touch is the provision of baize interlining for the side curtains when stored to prevent scratching. Still another little point to show how the job had been studied, each wing is carried independently on brackets permanently bolted to the frame. They are not attached to the running boards and being "jigged" are interchangeable from one car to another. This means in the event of damage to that



THE M.G. SUPER SPORTS TWO SEATER POSSESSES EXTREMELY ATTRACTIVE LINES.

SPORTING CARS ON TEST—continued.

most vulnerable of a car's anatomy, a new wing can be supplied from stock that *will* fit and can be attached with ease.

Having thoroughly examined everything from outside, we then climbed into the driver's seat and were immediately struck by the natural way in which all controls fell to the hand or foot. Immediately there was that comfortable " at home " feeling. A touch on the foot starter and the engine quietly burst into life! Engaging first gear and letting in the sweetest of clutches we were soon gliding down St. Aldate's past Christ Church with its famous Tom Tower, on to Abingdon and Sutton Courtenay, the home of a famous Statesman.

Although early to form an opinion, an outstanding feature of the car was its wonderful controllability or



THE M.G. SUPER SPORTS IS CAPABLE OF CORNERING FAST WITH REMARKABLE STABILITY.

perhaps, a better description, " road worthiness." This naturally connotes personal comfort as well.

A sweeter running " four " one would hardly wish to drive over the whole range from four miles an hour to nearly seventy,—sixty-seven to be exact,—whilst that comforting thrust to the small of one's back when the throttle was depressed indicated accelerative properties of the first order. The effortless way in which the car sailed up Hinksey Hill at well over 40 m.p.h. well bore out the slogan " The car that takes the ills out of hills," for Hinksey is a hill which calls for a change down on most cars.

At Sutton Courtenay a stop was made to take photographs, and then on through that delightful long straggling village of Long Wittenham, situated on the prettiest backwater of the Thames.

On the way an opportunity was found to use the very useful second gear. The ratio is fairly high (7.6-1)—higher in fact than most third speeds on many popular cars with four speed gear boxes—but with the engine doing about 4,200 r.p.m. a speed of nearly fifty is obtainable and was found very useful for a lightning flick past another car with sports intentions but staid performance.

And then the cornering! It is positively amazing. Wet or dry road the car is practically skid proof. The secret is possibly due to the even distribution of the weight over both axles and the extremely low build of the chassis. Anyway, to be appreciated one has to try the car and after a spell at the wheel of an M.G. one is rather spoilt for ordinary motor cars for without care the first corner invites disaster. Altogether the Morris Garages are to be congratulated on producing a car which may not be very fast all out as speeds go nowadays yet capable of putting up an average on give and take roads that would be difficult to beat with any car. At any rate that was our impression as we wandered on, stopping at England's prettiest village, Clifton Hampden, to take some more photographs. Then on back to Oxford at an effortless cruising speed of fifty when the engine seems to go to sleep and the miles reel past unnoticed.

(*Continued on Page 332*)

HERE AND THERE.

Dixon in the T.T.

Considerable interest has been evinced as to that famous rider, F. W. Dixon, and his mounts in the Tourist Trophy races. Dixon had entered in both Senior and Junior events, but the name of the machine was not mentioned and many rumours were afloat. It is now authoritatively stated that Dixon will figure on H.R.D.'s. He will be riding in both Junior and Senior races and in the latter will be accompanied by C. P. Wood, who finished fifth on an H.R.D. last year, and by Howard Davies, the rider-manufacturer of the machines. With so formidable a team H.R.D.'s should put up a good showing.

The Levis Absent.

For the first time since 1913 there will be no Levis machine in the T.T. races. The many Levis enthusiasts will be disappointed at this, for they had been hoping that the new O.H.V. Levis would make a successful debut, whilst Edwards' run last year, until he crashed, showed that the two-stroke model, also, had plenty of speed. The manufacturers, however, are too busy producing models to devote time to the T.T. racing and it can only be hoped that they will return to the " Island " in 1928. Incidentally, although the Levis is not racing at home, the little 173 c.c. model is still doing great things in Australia, its latest success being the £25 handicap at Adelaide on 10th March.

SPORTING CARS ON TEST

(*Continued from page 331*).

It was with very great regret that we relinquished the wheel and said goodbye to one of the most delightful little motor cars it has been our lot to try for many moons.



THE M.G. SUPER SPORTS TWO SEATER OUTSIDE THE FAMOUS OLD " BARLEY MOW " INN AT CLIFTON HAMPDEN.

WORLD'S RECORD BROKEN.

THE World's Record for the International 1½ litre class has again been beaten and this time by the famous hydroplane " Miss Betty."

This little boat with an Aston Martin Engine, beat the first record set up for this class, by the Italian boat " Baglietto " in September, 1924, and held the record continuously up to the time when super-charged engines were introduced into this class. A super-charged Sunbeam engine was installed in the boat last year, but bad luck dogged her throughout the Duke of York's Trophy Races, but she has now beaten the Record and regained the coveted title.

In making this new speed Record " Miss Betty " showed wonderfully consistent running in spite of the fact that the attempt was made under adverse conditions and with a strong beam wind blowing. Only those who have raced on Windermere can appreciate how much this can reduce speeds.

" Miss Betty " had demonstrated that in spite of her age she can hold her own in the best company. She was designed by C. V. Mackrow, M.I.N.A., M.I.Mar.E. (who is a member of the Society of Naval Architects of America) in 1924, and built by Camper & Nicholson's Ltd., of Gosport—the famous builders of Lipton's " Shamrock " and had been one of the most successful boats in the 1,500 c.c. class.

During her career she has won nearly every important trophy in Great Britain, and was the winner of the first race held for the Duke of York's Trophy. For numbers of wins she takes second place only to " Miss Empire " No. 1 of the class which was also designed by Mackrow, but was certainly less speedy than " Miss Betty."

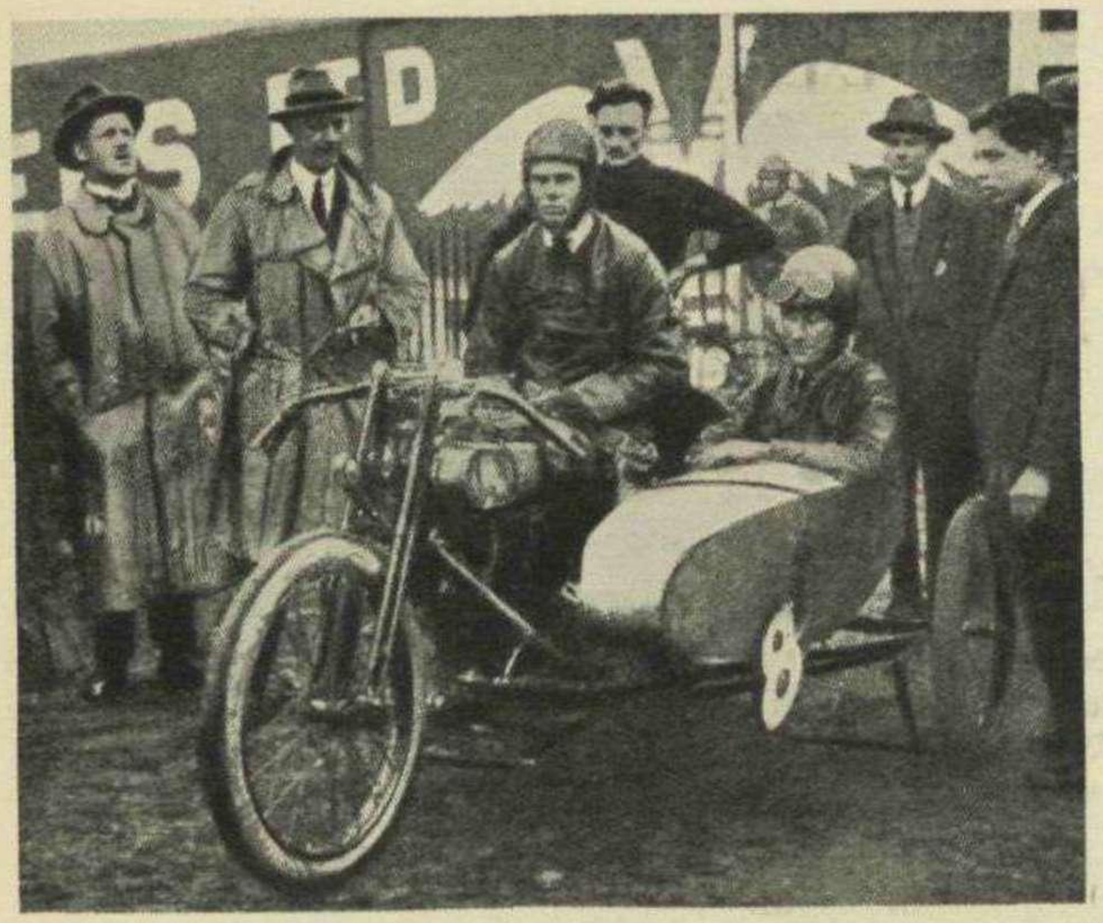
The attempt was made on the measured mile on Lake Windermere under the auspices of the Windermere Motor Boat Club, and her speeds for the six runs over this course were as follows :—

No. of Run.	Speed. Knots.	Miles.
1	39.387	45.354
2	39.130	45.058
3	39.735	45.755
4	39.216	45.157
5	39.648	45.655
6	39.648	45.655
Mean	39.460 or	45.439

This record was passed by the M.M.A. (National Authority for Great Britain) on April 6th and is now awaiting confirmations by the I.M.Y.U.

It is almost certain Mr. Noad will very shortly lower his own record as he proposes to make a further series of runs, when he should beat the record he has just " set up."

It appears fairly safe to forecast that a mean speed of well over 40 knots will be submitted to the I.M.Y.U. before the next meeting of the Permanent Committee.



NOT A STUDIO PORTRAIT, BUT AS MOST OF HIS ADMIRERS LIKE TO SEE HIM!

PROMINENT SPEEDMEN: I. P. Riddoch.

By THE EDITOR.

IN early post war days, the writer, being then in the first flush of youthful motor enthusiasm, actually pedalled a push-bicycle full thirty miles to see his first hill-climb. The push bicycle was merely a despised and hated means to an end since several years elapsed before an engine responded to the touch of his throttle finger; it can be imagined then what envy was aroused by the sight of several thundering Zenith-Graduas as they raced up the rutted slopes of Kop Hill. We will draw a veil over the tragic termination of this event, by police intervention, but the first few classes allowed us our first glimpse of the subject of these notes— I. P. Riddoch, and also of the mount on which he was destined to achieve fame—the 8 h.p. Zenith, then owned by L. P. Openshaw.

I. P. Riddoch was educated at Rugby, a school which seems to produce an inordinate number of motoring enthusiasts, and when due to go to Oxford, met with that effective changer of man's career, the war. His inclination for motors led him to become a despatch rider and later a member of the tank corps, in which capacities he saw service throughout the period of hostilities.

On demobilisation Riddoch carried out his original intention of going to Oxford,—Exeter College, where he read a course of engineering. During his first year at Oxford Riddoch came into possession of one of the few Zenith-Gradua machines, fitted with a 500 c.c. twin J.A.P. with vertical overhead valves and bore and stroke of 76m.m. x 54½m.m. respectively—in fact a smaller edition of the famous "90-bore" models.

This machine was ridden in the Inter-Varsity hill climb of 1920 but failed to distinguish itself particularly; later in the year, however, it won a race at the Public Schools M.C.C. Brooklands meeting at 62½ m.p.h. At this time Riddoch's tutor was L. P. Openshaw, a then famous rider of big twin Zeniths and, strange though it may seem to present undergraduates, "Dons" were actually allowed to represent their universities in the annual speed contests. In 1921 this privilege was abolished and Openshaw went abroad, (though not because he could no longer ride!). It was then that I. P. Riddoch really began to distinguish himself as a big twin exponent, since Openshaw's dreaded "90 bore" Zenith-Gradua became his property.

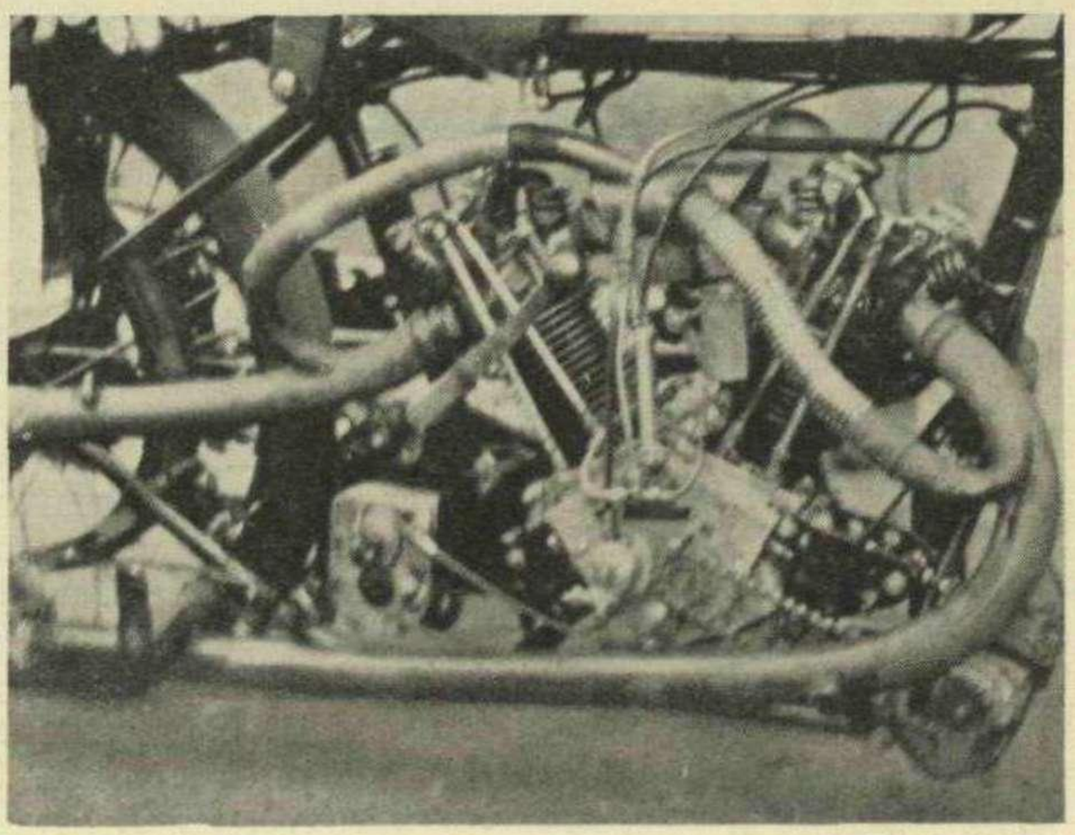
Much experimental work was carried out by Riddoch and his friends on this machine, aluminium pistons were designed and made, while several ingenious methods of catching the heads of broken valves, were devised.

These labours were destined to bear ample fruit, for in the two Inter-Varsity speed events of 1921 Riddoch made fastest time of the day both solo and sidecar, thus insuring comfortable wins for Oxford.

The first of these contests was at Aston Clinton, a hill which calls for great riding skill, especially for the rider of a fast and unwieldy machine like the big Zenith. The other event was a flat speed trial in the wilds near Thetford and it is interesting to note that Riddoch, finding that Oxford must score another point to win the contest, hurriedly fitted his own carburettor to another "90 bore" Zenith, which had not travelled quite quickly enough, thus enabling its rider, Mr. Davies, to score the necessary points.

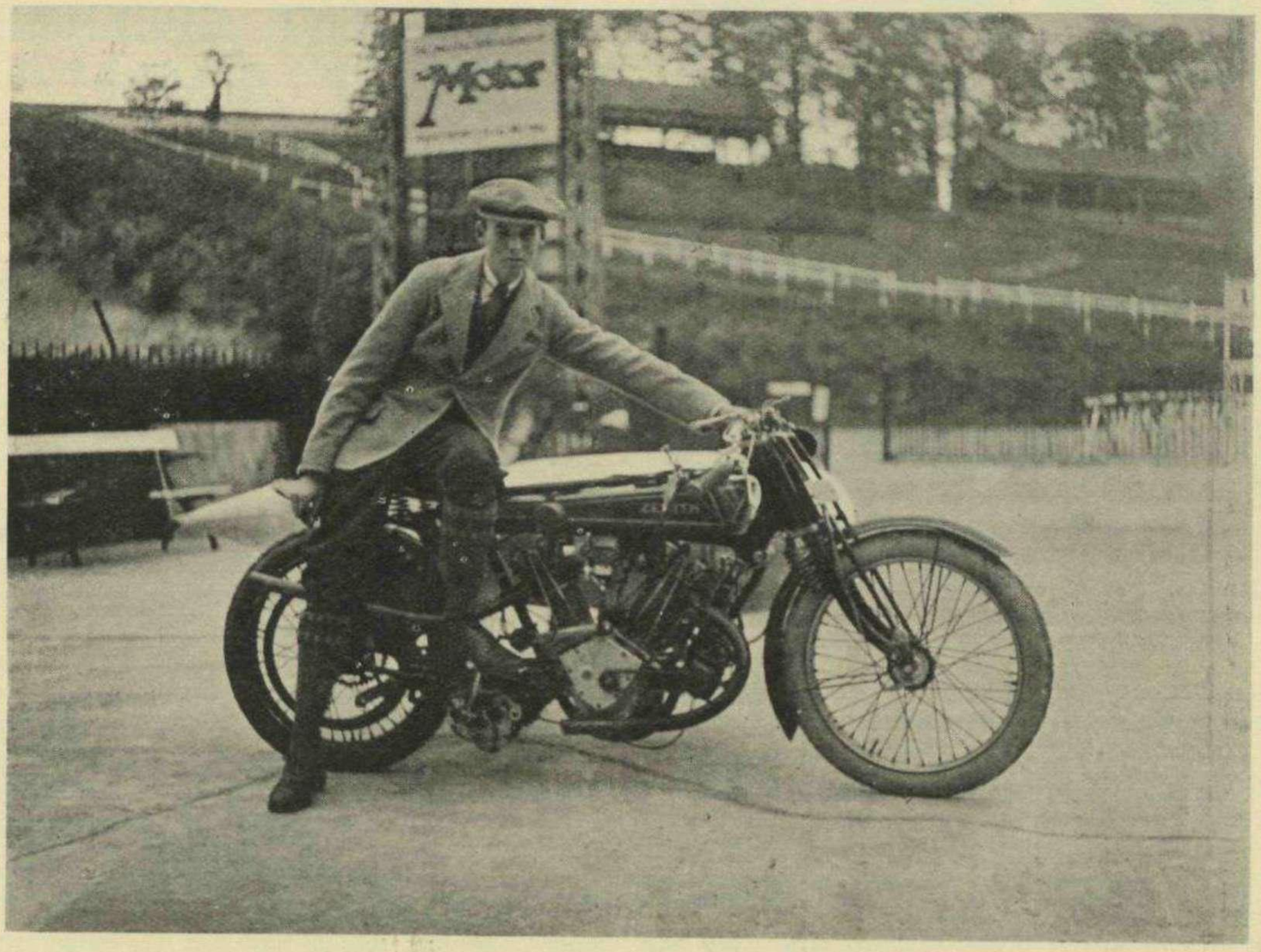
Riding in open competition during the same year Riddoch won a sidecar event at Kop Hill, and if memory deceives us not, a broken valve prevented a similar victory in the unlimited solo class.

Soon after these events Riddoch experimented with a Blackburne-engined Hawker machine, and being struck with the mechanical excellence of this engine and still being a big twin devotee, he induced the various firms concerned to build him a pair of racing machines which



A PICTURE OF RIDDOCH'S BLACKBURNE ENGINE SHOWING THE OWNER'S LOVE OF EXPERIMENTAL FITTINGS!

PROMINENT SPEEDMEN—continued.



I. P. RIDDOCH WITH ONE OF HIS ZENITH-BLACKBURNE'S IN ITS ORIGINAL FORM WITH DRUID FORKS.

in those days represented the last word in speed. The machines, which are now famous, had 1,000 c.c. o.h.v. Blackburne engines and Sturmey Archer gear boxes mounted in Zenith racing frames, as used on the track by the majority of riders in the 1,000 c.c. class.

Previously Riddoch had always been a strong believer in the belt drive in conjunction with the gradua gear, and indeed he still believes that up to a point this combination is almost ideal for speed.hill climbing, but what with the enormously increased power output of the modern engine, together with the unreliability of the belt and the wet weather problem, he wisely realised that chain drive was the only possible transmission for his new motors.

During 1922 the two Zeniths were ridden by their owner with great success, the most notable performance perhaps being the winning of the sidecar race at the Royal Race meeting organised by the Essex Club at Brooklands. This win was distinguished by the enormous distance between Riddoch and the runner up, and by the fact that the 5-mile record was handsomely beaten. Unkind friends never fail to point out that many prominent track men were absent in the Isle of Man for the T.T. races!

After a year of successful racing as a private owner Riddoch joined the staff of Burney & Blackburne in the capacity of competition manager, thus demonstrating that a persevering amateur may very well attain important appointments in the trade. Though still owning and riding the two Zeniths, Riddoch now had the very definite advantage of a complete factory backing so that during the ensuing years, even greater successes attended him in the numerous events entered.

One outstanding achievement during 1923 was at Clipstone Drive when I. P. Riddoch was the first rider to attain 100 m.p.h. on the road in this country.

Numerous speed trials and hill climbs were won by Riddock during 1923 and 1924 but it gradually became evident that as the power of the engines was increased, so it became more and more difficult to control the machines at speed. A nasty crash at Kingsdown Hill in 1924, caused by a wet road and thoughtless spectators, decided Riddoch not to ride solo unless the course was reasonably straightforward.

At the end of the 1924 season the Zenith won the championship races for 1,000 c.c. machines, both solo and sidecar, ridden in the former by O. M. Baldwin and in the latter by the owner, which performance probably represented the peak of these machines' performance.

During the following year, 1925 however, the Zenith-Blackburnes appeared on the track in the hands of O. M. Baldwin again, while other riders to perform credibly were J. L. Emerson and T. R. Allchin. When being ridden by the latter at Kop Hill one of the machines enhanced its reputation as a "dangerous motor" by throwing poor Allchin at some 85 m.p.h.—a crash which seems to have caused both the retirement of Allchin from competition riding and the abandonment of speed hill climbs in this country.

I. P. Riddoch continued to drive the machines in

PROMINENT SPEEDMEN—continued.

sidecar events and on one occasion, at the Mont Theux Hill Climb in Belgium he established a *solo* record for the course which still stands. His speed was 87½ m.p.h. for a kilometre of 1 in 10 gradient and Riddoch thinks it will be long unbeaten, modestly attributing his fine speed to complete lack of control and inability to shut off!

In 1925, too, Riddoch won the Cup for the best aggregate performance in class G. at Brooklands, during the season.

1926 though not devoid of success, was not such a good year for Riddoch as those before and motorcyclists will doubtless be sorry to hear that he is disposing of the two Zenith-Blackburnes at last. He considers them out of date and not particularly safe and feels that more useful information is to be had by endeavouring to extract high speeds from a small engine, possibly with the aid of a supercharger.

Like many well known racing men Riddoch has little use for a motorcycle apart from sport; as a means of transport he favours an Austin 7 and an Essex Coach while he contemplates the purchase of an M.G. Super Sports as a compromise between fast travelling and elegance!

As a proof of the high esteem in which he is held by the racing world we need only state that I. P. Riddoch has for four years been elected a member of the B.M.C.R.C. committee and we feel sure that universal regret will be felt, if by any chance his name fades from the select band of speedmen.

Recent A.J.S. Overseas Successes.

Cables just received by Messrs. A. J. Stevens & Co. (1914) Ltd., announce that at the Warragul Easter Carnival, Victoria (N.S.W.), the A.J.S. machines achieved their greatest success at one meeting in Australia, every event practically falling to them. The meeting included Championship Races for solo and sidecar machines, hill climb, etc.; and the A.J.S. carried off nine First Places which included eight Victorian Championships, seven Second places, and five Thirds; and all Grass-Track Sidecar Championships up to 600 c.c. A new grass-track record was also set up for 350 c.c. and 600 c.c. classes. Further, every hill-climb Championship, both solo and sidecar, was secured; also the 350 c.c. Flying Mile. On Easter Sunday Mr. Jack Moyle brought off another big event by winning the South Australian Solo Championship for 500 c.c., 750 c.c. and All-power classes.

A South African cable just to hand states that at the Salisbury (Rhodesia) M.C.C. Hill Climb on April 24th, the Flying Half-Mile was won both on time and handicap by a 3.49 h.p. A.J.S. ridden by Mr. T. H. Hines, his average speed being 72.16 m.p.h. A.J.S. machines also obtained second place on time, and third and fourth places on handicap.

An Efficient Silencer.

It is interesting to note that the Howarth silencer which attained the highest award—a gold medal—in the A.C.U. silencer test was designed and manufactured by the Scott Motor Cycle Company and was primarily intended for use on Scott machines. In view, however, of the great urgency for an efficient silencer for other motor-cycles, it was entered in the A.C.U. test by Mr. Howarth, manager of the Scott Leeds Depot, and was actually used on four-stroke machines. It has thus proved itself to be equally efficient on both types.

The A.C.U. test has proved that it is efficient; nor is the price of it outside the means of most motor-cyclists, for it is listed at the moderate figure of 15s.

Motor Race from Rome to Copenhagen. Novel International Competition.

The Danish Motor Club and the Royal Danish Automobile Club have arranged for the holding of a novel international motor race through Europe, from Rome to Copenhagen, in June. Its main purpose is to show the supremacy of the modern motor conveyance as a means of transport over long distances. It will be a question of attaining the highest speed in the shortest time from Rome to Copenhagen, all the time observing the limitations to speed enforced in the different countries.

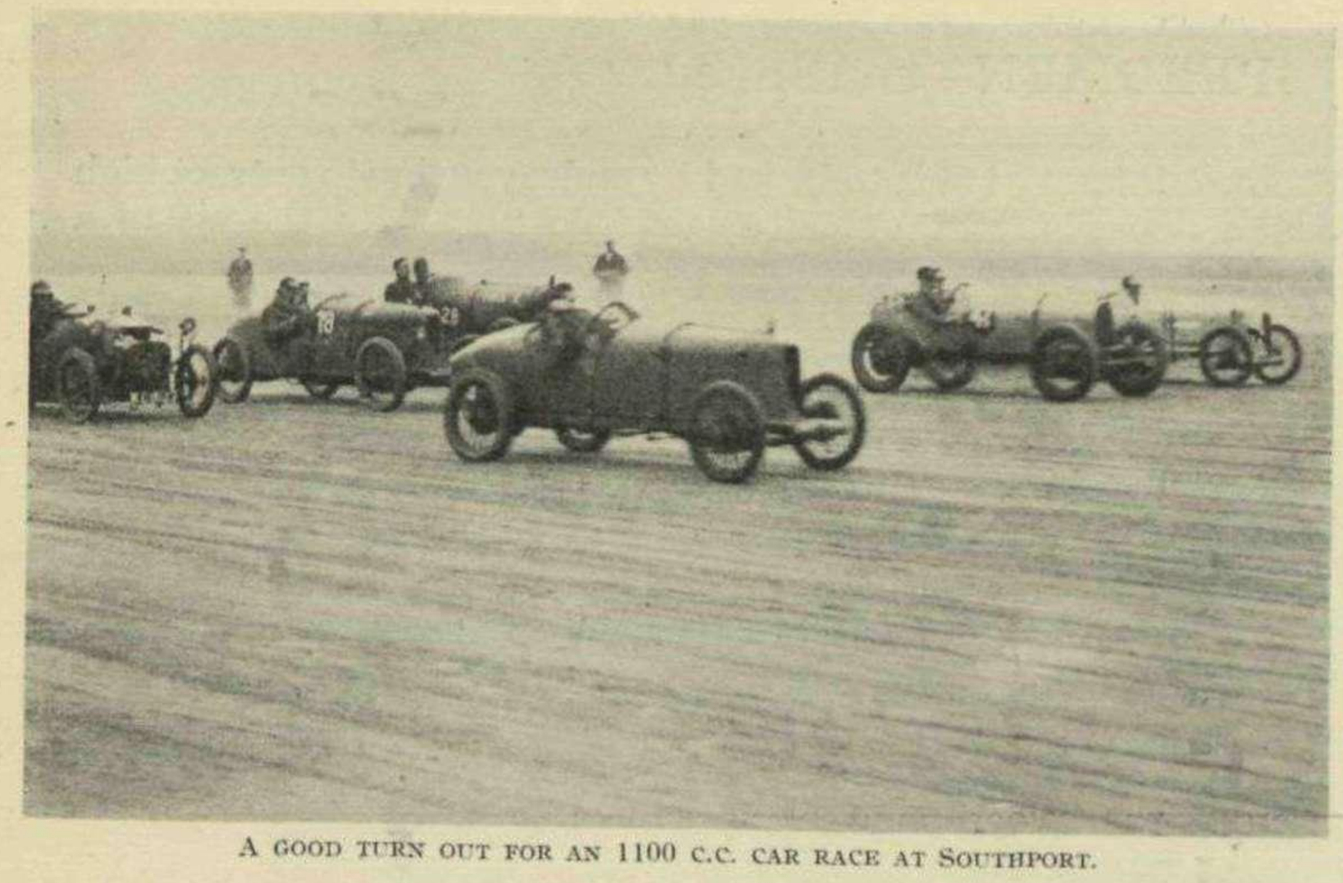
The competitors, according to "The Monitor," may choose what route they like, excepting that they must go via one given town. The Italian authorities have taken great interest in the undertaking, and have promised to facilitate the venture in every way. It is probable that a representative for the Italian Government will join the judging committee. The shortest distance will be about 2,100 kilometres.

Nortons Get Going Early.

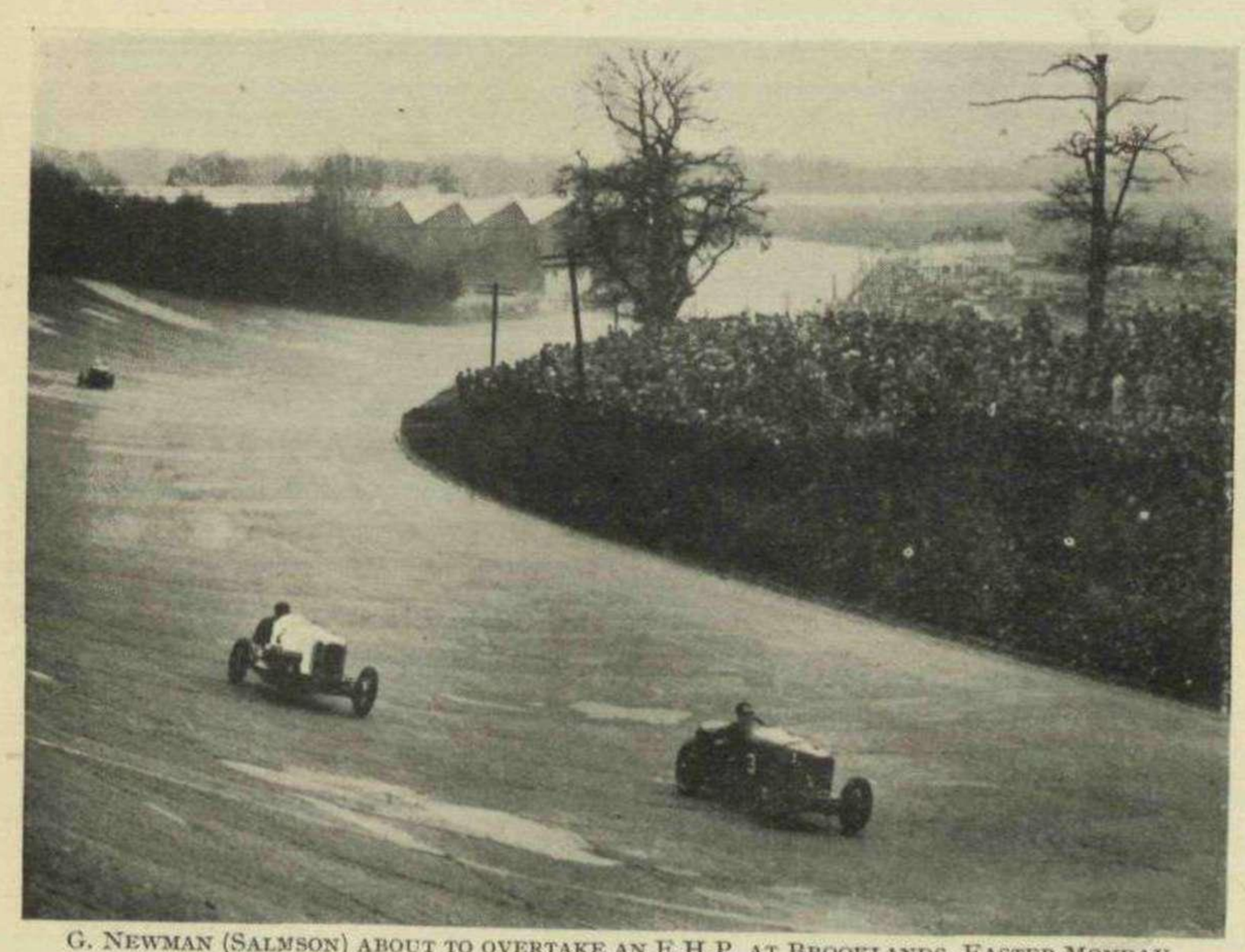
On 2nd inst., the day following his successful record-breaking attempt in Class F., A. Denly, riding for R.M.N. Spring broke two world's records in Class D. on a 5.88 h.p. Norton. These were the Flying Five Mile and the Flying Five Kilometre records, Denly's speed being 105.77 and 105.91 m.p.h. respectively. These records previously stood to the credit of H. Le Vack on a 4.98 h.p. H.R.D. Le Vack's records, of course, still stand in Class C. Denly's speed, incidentally, is the fastest ever attained on a single cylinder machine and it is a credit to the Norton-Spring-Denly combination that it was maintained for a comparatively long distance and not over the flying kilometre only.

At Magilligan Sands, again, C. M. McLean on a 4.90 h.p. Norton won the 50 mile championship of Ireland and of Ulster, whilst J. W. Shaw on a similar machine was second. McLean also won the 10-mile handicap, Shaw being second in the latter and winning the 5-mile Scratch Race.

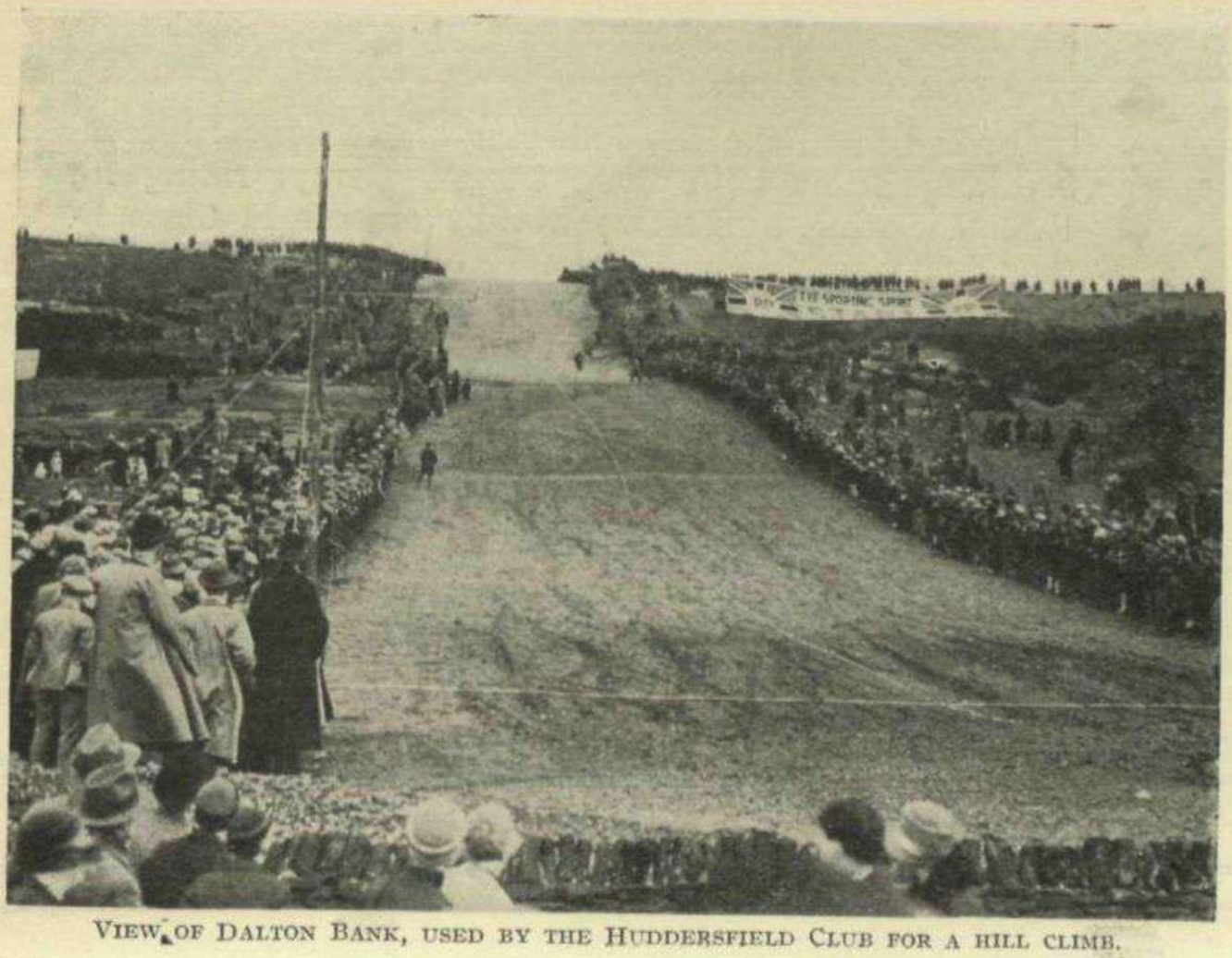
Recent Sporting



A GOOD TURN OUT FOR AN 1100 C.C. CAR RACE AT SOUTHPORT.



G. NEWMAN (SALMSON) ABOUT TO OVERTAKE AN E.H.P. AT BROOKLANDS, EASTER MONDAY.



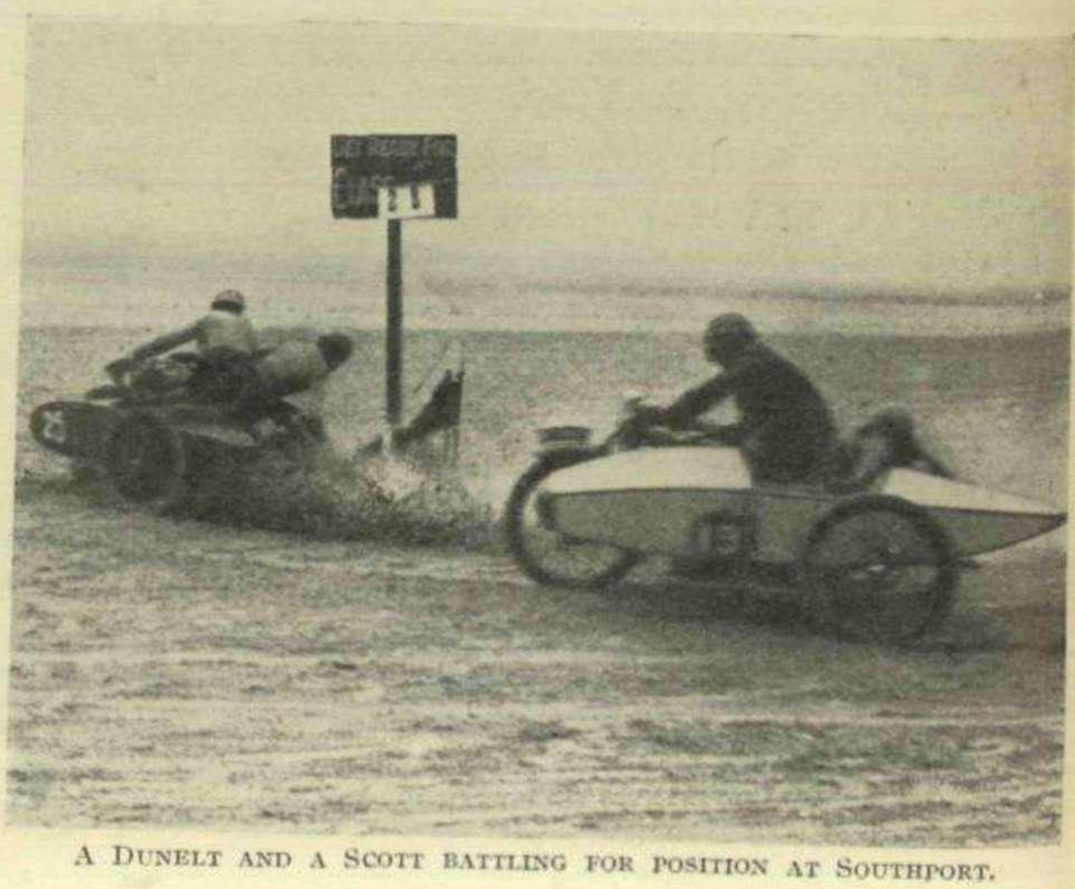
VIEW OF DALTON BANK, USED BY THE HUDDERSFIELD CLUB FOR A HILL CLIMB.



COMPETITORS STRUGGLING UP "BLACKERMILL" IN THE A.C.U. SPORTING TRIAL

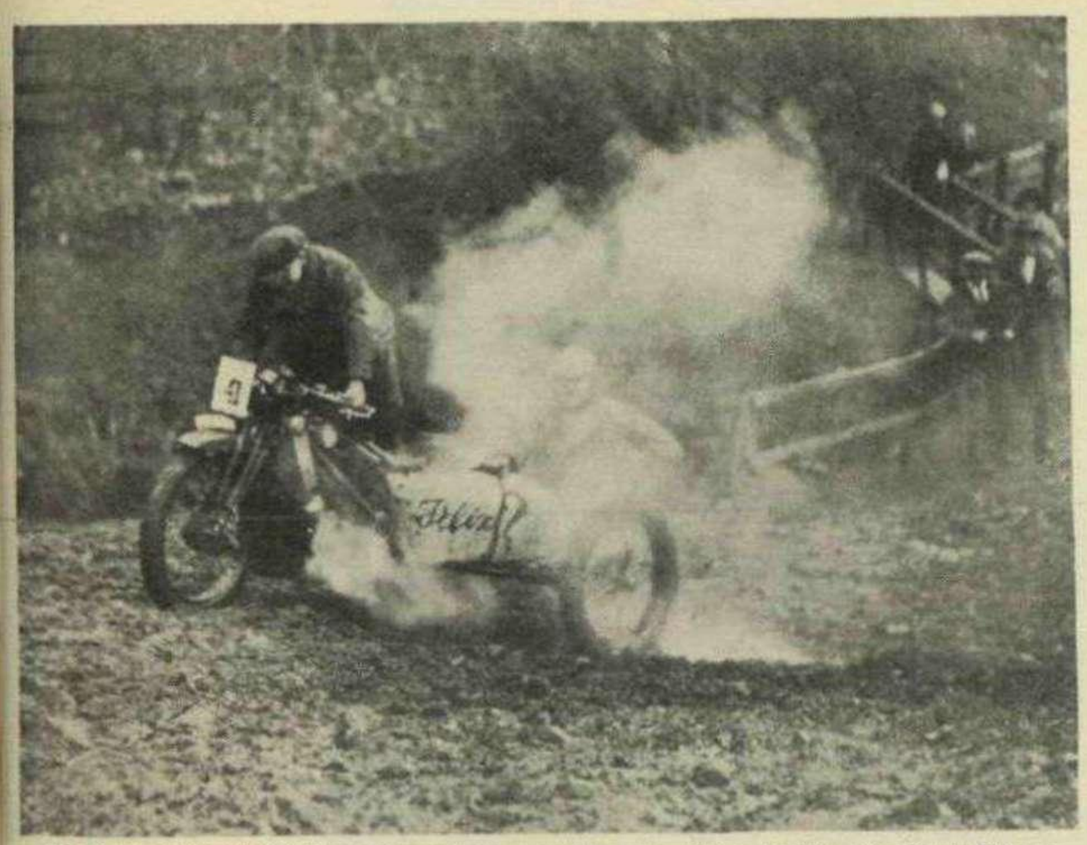


SHIRLEY M.C.C. HILL CLIMB; J. PARKER, B.S.A., MAKES A GOOD CLIMB.

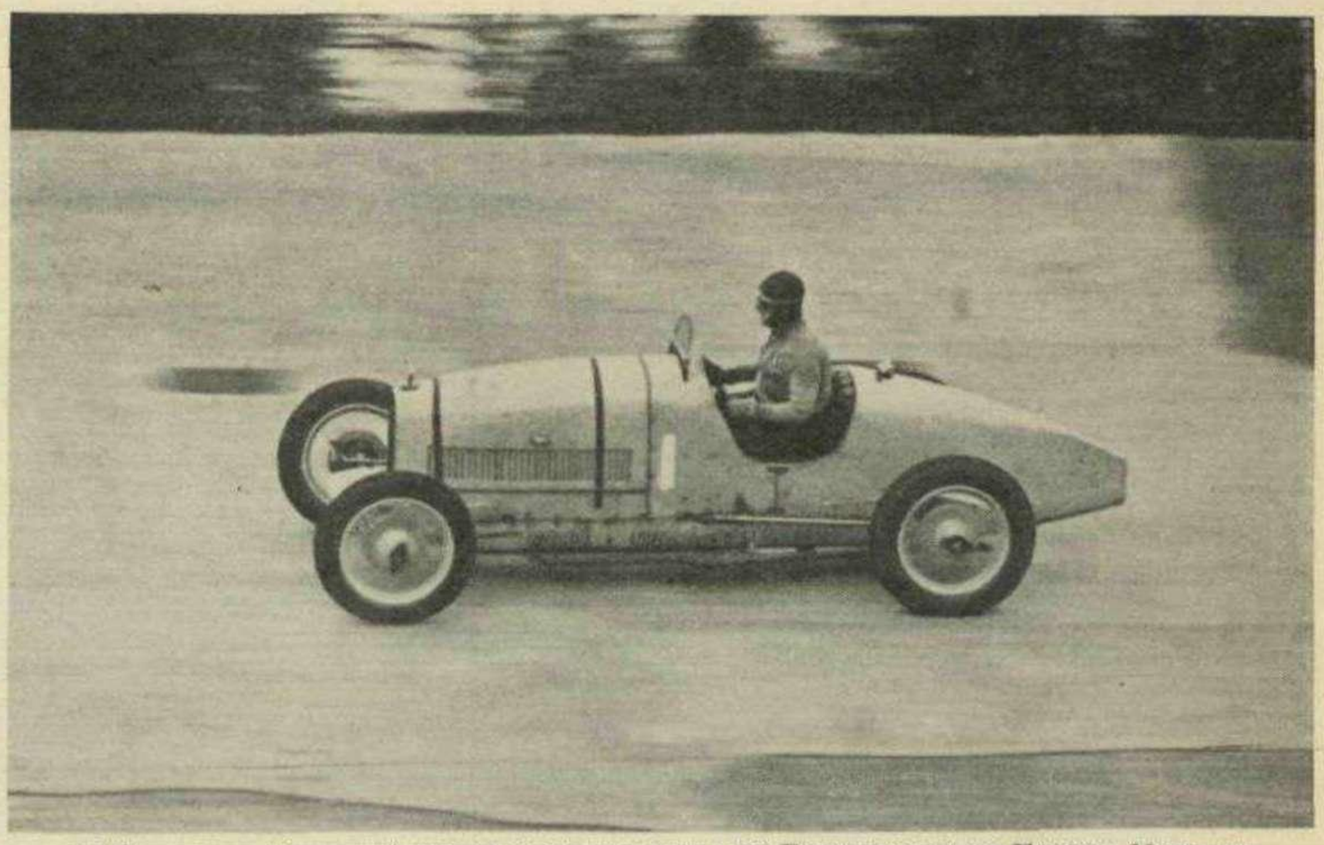


A DUNELT AND A SCOTT BATTLING FOR POSITION AT SOUTHPORT.

Events in Pictures



W. Bradley (Scott with sidecar wheel drive) in an Ilkley Club Trial at Deerstone.



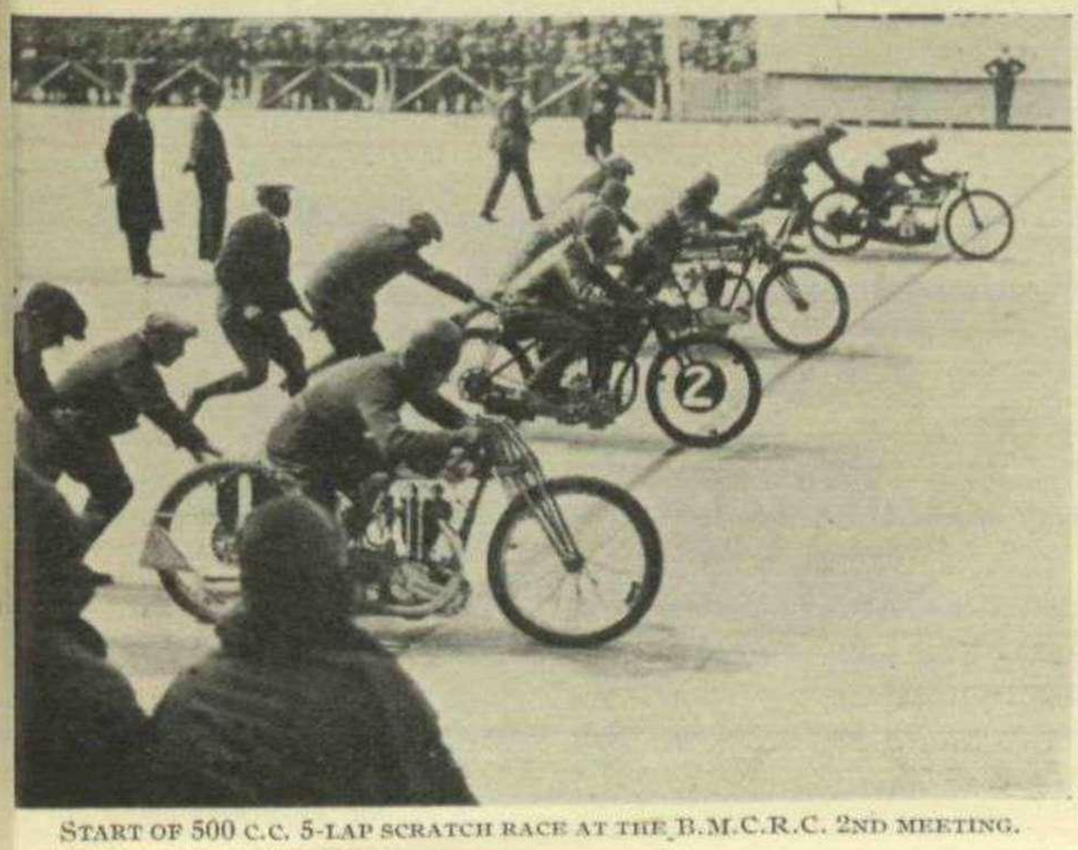
M. Campbell (Bugatti) who performed well at Brooklands on Easter Monday.



G. Newman again brings his Salmson to the fore.



A competitor breasts the summit of Dalton Bank (Huddersfield) at a rousing speed.



Start of 500 c.c. 5-lap scratch race at the B.M.C.R.C. 2nd meeting.

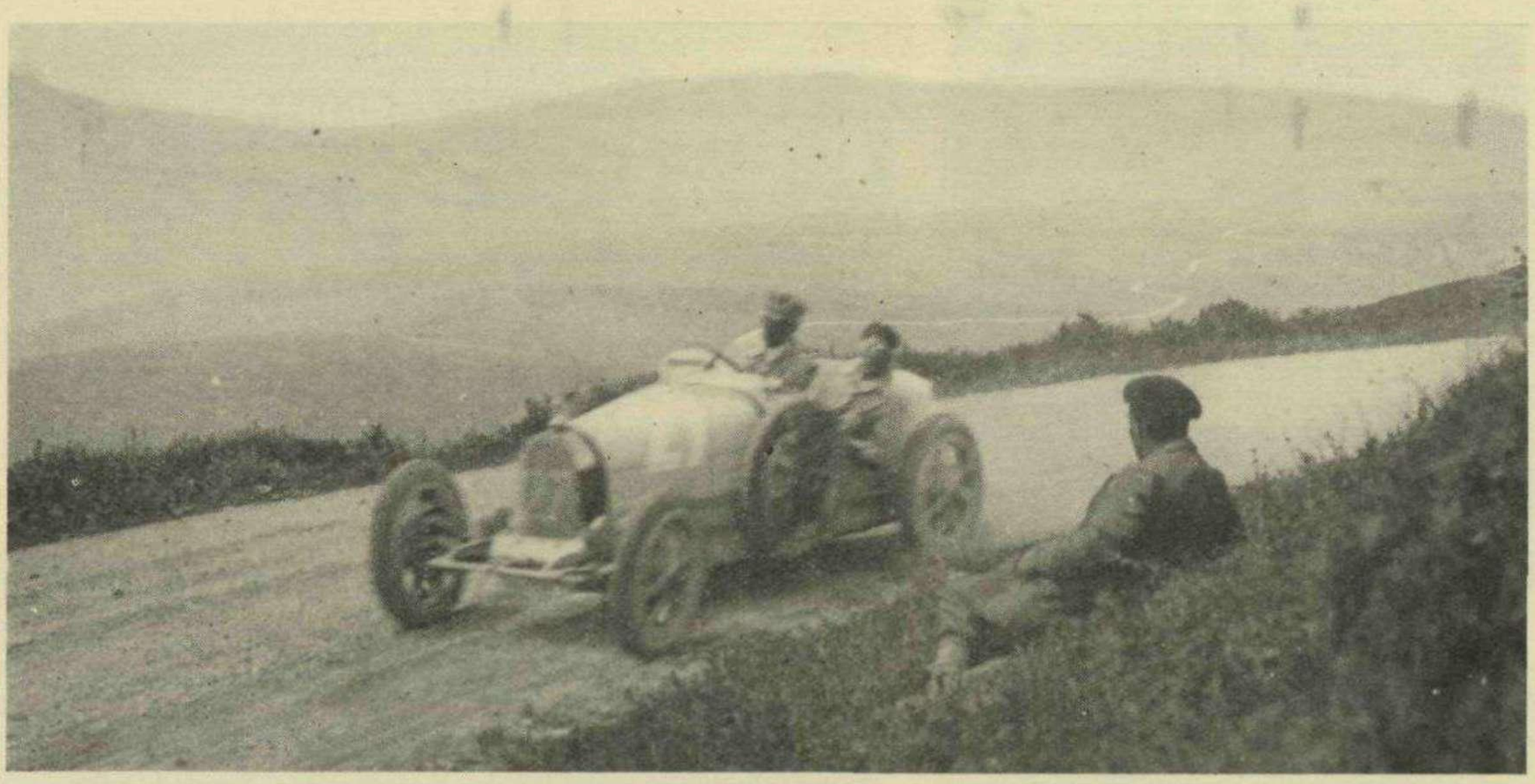


Solo riders pose for the photographer at Portreath during the M.C.C. Lands End Run.

GREAT RACING MARQUES.

III.—BUGATTI.

By E. K. H. KARSLAKE.



COMPARED with other leading firms in the racing world, Bugatti's fame is not of very long standing.

Ettore Bugatti's policy of selling replicas of his racing cars to the public, has, however, had the effect of causing his cars to appear in an enormous number of events all over the world, and their reputation as racing cars of the first order has been built up extremely rapidly. The fact of their participation in so many events incidentally makes it impossible to sketch more than a small proportion of their activities in a single article, and one has to concentrate rigorously on the more important events in which Bugatti cars have appeared.

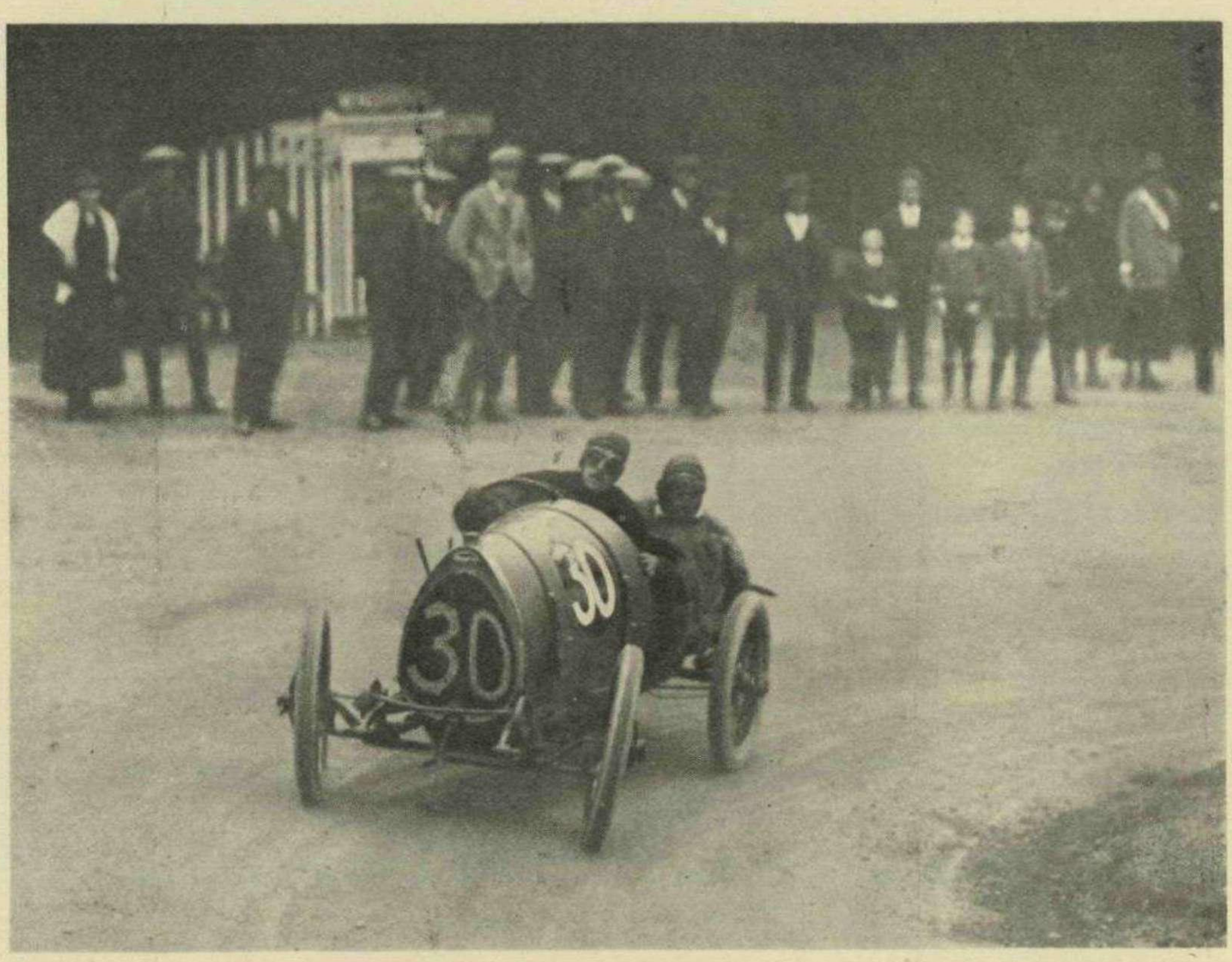
The Bugatti is not, however, in any sense a new marque, for in 1911 Bugatti cars were already racing. In that year Bugatti entered a microscopic car—at any rate for these days—in the Grand Prix de France road race on the Sarthe circuit near le Mans. This little car, which only weighed 6 cwt., had an engine of 65 x 110 c.c. (1456 c.c.), which was then considered ridiculously small, but which serves to show that M. Bugatti's experience in 1500 c.c. engines stretched over a considerable number of years. The car was so small, incidentally, that no space could be found to attach a spare wheel, with the result that the mechanic had to hug it throughout the race. Actually only one car finished, a Fiat, driven by Hémery ; but when the roads were opened the Bugatti was still running, and having covered the second greatest distance in the hands of Friedrich, it was placed second.

As soon as the war was over, Monsieur Bugatti returned to his factory at Melsheim, which was now in French territory, and busied himself with the production of his sporting cars, which were destined to win so much fame. As well as this, part of the energies of Crossley in England were devoted to the production of Bugatti cars ; and a team of three Crossley-Bugattis were entered for the 1500 c.c. Tourist Trophy race in 1922. These were examples of the standard 4 cylinder Bugatti of 69 x 100 mms. bore and stroke (1,466 c.c.), which had already won considerable renown on the continent, with 4 valves per cylinder operated by a single overhead camshaft. They were driven in the race by Pierre de Vizcaya, Menes Maury and B. S. Marshall, and soon showed themselves much the most formidable rivals of the famous Talbot-Darracqs, finally finishing third, fourth and sixth. Thus the Bugattis had the honour of finishing a complete team, in spite of almost continuous misfiring on Marshall's car, which prevented him figuring more prominently in the race.

In the meantime the Melsheim factory had been preparing a set of 2-litre cars for the French Grand Prix at Strasbourg, with straight-eight engines of 60 x 88 mms. bore and stroke, and a single overhead camshaft operating 2 inlet and one exhaust valve per cylinder. M. Bugatti, who is nothing if not original, designed some rather curious barrel shaped bodies for these cars, with the exhaust pipe emerging at the end of the long pointed tails. Four cars started in the race and ran with great regularity. Pierre de Vizcaya finally finished second, although nearly an hour behind Nazzaro's Fiat, with his team-mate Marco third. The third Bugatti driven by Menes Maury was still running when the race was called off, while the fourth man, Friedrich, retired with magneto trouble. As only three cars finished the race out of eighteen starters, the Bugatti's performance was distinctly commendable.

The cars were also entered for the Italian Grand Prix on the new Monza track, but on arriving at the scene

GREAT RACING MARQUES—continued.



B. S. Marshall rounding Ramsey Hairpin in the 1922 Tourist Trophy.

of action, Bugatti discovered that his gear ratios were quite unsuitable for the course and as he could not get any wheels of a different size to those which he had brought, he announced that he was unable to start. At the last minute however, Fiat offered to lend him a set, and so one car was able to start in the hands of de Vizcaya. The enthusiasm of the crowd was so great that when the two Fiats had finished, they invaded the track although de Vizcaya was still running. He, therefore, had to be called in, but for which incident he would undoubtedly have finished third.

The next year witnessed a mass attack by Bugatti on Indianapolis, five cars being entered by their owners, Count Zborowski, Pierre de Vizcaya, Prince de Cystria, Raoul Riganti and Martin d'Alzaga. De Vizcaya's car was the identical machine which had run at Monza, and all were fitted with very well streamlined single seater bodies. Fortune, however, did not favour them in the race, for although de Cystria finished ninth, Zborowski, de Vizcaya and d'Alzaga all broke connecting rods, while Riganti went out with an irreparable leak in his petrol tank.

For the 1923 Grand Prix M. Bugatti again decided to do something novel in the way of streamlining, and while mechanically the four cars he entered for the race at Tours did not differ very materially from those of the previous year, their bodies were distinctly original. This year Bugatti took his inspiration from an aeroplane wing, and the " beetle-backed " Bugattis were among the first exponents of the inverted punt type of streamlining. To conform to this idea the chassis were made very diminutive, with a track of 3ft. 4 ins. and a wheelbase of 6ft. 6ins., while gear-box and back-axle were combined.

The Bugattis were driven in the race by Friedrich, de Vizcaya, de Cystria and Marco, but only Friedrich finished, running his car into third place some 25 minutes behind the winning Sunbeam.

The San Sebastian meeting of that year provided a win for the 4-cylinder Bugatti, as in the touring car race, two Bugattis driven by Saturstegin and de l'Espee finished first and second in the 1,500 c.c. class. The next appearance of cars of this type in an important event was in the 200 Miles Race at Brooklands, in which four Bugattis started. Of these Cushman's proved the fastest, and after keeping well up with the leaders throughout, he finally finished second, averaging 91.1 m.p.h. for the 200 miles.

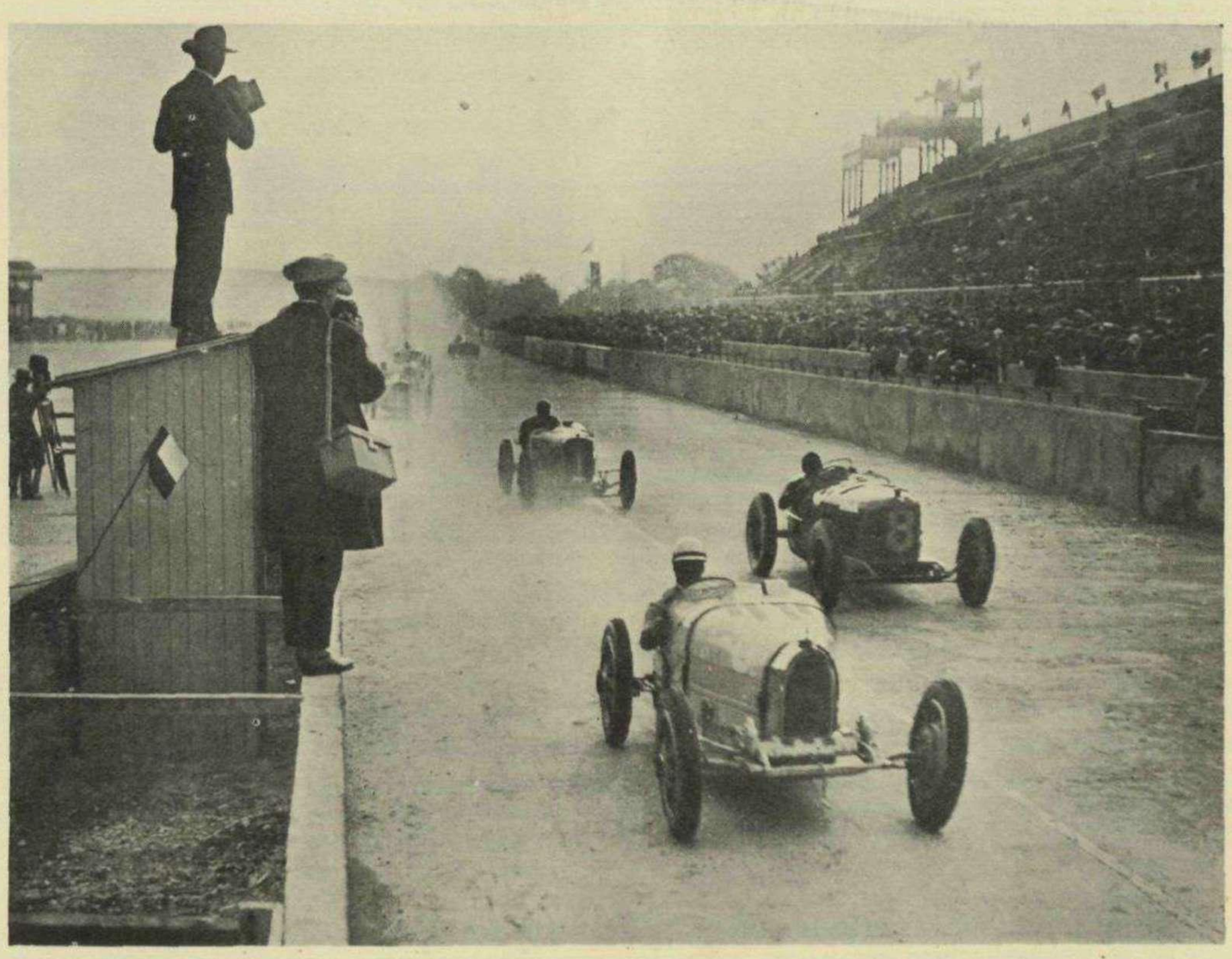
The Bugattis for the 1924 European Grand Prix at Lyon occasioned some surprise by being of quite orthodox appearance. M. Bugatti explained however that he had only abandoned his beetle-backed design because his customers, to whom he sold the racing cars found their outline rather too outré. Original as ever, however, he equipped them with his now well-known aluminium wheels, which are somewhat reminiscent of a Roman chariot. These cars were extremely light, and in spite of the fact that they were unsupercharged, proved them-

GREAT RACING MARQUES—continued.

selves among the fastest in practice. Unfortunately, however, a most unsuitable type of tyre was chosen, and while the other competitors suffered little or no tyre trouble, the Bugatti drivers soon realised that theirs were their limiting factor and had to keep down their speed accordingly. Five cars started in the hands of Friedrich, de Vizcaya, Costantini, Chassagne and Garnier, and of these Chassagne and Friedrich finished seventh and eighth, while Garnier was still running when the race was stopped. Of the other two cars, Costantini's retired with a defective steering gear, while de Vizcaya ran off the course.

Sunbeam, while de Vizcaya and Chassagne were respectively fifth and sixth. Costantini was only a little more than a minute behind Segrave, and proved that the Bugattis were very redoubtable competitors.

In 1925 M. Bugatti decided to seek pastures new for his 2-litre racers by entering a team for the Targa Florio. After a very keen struggle with the sleeve-valve Peugeots, Costantini got home first on his Bugatti averaging 44.4 h.p.h. for 335.5 of the very difficult Madonie circuit, and incidentally breaking all records for the race. Pierre de Vizcaya on another of the Bugattis was fourth finishing some twenty minutes after the winner. It



BUGATTI IS ALWAYS TO THE FORE IN CONTINENTAL EVENTS.

Towards the end of the season B. S. Marshall scored another success for the 4 cylinder Bugatti by winning the Grand Prix de Boulogue for 1,500 c.c. cars, averaging 54.46 m.p.h. for 232.5 miles, incidentally being the only finisher of the 1,500 c.c. cars. This car was also entered for the 200 Miles Race, but was unable to start. Nevertheless 4 Bugattis were present to uphold the prestige of the marque, and once more Cushman's proved the fastest, finishing fifth behind the victorious Darracqs and Joyce's A.C. The only other Bugatti to finish was Moutant's which came in tenth.

The San Sebastian Grand Prix provided a chance for the 2-litre Bugattis to show their mettle, which their tyres had largely prevented them from doing at Lyon. In the 386 miles race for 2-litre cars, Costantini finished second on his Bugatti behind Segrave's supercharged

was a very great victory, and coming as it did after the Bugatti's fine performance in the Grand Prix de Rome, it started the long list of Italian successes which have made the 'bugattisti,' as the Italians call Bugatti drivers, the envy of sportsmen in the peninsula for the last two years. In the latter race Carlo Masetti had proved the victor irrespective of class, and was first of the 2-litre cars, averaging 60.5 m.p.h. for the 250 miles. In the 1½-litre class another Bugatti, driven by Croce was also first, averaging 51.5 m.p.h.

Two other continental events of that year secured the participation of Bugattis as a preliminary to the more important races later on in the season. Of these the first was the Grand Prix de Provence at Miramas, in which Vidal's 2-litre Bugatti won its class, and was third in the general classification behind the two 1,500 c.c. Darracqs,



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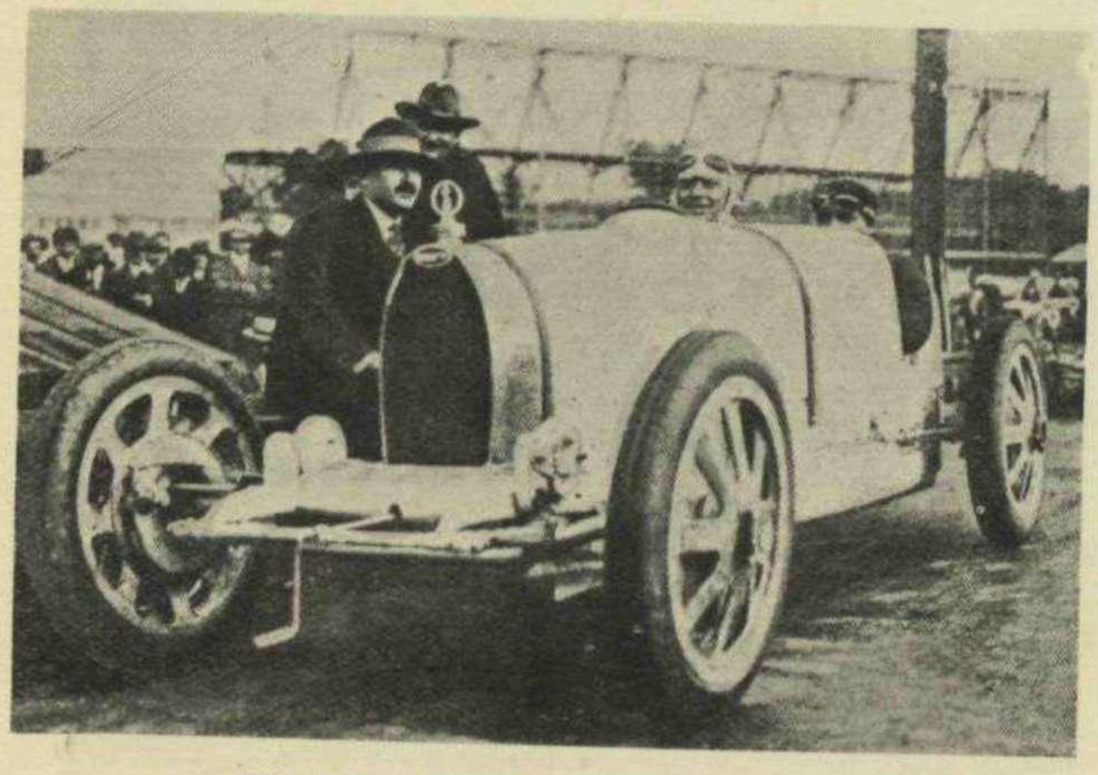
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GREAT RACING MARQUES—continued.



THE 1924 GRAND PRIX BUGATTI.

Glen Kidson on another 2-litre being fifth, Magnier (1,500 c.c. Bugatti) seventh, and Cozette's 2-litre car tenth. The other was the Solituder race meeting in Germany, when Kolb on a Bugatti finished second to Merz on a Mercédes in the class for racing cars.

For the 1925 French Grand Prix at Montlhery, Bugatti again entered a team of 2-litre racers of the same type as had run at Lyon. The Touring Grand Prix, which was run in conjunction with it, also marked the appearance of the new straight-eight 1,500 c.c. Bugattis of the same design as the 2-litre. Five of these cars were entered and were driven by Costantini, Pierre and Fernand de Vizcaya, Foresti and Goux, and achieved the magnificent result of gaining the first four places in the 1,500 c.c. class, beating the 4-cylinder Darracqs which had hitherto been invincible since their first appearance four years before. The fifth Bugatti, driven by Fernand de Vizcaya, went out with a damaged radiator. It is interesting to note that Costantini, the winner averaged 52.5 m.p.h. for 590.3 miles as against 53.3 m.p.h. for 652 miles by the winner in the 5-litre class.

Five cars, with the same drivers as in the Touring Grand Prix, started in the French Grand Prix. M. Bugatti, however, was still faithful to induction by depression, and so could not hope to rival the supercharged cars in pure speed. Nevertheless the Bugattis achieved the very creditable result of finishing a complete team, their leader being fourth.

The five 1,500 c.c. cars which had run in the Touring Grand Prix also appeared in the Italian Grand Prix, with again the same drivers, though this time of course they ran in racing trim. Towards the end of the race Goux dropped out with a broken valve, but the other four Bugattis finished solid at the head of the 1,500 c.c class, Costantini also gaining the honour of beating all the 2-litre cars with the exception of two of the Alfa-Romeos.

Before the year was out yet another victory fell to the 4-cylinder 1,500 c.c. Bugatti when B. S. Marshall again won the Grand Prix de Boulogne, averaging 64.28 m.p.h. for the 278.6 miles.

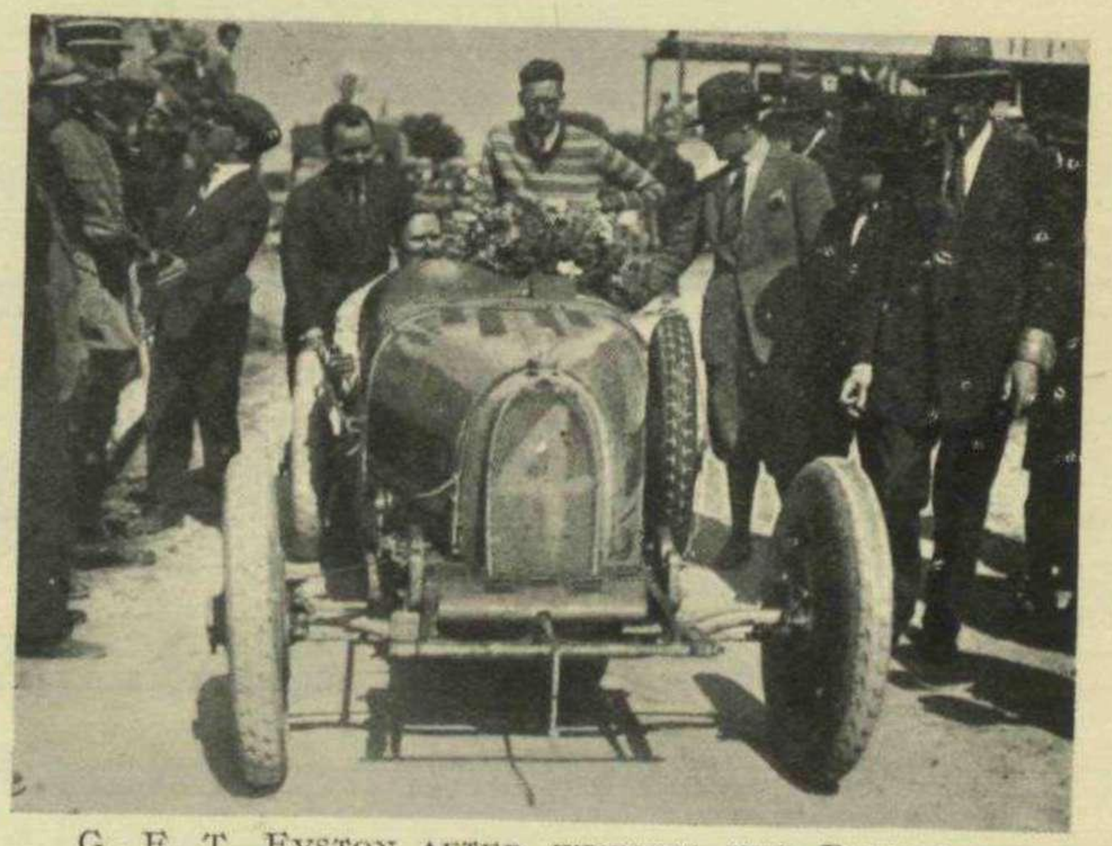
The events of 1926 are still too fresh in one's memory to need any detailed description. A bare outline of their victories, however, will show that Bugattis have last year won more important races than any other make has probably ever done in a single season.

In the first race of the year—the Grand Prix de Provence, Williams on a 2-litre Bugatti was third behind the two Darracqs, thus repeating the result of 1925. Then came the Grand Prix de Rome, in which a 2-litre Bugatti was again victorious, this time in the hands of Maggi. For the Targa Florio, Bugatti built a set of special straight-eight 2,300 c.c. cars, and had the satisfaction of seeing them occupy the first three places, Costantini, the winner, breaking his own previous record with 45.6 m.p.h. average. The Grand Prix d'Alsace saw the appearance of the straight-eight 1,100 c.c. Bugattis, which marked their début by scoring a grand slam.

For the championship races of 1926 Bugatti entered the 1,500 c.c. straight-eight racers, now fitted with a supercharger. In the four European events, they were 1st and 2nd in the French Grand Prix, 1st and 3rd in the European Grand Prix, 2nd in the British Grand Prix, and 1st and 2nd in the Italian Grand Prix. This performance gave Bugatti the championship without very much question.

In the Spanish "free-for-all" Grand Prix Bugattis were 1st and 2nd, and in the same type of race entitled the Grand Prix de Milan they occupied the first three places. Finally the Grand Prix de Boulogne was again won by a Bugatti, this time driven by G. E. T. Eyston.

It was certainly a marvellous year, and has set the seal on Bugatti fame for all time. For all that, however, Bugatti is not the man to rest on his laurels, and one can look forward to seeing his attractive racers once more in this year's great competitions.



G. E. T. EYSTON AFTER WINNING THE BOULOGNE GRAND PRIX.

A Belated Correction.

In the Victory Cup Trial, the Frank Hallam Trophy, originally awarded to H. M. Hicks, has now been granted to G. Patrick (8 h.p. Enfield sidecar). This is due to the fact that a protest from Patrick has been allowed. He therefore qualifies for a gold medal, and, since his figure of merit was better than that of Hicks, obtains the Hallam Trophy.

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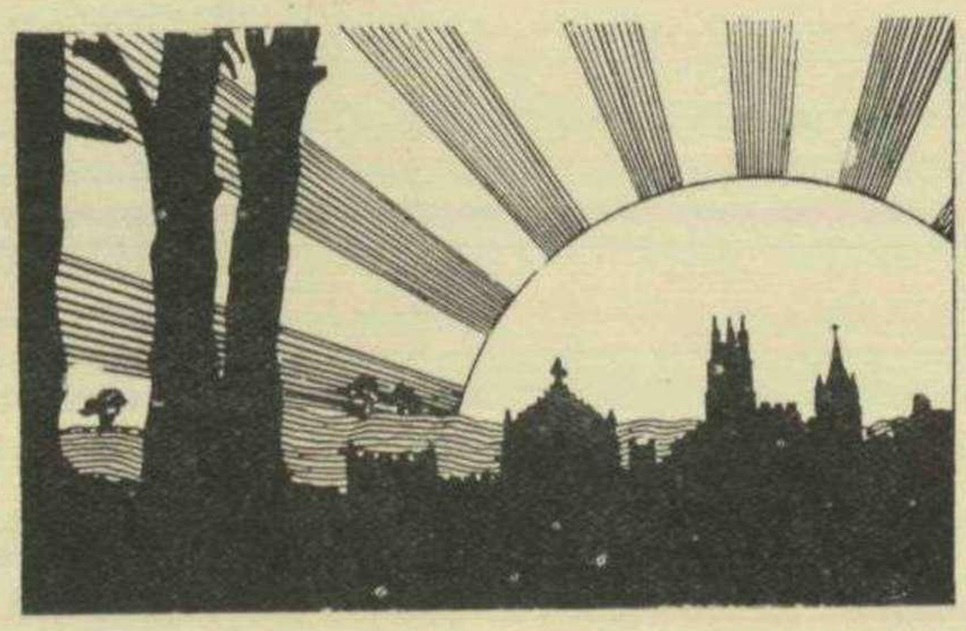
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ITALIAN NEWS

(*From our Special Correspondent.*)

SPORTS CARS AT THE MILAN SHOW.

IN connection with the Milan fair, a motor show has been in progress in the big Italian city from the 12th to 27th April. All the more important Italian manufacturers of chassis and bodies exhibited as well as a few foreign firms, although the number of cars imported into Italy is not large.

As might be expected, the largest stand at the show was occupied by Fiat, who showed a complete range of models. As well as the F.I.A.T. Sports model which has been introduced into England, there was also on view a new super sports edition of this famous small chassis. This model has a higher and narrower radiator than the standard car, fitted with a wire guard, and a beautifully streamlined 2-seater body with the seats considerably staggered. Rudge-Whitworth wheels and a flexible steering wheel add to the attraction for the sporting driver. The bonnet of the car shown was locked, and our attempts to discover whether it was fitted with a supercharger were ineffectual. We elicited the information, however, that it was capable of 120 k.p.h. (75 m.p.h.) and then went off to inspect two other cars of exactly similar external appearance, shown by Silvani, whose O.H.V. conversion for the 10-15 h.p. model is well known in England, and the Balbo coach-builders of Turin. On these two cars the bonnets were not locked and there was no sign of a supercharger inside; and as they both claimed a speed of 120 k.p.h., it is to be supposed that the supercharged edition has not yet appeared. On this new model there is a petrol tank in the tail, fuel being conducted to the carburettor by means of a Weymann exhauster. Enthusiasts in this country will probably await with eagerness its arrival in England.

The only other sports cars on the Fiat stand were an ordinary 9 h.p. sports model and a sports edition of the 12 h.p. with a 4-seater body of attractive appearance and fitted with a curiously shaped radiator cowl.

The chief attraction on the O.M. stand was the three cars which recently won the Brescia 1,000 miles race. These scarlet veterans stood among the other show-finished cars exactly as they had come off the road, with their glorious dust and grime still adhering liberally to them. It was noticed that the winner was the dirtiest, and the second dirtier than the third. (N.B. Those who consider their paintwork when engaged in competitions.) The chassis are of course the standard 6-cylinder 2-litre type, but the bodies are of curious design, with a big degree of overhang behind the back axle. This is the outcome of building 4-seater bodies only to hold two people, as the back seat is unused and the front one is well in the centre of the chassis.

Interest on the Bugatti stand centred round the recently introduced Bugatti "baby." This new model is exactly similar in externals to the well-known 2-litre racer, but is only about 4ft. in overall length! The body is of the single seater order and has comfortable accommodation for those up to about 6 or 7 years old. The famous Bugatti aluminium wheels are used with Michelin tyres, the design of the steering gear is similar to that used on the larger models, and the hand-brake operates shoes in drums on all 4 wheels. Under the bonnet one finds, instead of the usual Bugatti straight-eight I.C. engine, an electric battery, which is capable of propelling the car at over 6 m.p.h. and for about 20 miles without a recharge. Such is the pram of the future!

As well as this the new 2,300 c.c. model was on view, fitted with a very neat 4-seater body with a streamline tail. This car, which is exactly like the 2-litre model in design is said to be capable of 120 m.p.h. A change was noticed in the aluminium wheels on this and the 2-litre car, as those shown at Milan had two rows of spokes instead of one, and were not cast integral with the brake drums.

A small Italian sports car which is not well known in England was on view in the form of the C.A.R. This machine is very similar in external appearance to the Senéchal, and has a transverse front and $\frac{1}{4}$ elliptic rear springs. The engine is of 1,000 c.c. and has push rod operated overhead valves.

A REVOLUTIONARY ITALIAN CHASSIS.

The 1,000 c.c. S.A.B.A.

THE Italian motor industry is in rather a curious position in that one firm, the F.I.A.T., manufactures such a very large proportion of the cars produced in the country. The great firm of Turin makes a complete range of models from 9 to 40 h.p., and as only 5% of the cars in Italy are of foreign manufacture, the averave Italian simply chooses the Fiat model which fulfils his requirements. The other Italian firms on the whole manufacture cars of the exceptional order, that is to say machines which can command a market owing to special characteristics which appeal to various classes of drivers. Thus one finds that most other Italian firms produce one or perhaps two models in comparatively small quantities.



THE "BABY BUG" REFERRED TO ABOVE.

ITALIAN NEWS—continued.

A new model, which is certainly of an exceptional character, is the 1 litre S.A.B.A. Its designers have set out to produce a car distinctly out of the ordinary and of extremely advanced design. Briefly their object has been to produce a car with four independently sprung wheels, all of which shall both drive and steer.

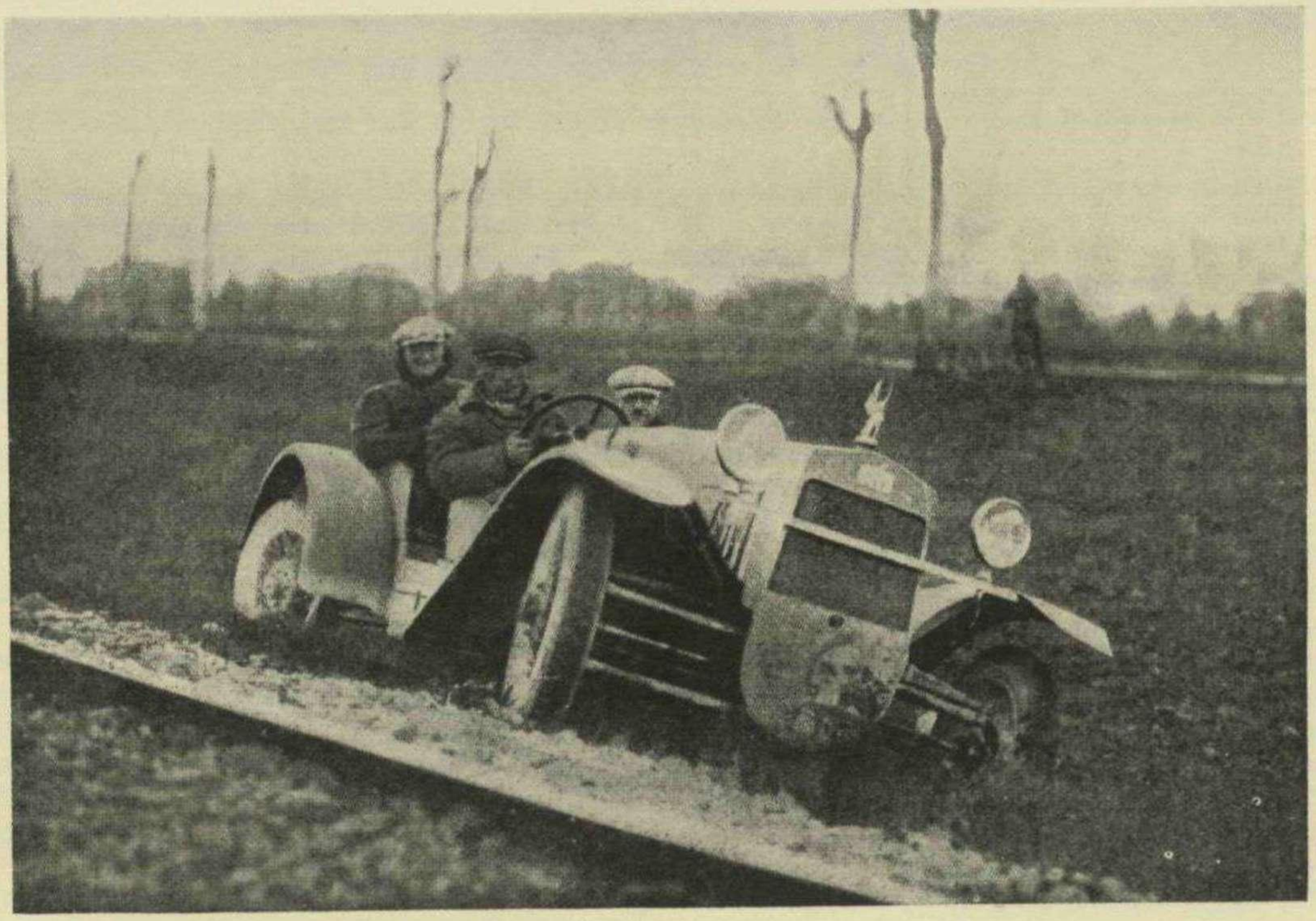
Few people will any longer deny that independently sprung wheels will be found on all cars in the near future to the exclusion of classic suspension systems and axles. Anyone who has experience of cars such as the Sizaire or Cottin et Desgouttes will agree that very much higher average speeds can be maintained over indifferent surfaces with these cars than with others of equal or higher maximum speeds and classic suspension systems; while any doubts which may linger in the sporting driver's mind as to their freedom from rolling, etc., when cornering fast will probably be dispelled when the new Cappa designed Itala racers finally consent to show their prowess.

Of late years also it has become increasingly plain that to use the back wheels only as driving wheels is wrong in theory and in practice. Thus attempts have been made by enterprising people such as Alvis, Miller, Buc and Itala to remedy the defect by driving the front wheels instead. It is obvious, however, that for maximum efficiency the power developed by the engine should be distributed among all four wheels, thus reducing losses due to lack of road adhesion to a minimum. Hence the second item on the S.A.B.A. programme.

The final scheme for steering with all four wheels is perhaps the most interesting of all. A car with independently sprung wheels and two sets of driving wheels, each of which can propel the car if the other cannot get a grip, is obviously a go-anywhere machine, and the increased manoeuverability given by all four wheels steering is certainly useful when off the beaten track. The S.A.B.A., in fact, has a wheel-base of 7ft. 6ins., and can turn in a circle whose outside diameter is 26ft. A point which is certain to interest sporting drivers, also, is that those who have experience of this car on the road, state that with the 4-wheel steering it is possible to take corners very much faster than when only the front wheels are used for the purpose.

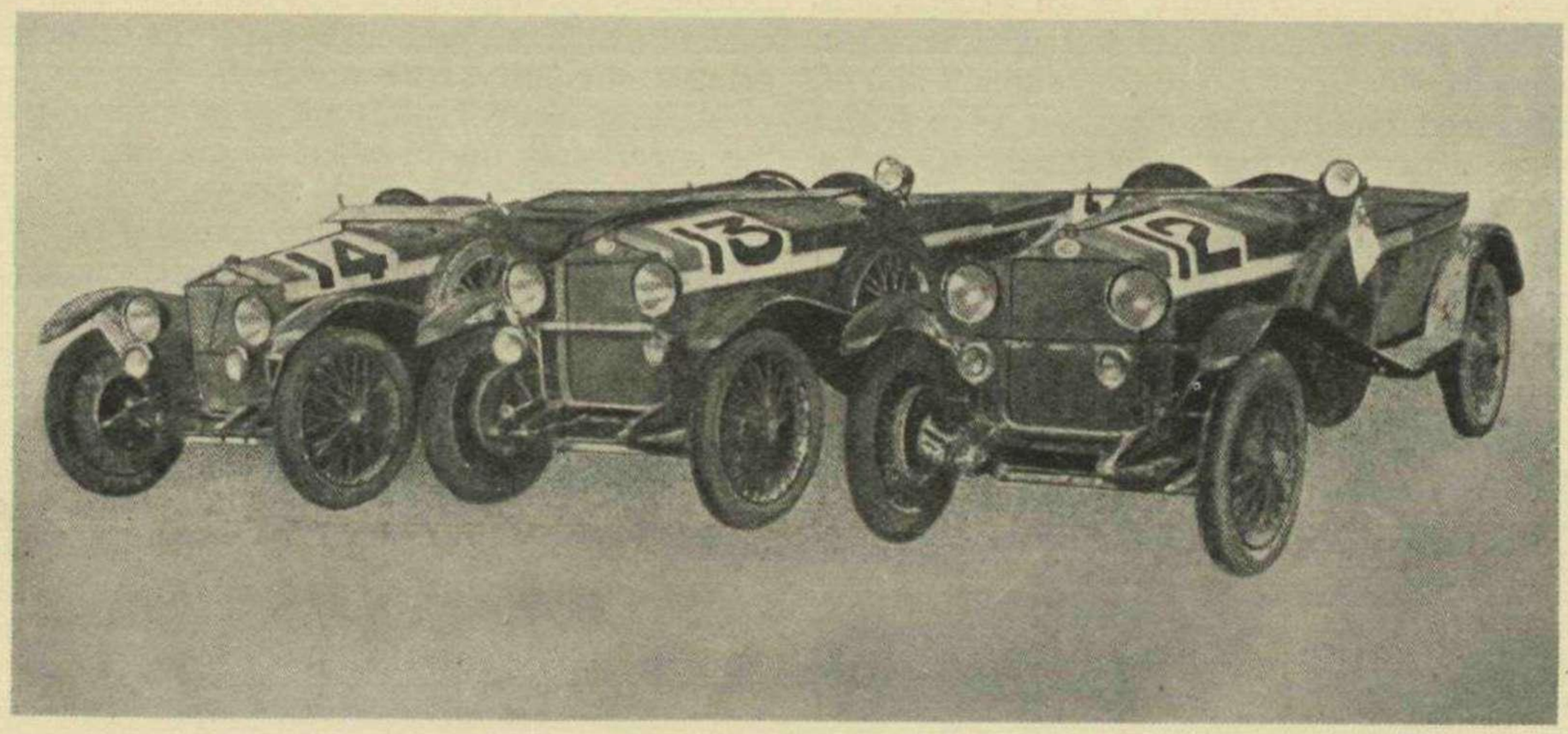
The engine of the new S.A.B.A. is exactly similar to that used on the earlier models, with a bore and stroke of 59 x 90 mms. (1,000 c.c.) and overhead valves. The power unit is built up in one unit with the clutch and 3-speed gearbox. From this is driven on a lower plane, a cardan shaft which runs the whole length of the chassis, and terminates at each end in a differential gear. From these is driven a short cardan shaft to each of its pair of road wheels, having a Hardy disk near the inner, and a spherical joint on their outer ends. The wheels are sprung on two transverse cantilever springs each, mounted one above and the other below the cardan shafts, and attached at their inner ends to the differential casings. The steering has controls to all four wheels and is so arranged that when cornering the front and back wheels of the outer and inner pairs are moving along the circumference of a circle of the same radius.

With a full load of four passengers the S.A.B.A. has quite a normal speed for a 1 litre car, of 50 m.p.h. Its



THE UNCONVENTIONAL S.A.B.A. NEGOTIATING SOME VERY ROUGH COUNTRY.

ITALIAN NEWS—continued.



THE THREE VICTORIOUS BRESCIA O.M. CARS WERE EXHIBITED AT THE MILAN SHOW.

chief attraction, however, should be its ability to go anywhere, across country as well as on the road. It will climb hills with ease where the ordinary back-wheel drive car could not possibly get a grip ; and the brakes which are on the single longitudinal cardan shaft affect all four wheels through the reduction gearing of the differentials, and are thus very powerful. The car in fact should be ideal for the super reliability trial expert ; it is sincerely to be hoped that some of the new S.A.B.A.'s will make their appearance in this country shortly.

THE BRESCIA 1,000 MILES RACE.

TWENTY-FOUR years ago, the Paris-Madrid race was stopped at Bordeaux by order of the French Government, and the last of the town-to-town races seemed to have been run for all time. It remained for Mussolini's Government in Italy, however, to revive what is certainly the most attractive form of motor sport. On March 26th and 27th a race was held for cars of the " touring-racer " variety, over a course of no less than 1,000 miles to a lap, starting and finishing at Brescia. Starting from that town, the route led by Parma, Bologna and Florence to Rome ; thence across the Appenines to Ancona on the Adriatic, and back by Bologna, Padua and Feltre to Brescia. The idea of being allowed to race of a circuit of this nature is so astonishing to us in England, where we cannot close 10 miles of deserted roads for a motor race, that the Italian competition has been referred to in the English press as a " high speed trial," while in reality it was a genuine race.

The winner of this magnificent contest proved to be a 2-litre 6-cylinder O.M. of the same type as last year's Rudge-Whitworth cup winner, driven by Minoia and Morandi. This car covered the 1,000 miles course including all controls in towns, etc., in 21 hours 4 mins. $48\frac{1}{5}$ secs., averaging 48.27 m.p.h., and was followed home by two other similar cars. As well as the general classification, the cars were divided into classes according to piston displacement, the various winners being as follows :—

GENERAL CLASSIFICATION.
1. Minoia and Morandi (O.M.) (av. 48.27 m.p.h.).
2. T. Danieli and Balestrero (O.M.).
3. M. Danieli and Rosa (O.M.).

UP TO 8,000 C.C.
1. Maggi and Maserati (Isotta-Fraschini) (av. 45.74).

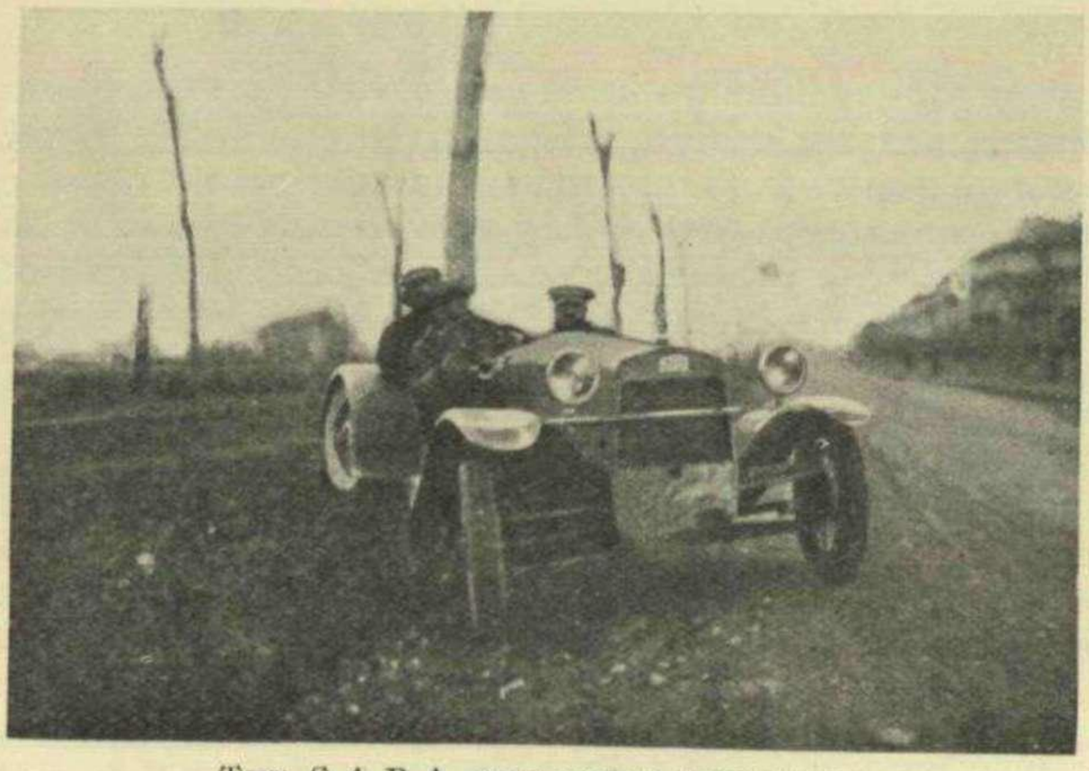
UP TO 5,000 C.C.
1. Silvani and Minozzi (Fiat) (av. 40.89 m.p.h.).
2. Weber and Menchetti (Fiat).

UP TO 3,000 C.C.
Strazza and Varollo (Lancia) (av. 46.86 m.p.h.).
Pugna and Bergia (Lancia).
Mercanti and Sozzi (Alfa-Romeo).

UP TO 2,000 C.C.
General classification winners.

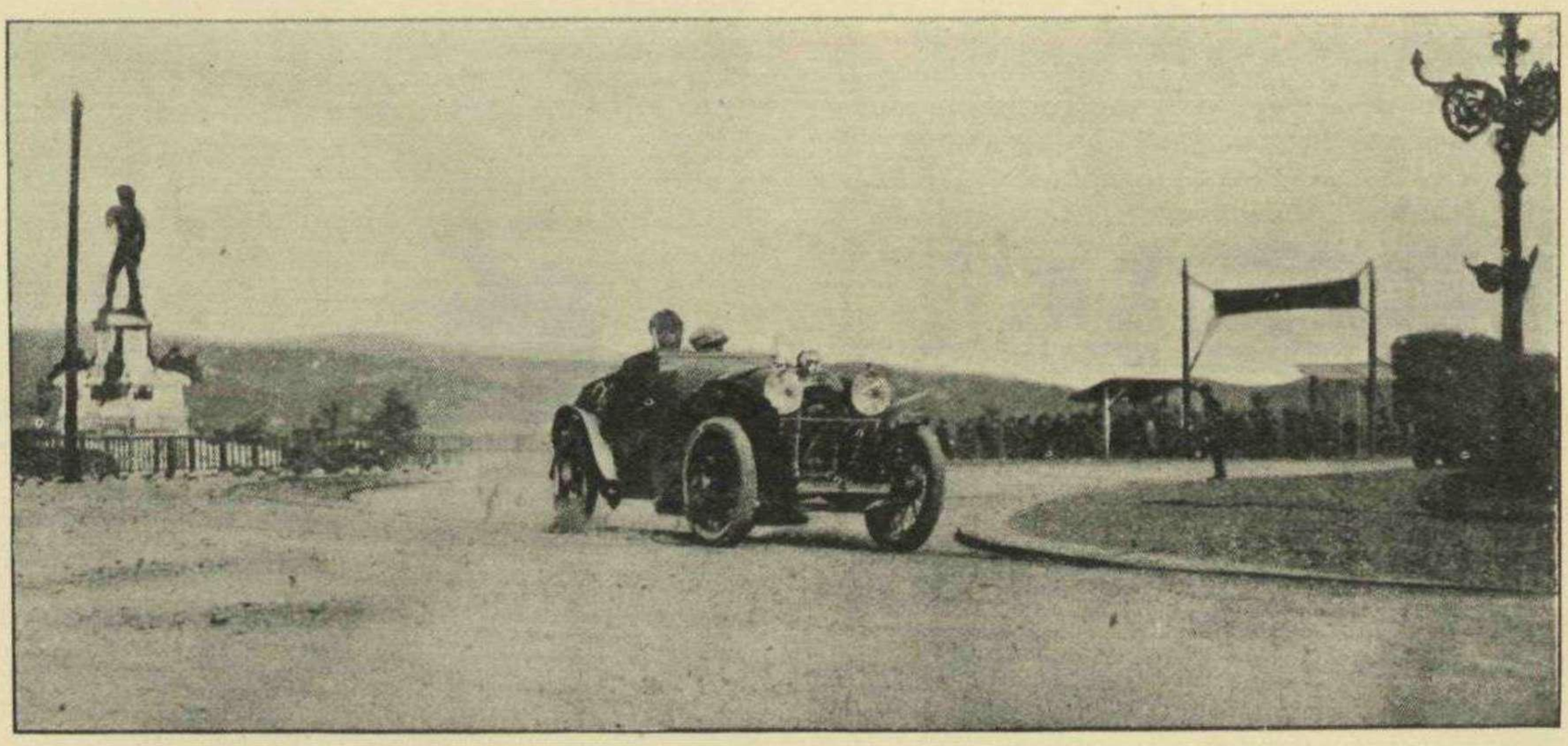
UP TO 1,500 C.C.
Binda and Belgir (Bugatti) (av. 43.6 m.p.h.).
Cattaneo and Beccaria (Ceirano).
Rossatto and Tarsara (Ceirano).

UP TO 1,100 C.C.
Moalli and Ferrari (Fiat) (av. 41.77 m.p.h.).
Ricci and Gay (Fiat).
Zampieri and Bertoldi (Amilcar).



THE S.A.B.A. REGAINING THE ROAD.

ITALIAN NEWS—continued.



THE AMILCAR CORNERING, DURING THE BRESCIA 1000 MILE RACE, AT FLORENCE.

UP TO 750 c.c.

Cazzulani and Monferroni (Peugeot) (av. 30.05 m.p.h.).
Dupetit and Thouais (Peugeot).
Lavergne and Laubergne (Peugeot).

The interesting feature of these results is that this race seems to have proved that for high speed touring, the medium powered car is faster than the machine with a very big engine. Thus the 2-litre O.M. and Lancia Lambda beat all the bigger cars including the big Isotta, whose maximum speed is in the neighbourhood of 100 m.p.h. The other hero of the race, besides the O.M., is the little 9 h.p. Fiat, which put up the very creditable average of 41.8 m.p.h. for 1,000 miles. It is sincerely to be hoped that if the race is held again next year, there will be more foreign entries, so that one can see whether other nations can make cars capable of standing up to this very gruelling test, from which the Italian industry has come out this year with flying colours.

OTHER RACING NEWS.

GRAND PRIX DE PROVENCE.

THE riot which put a stop to the racing at Miramas on 26th March, must be regarded as extremely regrettable from every point of view. In the first place several manufacturers who suffered from it are so annoyed that the track authorities were unable to keep the crowd in order, that they have announced their intention of not taking part in any more races at Miramas, and if this threat is carried out, sport at the southern French track may be considerably spoilt. Secondly the final of the Grand Prix de Provence could not be run, and another opportunity was lost of comparing the performances of this year's Grand Prix cars.

The first thing which annoyed the public was the rain, for which the track authorities can regard themselves as free of all responsibility. In spite of it, however, the heats for the Grand Prix de Provence were run off according to classes. Of these the most interesting was the 1,500 c.c. class, which united the three Grand Prix Talbots, Benoist's Grand Prix Delage, some Bugattis and a front-wheel drive Buc. This heat was won by Moriceau on one of the Talbots, but it is probable that the Talbot-Delage duel would have been more seriously fought out in the final as Moriceau's speed of 73 m.p.h. was only equal to that of Morel's Amilcar which won the 1,100 c.c. class. Of the bigger cars, Lehonx won the 2-litre class on a Bugatti at 69 m.p.h., and in the 3-litre division Chirou was the winner at 71.1 m.p.h. on a 2,300 c.c. Targa Florio type Bugatti.

In all 17 cars were qualified for the final, and Benoist started off for a run to get his engine warm. In the meantime the other competing cars were all drawn up across the track, and when Benoist turned into the Grand Stand stretch he discovered that his path was blocked. Unable to pull up, he crashed into Duray's Amilcar, and both cars were placed *hors de combat*. Either owing to this or to the wet state of the track, the Talbots were withdrawn and only the other twelve cars started. Chirou took the lead, but the crowd determined that if they were not going to see as good a race as they had hoped, they would see no race at all. With screams and howls they invaded the track, and stopped the race. They then proceeded to avenge themselves on Talbots, and having broken up their depot, done their best to do the same to the drivers, and burnt and damaged everything they could, they retired in disorder, having spoilt what should have been a very good race.

BURGUNDIAN SIX-HOUR RACE.

OWING to the popularity of the le Mans 24-hour race, it is not surprising that there is a considerable tendency to run races of this type elsewhere. As

RACING NEWS--continued.

well as the Essex Club's six hour race at Brooklands, the Automobile Club de Bourgoyne is organising a touring car race for the same length of time on 26th May. The course will be over roads in the neighbourhood of Dijon, and one lap will be 11 miles long. The race will be decided on a formula taking into account engine size and distance covered, but as well as this, there will be classes for cars from 500 c.c. to 5,000 c.c. and over.

This year, therefore, there will be five important races for which standard sports cars only are eligible, the others being the Essex Club's race at Brooklands, the Grand Prix d'Endurance at le Lans, the Belgian Grand Prix at Spa, and the Italian touring Grand Prix at Monza.

THE WORLD'S LARGEST TRACK.

WHEN Brooklands track was opened twenty years ago, the example set by its builders was not at first copied except in the United States. Of late years, however, the building of "autodromes" has become the vogue, and Brazil is the latest convert to the idea. This time the scheme is to build at Sao Paulo what is destined to be the largest speedway in the world, as the track will have a circumference of over 6 miles. As well as this, a road circuit 12 miles long is to be built inside the track proper, consisting of a series of zig-zags. The track is to be equipped with hotels, restaurants, etc., and a hospital! While the cost of building it is supposed to be going to amount to about £120,000.

THE T.T. ENTRIES.

THE provisional entries for the T.T. races show that there will be 53 competitors in the Senior race, forty-six in the Junior and twenty-eight in the Lightweight and they are particularly interesting in that they show that for the first time in many years the Senior (or 500 c.c.) class is the most popular of the three. Of recent times the Junior event has attracted most entries, so much so, indeed, that at one time there was a talk of dropping the Senior race. This year's entries prove that, instead of being "dead," the 500 c.c. class in the most popular of all.

The entry list itself discloses a number of interesting items. Several riders have "changed their stables" but the Norton entry shows that in the main last year's riders are again competing. This is interesting in view of the rumours now refuted that Alec Bennett would not be figuring in this year's Senior race. The Triumph company has six riders in the "Senior" but the names are not mentioned; A.J.S. also has a team of six, and it is understood that the engines will be of the overhead camshaft type; there are three H.R.D. and three Scott entries, whilst Freddie Dixon figures as an entrant without the name of the machine being stated.

In the Junior event one of the most formidable teams is the Velocette, with Alec Bennett, F. A. Longman and H. J. Willis riding. Enfields have four riders entered, Sunbeams four and A.J.S. six. Dixon is again a dark horse on an un-named machine, whilst Rex-Acme have three, with a star in Handley, and New Imperials, Cottons and New Hudsons the same number.

In the Lightweight race there are two Moto-Guzzis (to be ridden by P. Ghersi and A. Varzi) which are sure to give a good account of themselves. Heading the list in numbers is the New Imperial, with five entries and second to these come Enfields and O.K. Supremes with four each. Cottons have three—the same team which finished first, second and third in last year's race—and Dot, Rex-Acme and Excelsior two each. It is interesting to note that the four riders of the last two makes are all T.T. winners—the brothers Twemlow, who will be seen on Excelsiors and W. L. Handley and G. S. Davison. Handley, incidentally, is also competing in the Senior and Junior races and in the Lightweight event a Rex-Acme will also be ridden by G. McCrae. One of the most interesting entries in the Lightweight event is that of Alec Bennett on an O.K. Supreme. Bennett will thus be riding in all three races on three different makes of machine.

"REPORTED KILLED."

IT was almost exactly 10 years ago to-day that one of our most famous racing men, Howard R. Davies, was reported as "killed in action." "H.R.D.", as he is familiarly known to-day on account of the machine bearing his initials, was in the Royal Flying Corps, and in 1917 his 'plane came down in the German lines. Although first notified as missing he was later reported killed and ten years ago his obituaries were published. I met him recently and he showed me a tattered page, torn from a magazine of May, 1917. It expressed "keen regret for the loss of a promising rider." How "promising" he was, has been shown by the fact that he won the Senior T.T. in 1921 and did so again in 1925 on his own H.R.D.

THE LATE REX ADAMS.

REX ADAMS, who died as the result of a motor-cycling accident, on 25th April, was a rider who might well have established his position in the forefront of motor-cycle racing men. His record win in last year's Amateur T.T. will long be remembered and it is indeed tragic that so fine a rider should have had no chance to prove his ability in trade-rider circles, owing to his death so soon after he had joined the trade.

It has been an open secret that Rex Adams had forsaken the cotton trade at the end of last year and had made his hobby—motor-cycle racing—his business. In January last he joined the Scott Motor Cycle Co., and great things were expected of him on the Scott which he was to ride in next month's Senior T.T. He was only 25 years old—in his prime for racing work, since the recklessness of the 'teens had gone, leaving him several years before the ultra-caution of the thirties arrived. Our sincerest sympathies to his father, Mr. Dacre Adams, and to his other relations and friends.

OUR COVER.

It is hardly necessary to inform readers that our cover this month represents Major Segrave driving his 1,000 h.p. Sunbeam at 203 m.p.h. on Daytona Beach, Florida.



THE ADVENT OF MR. MORRIS.

A few particulars of the career of Britain's premier motor manufacturer.

ALMOST totally eclipsing the achievements of any other business man of our own day, the meteoric rise of Mr. W. R. Morris of motor fame constitutes a veritable romance of courage, resource, and foresight. Beginning with a small garage business at the age of 21, built up from a still smaller cycle business, founded when he was only 16 years of age; by 1913 Mr. Morris had produced a car—the original Morris-Oxford—of the exact size and performance for which a tremendous potential motoring public was looking. This at a time when the light car, as we understand it to-day, was only just beginning, and when, if we must say so, the majority of the representatives of the class were ramshackle, untrustworthy freaks.

But the recent achievements of the Morris concern date from 1919, that hectic period of speculation and unstable currency when everybody in the trade—with almost the solitary exception of Mr. Morris—imagined that the motoring millennium had arrived. It was in this and the succeeding year, that the now ackowledged head of the motor industry displayed his genius. He recognised the false prosperity in which the country was living and the fact that an inevitable and disastrous reaction had to follow. Thus, when the bottom fell out of the market in 1920, his business was unaffected and in the succeeding two years, when half the industry was in liquidation, the Morris concern began to forge ahead. Again the hours of careful thought and unstinted energy put into the design of the Morris began to tell. Here was a range of cars for which everybody had been waiting, and, as soon as times should mend, for which everyone would clamour. Output increased and yet the demand still outstripped the supply.

Then, at the moment when the entire motor trade was contemplating to what extent prices could be raised, Mr. Morris threw a bombshell by *cutting* price very considerably, shaking the entire industry to its very foundations. We can all remember the Olympia Show, before which this price reduction took place, when on Monday morning, the opening day, not more than 10% of the exhibitors could tell you the price at which their cars were to be offered to the public.

Producing still more cars for an ever increasing motoring public by further organization of the, by this time, vast works, and the advantages accruing to buying materials in big quantities, a still further cut in price was possible, and for the first time in the history of the movement, a soundly constructed, reliable, economical, and in every way trustworthy car was offered to the British public at a price which put the American productions out of the running.

Since then, the concern has gone steadily ahead, extending its efficiency and embellishing its cars here and there, and ever increasing its output, until to-day, Morris cars may be regarded as the unit of motor car values.

Mr. Morris has recently come into prominence by the purchase of the Wolseley concern for £730,000. Rather than see foreign competitors take over this old established concern, he has put down this large sum of money, confident that his power for organization will pilot the company safely through its bad times. Further prominence has been given to his name by the acquisition of the Howbeach Colliery in the Forest of Dean, where one may rest assured that his imaginative reasoning and infinite capacity for mastering the minutest details may change coal production in this country, possibly setting the pace for the rest of the industry, just as he has done in motordom.

As with all far-seeing employers, Mr. Morris believes in making the welfare of his employees a fundamental consideration in the scheme of things. This, not by a too interfering Welfare Committee, but by paying good wages and offering sufficient hours of leisure. His contention is that with money in his pocket, and daylight hours at his disposal, any man will know where to find healthy recreation after his own fashion. This opinion, however, does not prevent the organization of a Welfare Committee, which, among industrial concerns, is positively second to none.

And, Mr. Morris has achieved his unparalleled success while still a young man, as one reckons youth these days.

LEADING MOTOR CLUBS.

The Oxford University Motor Club.

By THE SECRETARY.

ITS birth and parentage are wrapped in mystery as far as I am concerned; but I believe that it was formed in 1910 through the agency of L. P. Openshaw and F. C. Doherty, both of Christ Church. At any rate by 1911 it was in working order and consisted of about twenty members. It was run, then, on distinctly novel lines. When the secretary felt that it would be pleasant to hold a competition, he sent notices round to all the motor-cyclists and car drivers whom he knew apprising them of the fact; and on the appointed day those who felt so inclined arrived at the venue and paid half a crown and proceeded to have an afternoon's fun.

It was L. P. Openshaw who set the example of taking competitions seriously. Speed competitions—that is—he always refused to ride in reliability trials, as he considered them so dangerous. Almost every week we used to see in the motor papers that he had won another hill climb on his Zenith Gradua—and it may be of interest to modern speed men to know that in 1913 he covered the flying half mile (electrically timed) in the first competition held against the Oxford City Club at speeds of 72.8 m.p.h. solo and 68.4 sidecar: both from flying starts. This was done with a 90 bore side valve Zenith Gradua—and the sidecar was of the wicker work chair variety now fortunately extinct.

Two Inter Varsity Hill Climbs were held; one in 1912 and the other in 1913. I think I am right in saying that Oxford won the first and Cambridge the second.

I suppose the modern speedman would split himself with laughter if he could see either of those climbs or the machines ridden, but I can assure him that the riding and tuning were remarkably good. I wonder how many of the present day competitors in Inter-Varsity Hill Climbs could make a jet for a carburettor? We *had* to, as the standard jets fitted to some types were useless for speed.

Then the War came and the Club, of course, closed down until 1919 when Openshaw returned to Oxford and revived it. Then followed two or three years of great achievement. The Club was very small—but its quality made up for that. It produced J. E. G. Harwood, I. P. Riddoch and P. G. Kennedy—to mention three whose names stand out in my mind as I write.

This little band of riders won the Inter-Varsity Hill Climb every year until 1922 when the luck turned. In 1921 the writer of this article appeared on the scenes and became secretary of the club and seems to have brought the bad luck with him. Rain washed out the 1922 Climb altogether. Cambridge won the event in 1923, 24, 25 and 26—but this year Oxford managed to get the cups back with a majority of one mark! And then some people say that Oxford is effeminate! The restriction placed on competitions held on public roads hit the tuning and driving standards of the club very hard; and there is no doubt that the present generation, through no fault of their own, are not to be compared with their predecessors in the art of tuning. They will forgive me for saying this—when I add that their achievements in the art of *riding* are amazingly good especially as they now get only *one* speed trial per annum.

Two years ago "Motor Cycling" presented a magnificent bowl for the annual reliability competition. So far it has been won by Oxford. At the Hill Climbs, there is put up a challenge cup presented by the British Motor Manufacturers and Trades Union in 1920.

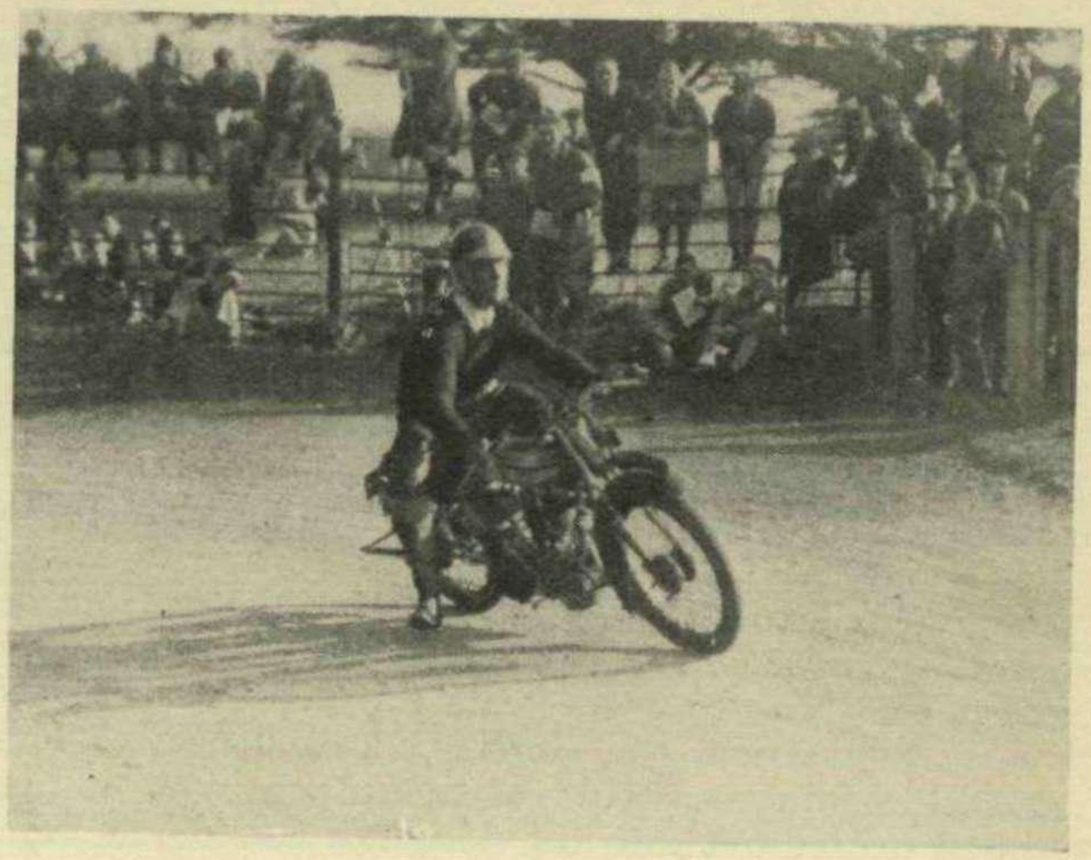
In 1922 the Club's constitution was changed, and the old O.U.M.C.C. became the O.U.M.C. with H. W. Cook (Christ Church) as President. He is a good friend to the Club and we were fortunate to gain his consent to act in this capacity.

The Club now numbers about 120 members, and has its own club premises in Cornmarket—small at present, but we hope soon to have new premises where all meals can be obtained in our own dining room.

The Club has had all sorts of difficulties to contend with—but, I am glad to say, has always had the confidence and support of the authorities of the University. This is a very great thing, and entirely due to the fact that all members make a point of driving with consideration in and about Oxford.

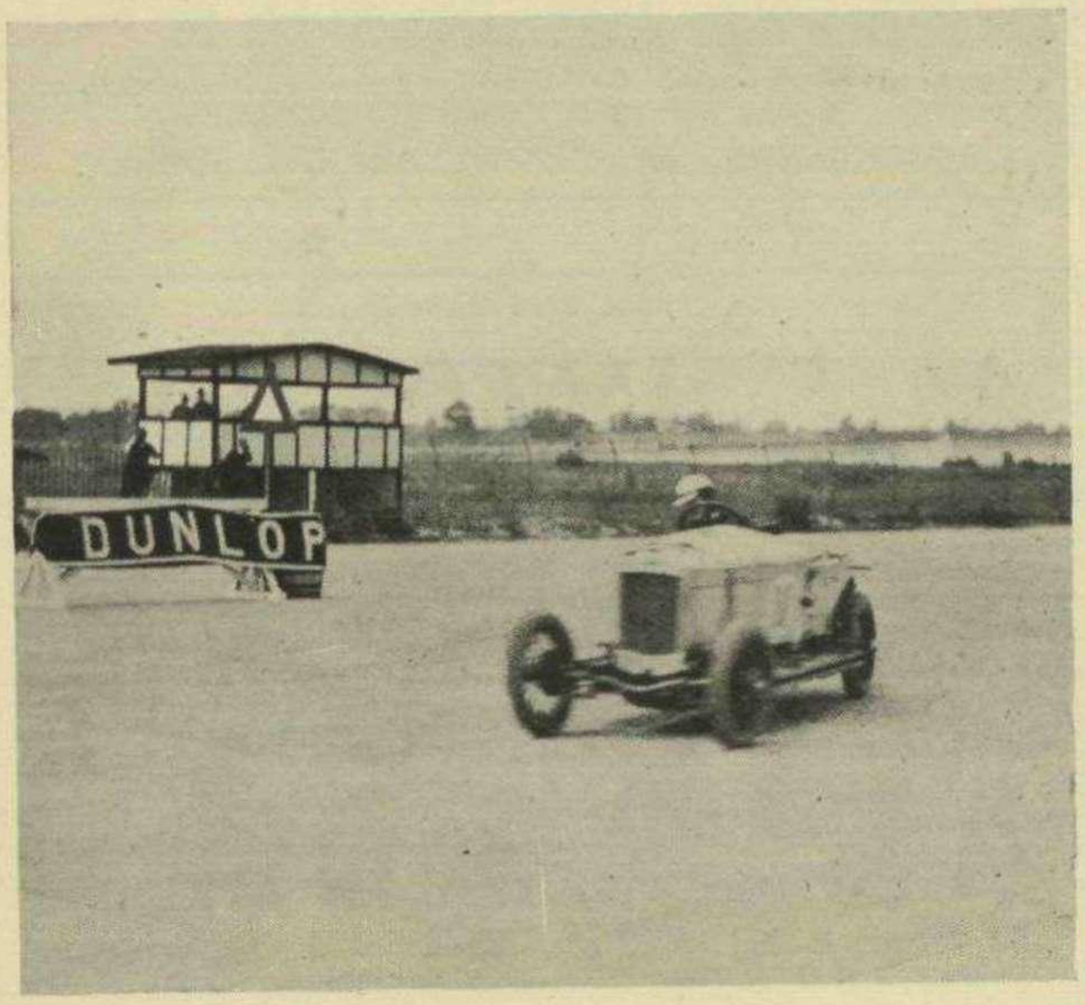
The three chief events of the year are the Oxford-Cambridge Hill Climb and Reliability Trial and a Speed Trial against the Oxford City Club. There are also closed reliability trials held from time to time, but the club does not indulge either in picnic runs or rambles for bluebells—we haven't time.

University Clubs are very difficult to manage as we have only twenty-four weeks in the year in which to arrange our fixtures, and in reality we have far less—



L. H. PRESTON, RIDING FOR OXFORD, IN AN INTER-VARSITY HILL CLIMB.

LEADING MOTOR CLUBS—continued.



G. W. Bagshawe, of Oxford, winning the J.C.C. Production Car Race, on his Frazer Nash.

as much of that time becomes a " closed season " owing to examinations and Eights Week and Torpids. Also the great majority of the members are engaged in other sports and pastimes as well, so that it becomes still more difficult to arrange dates to suit everybody.

During the winter months the Club arranges lectures by well known members of the motor world, and in this way we have made many friends. To mention a few: Major Watling, Captain Frazer Nash, Captain Twelvetrees, Professor Lowe and Mr. Barnes have paid us visits and will, we hope, do so again.

My temptation in writing these notes has been to become reminiscent—one of the crimes of old age—and to tell of many things which would waste much valuable space and probably be of interest to me alone; but may I commend the following answer given to a well known Oxford Police Sergeant by a member once well-known as an exponent of A.B.C. motor cycles, " You are exhausting straight into the open!" " So are you!" (Thirty shillings and costs).

. The Club has many members who are closely associated with motor engineering. I. P. Riddoch is at Blackburnes', J. E. G. Harwood was for several years with J.A.P.'s and Lord Settrington at Bentleys', and there is a rumour that H. W. Inderwick is going in for the mass production of audiometers.

Whatever the Club has *not* achieved, it certainly has done one thing—it has shown the conservative and critical denizens of Oxford, that because a man goes in for motor racing he is not *ipso facto* a menace to road users, although there *is* a record from Thame to Oxford—but never mind what it is!

HERE AND THERE.

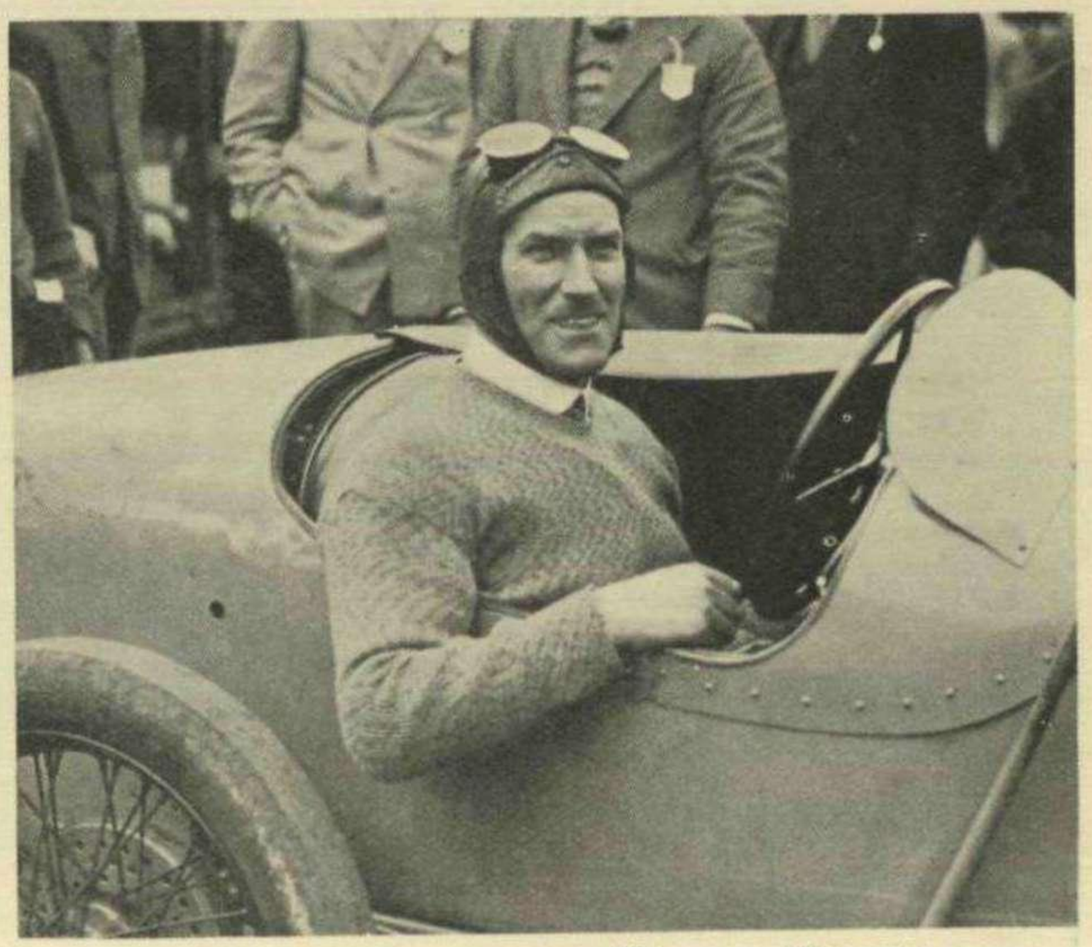
Floridan is first to cross treacherous Florida (U.S.A.) Everglades on a motor-cycle.

J. W. H. CAMPBELL, well known horticulturist and sportsman of Jacksonville, Fla., has completed the first trip ever made by motorcycle through the treacherous Florida Everglades. He travelled over the famous Tamiami Trail on an " Indian", using, in many places, the same route started some five years ago by a group of thirty-two historic trail blazers.

Campbell arrived in Miami just fourteen days after leaving the West coast. Exactly one half of the time was spent in reconnoitering and arranging wire mats to support his " Indian " motorcycle over the muck. In a letter sent to Ora Chapin, executive vice president of the Tamiami Trail Association, Campbell explained, " I was three hours getting 900 feet and in one day made only 4,200 feet. I had to contend with all sorts of wild life and was forced to kill many moccasin snakes."

He travelled most of the way in swimming trunks, a pair of boots and canvas leggings to protect against attacks of moccasins. On arriving at what is known as Gator Hook Strand, " The Impassable," which is a live Cypress Swamp about eight miles across, both machine and rider—a total weight of about 700 pounds, sunk into the muck up to the wheel hubs. From then on Campbell toiled for many hours arranging wire mats, two of which, when stretched out covered some twenty feet and served to support the machine so as to make headway.

Campbell returned with certification sheets proving that he had made the trip. He checked at every point he could. His feat will go down in the historical records of the Tamiami Trail Association as the first man to cross the Everglades by motorcycle.



Vernon Balls who won the 75 m.p.h. Handicap on his Amilcar.

HERE AND THERE—continued.

AN OUTSTANDING PERFORMANCE.

For many years enthusiastic riders of small machines have endeavoured to take a sidecar through the London-Land's End Trial, but invariably something has prevented them from getting gold medals. The results published recently show that at last it has been done—by T. G. Meeten on a 1.72 h.p. Francis-Barnett combination, equipped with a Villiers two-stroke engine. The importance of the feat can hardly be over-emphasised for several terrific hills have to be climbed and there are sections where even large outfits find it difficult to keep up to the schedule speed.

At the same time, although Meeten has shown that the tiny machine will pull a sidecar anywhere, riders of this type of motorcycle should not try to emulate his feat, for the 1.1/2 or 1.3/4 h.p. machine is designed for solo and not sidecar work.

AN EFFICIENT RALEIGH MODEL.

THE 4.98 h.p. Raleigh listed at £45, which was introduced at the last Olympia Show may be said to be now well established on the market. The works are producing these machines in ever increasing quantities but owing to the steady demand, little or no impression has yet been made on the orders already on the books. Those machines which are already in the hands of riders, both at home and abroad, are giving such good account of themselves that letters of appreciation are received by every post, and there is no doubt that the future for this machine is particularly bright.

Although up to the present it has not figured in many reliability tests, where it has done so it has proved itself capable of withstanding a terrific number of "hard knocks," and a machine which has this qualification cannot fail to give satisfaction to the ordinary motorcyclist.

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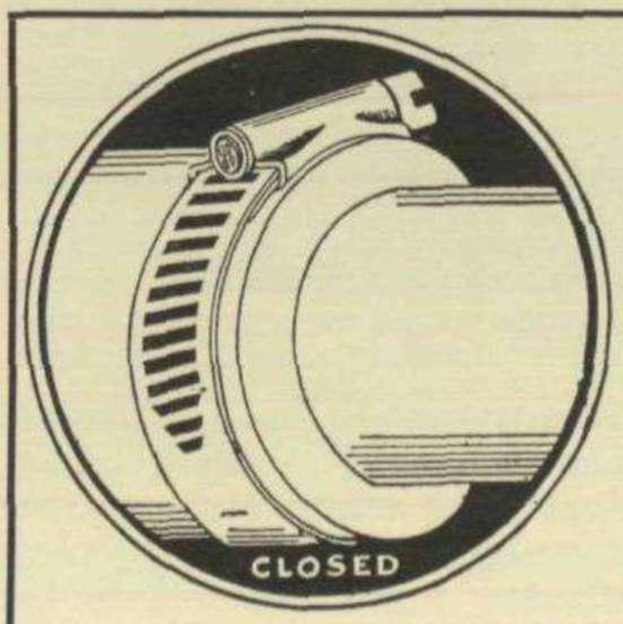
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