



Wednesday, May 15, 1935.

Australian CYCLING and MOTOR CYCLING.

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Warragul Grass Track Carnival Abandoned

CHAMPIONSHIP COURSE FLOODED

Because of incessant rain for nearly a week and the track at Warragul was flooded, the Victorian Auto-Cycle Union's speed carnival for the grass track championship on Easter Saturday and Monday was abandoned.

Unless arrangements can be finalised for the meeting to be staged at Aspendale or Sandown Park, where negotiations have been opened for the use of the racecourses there, it is unlikely that the holders of the Victorian titles will be asked to defend their crowns until next Boxing Day (December 26), when the venue will be Warragul.

First Abandonment.

This is the first occasion since the inception of the speed carnival at Warragul in 1926 that rain has interfered with the programme, and the sequence of the titular contests has been broken previously only in 1931, when the venue was changed to Phillip Island.

For that meeting, Australian championships were included in the programme, but the meeting was cancelled when Charlie Sahlberg was killed in a crash during a practice ride.

No attempt had been made to revive Australian grass track title events since that year until the meeting last Boxing Day, which failed because of inclement weather. The events postponed on that occasion were included in this year's Victorian



FOLLOWING the publication of Mr. Broadbent's article on "The Evolution of the Motor Cycle" in our last issue, a reader forwarded this picture of a veteran machine. It is believed to be a "Shippee" motor cycle.

HUXLEY IN FORM

Vic. Huxley again delighted speed fans in England this year when he set a new record for Wimbledon track of 17 seconds for one lap, flying start, during a thorough try-out he underwent recently. The old record was 17.2-5 sec.

Huxley showed that he has recovered from the foot injury that sent him back to Australia before the end of last season, and great things are expected of him.

CHANCE FOR A MACHINE

Racing motor cyclists will be interested to learn that a K.T.T. Velocette racing machine, which has yet to compete on the road, and is owned by Bill Gardiner, is offered for sale.

Bill, the treasurer of the A.C.U., has given up the "grip twister" in favour of a car, and those who know Bill appreciate that he is offering a machine which has had every care.

Formerly a very enthusiastic competitor, Bill was forced out of the game because of an accident some 18

MOTOR CYCLING PERSONALITIES

No. 40.—Mr. P. J. Goodman

The motor cyclist only half knows his machine who knows nothing of the firm that made it or the man who designed it. Velocettes, as an instance, have from time to time broken entirely new ground in matters of design, and it is interesting to study the man responsible for these developments.

Mr. P. J. Goodman is that man. Being only human, Mr. Goodman must be expected to have vices as well as virtues—his vice is ping-pong, to which vice he is a hopeless addict. Perhaps worse still, he is a student of political economy, and international finance is his main study. Politically, he holds advanced views; a Conservative might even dub him a Radical.

However, it is not entirely on what a person says, so much as what he does, that his true outlook can be assessed, and in this respect Mr. Goodman lives right up to his advanced ideas.

The Velocette factory is sympathetically managed and the workers are a very happy family, and, according to the local agents (Messrs. Stillwell and Parry), strikes and other differences between the management and the workers are entirely unknown.

Mr. Goodman, until the death of his father, was only concerned with the design and production of motor cycles, and he obtained such an excellent ground work in these matters that he is now able to handle the management of the organisation. At the same time he keeps abreast and