

## New Imperial Twin wins

# "The Motor Cycle" Multi - Cylinder Cup

S. ("Ginger") Wood,  
Riding the T.T. Vee-  
twin, Covers 102.27 Miles  
in Sixty Minutes on  
Brooklands Track



S. ("Ginger") Wood, who gains the honour of being the first to cover over a hundred miles in the hour on a multi-cylinder machine of less than 500 c.c.

THE cup offered by *The Motor Cycle* for the first multi-cylinder solo machine of 500 c.c. to cover one hundred miles in the hour was won on Wednesday of last week by S. ("Ginger") Wood, riding a T.T. New Imperial twin. Behind this bare announcement lies the tale of many hours of toil spent not only by the winning team, for it was a team, but also by three others less fortunate.

From the very start of the many attempts to win the cup, misfortune seemed to dog the contestants. When the cup was almost within the rider's grasp some trick of fate in the shape of a minor failure would cause it to be dashed out of reach, not just once but again and again. Therefore, the success of the New Imperial is all the more outstanding.

The Wednesday was cool. There was low-lying cloud and a high wind, and everything seemed to point to rain. However, by 5.30 p.m. the wind had dropped, and after a couple of preliminary laps Wood decided to set off on his gruelling run. Matt Wright, O.C. engine, gave the model the once-over; then with the engine roaring Wood went along to the line, for the regulations governing the award insisted on a standing start—world's record conditions, in fact.

With Mr. Archer as pusher-off, the New Imperial went streaking away on receiving the signal from Mr. Reynolds, the timekeeper. Anxiously, the small group of onlookers waited by the timing-box at the Fork. The roar of the engine could be heard as the New Imperial forged its way down the Railway Straight.

## A Lap at 107.8 m.p.h.

At last, or so it seemed, the machine came round the Byfleet Banking and flashed past the Vickers Sheds, to disappear on its second lap. Wood, sitting back over the rear wheel, lying absolutely flat over the tank, appeared to be supremely happy. His time for the standing lap was 97.27 m.p.h., an amazing figure. Next time round he increased his speed to 106.88 m.p.h.; then on his third lap he went right up to 107.8 m.p.h. At this he was signalled to slow down a trifle, and he then settled down to a steady 105 to 106 m.p.h., seldom varying by more than a mile an hour.

It became almost monotonous as lap after lap was reeled off. Wood still retained his Brooklands crouch in spite of "grass-cutting" round the Byfleet Banking. By the end of his tenth lap

he had averaged no less than 105.29 m.p.h.

On his eighteenth lap Wood was signalled to come in for fuel the next time round. He had by now gained 1m. 30s. over and above his schedule. He lost only 51s. over his pit stop, and this figure includes decelerating as well as getting away again. At the end of the succeeding lap he had a comfortable 49s. in hand.

## Half-way Distance

Having by now passed the half-way distance, Wood wisely slowed down slightly and proceeded to lap steadily at speeds varying between 100 and 102. So much had he in hand that by his 35th lap, with only three more to go—actually just over two for the required distance—he slowed down to just under the 100 m.p.h. mark. Even so he finished at a total average speed of 102.27 m.p.h., having covered 102 miles 659 yards in 1h. 0m. 6s.—a most meritorious feat, and one of which the New Imperial concern can be justly proud. At the same time sympathy must be extended to C. B. Bickell, whose supercharged Ariel four covered twice the required distance at well over 103 m.p.h., but owing to the tread of his too-small rear tyre stripping off failed to cover a hundred miles in the hour.

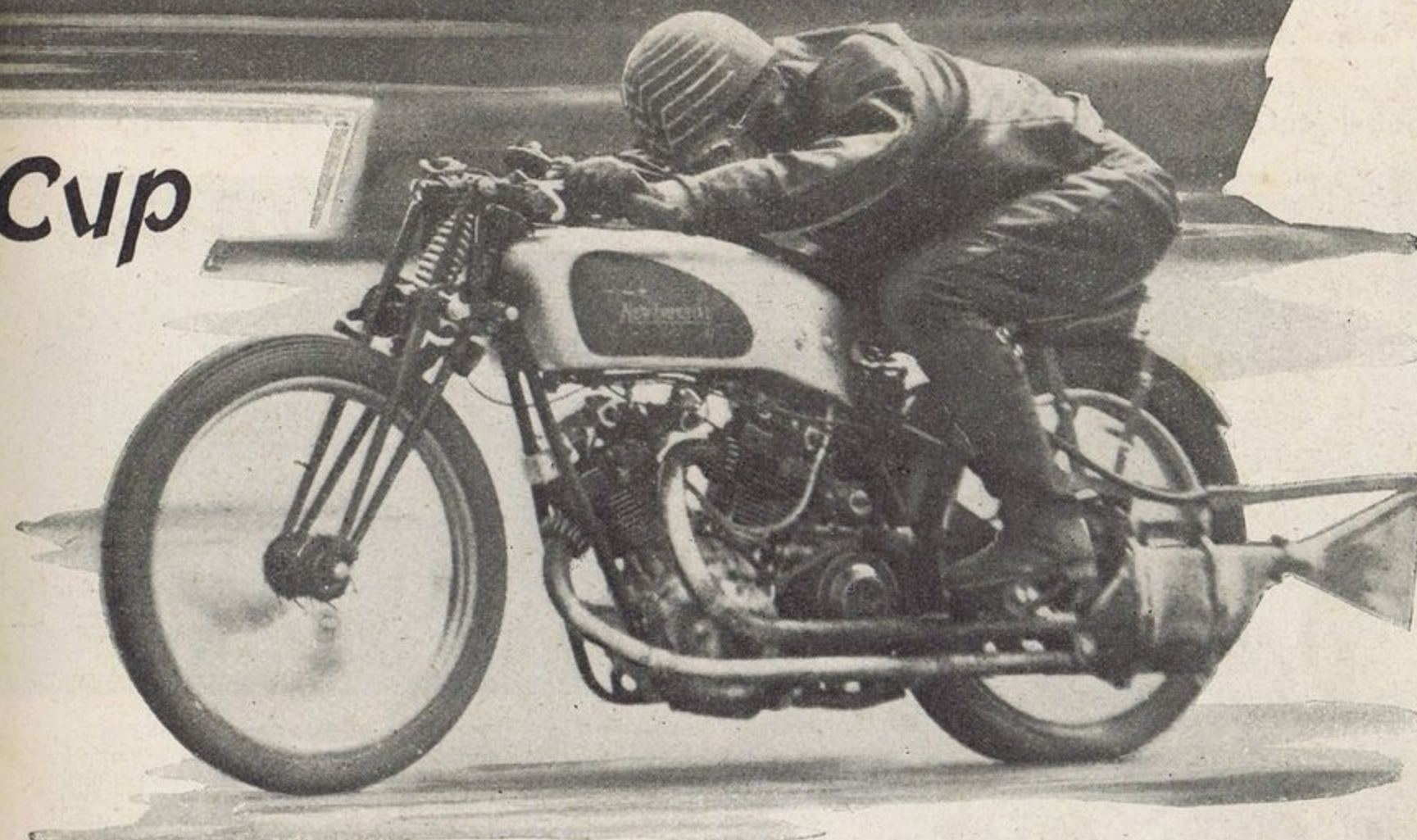
Condolences, too, must be offered to the Triumph concern, whose supercharged twin had just begun to lap steadily at over 105 m.p.h., while the earlier attempts last year and the year before of C. T. Atkins and his Douglas must not be forgotten. Finally, the patience and kindness of Mr. Reynolds, the timekeeper, must be mentioned. Frequently, at almost a moment's notice, he left his business to go down to the track, and was present at nearly every one of the thirty or more attempts that have been made in the last year and a half.

## Technical Features

Technically the victorious machine is particularly interesting. It was practically in the same trim as that in which it appeared in the T.T. It will be recalled that the engine is a vee-twin (62.5×80 mm.) built after the style of two singles. Bronze alloy cylinder heads are fitted. These have a single exhaust port facing forward.

Two separate carburettors are employed, and the inlet ports are inclined downwards at an angle of thirteen degrees.

At first sight the crank case gives an impression of almost excessive width.



A fine impression of Wood crossing the Fork. Note how he is lying right down in order to reduce the wind resistance

This is because of the outrigger bearing which is fitted outside the engine sprocket with the object of increasing the rigidity of the crankshaft.

For track purposes the engine was run on an alcohol mixture and the compression ratio raised to suit.

Other alterations from T.T. trim consisted of fitting a Brooklands silencer, re-

moving the front mudguard, and fitting a special front wheel with a small-sectioned rim and no brake drum. The four-speed gear box and T.T. fuel tank were retained.

The equipment of the New Imperial included Webb forks, Amal carburettors, B.T.H. magneto, Dunlop tyres and saddle, Renold chains, K.L.G. sparking

plugs, and Wellworthy piston rings. The machine ran on Pratts fuel and Castrol oil.

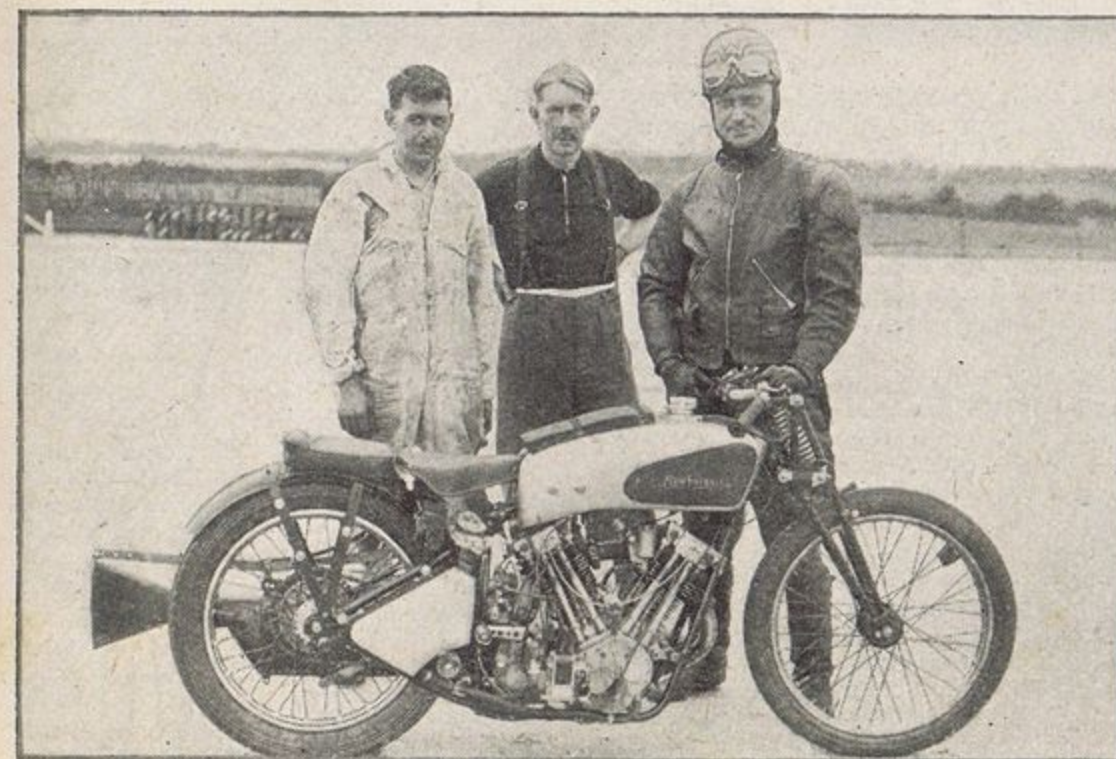
## "INTERNATIONAL" ARRANGEMENTS

Germany Goes Ahead with its Plans :  
Forty-nine British Competitors

LAST Tuesday the A.C.U. received no fewer than seven letters concerning the International Six Days Trial from the organisers, the Deutsche Automobil Club, who assure the Union that they are going right ahead with all the arrangements. As we pointed out last week, the political situation had raised doubts in many minds as to whether the trial, which is fixed for August 27th to September 1st, would be held, since Partenkirchen, the centre, and several of the daily routes lie only a few miles from the Austro-German frontier.

No fewer than forty-nine British competitors have entered, among them the most famous trial riders in the country.

For the International Trophy Great Britain will be represented by A. E. Perrigo (B.S.A.), V. N. Brittain (Norton), and N. P. O. Bradley (Sunbeam sc.). In the International Vase competition our "A" team consists of Jack Williams (Norton), G. E. Rowley (A.J.S.) and G. F. Povey (B.S.A.), while the "B" team has as its members L. Heath (Ariel), R. MacGregor (Rudge) and F. E. Thacker (Royal Enfield).



Four members of the victorious team: Matt Wright (in overalls), Mr. Archer, S. Wood, and the vee-twin New Imperial