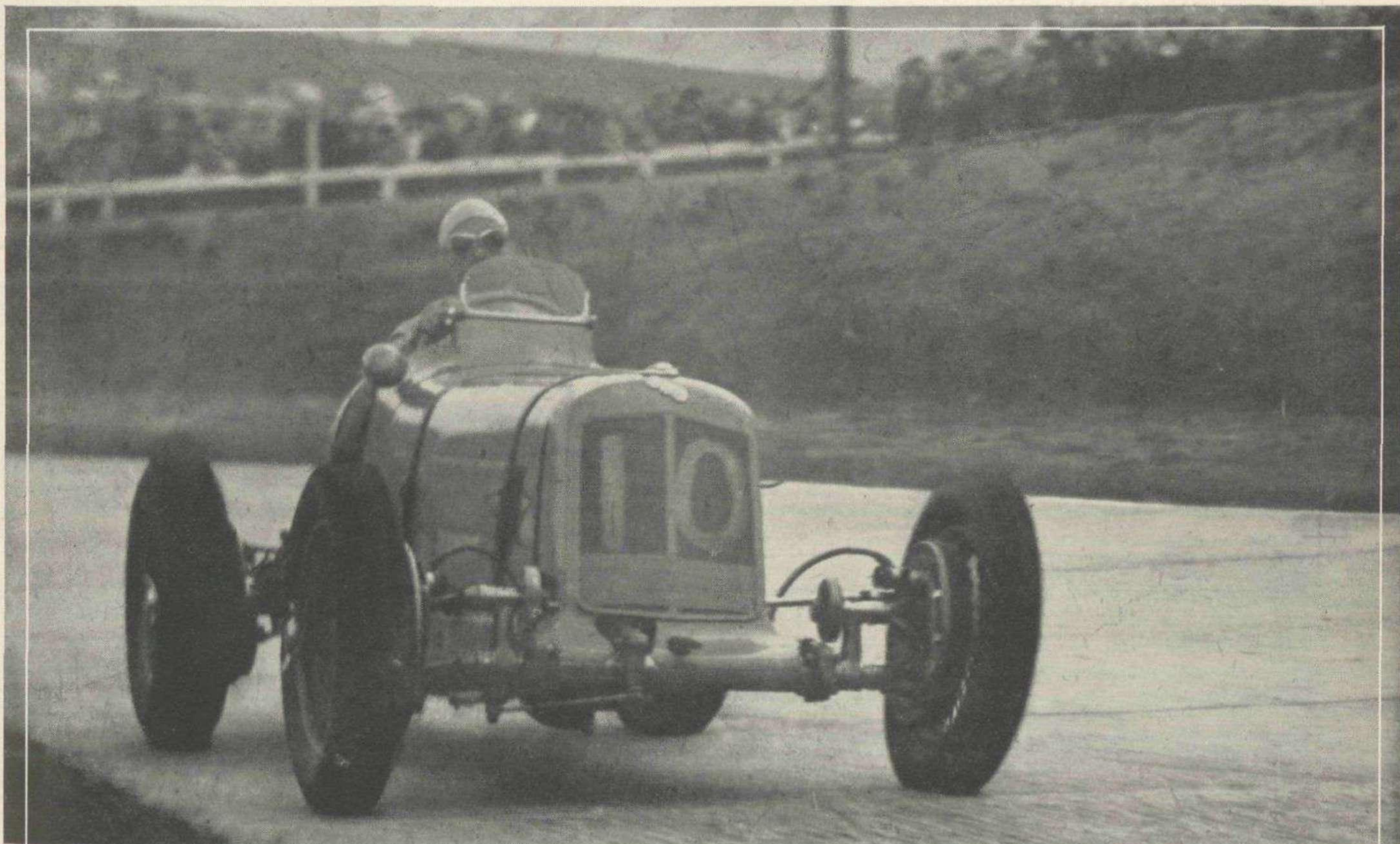


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[Motor Sport Photograph]

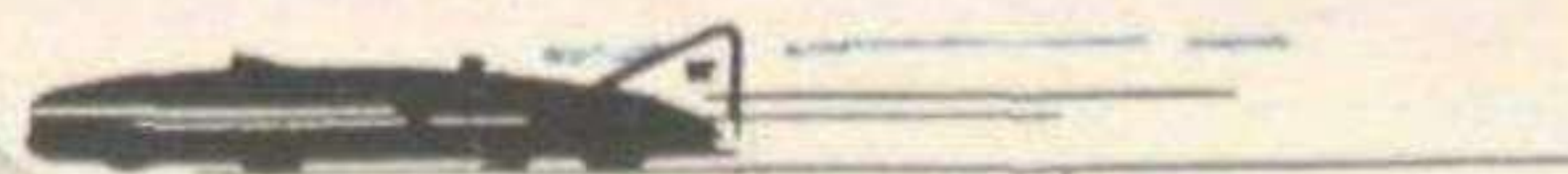
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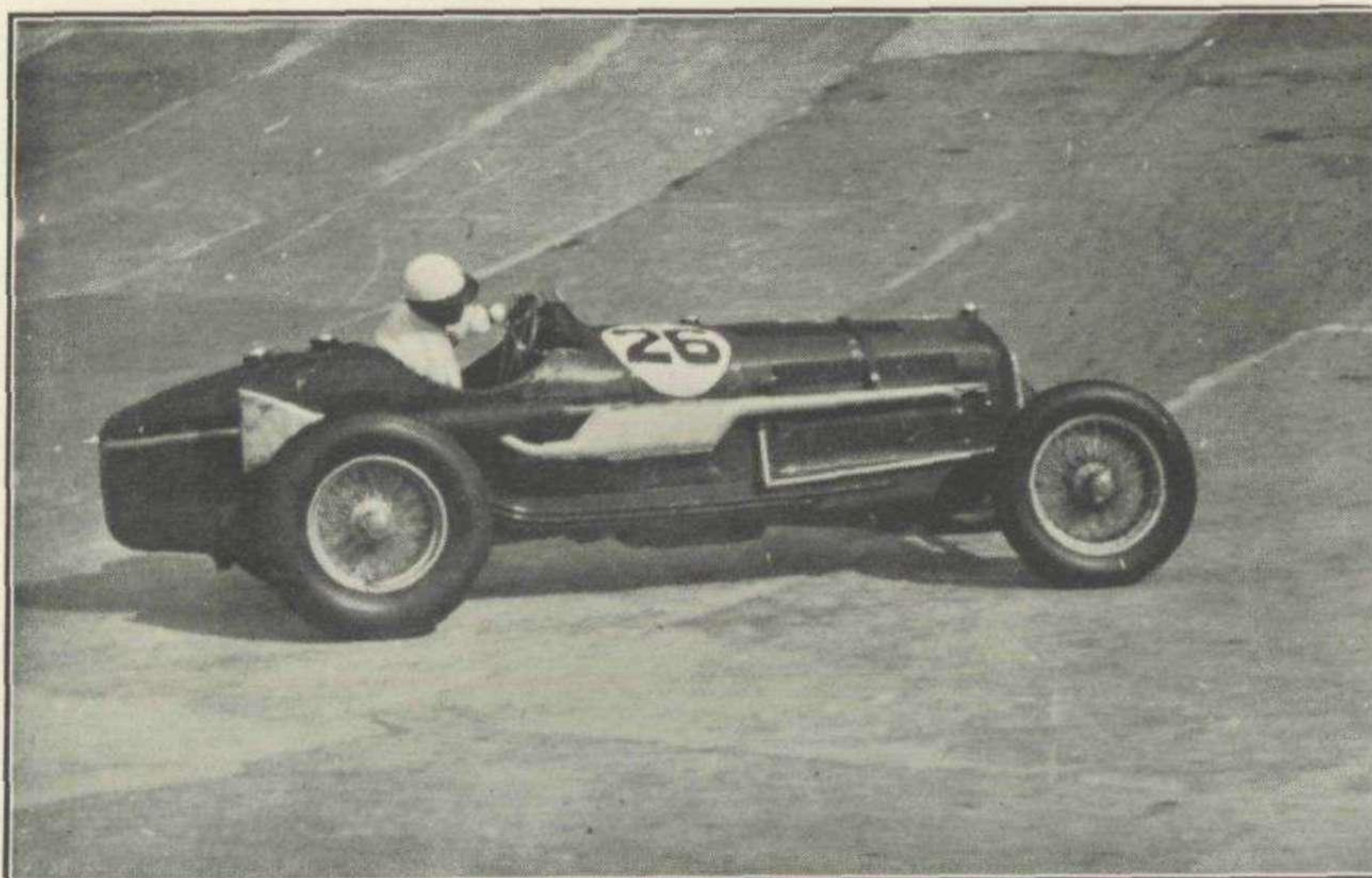
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THE B.R.D.C. BROOKLANDS MEETING, 1938

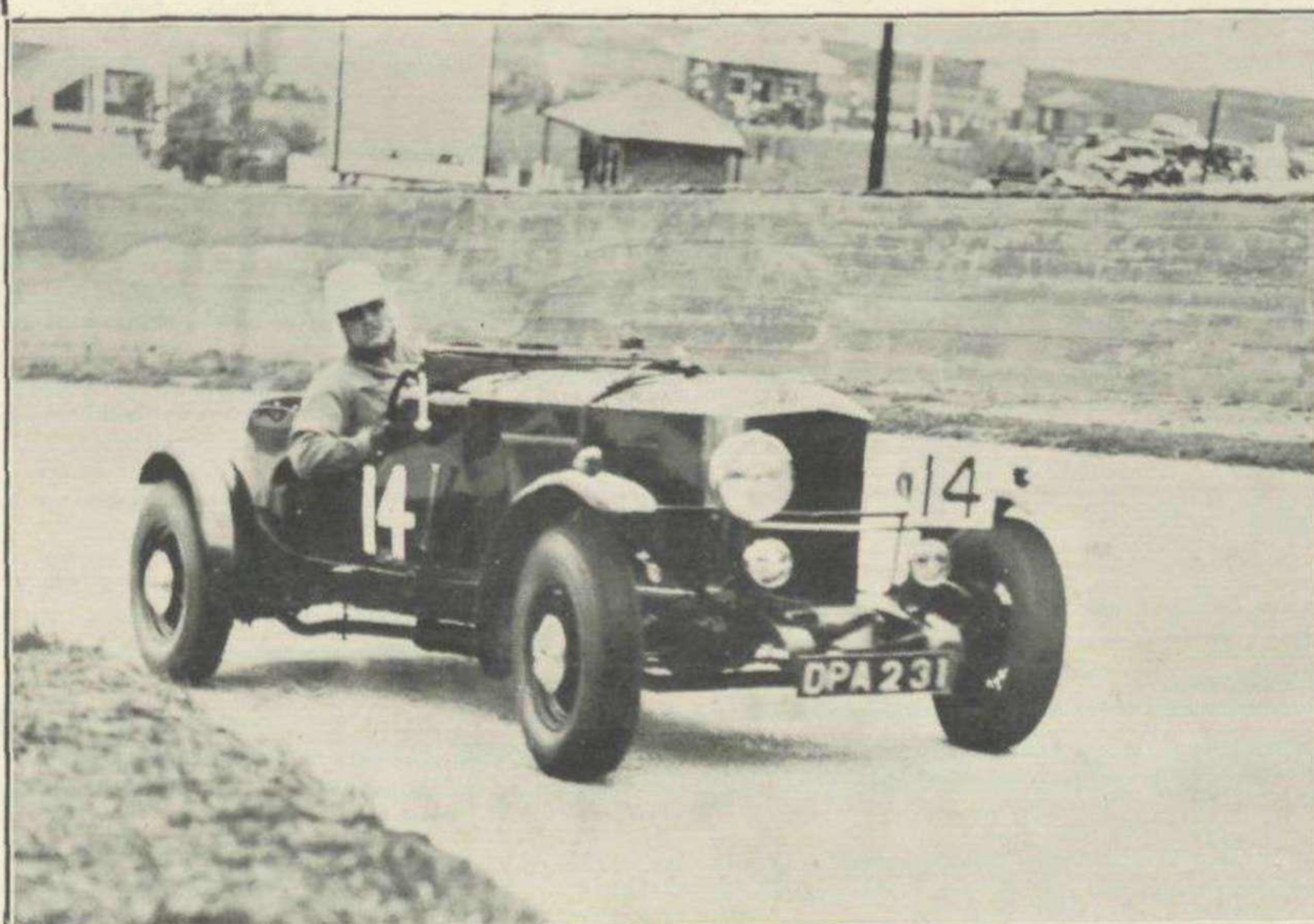
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THE THREE-HOUR SPORTS CAR RACE, 1938



C. Follett's Light Sports Railton at the Motor Bridge.

★

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FOR SALE

Andre Telecontrol shock-absorbers, (pair), complete with all fittings, latest type.....

Aston-Martin spares 1928-1930, engine, crankshaft, 2 cylinder heads, one camshaft and housing, one wet sump, 2 universal couplings, 2 gearboxes, 2 clutches, several timing gear chains, etc., 8 con rods, light alloy $\frac{1}{2}$ " gudgeon 1.625" big end, 2 back axle casings, 2 half-shafts, 2 brake plates complete with shoes and drums, 2 wheel hubs, one Marles steering box, 18" Bluemels spring wheel, 5 21" R.W. wheels with good tyres, 52 mm. 2 A.C. petrol pumps, mechanical. Petrol pump, Ford type, mechanical. 12 v. starter motor, 2 head lamps re-silvered, 2 26 mm. S.U. carburettors.....

Austin Seven, cylinder head, intake manifold, with Zenith carburetter, wheels and tyres and 1928 normal Austin 7 gearbox.....

" wheels, two. Complete with 400 x 19 Dunlop sports tyres and inner tubes. Run 300 miles only.....

" wheel drawer.....

" 60 m.p.h. speedo, petrol tank, bucket seat, cycle type mudguards, three pairs, doors, off sports model, 12v. electric hooter.....

" 4-speed gearbox.....

" 3 oversize wheels.....

" radiator and shell, starting handle and bracket, dished steering-wheel, carden shaft, fan complete with bearing and pulley.....

" coil ignition engine, complete with quick lift camshaft and special inlet manifold.....

Axle, front, cycle type guards, new wheels, large aluminium brake drums, new swivel pins and races.....

Batteries, 3 6-volt car.....

Bentley 3-litre Blue Label 1925/6, all spares.....

" 3-litre Red Label, set (4) hour-glass pistons, complete with rings, etc. Set (16) valve guides.....

Bugatti Type 43 and 37a, all spares.....

" Type 37 and 40 cylinder blocks, complete.....

" Type 37 and 40 connecting rods, Type 40 gearbox, clutch complete, Brescia gearbox and rear axle.....

" body shell complete for G.P.....

Body 4-seater sports touring body, aluminium panelled for f.w.d. Alvis, set of good wings, bonnet and radiator.....

Carburetter, Zenith triple diffused horizontal, 36 mm. bore.....

" Model 36 H.K. Horizontal Flange. 2 $\frac{1}{2}$ " between centre of bolt holes. Right-hand float chamber.....

" (Two) Zenith N type Horizontal 36 mm. top feed float chambers.....

" R.A.G. suit Riley Nine.....

" R.A.G.

" Zenith.....

" S.U. complete (three).....

" Solex.....

" (New) racing 36 mm. Amal, with large assortment of spare jets and chokes.....

" set of Four Racing S.U.s with top feed and all fittings for 1,000 c.c. Riley 9.....

Chassis, light racing, complete.....

" special underslung, nearly completed, A.C. o.h.c. 2-litre engine, epicyclic gearbox, Lea-Francis frame with torque rods to axles.....

Cylinder Head 2 port, complete with rockers, etc., for 12 h.p. Meadows.....

" for blown Lea-Francis, without valves and rocker gear.....

Dissolved acetylene cylinder (6 cu. ft.) with gauge, by Allen Liversidge.....

Engine, 26 or 27 E.W. twin Douglas, complete with clutch.....

" Ford V8 complete with Scintilla magneto and welded branched exhaust manifold.....

" Blown type, Ulster Austin 7 (less crankshaft) dismantled.....

" 1936 Austin "Speedy" (pressure fed crankshaft) complete, less camshaft.....

Engine, Austin 7, 1929, coil ignition, complete with gearbox.....

" air-cooled V-twin, B.S.A. f.w.d., 18.9 h.p. (1,021 c.c.) 1931/2, Solex carburetter, new pistons, gudgeons and small ends.....

" Lea-Francis, total mileage 40,000. Rebores 1,500 miles ago. Complete magneto, dynamo, starter, etc., gearbox, back axle, wheels, hubs, brakes etc.....

Ford 1936/37 10 h.p. 2 only, 600 x 16 Dunlop Comp. tyres and tubes used once only.....

" 2 only 600 x 16 Firestone covers, used once only.....

" 2 only 600 x 16 Silver enamelled wheels.....

" 1 only, standard size Firestone cover and tube.....

" 1 only, standard size, silver enamelled wheel.....

" 1 rear gear swab, red leather, never used.....

Ford V8 two 600 x 16 wheels complete with 6.50 x 16 Dunlop sports covers and tubes and one 600 x 16 wheel complete with Goodyear G3 tyre and tube. With spare metal wheel cover of 1935 V8 coupe.....

Frazer-Nash 10" front brake drums, brake shoes and back plates.....

" chassis complete, 1929, pair front wings and rev. counter, spare wheel 4.50 x 19.....

Gearbox, 4 speed, complete with remote control, from 1 $\frac{1}{2}$ -litre Singer.....

" Wilson pre-selector, complete.....

" 4 speed, Austin.....

" light, from 1 $\frac{1}{2}$ -litre racing Talbot-Darracq, new gears and clutch.....

Heater, 250 hour, under sump.....

H.R.G., set of 3rd gear pinions (constant mesh, etc.) for H.R.G. Moss gearbox, 7 H.R.G. Aerolite pistons, "wide ring" type with gudgeons, 6 piston rings, 6 oil control, 2 compression, and 4 gudgeon pins (new), H.R.G. clutch cover plate (new), 3 bonnet fasteners, 2 special H.R.G. con rods, hand polished and balanced.....

Lagonda 3-litre, all spares.....

" 2-litre speed model, wanted open four-seater body, also high (4.4-1) crown wheel, pinion and differential assembly.....

" 1928-29 2-litre, cylinder head, complete with rockers, pipes and valves (less two) also gearbox, less second gear.....

Lancia Lambda 14 h.p. Nine wheels, 765 x 105, two good tyres. Bonnet, two good rear wings, spare drop arm and draglink and steering arm, petrol tank and gauge fitted with extension for outside filler cap.....

" Two cutouts (Marrelli) key and switch box (Marrelli), two 8 in. headlamps (Bosch), both mirrors silver plated giving parallel beam approx. 400 yards.....

" Four 5 in. lamps, rear lamp, two wing lamps (Duco), two way dip switch, 3 switch arrangement for reverse light and horn.....

" Hood and upholstery. Hood structure altered for lowseating position and lowered steering wheels—steering wheel with special bearing attachment—two steering boxes, dash board to fit altered steering and radiator distance. Hood needs recovering. Seat supports to fit Dunloppillo "Cinema" seats. Triplex glass windscreen (one panel cracked but rest O.K.) opens in halves—folds flat and adjustable to any angle. Scuttle extension for lowered steering and hood, four doors (one needs new hinges) seat squabs, spare set of brand new Ferodo M.R. brake linings.....

Lucas S.F.4 fuseboxes (three) cutout, junction and fuse box, stoplight switch, magneto and ignition switch, Solenoid starter switch, and steering column switchbox.....

Magneto, Simms, Verniers for Alvis 12/50.....

M.G. J.2 brakes and cables, the set.....

" 1933 radiator.....

" Marles steering gear complete, spring wheel, needs two hemispheres.....

" Set bottom timing wheels.....

" Set (four) front hub bearings, new.....

M.G. Midget, 1933 J.2. Set of 4 pistons with rings and gudgeons, cylinder head oil drain housing, clutch centre floating plate, and 3 clutch fingers.....

Motorcycle speedometer, front wheel drive.....

Petrol lift, new.....

Petrol Tank, 5 gallon from M.G. Midget.....

Plugs, 2 brass priming, to fit 18 mm. sparking plug holes.....

Radiator, with chromium cowl for blown Ulster Austin (has had new centre fitted, only been used 3 months) complete with snap down quick filler cap.....

Riley Nine (Monaco) 1929, crown wheels and pinion (5 $\frac{1}{2}$ to 1), gearbox, engine, radiator, dynamo, starter, 5 wheels, front axle, 2 half-shafts.....

Salmson 9.5. h.p. 1928 G.P. One 19 x 4.50 wheel (well base), one propeller shaft with complete axle-end assembly including pinion, one second gear mainshaft pinion, one second gear layshaft pinion.....

" 1928, 9.5 h.p. engine, copperised head, twin overhead camshaft, complete with clutch and flywheel etc. (No carburetter). Also outside exhaust manifold.....

" gearbox, 3 speed and reverse (dismantled, but complete except gear lever), universal coupling, magneto, 6 v. dynamo, starter motor, 8 gallon petrol tank, radiator and block, and cowling and Cotex amp. meter.....

" G.P. 2-seater 1928, twin overhead cam engine, solid back axle, long tail body, Derrington Brooklands exhaust, aero screens.....

Six volt starter with Bendix pinion, for 1 $\frac{1}{2}$ -litre engine.....

Springs, special flattened rear, for Austin.....

Sunbeam 2-litre crankshaft, cylinder-block, pistons con-rods, camshafts, carburetter, magneto and starter.....

" 1 $\frac{1}{2}$ -litre genuine G.P. engine and Roots blower, 108 b.h.p. at 4,500.....

Centric Supercharger and Fittings, suitable for C-type J.2 or J.4 M.G.s, driven from nose of crankshaft, 12 lb. pressure.....

Marshall Roots type Supercharger complete with all fittings for Morris 8.....

Supercharger, Powerplus No. 7, with horizontal carburetter.....

Sunbeam, 14/40 complete power unit.....

Stoneguard radiator, suitable M.G.....

Supercharger, Cozette Austin 7, dismantled.....

Stoneguard (Green) for Austin 7.....

Zoller compressor for Series Morris 8.....

Talbot 8 h.p. 1923. 6 v. coil, 6 v. Benjamin electric horn, connecting rod, Zenith carburetter to take $\frac{1}{2}$ in. pipe, torque tube, silencer and extension tube, petrol gauge, 5 hub caps, 8 day clock, one piece 2-seater seat squab, celluloid side screens.....

Tyres one pair competition, 19 x 4.75.....

Tyres and Tubes 17 x 6.00 Dunlop "90" in good condition.....

Tyres, two 140-40 real low pressure competition tyres.....

Triumph Super Nine cylinder blocks (two) rebores with new pistons.....

Tubes, 17" Dunlop Inner, new, for tyre sections, 4.50 up.....

Tank oil, separate facia-board, with drip feed attachment for filling crankcase whilst in motion, with snap-down cap.....

30/98 Vauxhall, o.h.v. model, parts available.....

Wheels, 2 from M type M.G. 29-32.....

" Disc. 710 x 90 covers suit A.C. hubs.....

Wheel three spoked spring steering, fit M.G. model after 1932. Needs welding.....

" 47 mm. with knock-on hub, suitable for Singer, Wolseley, etc.....

Wolseley Special 1933 International 12 gallon petrol tank, Rudge wheels and tyres, Rudge hubs and brake drums, four Rudge caps, complete back axle and springs, radiator and oil cooler, Louvred bonnet, rev. counter to 6,000 r.p.m., speedometer to 100 m.p.h. or complete aluminium dash with switches, oil and water gauges, carpets (new), bucket seats, steering box, two detachable aero screens with brackets, hood complete with frame and side curtains, tonneau cover with zipp fasteners, 12 v. battery.....

" 1932 Daytona Hornet, hubs, brake drums, and shoes, wheels and back axle, complete.....

SECONDHAND SPARE PARTS—continued

WANTED

Austin Seven Chummy body.....
 Austin "Ulster" cylinder head, exhaust manifold and system, fold flat screen, 2 S.U. carburettors, 26 or 30 mm.....
 Body complete two-seater sports for Wolseley Hornet, swallow body preferred, condition immaterial.....
 "Ulster" Austin Seven body.....
 " Austin Seven 1930, unblown camshaft...
 Aluminium cylinder head for Austin 7.....
 Alfa Romeo, taper tail 2 seater body shell.....
 Alfa Radiator with shell suitable for Mille Miglia 34
 Bentley road wheel for 3-litre.....
 Body shell for G.P. Bugatti, suitable for fairly large chassis.....
 Brooklands silencer, large plated.....
 Crankshaft (counter-balanced) for 1932 J.2 M.G....
 Crankshaft, one large, for 1929 Austin Seven.....
 Cycle Wings, pair, suitable for N type M.G.....
 Cylinder Barrel (nearside) piston and connecting rod for a 1933 912 c.c. o.h.v. w.c. J.A.P. engine from a 1933 super sports Morgan three-wheeler.....
 Chassis, late model Frazer-Nash, complete.....
 Carburettors, Set of twin S.U. (racing), complete with manifold. Top feed 30 mm., suitable for Brooklands Riley 9 h. 1,100 c.c.
 Carburettors, pair, suitable for 1½ litre Riley, 4 cylinder.....
 Engine, Lagonda, 2-litre supercharged.....
 " F.N. 1½-litre o.h.v. (O.h.c. or pushrod).....
 Four-speed engine unit, complete, for Austin Seven...
 Gearbox, light, for special chassis.....
 High Axle ratio bevel and pinion (13/51 or lower to 4.4 to 1) for M type or Monthery Midget
 Lagonda 21" wheels (4).....
 Valve Cover for J.2 type Midget.....
 O.H.V. O.M. engine, or conversion block etc., from s.v. to o.h.v.....
 M.G. Midget J4 or C type connecting rods.....

Morgan, 4-wheeler, Morgan conversion; complete car or conversion parts.....
 M.G. J.2. type car hood.....
 Pre-War Car, 8-10 h.p., cheap.....
 Fold Flat windscreen for M.G. and Frazer-Nash.....
 M.G. J.2 oil and radiator thermometer (dash-board type) and Tapley motor.....
 Seats, bucket type.....
 M.G. J.2. brake handle with ratchet complete.....
 Set M.G. mudguards, similar to J2 but for "P" type. Outside exhaust and system or manifold for "P" M.G.....
 Spring wheels.....
 Gearbox, 4-speed, for a 1930 O.H.C. Morris Minor.....
 Generator and battery charger of German make in aluminium.....
 Boyd-Carpenter body, any condition.....
 Brooklands Riley Engine.....
 " Series " with high lift cams and two carburettors.....
 Remote control, complete, for 1933 M.G. type J.2 gearbox.....
 Seats, two bucket, in good condition to fit M.G. type N.....
 Four con-rods steel, suitable for Meadows engine, Crown wheel and pinion. 10 x 47.....
 Rev.-counter, for Type "C" M.G. Midget and drive and water thermometer (dash board type) for an M.G. Type "N" Magnette.....
 " 3 in.
 1,100 c.c. O.h.v., W.C., J.A.P. engine, suitable for 3 speed and reverse super-sports Morgan.
 5 Wheels, 16" to take R.L.P. tyres (or similar mm. size) R.W. hubs 42 mm. long pattern, with or without tyres and tubes.....
 Pair of Lagonda cycle type wings and brackets for 21" wheels.....
 Two S.U. carburettors, 36 mm.
 Wheels, 2 to 5 18", R.W. 52 mm. hubs, 2 36 mm. S.U. carburettors, 2 petrol pumps, 12 v. S.U., 1 Ulster camshaft for Aston-Martin.....
 Riley Nine crown wheel and pinion, 4½ to 1. Twin carburetter system, complete with manifold, fold flat screen fittings.....
 Salmson engine, less gearbox, 1,100 c.c. o.h.v. twin cam, roller bearing, tubular con-rod.....

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WE WANT YOUR OPINION ABOUT THIS

In spite of a good deal of talking and writing, nothing has yet been done about building a team of racing-cars to uphold Britain's colours in formula Grand Prix racing.

It seems to us—and, we believe, to the majority of people interested in the subject—that the first and most important thing to do is to find out roughly what degree of financial support can be expected from the followers of motor-racing.

Until this is done, no practical progress can be made, and all detailed schemes as to the type of car to be built and the size of the organisation required are little more than day-dreams.

In this we may be accused of putting the cart before the horse, but in our opinion the thing to do is to decide the minimum sum of money on which a team could be constructed and raced, and then, before working out the details, to ascertain whether there is any hope of ever raising such a sum.

It is our belief that a fund of £100,000 would be sufficient to enable a team to take part in most of the big races with a reasonable chance of success. If more money were available, so much the better, but we believe that, given highly efficient management and rigid avoidance of any wastage either of effort or cash, a good show could be put up with that capital.

Now what are the chances of raising £100,000? This is where we want—not your money—but your help.

Will you send us a post-card and let us know how much you, personally, would consider contributing towards a Grand Prix fund, if such a fund were ever started? It is understood, of course, that the post-card would not be binding in any way, but

would merely be used as a means of taking a "straw vote" on the whole question.

It would help the Cause if you would make the amount the maximum you can afford, rather than the minimum. That again will vary with the individual. Some motor-racing enthusiasts we have already mentioned this idea to have declared that they and their friends would be prepared to subscribe £10 each to a National Grand Prix Fund. This is a good deal more than many people could afford, while to others it would appear trivial. But whether you think you could spare half-a-crown or fifty pounds, please do send us a card about it. While no amount is too small to be acceptable, it would, of course, ensure the success of the Fund if everyone offered to donate the very most he can afford.

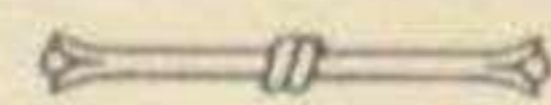
£100,000 is not an impossible sum. After all, over 60,000 people paid five shillings each to watch the Donington Grand Prix last year, and it is safe to say that another 60,000 would have gone to the race if they could have got away from their places of work. If

they all gave £1, the Fund would have £20,000 in reserve.

What about it? Here is your chance to give concrete proof—without parting with any money for the moment—of the willingness of British motor-racing enthusiasts to back a national team of Grand Prix cars.

When—we refuse to say "if"—it is demonstrated that the money is there for the asking, then, and only then, will it be time to make up our minds whether the money would best be spent in financing an entirely new team, or in consolidating and carrying on the prestige already obtained by English Racing Automobiles in the 1,500 c.c. division.

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A CASE OF OVER-ENTHUSIASM

MICHAEL McEVOY and G. Mackenzie Junner, F.R.S.A., M.I.A.E., M.Inst.Met., have both been pleading for races for oil-engined cars, because they believe that racing would improve the breed and hasten the general utilisation of the oil engine in the private car field. McEvoy would like the International Formula to stipulate Oil-Engine Grands Prix, but Mackenzie Junner is more guarded and writes of a class or classes for oil-engined cars in the racing calendar. We believe that if McEvoy's wish were granted Grand Prix racing would come to a sudden stop, on account of lack of entries. And we feel sure that any organiser bold enough to promote any sort of race confined entirely to oil-engined cars would have to contend with a very thin entry indeed. Mackenzie Junner himself admits that the number of really successful oil engines of types suitable for road vehicles can practically be counted on the fingers of one hand. Presumably that includes all sizes of commercial chassis adaptable oil engines, of which some would be of lorry or omnibus sizes, very difficult to adapt to a chassis for racing purposes, especially for racing over a road circuit. There does not seem to be any indication that this small band has any interest in racing. If this interest were latent, isolated instances of oil-engined cars entering general category contests would arise, which has not been the case since Lord de Clifford, Scott and Grant finished fifth in the Monte Carlo Rally of 1933 with the Gardner-Diesel Bentley, or the long ago Yacco records.

Mackenzie Junner thinks that racing would develop the components of the oil-engine—fuel pumps, fuel injectors, superchargers, etc.—rather than the engine itself. Yet, later on in his argument, he emphasises that a racing oil-engine would need to be meticulously designed and balanced, and free from vibration, which should assist in eliminating the roughness which at the present time makes the oil-engine not altogether acceptable for private-car work. He also argues that there is less danger of a racing-car burning up, if it has an oil-engine power unit. To the former point the answer seems to be that *record-breaking* would do a very great deal towards both improving the oil-engine and in gaining commercial prestige for given makes and types. Much money is likely to be lost in promoting oil-engine races, but the record attacker himself bears the cost of establishing, or of attempting to establish, fresh records. Moreover, the cost is likely to be far less to the participant, because for outer-circuit record work any good chassis can be used as the mobile research laboratory and

brakes, gearbox, steering, etc., play no part in the success or otherwise of the venture. It is the engine we are seeking to perfect, so outer-circuit lappery will do everything required. And as oil-engines of up to about 5-litres capacity, the type suitable for private-car adaptation, will produce speeds not outside the scope of Brooklands, record-attacking as a means of oil-engine development and advertisement seems to have so much more to recommend it than attempting to get entries for oil-engine-car races. A further point is that you can attack a record when you are ready to do so, and until the oil-engine more nearly approaches the racing petrol-engine in performance, careful research will be more beneficial than hurried development, and the results of such research will bear closer comparison with petrol engine achievement than would be the case if oil-engined cars were raced over well known road circuits. As to the fire danger argument, fire is just one of the many hazards of motor-racing and no race promoter is likely to word his rules to exclude petrol-engined cars and risk having no entries to put in his race programme. And the fact remains that, in spite of several very close calls, drivers have not been burned to death in racing-car cockpits—although fire probably hastened the death of one or more spectators in the terrible accident in the last International Trophy Race.

So we do not wish to see anyone wasting time and money on a race for oil-engined cars at the present stage of oil-engine development—but we do want to see more record-attacking activity amongst oil-fuel fraternity.

The whole trouble about attacking records with oil-engined cars is that the A.I.A.C.R. only recognises an unlimited capacity class for oil-engined cars. And at the present stage of development oil-engined cars are hardly potent enough to compete, even in the record sphere, with petrol-engined cars, yet the diesel records already stand out of reach of the oil-engined car of moderate capacity—which is the sort of job with which private car folk are concerned. For example, Capt. George Eyston's oil-fuel "Flying Spray" holds the world's C.I. flying kilo record at 159.1 m.p.h. The same driver has the C.I. "Hour" up to 105.6 m.p.h. and the 24 hours up to 97.05 m.p.h. Eyston deserves every credit for showing publicly the rapid advance made in the C.I.-engined racing-car since he first saw its possibilities and demonstrated at Brooklands on a teeming wet day in 1933 with his enclosed A.E.C. diesel, which later did 120 m.p.h. But probably the most useful oil-fuel records so far established were those set

up by R. J. Munday, of "30/98" and Leyland-Thomas fame, at Brooklands in 1935. Munday installed a 2.7-litre Perkins diesel in one of the "flat-iron" Thomas-Specials and covered the flying kilo at 94.7 m.p.h. He also set up 50 kilo, 50 mile, 100 kilo, 1 hour and 100 mile standing start records, at speeds of between 88 and 89 m.p.h. The Perkins engine was "hotted up" in the same way as a petrol unit would be for a job of this kind, as a very informative booklet issued afterwards by F. Perkins Ltd. explained, the output being increased by 33 per cent. from 45 to 65 b.b.p.—which says heaps for Parry Thomas's streamlining. For the flying kilo attempt the engine was Zoller-blown. There is little doubt that the makers learned useful lessons from this attempt, apart from gaining valuable publicity in the commercial vehicle users' field, and, because the engine was of moderate size and did some 30 m.p.g. on fuel costing 1/1 a gallon, in the private-car world also. Yet another point in favour of record-breaking with oil-engined cars, as distinct from racing, is that the commercial vehicle operator is statistically-minded, and more likely to be influenced by figures relating to records than by sensational Press accounts of poorly-contested races.

To-day all records up to 24 hours in the C.I. category belong to Capt. George Eyston's A.E.C.-engined cars, which have engines of over 9-litres, even the long-distance figures are at upwards of 97 m.p.h. The remainder, up to eight days, are the property of the little 1.7-litre Yacco, which is so much more interesting to private car and light commercial vehicle folk. But the speeds are only about 70 m.p.h. Clearly, Eyston's bus-engined cars can wipe off the Yacco records whenever George has eight spare days, and then the Yacco, and things like the 3-litre Perkins of four years ago, will be right out of the Record List. So, once again, we would ask the R.A.C. to ask the A.I.A.C.R. to introduce capacity divisions into the C.I. record category. Something like up to 4-litres; 4 to 7-litres; and over 7-litres. Then those striving to perfect the light high-speed oil engine will be able to learn valuable lessons and demonstrate their products via the medium of record-attacking, as petrol-engine designers have done in the past. The racing-car of to-day is to-morrow's touring car. Why should not the record-breaking oil-engine of 1939 be to-morrow's light lorry engine? Thank you, Col. Lloyd! Another shortcoming of the existing C.I. category is that it makes no provision for oil-engines having electric ignition; a type of interest for car work.

AUTO-UNION TEAM COMPLETE

With the signing on of Georg Meier, the Auto-Union team now reads Nuvolari, Muller, Hasse, Meier, with Bigalke as reserve. House full. Meier is one of Germany's crack motor-cyclists, having won the German and European champion-

ships in the past. He ought to be good in the rear-engined A.U., but you can never tell. In any case it will probably take him a season to settle down, and then we shall see. As it is, Dr. Feuereissen has

nothing to worry about, with Nuvolari a brilliant leader, Muller a young man who improves astonishingly with every race and is already in the first rank of G.P. drivers, and the steady Hasse to step into any gap should the leaders falter.

GOOD OLD DAYS AT BROOKLANDS

CONTINUING SOME RAMBLING REMINISCENCES OF A REGULAR BROOKLANDS HABITUE

BEFORE reverting to the old photograph album which has inspired these memories, I must record that I have been taken to task by a reader for two inaccuracies in my first article. The first was that I included the Wolseley Viper among the number of "chain-driven aero-engined monsters," whereas in reality it was a shaft-driven machine. The second was my remark that the 3-litre Bentley was "about coming into production" in 1923; the truth being that this had been achieved a few years earlier. Both slips, I am afraid, were due to the fact that I was—and am still—writing from memory, so that eagle-eyed upholders of accuracy may be able to find some more mistakes below.

Match-races have been comparatively few and far between at Brooklands, but one that I will always remember was that in which Parry-Thomas and Eldridge were the rivals. The former's Leyland-Thomas won the day, being a much easier machine to handle than the gigantic Fiat, which was one of those cars which gave the impression of being all bonnet—with the driver and passenger perched over the rear axle. The picture of it in my album is nothing much more than a blur, but the huge exhaust pipe is clearly discernible. This was the car, of course, which became involved in a great battle for the Land Speed Record with René Thomas's 10-litre Delage (the car with which Cobb, Bertram and Mrs. Petre all lapped Brooklands later at over 130 m.p.h.). The scene was Arpajon, near Montlhéry, and the proceedings were complicated by Thomas finding out that the Fiat did not possess a reverse gear, and accordingly lodging a legitimate protest. However, Eldridge overcame this little trouble satisfactorily.

To return to Brooklands, my album shows a number of high and spidery Salmsons, which were nevertheless extremely quick for those days. Jack Dunfee and Dr. Benjafield both used to drive them—indeed I believe they started racing with them—but the most memorable competitor was a certain M. Goutte, who had made a sensational appearance one Bank Holiday meeting. His Salmson had been specially brought over from France, and his knowledge of the Track was only limited. At the start he made urgent inquiries as to which way the race was to be run, gesticulating vividly all the time. To the casual spectator he appeared to be extremely agitated. Well, he put up a simply hair-raising drive. His Salmson went far quicker than any other of its type we had ever seen, breaking the existing 1,100 c.c. lap record by clocking 114 m.p.h. On the Home and Members' Banking he was terrific, disdaining to lift his foot and going round in a series of sickening lurches.

A driver who continually appears in my photographs is Harold Purdy, who has not been seen at Brooklands for many a day. First with a Horstmann, then with a spiky-tail 12/50 Alvis, and later with one of the very first 1½-litre Bugattis



The great Parry Thomas at the height of his wonderful Brooklands career—a hitherto unpublished picture. On the left are Mr. and Mrs. George Duller.

seen in this country. Later still, of course, he had one of the flat-iron Thomas-Specials, with which he had more trouble than success.

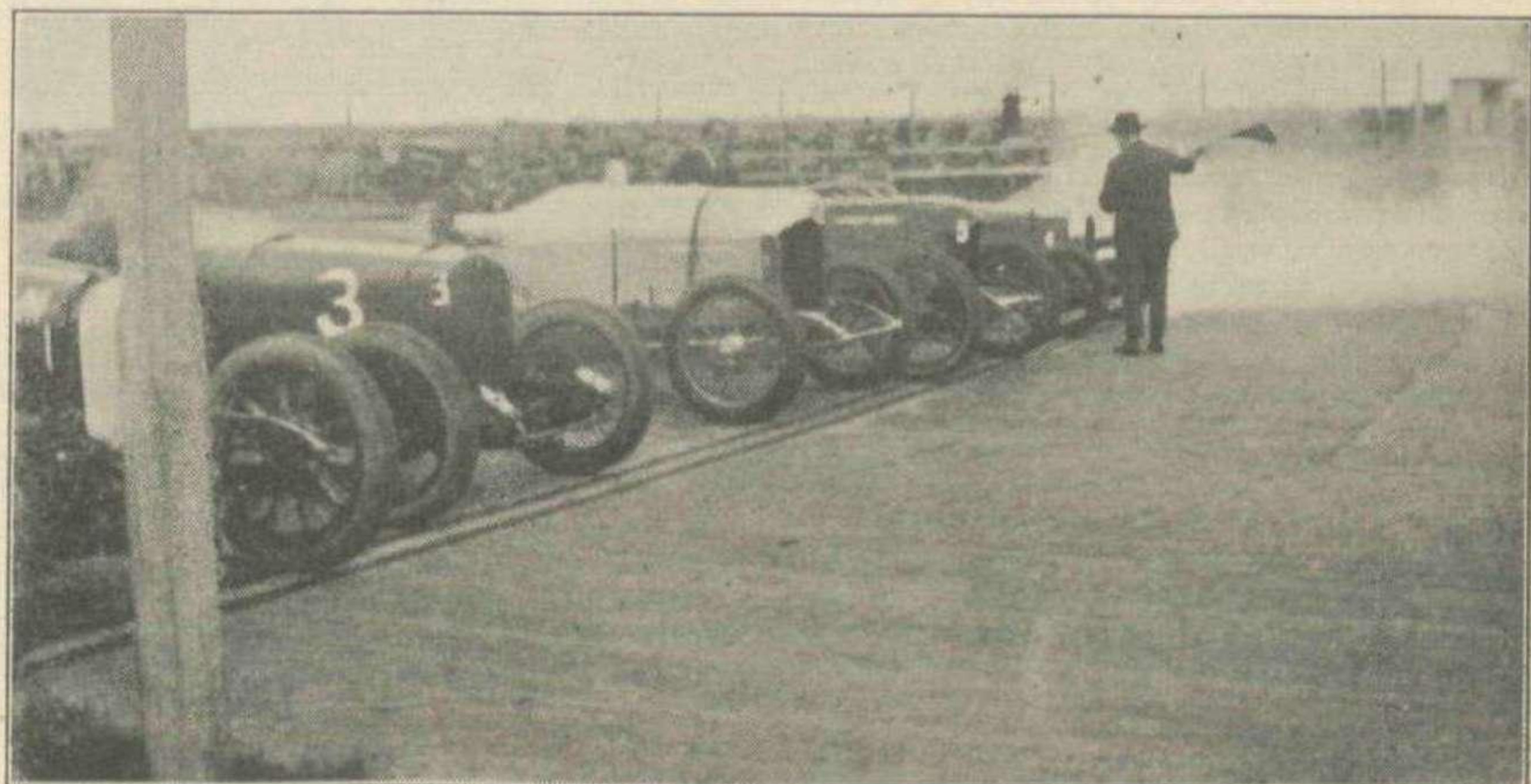
There were cars you don't normally connect with Brooklands racing in those days, too, such as an Austin Twelve which did about 90-odd m.p.h. and Sir Malcolm Campbell's Chrysler (one of his many "Blue Birds"). Austins, of course, have been raced at Brooklands on and off for many years, and one of the most famous cars in the early twenties was Felix Scriven's Austin Twenty, which he nicknamed Sergeant Murphy. It was a gallant old car, which its owner replaced with a hybrid machine called the Felix Nanette.

Then there was A. Lanfranchi's 3-litre Alfa-Romeo, which must I think have been the forerunner of the famous "22/90." It was a very pleasant looking two-seater racing-car, with a pointed radiator and a longish tail.

A picture which brings back memories is that of the first 100-Mile High Speed Reliability Trial organised by the J.C.C. This was in May, 1925, and a very interesting affair it turned out to be, because the cars used the road off the track where nowadays we watch outer-circuit races, turned and roared through the tunnel up on to the Members' Bridge, down the Test Hill and so on to the track once more. Vernon Balls was one of the most dashing drivers of the day on an Amilcar; a Frazer-Nash hit the wall in the tunnel; and C. R. Whitcroft, later a T.T. winner, made what I believe was his racing début on a primrose four-seater 10.8 h.p. Riley. One or two Windsors took part with success, and I think I am right in saying that it was the first time anything like a road-race had been seen at Brooklands. An interested spectator, I remember, was the then Viscount Curzon (nowadays known to us all as Lord Howe), and his car was a very smart aluminium-bodied 30/98 Vauxhall. It was several years yet before he was to show us what he could do in the way of speed himself.

Nineteen Twenty-Six seems to have been the year when the modern type of Bugatti came to this country. The first Englishman ever to buy a 2-litre Grand Prix car with aluminium wheels was the late Glen Kidston, and after performing well at Miramas he brought the car over to London. I used to see him driving it in the West End, and a very thrilling sight and sound it made. Sir Malcolm Campbell must have followed suit very quickly because I have a picture of him in one of these cars at the J.C.C. Spring Meeting.

Then there was the Halford Special, a car which was really an Aston-Martin supercharged, entirely rebuilt by Major



"Ebby" starts the fourth race at the B.A.R.C. Whit Monday Meeting, 1924. The cars, from left to right, are a Sunbeam, a Bianchi, Cushman's Crossley, "Handy Andy" and an Aston-Martin.

GOOD OLD DAYS AT BROOKLANDS—continued

Halford, the famous aero-engine designer. The blower was mounted between the front dumb-irons. The Halford Special was always beautifully turned out, painted white, with blue upholstery, and the interior of the cockpit was as spick and span as a surgery. The blower was very noisy, emitting a high pitched whine which was rather pleasant. For a 1,500 c.c. car it was not particularly fast—I think it used to lap at about 105 m.p.h.—but it always carried with it a great air of efficiency. Its best race was the British Grand Prix, in which it competed against the Delages, Darracqs, and Bugattis of the time with considerable success until a broken half-shaft put it out of the race. When Major Halford decided to concentrate on aero-engines, motor-racing lost a designer who, given the opportunity, would assuredly have produced racing-cars capable of holding their own against all comers.

About this time, too, there was a race I always rank as one of the most enjoy-

able I ever attended: the first Six-Hour Sports-Car Race organised by the Essex Motor Club. Sand-bank *chicanes* were erected in the Finishing Straight, so as to test braking, acceleration and gearboxes, and a big field turned out. Segrave was there with a 3-litre Sunbeam, but he ran out of petrol somewhere on the Byfleet Banking. There were lots of 3-litre Bentleys, some of them team entries and others privately owned. Among the latter was a greeny-grey four-seater with red wings. Its drivers were Tim and Archie Birkin, and they put up a very fine show when the works cars went out with broken experimental rockers. George Duller drove a Sunbeam, and other entries included a brace of Belgian Excelsiors, a 22/90 Alfa, and Cyril Durlacher's 2-litre Diatto, which went extremely well.

Sports-car races were quite popular in those days, and my album shows Woolf Barnato and Gordon Watney wait-

ing for the flag to fall in a petrol-consumption race organised by the Surbiton Motor Club. Their cars were a 4½-litre Bentley (one of the first made) and a Black Hawk Stutz, and in some spectators' minds, at least, they were going to fight out the battle of Le Mans all over again. I think the Bentley won.

Other interesting cars which figure in the old black album are Kaye Don's 2-litre Sunbeam, always a car worth watching; Chris Staniland's 2-litre Bugatti, which I think was the fastest of the modified G.P. type; a very nice white 2-litre Mercedes driven by Raymond Mays; and the very first Riley Nine racing-car which astounded us all by doing over 100 m.p.h. on its first appearance.

Those were the days—but I expect we shall think just the same about the last few seasons when we look back at them in 1950!

MOUNTAIN RACING AGAIN?

Proposal at Brooklands General Meeting submitted to the Racing Committee

THE general meeting of the Brooklands Automobile Racing Club, held on January 28th, was of more than usual interest, for though the suggestions put forward were fewer than usual, they were very much to the point. It may be mentioned that the Brooklands A.G.M. differs from most club meetings of the type, in that suggestions made by members are not necessarily binding upon the management, and in fact are as a rule not put to the vote. One might almost say that the B.A.R.C. is a totalitarian institution! The track is, however, a public company, and the interests of the shareholders have to be safeguarded.

The election of the House Committee is one thing in which the members have a say, and the same five who served last year—A. L. Phillips, F. A. Thatcher, C. A. Holbeach, Mrs. Lionel Martin, and Mrs. R. Eccles—were re-elected unanimously.

The first proposal created a stir of interest, for it was put forward that mountain races be restored to the programmes, with a rider from the proposer that they were more interesting than Campbell circuit races. The restoration of mountain races appeared to meet with universal approval, though most of those present were in favour of the retention of all three types of racing, i.e. outer circuit, road circuit, and mountain.

A suggestion was made that there should be a long-distance race round the mountain, but, as Sir Malcolm Campbell pointed out, this would be very heavy

on the cars, and most difficult for the spectators to follow.

A. Percy Bradley, who was in the chair, said that the reasons why mountain races had been dropped were, first, the number of heavy barriers that had to be moved about on changing from one circuit to another, and, secondly, the fact that since the opening of the Campbell circuit the public had not been able to be admitted to the edge of the old Finishing Straight, an excellent and almost essential view-point for mountain races.

However, a plan had been devised to run off the Campbell circuit races first, and then admit the public to the area bounding the old Finishing Straight. The proposal was to be submitted to the Racing Committee.

Another excellent suggestion was put forward by R. R. Jackson, that Campbell circuit races should be started in the old Finishing Straight, and that the course should then run towards the Home Banking, and left along the Railway Straight, rejoining the Road Circuit proper. The reason for this suggestion was that the start would thus be much nearer to the Paddock, and would be much more convenient for competitors, mechanics, and also marshals. This proposal also met with approval from the members, and was earmarked for the Racing Committee.

Freddie Dixon proposed that each year there should be scratch races for cars in

the various international classes, and also suggested a revival of Selling Plate races. It was pointed out from the chair that Brooklands was fortunate in always having a vast number of would-be competitors, and thus it was desirable for the maximum number to be accommodated in each event.

However, applause greeted a further suggestion by A. V. Ebbelwhite that there should be two evening meetings for scratch races only, to be known as the Brooklands Championships, with classes for supercharged and unsupercharged cars. "Ebbey" also suggested a marking system to operate throughout the year for aggregate points right down to tenth position, saying that a similar system had proved popular at motor-cycle meetings, and kept the interest going for drivers not placed in the first three.

A suggestion that there should be more standard sports-car races was met with by the old query of "What is a standard sports-car?"; but there appeared to be support for a proposal in favour of events for cars running on standard fuel.

Other proposals were that there should be a club Christmas card, which seemed very popular, that better access be provided to the railings by the Test Hill, and that there should be a smooth strip of rubber or some similar substance on the parapet above the road circuit pits, to prevent damage to sleeves and ladies' handbags.

THE VALUE OF RACING

A friend of ours who feels pessimistic about the value of present-day racing to the ordinary car has had rather an interesting letter on this subject from Richard Seaman.

Seaman says that he used to hold much the same view, but that the more intimate knowledge he has obtained during the last two years, while he has been with the Mercedes-Benz team, has convinced him that the suspension of Grand Prix

cars has, and will have, a very important influence on touring-car design.

Seaman believes that the reason why nothing of great technical value resulted from racing between 1925 and 1934 was because it was not supported by big factories racing seriously, which he feels to be the only way that technical advance can be made. Since 1934 such support has definitely been in evidence and progress has been evident since 1934, notably

in the case of chassis and suspension design. Seaman remarks that in 1934 the most advanced type of racing chassis was a very whippy bedstead sort of affair and the suspension allowed a maximum spring travel of about 2" or 3" at the most, whereas the latest G.P. cars have surprisingly rigid tubular frames with extremely ingenious suspension embodying some quite new ideas.

HOTCHKISS-DELAHAYE TIE IN MONTE CARLO RALLY

BEST BRITISH CAR FINISHES TENTH IN RALLY BUT BRITISH CARS DO WELL IN COACHWORK COMPETITION

THE day when Great Britain will win the Monte Carlo Rally again seems to draw no nearer. It is eight years since Donald Healey notched his victory for Britain with a 4½-litre Invicta, since when we have never really been in the running for a place in the first three.

This year many of us thought that we stood quite a good chance, but for one reason or another it was not to be, and in the end the best British car, J. Harrop's S.S. Jaguar, finished in tenth position, behind a Delahaye, two Hotchkiss and half-a-dozen Fords. The best British driver was veteran J. W. Whalley, whose new Ford did not rank as a British car. The 4½-litre Lagonda, entered by Alan Good, of which much had been expected, finished fortieth.

British cars to do well were the three Humber Super Snipes, which were placed 12th, 14th, and 16th; Tommy Wisdom's 8 h.p. Ford, which came through well from Athens and averaged the necessary speed over the Col des Leques; Mrs. Vaughan's Standard "Ten," and W. A. Mackenzie's Morris "Eight."

After the very cold spell round about Christmas time, the weather turned milder; rain and mud replacing the snow and ice which had previously covered most of the roads of Europe.

The Athens route was particularly muddy, for a landslide blocked the Dragoman Pass and a long detour had to be made over a little-used track which was sometimes almost as steep as Beggar's Roost. However, in the opinion of a competitor who has chosen this route for several years, the journey from Athens was much easier this year than usual, although not quite so easy as it was in 1935. Altogether twenty-seven cars got through from Greece out of thirty-five starters, among the non-finishers being a previous Rally winner, Dr. Sprenger van Eijk (Lancia). Harrop's S.S. became ditched on two occasions, but did not suffer serious damage. Wisdom and De Belleruche on the Ford "Eight" found that they had little time to spare at the controls, due to a slightly slipping clutch. These two had an exciting moment when a car in front spun round, and in trying to avoid it the Ford ran down a bank and headed for the Danube. Belleruche was driving, and he got back onto the road safely. Harrop was immediately behind, following the Ford's tail-light in the welter of mud and rain, and he carefully followed the Ford on its devious course! Seven people lost marks on the way from Athens, among them Wisdom and Whalley. F. S. Barnes (Vauxhall Twelve) had a good journey with no trouble at all.

The Tallinn route was also very muddy, due to the sudden thaw, and the cars wallowed down into Poland. Good's Lagonda was delayed for some time with a faulty condenser. This was repaired and the car proceeded, only to develop ignition trouble once more. The condenser having been recently changed, this was not suspected, and a systematic search was made. But it was the con-

denser after all, and much time had been lost before the big car got going again.

On the Palermo route there was one casualty (a Minerva) and a Delahaye was penalised for loss of time. Three people fell out on the way from Stavanger, two of them being British crews: Collins (Railton) and Mrs. Wisdom (Vauxhall), who was accompanied by Joan Richmond. The Vauxhall developed water-pump trouble the wrong side of Dijon, when the worst of the journey was already over. There were no incidents reported on the Bucharest route, which was followed by four cars, while only Mme. Scott retired on the way from Amsterdam.

As for the John o'Groats contingent, icy roads were met with on the way down to Aberdeen. There were one or two hectic skids, notably by Mrs. Vaughan and Mackenzie, but there were no serious casualties from this cause. The Ford driven by Miss Amy Johnson and Mrs. McEvoy skidded and bent itself a bit, but was able to continue. H. G. Bishop's Lea-Francis began to develop electrical trouble, which was to persist until the driver retired in France, and Couper's Hillman Minx devoured batteries until a new dynamo was obtained. R. H. Turner, on another Hillman, crashed on the way to the start, and completed the whole route with a bent front axle. The crew of the Wolseley which had been specially prepared with an eye to winning the Comfort Competition suffered casualties at the start. Fursdon, the entrant, actually had a bout of 'flu, and Kindell got his hand caught in the door and had to have the tip of his finger amputated.

The run to Folkestone from Glasgow was uneventful, and the first part of the route through France was quite easy, too. Howey, faced with the prospect of having to drive all the way single-handed, fell out at Boulogne and decided to carry on to Monte direct. At last the others approached the dreaded district near Rodez, where accurate route-finding is vitally important. The usual T-roads without signposts were encountered, and the usual wild goose chases followed, and all the while the road wound and wound round hairpin bend after hairpin bend to Rodez, and on to Lyons. Hereabouts Mackenzie's Morris tried conclusions with a heavy lorry, without suffering too badly in the process and being able to continue. Mrs. Vaughan was another sufferer from electrical trouble; Innes's second-hand Ford (which he had bought at the last minute for £50 to replace his ineligible B.M.W.) broke a spring, and the Lea-Francis went out with a broken valve-spring, more electrical trouble, and a faulty petrol feed. Gunter (Wolseley) decided to call it a day at Rodez, although his car was still fit.

Altogether, it was a pretty weary and travel-stained collection of cars and crews that converged on Lyons, and so to Grenoble for the Winter Route des Alpes to Nice and Monte Carlo.

Actually the Winter Route was easier than it had been in January for twenty

years past, the absence of ice making the drivers' task a much less arduous one than it was intended to be. In spite of this, the 31 m.p.h. average over the seven-mile Col de Leques was really difficult, especially for the smaller cars. Indeed, everyone drove flat out on the gears all the way, with much hooting and general anxiety. Driving mistakes were few and far between; Mme. Zagorna (Chevrolet) being the only person to go off the road. On this section fastest time was made—dare we say rather surprisingly?—by a woman, the charming Mme. Simon, who drove a 3-litre Hotchkiss. What was more, another woman, Mme. Rouault (Matford), tied for second place with Bakker-Schut, last year's winner with a Ford. Mme. Simon's time was 12 mins. 46 secs. The best British car was Harrop's S.S., which clocked 12 mins. 59 secs.

Miles and miles of twisty road followed, until at last the road swung down to Nice, after which the competitors were urged along at full bat by the local people, which proved the undoing of Mackenzie, who, thinking he was late, hurried so much that he arrived at the Monte control too early!

After checking in at the control, the drivers proceeded to the quayside for the second test, an affair of acceleration, braking, reversing, and acceleration again to a flying finish. The braking part was made more difficult by the presence of a row of skittles on each side which were knocked down if the brakes worked unevenly and the car slewed sideways. Although a good car in good condition was a great help, much depended upon the skill of the driver in this test. Fastest time of all was made by last year's winner, Bakker-Schut, who did the whole thing in his Ford in 25.5 secs. Trevoux (Hotchkiss) and Paul (Delahaye), the ultimate winners, tied for second place in 25.8 secs. Then came two more Fords, followed by Lord Waleran (Humber), who put up a really splendid performance to record 26.6 secs. Whalley was the next best Englishman in 27.2 secs. Of the smaller cars, the redoubtable Gordini made quite sure of winning by clocking 29.3 secs. on his 1,100 c.c. Simca-Fiat.

After a day's rest (Sunday), the final test took place on Monday at a secret hill which turned out to be at Eze. It was only a kilometre in length, but it was narrow and twisting, with one real hairpin bend. The result was some hectic driving, but no accidents. The hill demanded a four-speed gearbox if a really fast time was to be made, with the result that the Fords were rather badly handicapped and Bakker-Schut's chance of repeating his victory evaporated. Both Trevoux and Paul looked very fast, and it turned out that they had made exactly the same time, so giving the Rally to France in the first tie in its history. Their time was 1 min. 12.3 secs., and their nearest rival was Mutsaert's Ford, which did 1 min. 15.2 secs. Mme. Simon did

THE MONTE CARLO RALLY—continued

1 min. 16.1 secs. to win the Coupe des Dames, while Harrop was the best of the British cars in 1 min. 18 secs. Lord Waleran did 1 min. 20.4 secs. on the Humber, and Charles Brackenbury, driving Good's Lagonda, recorded 1 min. 22 secs.

And so the Rally ended in a joint victory for Delahaye and Hotchkiss, with the Ford driven by Mutsaerts and Kouwenberg third, exactly 10 points behind. Then came four more Fords, Mme. Simon's Hotchkiss (a good show, this), Whalley's Ford and Harrop's S.S. tenth. Mme. Simon deservedly won the Coupe des Dames; the 1,500 c.c. class went to Gordini's 1,100 c.c. Fiat; and the 750 c.c. class to Cornelius's D.K.W.

British cars did well in the additional competitions. The Grand Prix d'Honneur went for the third time to Wolseley, this time the 25 h.p. limousine entered by Fursdon. Davis's Daimler was a good second, and had its revenge in the engine-appearance competition, which it won. Good's Lagonda won the over-1,500 c.c. convertible class; Mike Couper's Hillman Minx the 1,500 c.c. closed class; the rest being taken by a Jawa and a Simca.

The full list of awards is as follows:

PROVISIONAL RESULTS
General Classifications

Note.—The number "2" given after the make of car denotes 1,500 c.c. class, and "3," 750 c.c. class.

1. Tie between J. Paul and M. Contet (Delahaye), Athens, and J. Trevoux and M. Lesurque (Hotchkiss), Athens: 843.2 marks.
3. E. Mutsaerts and A. Kouwenberg (Ford), Palermo: 833.2.
4. V. Joullie Duclos and P. Levegh (Matford), Tallinn: 832.6.
5. G. Bakker Schut and P. J. Nortier (Ford), Tallinn: 831.4.
6. B. H. T. van de Hoek and K. Ton (Ford), Stavanger: 830.6.
7. M. Gatsonides and K. S. Barendregt (Ford), Athens: 830.2.
8. Mmes. Y. Simon and S. Largeot (Hotchkiss), Athens: 827.4.
9. J. W. Whalley (Ford), Athens: 826.8.
10. Tie between J. Harrop (SS), Athens, and Ch. Lahaye and R. Quatresous (Renault), Athens: 825.6.
12. Rt. Hon. Lord Waleran (Humber), Tallinn: 823.2.
13. A. Gordini and Scarron (Simca Fiat, 2), Athens: 819.
14. N. Garrad (Humber), Athens: 814.4.
15. A. C. Scott (Ford), Athens: 812.4.

16. D. E. Graham (Humber), John o'Groats: 809.8.
17. E. Bellen and S. Pronaszko (Ford), Tallinn: 809.4.
18. Mlle. M. L. Lamberjack and Mme. Siko (Matford), Tallinn: 807.4.
19. G. Macher and S. Bruckhoff (Ford), Tallinn: 807.15.
20. Sir Windham E. F. Carmichael-Anstruther (SS Jaguar), John o'Groats: 806.4.

Other British Placings:

22. S. C. H. Davis (Daimler), John o'Groats: 803.8.
25. Tie between Mrs. A. C. Lace (Talbot-Darracq), Riga, and Mlle. A. van Vredenburg (Ford), Tallinn: 795.6.
35. A. W. Fletcher (Railton), John o'Groats: 784.15.
38. F. S. Barnes (Vauxhall, 2), Athens: 779.25.
40. A. P. Good (Lagonda), Tallinn: 777.9.
42. J. M. Miller (Lagonda), John o'Groats: 776.5.
45. P. R. B. Haggie (SS Jaguar), John o'Groats: 772.8.
47. G. W. Wilkin (Triumph), John o'Groats: 769.
48. Mrs. M. Vaughan (Standard, 2), John o'Groats: 768.9.
50. T. Wisdom (Ford, 2), Athens, 768.2.
52. W. L. Innes (Ford), John o'Groats: 767.5.
53. R. J. Morton and G. E. N. Watson (Vauxhall, 2), Stavanger: 765.1.
60. W. A. Mackenzie and N. Mavrogordato (Morris, 2), John o'Groats: 756.95.
61. J. McEvoy and F. M. Montgomery (Ford, 2), Stavanger: 753.85.
62. Miss V. M. Wilby (Lea-Francis), John o'Groats: 753.6.
64. T. Abel Smith and E. Smith (Sunbeam-Talbot), John o'Groats: 748.
65. B. W. Fursdon (Wolseley), John o'Groats: 747.3.
67. R. H. Turner (Hillman, 2), John o'Groats: 746.75.
68. Miss J. C. Fowan-Hamilton (Talbot), John o'Groats: 745.9.
71. Maj. D. E. M. Douglas Morris (SS Jaguar), Amsterdam: 740.40.
73. W. M. Couper (Hillman, 2), John o'Groats: 738.05.
76. Miss Amy Johnson and Mrs. D. McEvoy (Ford), John o'Groats: 732.65.
78. J. F. Wells (Fiat, 2), John o'Groats: 722.5.
95. J. H. T. Edwards-Moss and Miss R. Edwards-Moss (SS Jaguar), John o'Groats: 673.3.
96. H. M. Balfour (Alvis), John o'Groats: 625.9.
98. G. A. Apcar (SS Jaguar), John o'Groats: 618.35.

750 c.c. Class:

1. E. A. C. Cornelius and A. Buyze (D.K.W.).
2. Mrs. Greta Molander (D.K.W.).
3. P. Muller (D.K.W.).

1,500 c.c. Class:

1. A. Gordini and Scarron (Simca Fiat).
2. F. Delmarco (Lancia).
3. K. Bjorkman and Hermansen (Lancia).

British Placings:

7. F. S. Barnes (Vauxhall).
10. Mrs. M. Vaughan (Standard).
12. T. H. Wisdom (Ford).
14. R. J. Morton and G. E. N. Watson (Vauxhall).
16. W. A. Mackenzie and N. Mavrogordato (Morris).

17. J. McEvoy and F. M. Montgomery (Ford).
18. R. H. Turner (Hillman).
20. W. M. Couper (Hillman).
21. J. F. Wells (Fiat).

Ladies' Cup:

1. Mmes. Y. Simon and S. Largeot (Hotchkiss).
2. Mlle. M. L. Lamberjack and Mme. Siko (Matford).
3. Mlle. A. van Vredenburg (Ford).

British Placings:

5. Mrs. M. Vaughan (Standard).
6. Miss V. M. Wilby (Lea-Francis).
8. Miss J. C. Rowan-Hamilton (Talbot).
10. Miss Amy Johnson and Mrs. D. McEvoy (Ford).

Coachwork Competition:

Over 1,500 c.c. Closed (Grand Prix d'Honneur): 1. B. W. Fursdon (Wolseley); 2. S. C. H. Davis (Daimler); 3. Jhr. Ir. R. J. Boddaert and Ir. G. A. M. Baar (Cadillac); 4. A. W. Fletcher (Railton); 5. T. Abel Smith and E. Smith (Sunbeam-Talbot); 6. J. H. T. Edwards-Moss and Miss R. Edwards-Moss (SS Jaguar).

Over 1,500 c.c. Convertible: 1. A. P. Good (Lagonda); 2. J. Trevoux and M. Lesurque (Hotchkiss); 3. J. M. Miller (Lagonda).

Special Prize: 1. J. Moreau and H. Velard (Panhard Gazogene); 2. Mme. Itier (Hanomag Diesel).

1,500 c.c. Closed: 1. W. M. Couper (Hillman); 2. Mrs. M. Vaughan (Standard); 3. Mme. A. de Bourbon and P. Chaussoniere (Simca Fiat); 4. W. A. Mackenzie and N. Mavrogordato (Morris); 5. J. F. Wells (Fiat).

1,500 c.c. Convertible: 1. V. Formanek and S. Zahradka (Aero); 2. Mmes. M. Muller-Leufkens and J. Mingels-Muller (Hansa).

750 c.c. Closed: 1. A. Vitvar and J. Musil (Jawa); 2. Dr. L. Billon and Y. le Strat (Simca Fiat).

750 c.c. Convertible: 1. J. Lapchin and Boudot (Simca Fiat).

Engine Appearance Competition:

1. S. C. H. Davis (Daimler); 2. B. W. Fursdon (Wolseley); 3. A. W. Fletcher (Railton); 4. A. P. Good (Lagonda).

Special Awards:

International Sporting Cup Club: J. Trevoux and M. Lesurque (Hotchkiss) and J. Paul and M. Contet (Delahaye) tied.

Riviera Cup (1,500 c.c.): A. Gordini and M. Scarron (Simca Fiat).

Country Club Cup (750 c.c. car): E. A. C. Cornelius and A. Buyze (D.K.W.).

Ladies' Cup: Mmes. Y. Simon and S. Largeot (Hotchkiss).

A.C. De Monaco Cup (best performance in acceleration and braking test): G. Bakker-Schut and P. J. Mortier (Ford).

Barclays Bank Cup (best all-British performance): J. Harrop (SS Jaguar).

Royal Scottish A.C. Cup (most marks from John o'Groats): D. E. Graham (Humber).

"Le Journal" Cup (most marks on longest itinerary): E. Mutsaerts (Ford).

"Official de la Couture" Trophy (for all-women crews): Mmes. Simon and Largeot (Hotchkiss).

Hotchkiss Challenge Trophy (for manufacturers): Delahaye and Hotchkiss tied.

"L'Auto" Cup (best aggregate by three cars of the same make): Ford.

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LATEST DATE FOR COPY THE 5th

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The car, with the neat lines of the tail shown, standing beside the Nurburg Ring.

THE
1.7-LITRE
MERCEDES-BENZ
TESTED
AT THE
NÜRBURG RING

A CONTINENTAL SPORTS CAR

IN a few days' time the vast Berlin Motor Show, which will be fully reported in the next issue, will be opening, and the moment is not inopportune to review the performance of one of the few German open sports-cars, the 1.7-litre roadster Mercedes-Benz.

It is curious that, in a country where the greatest interest is taken in the production of racing-cars, so few sports models should be extant. Even the 1.7-litre Mercedes, the subject of the present test, is not a sports model in the sense that the old and beloved "SSK" was. But, without going into the definition of a sports model—for cars of the type of the "SSK" are few and far between—the roadster 1.7-litre "Merc." has at all events a sports body, which is sufficiently rare among German cars to merit interest.

In this country the term "roadster," borrowed from the U.S.A., is becoming accepted for a model with an opening hood covering the front seats only. The front seat usually accommodates three abreast, while at the rear there is a folding dickey-seat for two more passengers. Winding glass windows in the doors of the front compartment are also usually implied by the term, while the hood may or may not be of padded, drophead coupé style.

The roadster 1.7-litre Mercedes fulfils all these qualifications, except that it has not got winding glass windows, but may be equipped with detachable side curtains. This feature distinguishes the model from the numerous cabriolet and drophead coupé bodies which are so popular on the Continent, and enhances its claim to be termed a *sportwagen*.

The body, with its rounded, streamlined tail, in which the folding dickey-seat is neatly enclosed, certainly lends itself for sports work, while there is a fold-forward screen of the usual sports pattern. The hood also, of non-padded type, folds away behind the front seats, where it is completely concealed.

The car is also interesting as embodying the X-shaped tubular frame which was developed by the Grand Prix racing

models. The four-cylinder engine, with bore and stroke 73.5×100 mm., giving 1,697 c.c., is carried in the front portion of the X, and the tubular side-members are then swept sharply in, cruciform fashion, to be joined by a welded steel plate in the centre before sweeping out again at the rear. All four wheels are independently sprung, at the front by transverse leaf springs, and at the rear by coil springs.

The model was tested in Germany, and my friend, who arrived with the car, knowing the English love of *der sport*, had the screen folded flat. It therefore became necessary for me to buy some goggles, as we intended to do some fast driving, being quite near the Nürburg Ring.

Arriving at the track, we lost no time in setting out for a lap. The independent springing of the car and its rigid frame gave it excellent cornering, and, as I knew the circuit reasonably well—though only "reasonably," for one could drive round the innumerable curves and twists of the Ring for weeks on end before claiming complete knowledge of what was ahead round the next bend—we got along in style.

Half way round the circuit we met another friend in a much bigger Mercedes, with touring saloon body, and gave chase. Our light, little car, open to the fresh air, was more suited for lurid cornering, and, with a great broadside, at the Aremberg turn, we managed to pass our bigger rival, amid much cheering from the occupants of the saloon. Giving the car its head down the slope of the Fuchsröhre, we attained just over 80 m.p.h., although this is not the true speed of the 1.7-litre model on the level, as will be described later. However, the engine, turning over at about 4,400 r.p.m., was quite happy even above its customary limits.

On the long trying slopes up from Adenau, the car showed fine pulling power on third gear. The Grand Prix models flash up this long, gradual rise without noticing it, but it is a good touring car

indeed which can keep up any speed over this section. Many are brought down to second gear.

Arriving at the banked Karussell hairpin, we dipped down onto the concrete "ditch" on the inside. I was too busy dicing at the wheel to look at the instrument board, but my friend informed me that we had got round at 45 m.p.h.

On the tricky, downhill section that follows the steep rise from the Karussell to Höhe Acht, through the desperate corners of Wipperman and the Brünnchen, and the banked Swallow Tail hairpin, the brakes stood us in good stead. They are of the hydraulic pattern, smooth and powerful.

Travelling along the home straight, one half expected to jump at the bridges, having watched the Grand Prix models in action, but as our speed was less than half theirs, at something over 70 m.p.h., all the wheels naturally stayed on the ground. We completed the lap, consulted our stopwatch, and found that we had averaged approximately 43 m.p.h. This sounds slow, compared with the speeds of racing-cars, but, nevertheless, the car had done well round one of the most tricky circuits in Europe.

Its maximum speed, which we afterwards clocked over a measured kilometre on an *autobahn* to be 71.24 m.p.h., is not really high, and an average of 43 m.p.h. was due very largely to the way it stuck to the corners, and corrected easily from any skids which occurred.

It was on the *autobahn* that we could test the staying capabilities of the model, which on most Continental cars are considered more highly than maximum speed. According to list the "*autobahn* speed" of the car is said to be 60 m.p.h., but this seems conservative, as we drove it at 70 m.p.h. for mile after mile without any signs of overheating or fuss and bother.

When driving a car of this type on an *autobahn*, there is a tendency to rest the throttle foot comfortably on the floorboards. It may be possible to overdrive the car in top gear, but it is difficult to see how. The exhaust valves,

A CONTINENTAL SPORTS-CAR—continued

incidentally, have seatings of a special metal shrunk into the head, in order to assist durability.

Before leaving the vicinity of the Nürburg Ring, we had carried out several other tests of varying natures. Inside the course there is a narrow, winding track leading up to the outside of the Karussell hairpin. This path, which has a loose, dirt surface, with numerous cross-gullies, would in winter be a veritable trials hill, and has at least half a dozen acute hairpins, on all of which, driving other cars with less generous steering lock, I have had to reverse on occasion.

On the 1.7-litre Mercédès we blotted our escutcheon once, on the first and sharpest hairpin of all, but got round all the others without difficulty. Annoyed at having to reverse at all, we descended the hill and tried again. This time we managed it without even running up the bank, by means of a different angle of approach, and then resolved to get round in one going down, which was far more difficult. Going down it was not possible to skid the wheels round, while on the outside of the hairpin was a steep and precipitous slope, to overrun which would have meant disaster. It took us several efforts, but in the end we managed it, with about a foot to spare. A steering lock like this, for which one has again to thank the independent front suspension layout, is a great blessing for ordinary touring work.

On another rough track outside the circuit, we made a trip with three people in the front seat, and even on the most pot-holed surface the all-independent springing was up to its work. It would be interesting to see one of these cars in an English trial, as the suspension and the pulling powers would prove a big

advantage. The ground clearance is 8 in., the wheelbase 9 ft. 4 in., and the track 4 ft. 4 in.

The overdrive gearbox has been discontinued on these models, and the four-

matically controlled heating for the induction pipe. It was noticeable, however, that the car started from cold very easily, and could be driven away at once, if need be, without a period of



Rounding an acute hairpin on a track leading to the Karussell, at the Nurburg Ring.

speed box has synchromesh on third and top gears, with a pleasant, quick change on all ratios.

At the time of the test the weather was warm, and thus one had no opportunity to appreciate the latest system of auto-

warming up. Fuel consumption worked out at about 28 m.p.g.

The roadster, of the type known as the Type 170V, to distinguish it from the Type 170H, or rear-engined car, costs in this country £525.

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Club News

SOUTHSEA M.C.

The Club reported at its annual general meeting that it is now in a much sounder position than before. The following officers were elected for the coming season:—Trials Secretary: C. S. Dewey; Social Secretary: D. P. Kirkman; Hon. Treasurer: N. Lloyd Evans; Chief Marshal: S. Teversham; Press Secretary: M. W. Shepard. The President, J. Luther Dyer, was unanimously re-elected and the Vice Presidents are Miss G. Cannon and E. R. Kirkman.

The annual dance at Kimbells was a great success and a novelty scrouge hunt was held on January 22nd. The next event is the fifth Annual President's Trophy Trial, on February 26th. It is open to the Ford Enthusiasts' Club, Harrow C.C., Kentish Border C.C., N.W. London M.C., and Mid-Surrey A.C. There will be three capacity classes, and blown cars go up one. The classes are: up to 1,100 c.c., 1,101-1,500 c.c., and over 1,500 c.c. Entry fees are 10/- for Southsea members and 12/6 for members of invited clubs, closing on February 23rd. The trial will start from Petersfield Square at 10 a.m. and embrace a fifty mile course, finishing at the last hill—all competitors hope—at the top. Tea will be available at the Royal Huts Hotel, Hindhead. The awards are generous and include the President's Challenge Trophy and replica for the best show, the Pink Challenge Cup for the best show by a member, class cups, first-class awards for the leading 90 per cent., and second-class awards for those within 80 per cent. of winning marks. In addition, the F.E.C., K.B.C.C., Harrow C.C. and Mid-Surrey A.C. are giving tankards to be won by their own members, and there is a Team Award and an Award for fastest time in all the special tests. Truly generous! Details from and entries to: N. Lloyd Evans, 35, Nettlecombe Avenue, Southsea.

FORD ENTHUSIASTS' CLUB

The Club will hold another of its Rallies at the Croydon Autodromes School of Driving on Sunday, March 12th. A series of tests will be contested, the entry being divided into various categories and classes. This will be an Invitation event and a big entry is anticipated. The grounds will be open to members of the public and in the past an excellent "gate" has been obtained. The Club is making an ambitious drive to increase its membership. It is seeking a pre-war model-T or other passenger Ford car to establish as its mascot—does anyone know of one about to be broken up? W. Boddy is working as Joint Hon. Secretary with Sidney Allard and Walter C. N. Norton has joined the Committee. The Club has already accepted three

invitations to other clubs' trials this year, and constitutes good value for membership, the annual rate for which is 10/6, with an entry fee of 2/6. Details of the Croydon Rally and particulars of the Club can be obtained from: S. H. Allard, 15, Millbrooke Court, Putney, London, S.W.15.

BUGATTI OWNERS' CLUB

The Bugatti Owners' Club held its annual dinner and dance at the Savoy on February 10th. Jean Bugatti had promised to attend, and a show of Club films, including the new Prescott film, was promised after dinner. The 1938 awards were also due to be presented.

Hon. Secretary: E. L. Giles, 2, Queen Street, Mayfair, W.1.

CHILTERN C.C.

The Mixed Trial of the Chiltern Car Club takes place on February 19th, and is open by invitation to members of the Ford Enthusiasts' Club, Standard Owners' Club, N.W. London M.C., J.C.C. and M.G.C.C. The event starts from Beaconsfield at 11 am., and the morning section will be devoted to hills and the after-lunch section to a series of driving tests. Three capacity classes will be recognised, sub-divided into open and closed car classes. Details from: J. S. Webb, "Avalon," Longfield Drive, Amersham.

M.C.R.A.

The Model Car Racing Association will race its toys again on February 12th, at "Bunny" Dyer's Metropolis Garage, near Olympia, at 5 p.m. onwards.

HARROW C.C.

The annual film show went off very well indeed. Capt. Eyston commented on the film of his 357 m.p.h. record runs, and George Monkhouse gave his lecture and film show on G.P. racing. Monkhouse is another knowledgeable person who is not anxious to see a 1½-litre International Formula introduced for 1941.

MARGATE & D. M.C.

The Margate and D. M.C. will hold its annual Wye Cup Trial on Sunday, March 19th. The Ford Enthusiasts' Club is amongst those which have accepted an invitation to compete.

M.G.C.C.

The trial of the S.W. Centre, held on December 27th last, saw R. A. Macdermid win the Kimber Trophy with his T-type M.G., aided by new Lavax piston-pattern shock-absorbers, amongst other things.

A. B. Langley's T-type M.G. won the Spencer Trophy and the "Musketeer's" Team, the Welch Team Cup. Bastock was, of course, the third member of the team. H. B. Woodall's Ford Eight-engined W.B. Special made best performance by an invited member, and J. E. S. Jones took the Triangle Cup with his PB M.G. Four M.G.s, including P. S. Flower's very nicely driven elderly motor, and Guest's Allard-Special, gained first-class awards. Second-class awards were confined to Frost's B.M.W., Grove's M.G., Evans's M.G. and Butler's E.B.-Special. The M.G.C.C. is one of the best run clubs and its membership is of a very grand scale indeed.

Secretary: F. L. M. Harris, 30, Holborn, E.C.1.

A 750 CLUB—IF WANTED

In view of the fact that class divisions, which are becoming increasingly popular in trials, usually start at "up to 1,100 c.c." the Austin Seven, as a 747 c.c. side-valve car, is apt to be outclassed in its older form, as owned by a large body of real enthusiasts. The obvious cure seems to be to found the Seven-Fifty Club, exclusively for Austin Seven owners and run sensible trials for these fascinating babies—possibly permitting entries from such things as the inevitable £5 Morris-Cowley and the 850 c.c. M-type M.G. on occasion. Quite an interesting one-make club should result, because so many variations of the Austin Seven exist, mostly of sports-bodied type, while probably more conversions are based on this chassis than on any other. Moreover, as the design has remained largely the same since this little car leapt at the cyclecar's throat in 1923, members would find it possible to assist each other by interchange of bits and the passing on of hints and tips. As there are, if anything, too many clubs now in being, the idea is only worth proceeding with if it could get going from the commencement in a fairly big way, more particularly as no club can flourish without a healthy kitty (a sum of money, you understand, not a secretary!) and an Austin Seven club would be best served by keeping the subscription and trials fee quite small. We know of someone who would be prepared to do the secretarial work and trials organisation for the proposed Seven-Fifty Club in a quiet way, but first of all he wants to know the extent of the support likely to be forthcoming. If you are an Austin Seven enthusiast and would support such a club, provided the subs. were small and the trials good, will you please drop a postcard to this person—"W.B.," 21, Lucien Road, London, S.W.17. As a badge may we suggest a weighing machine with seven ponies balanced by a seven cwt. weight—the weight of the original "Chummy"?

CLUB NEWS—continued

TRIALS TOPICS

In view of the opinion expressed in certain quarters in the past that cars of differing engine sizes should not continually run on the same footing in trials, it is interesting to note that capacity classes seem to be growing in popularity. The Ford Enthusiasts' Club used this system for its Christmas Trial and also used saloon and standard Ford categories. The Chiltern C.C. has three capacity divisions, sub-divided into open and closed car categories, in its trial of February 19th, and the Southsea M.C. will use three capacity divisions for its President's Trophy Trial of February 26th, placing supercharged machinery one class higher.

The F.E.C. abandoned the usual method of awarding first and second-class awards for doing given tasks or for coming within a certain percentage of complete victory, and worked on pure speed-trial or race tactics, with definite placings in each class. This certainly plays into the hands of the expert, but then they had novice's and expert's sub-divisions, and also the saloon and touring Ford classes. Moreover, they sought to reduce entry fees for the not-so-expert by charging an extra fee of 5/- to those who wished to compete in the Best Performance placings irrespective of category. The Southsea people prefer to give a Premier award in each capacity class, but remaining awards based on a percentage basis of the winner's marks.

Actually, there are divers ways of marking trials and we should feel inclined to devote a leading article to the subject, if matters relating to bigger issues than giving awards fairly to slime-stormers did not occupy all the monthly available space. We have prevailed upon Jim Brymer to deal with this subject and all he knows of trials generally in a book, but so far without success.

In brief, however, we would like to see an extension of the class system, with definite race-type placings in each class, for the stiffer trials of a real mud-plugging nature, because experts prefer to compete amongst one another, yet an expert with a 750 c.c. motor should not be asked to compete against an expert with a blown 1½-litre or a V8 3.6-litre motor. On the other hand, the universal standard tyre rule seems a fine opportunity to interest the novice, the enthusiast who has to enter a family car, or the hard-up builder of the less potent sort of special. I would advocate two divisions, with separate entry fees. The first would be on an against-the-Club marking basis; the second, one in which competitors ran against one another, by using sections on the hills in place of straight failures and by working on an *average* time for restart or other tests, instead of a pre-arranged *minimum* time allowance. This would cater for the absolute novice and very normal motor and also for the improving driver and more potent car. Simple capacity divisions could be used. Thus we should have one set of trials, short of course and very stiff in hills and tests, divided into several c.c. classes, wherein experts would compete for outright class victory and second and third

places, and on a place basis in a Best Performance class. And we should have another set of trials, longer of course, easier as to hills and with several restart tests, in which novices would try to beat the Club and more advanced competitors would compete against one another, but not for outright victory. After all, in racing you try to beat "Ebby" before you try to beat Richard Seaman.

This brings me to a plea for a few more trials with sane hills in place of mud-lanes—that is, of course, for trials in our proposed second category. Lots of organisers look aghast when I say that hills quite devoid of mud, yet not of a chassis-breaking variety, can still be stoppers. Yet, with the exception of very recently used hills, the M.C.C. has successfully used such gradients and so have the Vintage S.C.C. and Bugatti Owners' Club. And last February I thoroughly enjoyed myself in a United Hospitals and U.L.M.C. Cotswolds Trial in which every section save one was quite—what I call—"sane." I drove an ordinary Ford Eight saloon and was not skilful enough to bring home an award, but the issue was in doubt until late in the afternoon, and might have even then been successful had I not muffed a restart test. We saw some wonderful scenery and afterwards the car was not really muddy. Yet what a silly vehicle it would have looked in the usual Surrey, Kent or Bucks slime-storming party! The smaller clubs should remember that, dull though this sort of trial may be to confirmed pot-hunters, novices do not find it so. Moreover, builders of specials for use in occasional speed events or just for fast road work would often support trials of this kind, but they most certainly do not want to use low final drive ratios and mudguards set a foot from the tyres and great slab-fuel tanks placed where they spoil fast cornering, as the trials-fan will do. So will the smaller clubs look again at hills like Ibberton, Middle-down, Meerhay and Fingle Bridge, etc., and think in terms of high-placed starting lines and restart tests? MOTOR SPORT will gladly give any publicity it can to trials organised on these lines. We are only sorry we cannot see that United Hospitals & U.L.C. February Cotswold fixture in the 1939 Calendar. The M.C.C. classics also admirably meet this particular bill, but they cost much money to undertake and entail much time away from business.

AN UNWANTED CONTEST?

We are quite unable to decide whether Mr. C. M. Cooper is to be congratulated or consoled with on winning a prize for having as a dance partner at a recent club party a girl who had no make-up on her eyelids, or eyelashes, standard eyebrows, brunette hair and light eyes, no colour on her finger-nails, no foundation garments containing any form of figure control, no lipstick on her lips, who wore a petticoat and had never had permanently waved hair. But we do suggest that racing motorists may not really care to subject their wives, sweethearts, girl-friends and other such partners to a contest of this nature and

that it would be better left out of future parties. Even if not many ladies at motoring functions would be eligible.

TYRE PRESSURES

The trouble of stripped tyre valves evident in the "Gloucester" had been largely overcome in the "Exeter." One well known driver apparently goes down as low as 15 lb. per square inch with 5" section Dunlop Freighters, and has had no trouble.

VINTAGE S.C.C.

The health of a Club is always mirrored in its annual balance sheet. The Vintage S.C.C. return for 1938 shows that membership fees brought in £190 17s. 1d. and badges £35 15s. 0d. Trials and speed events only cost £51 3s. 2d. to run, deducting entry fees. Badges cost £30 to buy, postage and sundries £20 0s. 9d., and printing and stationery £63 0s. 11d.—the last item separate from the "Bulletin," which absorbed £51 8s. 8d. The hire of a room for the annual General Meeting, to enable it to be held in London, cost £3 3s. 0d. This leaves a balance of £7 15s. 7d. Add to this sundry creditors and the 1937 balance of £31 3s. 7d. and you have assets of £68 1s. 2d. of which £53 9s. 2d. is in actual cash. Membership is now greater than before and when 1939 subscriptions are in the Club should commence the 1939 season with something like £300 in hand—good for old-school enthusiasm. A list of members' motors is in course of preparation and members should supply particulars to the secretary not later than February 28th. His new address is: "Egarston," Park Lane, Basingstoke, Hants.

GENERAL NOTES

In the dim and distant ages you could write a letter to the motor papers saying that you would like the world to know that you had got a certain sort of automobile from A to B in *x* hours and *y* minutes and it would be published. Then an anti-motoring Government broadcast accident statistics and Horeb-Elisha ascended to the throne and it became taboo to say how rapidly you motored about the public roads in the printed page of the respectable motor paper. Just lately, however, other nations have been broadcasting road consciousness and speed with safety has become a more popular topic again, and even officialdom has decreed that speeds of over 100 m.p.h. on British public roads are not a criminal offence under the right conditions. Indeed, so popular has the average speed subject again become that the older and more conservative of our two leading weekly motoring papers has recently published several articles on the actual speeds attained over long distances on test runs, and the other journal has included such data in road-test reports. Actually, the more conservative of these papers has, up to now, put up lowish averages, but what of the latest—it has carried out three runs of 120 miles each over the route Staines Bridge to Bridport

CLUB NEWS—continued

and has averaged 43.9 m.p.h. with a Sunbeam-Talbot saloon, 47.37 m.p.h. with a 4½-litre Nash-engined Jensen saloon, and 48.98 m.p.h. with a 2-litre two-four-seater Aston Martin. Over the stretch Grim's Dyke Café to Tarrant Hinton these cars respectively averaged 53.3, 66.6 and 66.6 m.p.h. for the 11.1 miles. Which is good going. Actually, isolated cases of average speed mean nothing very much. A small family death-box may put up a truly sensational average because of lucky conditions, or dangerous driving, or a combination of both. It would be futile to argue from such a performance on matters of road layout, time of day, type of car, area of country, corners, contours and safety in their relation to point to point average speed. But when the same driver, over the same route, at the same time of day and year, does such runs, something can be learned of these factors, and of the cars concerned, allowing perhaps 2 to 3 m.p.h. over 100 miles for incalculable and unavoidable discrepancies. However you look at it, taking note of average speed is excellent fun and of no harm at all, provided you do not let dangerous or careless driving gradually intrude to influence the speed, and do not say too much about what a usefully quick vehicle the modern car can be for getting from A to B in front of anti-motoring folk—because, over 30 m.p.h. per hour they will never believe you are not a criminal lunatic. Even if nothing concrete about divers sides of the question can be deduced from occasional recordings, the figures are interesting and it may be said that a car must be a good car, even an exceptional car, if it averages over 40 m.p.h. and is of family or luxury type and over 45 m.p.h. if of sports type—unless the conditions are exceptionally favourable, the distance absurdly short or the driver a menace to other road users—which can only be determined by going on the run in question. But if regular readings are taken and *correctly checked by map and stop-watch* you gain a useful idea of a given car's abilities, because almost every usable factor is embraced, and you learn how long to allow for particular journeys, in future. Anyhow, without labouring the matter too much, let us see what we of MOTOR SPORT have done in the way of rapid, ordinary journeys, as outlined in past road-test reports. There was the run last year from London to John o'Groats with a 4½-litre Bentley, at 46 m.p.h. overall average or 50.5 m.p.h. running time average—running time including all stops and delays for road hazards in the distance of 702 miles. Coming home the 387 miles from Strathaven to London was done at a running average of 51.2 m.p.h., the only pause being a brief one for refuelling, and it was on this run that the writer recorded his biggest mileage so far accomplished in one hour—56—and his best half-hour's run, of 31 miles. Incidentally, the previous "best hour" had stood at 51 miles, with a T-type M.G. Midget, on the Great North Road, starting just clear of London's outskirts. MOTOR SPORT undertook a similar run in 1930, when a straight-eight Delage saloon was driven from London to Gretna

Green at an average of 50 m.p.h. and back to London at a somewhat lower speed—600 miles in a day. Incidentally, the fuel consumption was some 3 to 4 m.p.g. heavier than that of the modern Bentley.

Other high spots from the road-test log-book embrace a run from London to Paignton, via Chiswick, Stockbridge, and Salisbury, three up in an M.G. Magnette on Boxing Day, 1934, when these 197 miles were accomplished in 4¾ hours, and home again the same day, and a drive of 53 miles in one hour early the next year in a 3½-litre Alvis saloon, with 100 miles put away in just over the two hours, mostly in rain and darkness, over give-and-take roads, observing 30 m.p.h. limits. Back in 1933 an S.S.I. saloon covered 41 miles in 50 minutes, a speed of just over 49 m.p.h., and three years ago a 4½-litre open Lagonda managed 44 m.p.h. over 20 miles of truly twisty going, checked by stop-watch and ordnance map. Another 4½-litre Lagonda—an open "Rapide"—accomplished 56 miles in one hour, from Shelford to Marble Arch, before the 30 m.p.h. limits were enforced, but driven carefully and not really hard. Way back in 1927 an Amilcar Grand Sport frequently averaged over 40 m.p.h. on short 50 mile journeys, and a blown 2.3-litre Alfa-Romeo, tested in 1936, averaged 48 m.p.h. over 100 very wet, but very steady, miles. Croydon Aerodrome to Lewes, in Sussex, was done at just over 45 m.p.h. on a summer evening last year in a 12/70 Alvis saloon, and on a winter afternoon at 40 m.p.h. in a small D.K.W. A Fiat Baliilla saloon took us from Hanger Hill, Western Avenue, to Prescott at 45.05 m.p.h., doing 47.5 miles in the best hour, though the average would have been higher had we relied on the accuracy of the car's milometer and not checked things with a map—and there you have a most vital moral. A Vauxhall 25 saloon has done London to Donington, from Finchley Road via Towcester and Ashby, at 38 m.p.h. average. Mr. Lycett showed us an average of 51.5 m.p.h. in his 8-litre Bentley from Salisbury to Brooklands, putting 53 miles into an hour, with no attempt at hustling. And only last month I proved that a late-type Austin Seven saloon will average around 35 m.p.h. on a short run over not very favourable roads, including some town work, and put well over 40 miles into the best hour, provided you are really prepared to drive it. I do not know what these figures will prove, but "average speed" is a pastime that you and I can attempt anywhere at any time and with some degree of satisfaction no matter what the motor is. So it may be useful to have some figures by way of comparison. All I ask is that you do not do anything dangerous, stupid or detrimental to our interests, in driving not only with your eye on the speedometer, but on the milometer and watch as well.

So far as ordinary motoring adventure is concerned, a Christmas Card Christmas was spent in discovering how nicely the modern Ford Eight saloon handles on slippery stuff, even if it hasn't quite the "feel," perhaps not quite the same absolute stability, of the Continental

small cars. That we had to dig ourselves out of several hundred yards of snow-drift between the hours of 10 p.m. and 2 a.m. on Boxing Night was not the car's fault, but was attributable to a wish to explore Kent trials hills at the most inopportune time. Our task led to great appreciation of Monte Carlo Rally crews and for two members of the B.B.C. staff from the nearby "hook-up" receiving station, who worked hard to help us before grappling with their own problems of getting onto the main road in their fluid-flywheel Singer saloon. While we worked, a silent aircraft beacon flashed its beam weirdly over the snow-bound fields around us. Turning to warmer things, there was a run to look for a veteran car at a breaker's in Sussex, in whose combined yard and pigsty we found a big Renault landaulette used as a home for a number of white doves and a war-time Talbot, also a very badly dilapidated Windsor, the engine of which our gypsy-like friend, the breaker, insisted was a racing unit.

A later research near the East Coast had much better results, and we found a big yard containing many exciting things, the unusual cars including Star, Seabrook, Palladium, Galloway, and several air-cooled flat-twin Rover Eights. And, of really early vintage, a most imposing Renault, with huge bonnet and an immense mottled-paint landaulette body, an Austin Twenty landaulette and a small Delage. The Austin had oil lighting and a delightful T head four-cylinder engine with each cylinder separate from its fellow. It had been in use quite recently, probably as a taxi. As to the Delage, it was a Type R4, series 10, 11 h.p. two-seater of distinctly sporting aspect and, in spite of dubious-looking American plugs and an exposed-type magneto, it started quite easily. We fell for it at once and by the time these words are read it may well be at home in London, and will doubtless provide plenty of material for future reminiscences. As it was, we all had appointments in London in the early evening, so the engineer was parted gently from a heap of rusting cylinder blocks, where he was trying to determine the identity of a small six-cylinder single sleeve-valve assembly, and the Austin Seven saloon was soon engaged on a fast non-stop run home through a dismal county and an even more dismal entry to London itself in the sort of rain which seems a natural commencement of the English New Year.



The Editor invites Club Secretaries to send details of their fixtures, sporting and social, for publication in these columns.

EXPLODING A FALLACY

AERO MOTORS VERSUS MOTOR-CYCLE ENGINES FOR USE IN CAR CHASSIS

THE V-twin cycle-car is by no means dead for sprint work, while quite a number of readers are interested in this type of vehicle for road work. In the latter case interest centres round the Morgan three-wheeler converted to a four-wheeler. In this connection we have had a most interesting correspondence with Mr. Sidney Allard, who, before he commenced to drive Ford V8 cars in trials, used to race Morgans at Brooklands, and, in 1932, built a four-wheeler Morgan for trials work. This car was a special job throughout, with a Moss four-speed and reverse gearbox and open shaft drive to the rear axle, which was sprung on eight transverse quarter-elliptic springs. The engine was a tuned 8/50 water-cooled J.A.P. Mr. Allard tells us that his later experience with the Allard-Special cars has convinced him of the extreme importance of good power-to-weight ratio and if he was again building a four-wheeler Morgan he would use a 1929-type two-speed chassis and mount a simple axle on splayed-out quarter-elliptic springs. His shaft-drive car required a 1½-litre axle assembly to withstand the hairy-legged horses of Mr. J. A. Prestwich, and this, in conjunction with the car-type gearbox and special suspension assembly, rendered the car rather heavy. Even so, it did a genuine 50 m.p.g., was capable of some 80 m.p.h. and could beat a V8 Ford on acceleration. All of which points to the fact that a converted Morgan should be a very amusing road motor. Other V-twin four-wheelers of recent date include Sulman's Morgan-G.N., Lones's Morgan "Tiger Cat," and the little 750 c.c. Andre V6, that went into short-lived production about seven years ago. Also the B.S.A. V-twin, not to be confused with the flat-twin B.S.A., circa 1923.

When the subject of cycle-cars crops up, either for racing or road use, the question of a suitable engine arises, and we have frequently heard the view expressed that old light aeroplane engines would be admirable units for the job. With this view we cannot agree, so far as sheer performance is concerned. In 1924 three special light aero engines appeared, following the frequent failures of unsuitable standard motor-cycle engines in the Lympne Light Aeroplane

contests of 1923. These engines were the A.B.C. "Scorpion," the British Anzani, and the Bristol "Cherub." Now consider the characteristics of these engines. The A.B.C. "Scorpion" was a flat-twin which gave 30 b.h.p. at 3,000 r.p.m. and weighed about 93 lb. The British Anzani was a V-twin with four valves per cylinder, for which the makers preferred not to issue power curves—at any rate to the aeronautical Press. The Bristol "Cherub" gave 32.6 b.h.p. at 3,200 r.p.m. and weighed 81 lb. There was also a Blackburne Radial of 1,100 c.c. (three cylinders), giving 38 b.h.p. at 3,800 r.p.m. It will be recalled that one of the Bristol "Cherub" engines was installed in an A.B.C. which F. C. Gordon England—the man who afterwards showed the world that the Austin Seven is rather more than just a comic utility car—drove in one of the early 200 Mile Races. Last summer we met a garage owner near Brooklands who was at A.B.C.'s at the time and he told us that this experiment was hardly a success.

Jumping a little matter of fourteen years, let us consider the light aero engines available to-day. The Anzani is still with us, made by Luton Aircraft for their "Buzzard," and it gives 35 b.h.p. at 3,150 r.p.m. and weighs 105 lb. dry. The two-stroke Scott gives 28 b.h.p. at 2,000 r.p.m. from 652 c.c. and weighs 85 lb. The Coventry Victor 1½-litre air-cooled flat-four does 40 b.h.p. at 3,000 r.p.m. and weighs 140 lb.

The A.B.C. is no longer marketed. Now let us compare these outputs with modern racing motor-cycle engines. The 1,000 c.c. racing J.A.P. V-twin, on racing fuel, gives just over 54 b.h.p. at 5,000 r.p.m. and 35 b.h.p. at 3,000 r.p.m., while the maximum torque is 62 lb./ft. at 3,200 r.p.m. The 8/80 o.h.v. J.A.P. twin, on racing fuel, manages 76½ b.h.p. at 6,300 r.p.m., and 67 b.h.p. at 5,050 r.p.m.

The 500 c.c. Dirt Track J.A.P. engine, which would be most interesting in a three-wheeler or in a four-wheeler commanding the £4/10/0 annual tax, gives 38 b.h.p. at 5,800 r.p.m., and 30 b.h.p. at 4,000 r.p.m., with a maximum torque of 40 lb./ft. at 3,500 r.p.m.

The 1,000 c.c. J.A.P. weighs 126 lb., and the magneto and carburetter bring

the weight up to 136 lb., and the 8/80 J.A.P. comes out at 109 lb., or 127 lb. with twin gas-works and twin power-stations. So it is evident that the racing motor-cycle V-twin gives considerably more power than the aero-engine, and power is what matters to sprint exponents. However, it must be conceded that the J.A.P. motors quoted are full racing units, functioning at high revs. on racing fuels. Whereas the aero-motors turn over lazily, and should be happy on No. 1 petrol, for the 1924 units mostly had a compression-ratio of around 5 to 1, and the 1938 Coventry-Victor and Luton Anzani motors have ratios of 6.2 and 5.5 to 1 respectively. We had hoped to quote further motor-cycle figures by way of comparison, but a polite note from Burney and Blackburne informs us that their whole works now makes armaments, not motors. The only other proprietary V-twin on the market is Associated Motorcycles' 990 c.c. Matchless, which is a 50° square side valve motor giving 26 b.h.p.

So the issue remains an open one, though J.A.P.s can hand it out for sheer b.h.p. But an aero-engine might be quite good for road work, and would add character to a class of vehicle which, as a type, is distinctly uncommon. The Morgan three-wheeler seems the most adaptable chassis for purposes of conversion, and we would gladly publish correspondence relating to the behaviour of such cars and how the job should be carried out. Ordinary chassis are out of the question, because seldom will the transmission and back axle stand the kick of that fierce horse-power which has its habitat in two big pots, nor is it easy to couple up engine and clutch. And the early cycle cars, like G.N., or A.B.C., possess shortcomings, such as small tyre sections and inadequate brakes, which few can tolerate when fairly serious sporting motoring is contemplated. So a Morgan conversion appears to be the solution, the difficulty being to mate a full-width chain-driven rear axle to the very narrow quarter-elliptic spring and frame assembly. Are we too optimistic in believing a V-twin four-wheeler to be an essentially sporting and economical proposition? And, if not, how is it done?

BUGATTI CLUB FIXTURES FOR 1939

The Bugatti Owners' Club has issued its 1939 Fixture List. This year the Opening Rally goes back to Huntingdon, but Prescott will see four meetings, or five including the Vintage S.C.C. Meeting. These comprise the Open International fixture of July 30th, two open meetings and two club meetings—will resurfacing be necessary each winter, as at Brooklands? The Club has recently elected twenty-three new members. The January "Bugantics" is rambling in make-up and not up to its usual high standard. The fixture list is:—

March 8th. A.G.M.
April 9th. Opening Rally.

May 14th. Prescott Spring Open Meeting.

June 11th. Prescott Club Meeting.

July 30th. Prescott International Meeting.

Sept. 24th. Prescott Open Autumn Meeting.

October 29th. Welsh Trial.

November 18th. Night Trial.

EDWARDIAN MOTORS

Amongst Edwardian motors available to enthusiastic members of the Vintage S.C.C. are a 1905 two-cylinder rear-engined Riley; two Bebe Peugeots; a 14 h.p. Decauville; a 1914 12/14 h.p. Mors; a 1908 Humber; a 1911 two-cylinder Stellite; a 1904 8 h.p. Renault; a 1911

two-cylinder 8 h.p. Renault; several Renault landaulettes and a 1910 Austin "Twenty." Prices range from £4 to about £20.

BATA TYRES

Last month we mentioned a Bata cover which seemed to have considerable possibilities under the new standard-tyre trials ruling, that the R.A.C. has banned it. Bata tyres have been represented in this country for only six months and already they show a profit. If the demand is sufficient a British factory will be established. The agents are Atlas Importers Ltd., and the sales manager is Capt. Crossley.

ON THE E.R.A. OUTLOOK

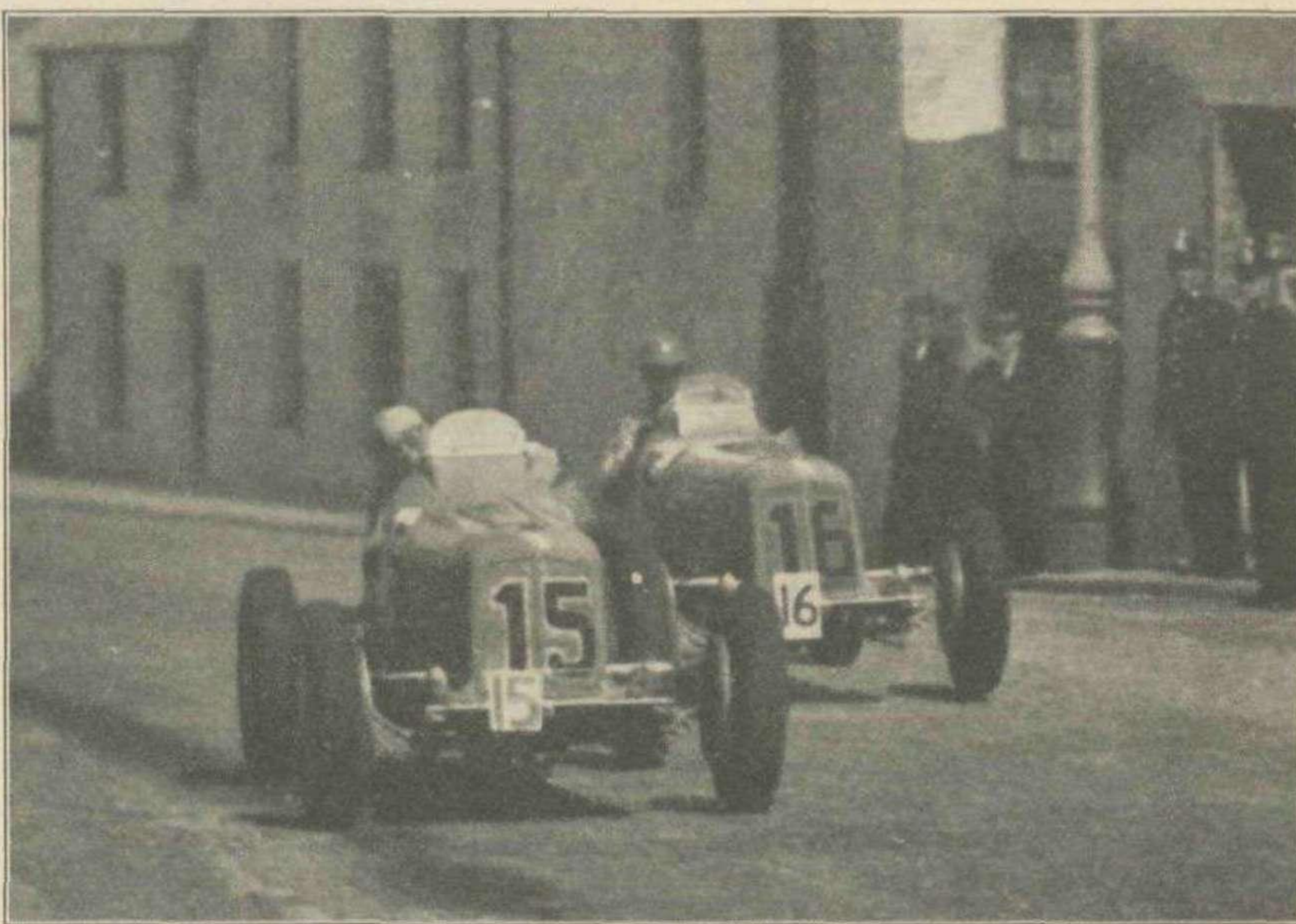
ALTHOUGH English Racing Apathy has been painfully apparent in the degree of support afforded to the E.R.A. Club in its endeavours to financially help the E.R.A. team, I am convinced that the majority of racing enthusiasts in this country do feel a real debt of gratitude to E.R.A. Ltd., for the very splendid way they have upheld British racing prestige during the last three years. Run as a hobby by life-long enthusiasts, reared and maintained in a quite humble engineering shop at Bourne, and possible only because Humphrey Cook—that genial driver of a T.T. Vauxhall in the early nineteen twenties—dipped very deeply into his private resources—to the tune of some thousands in 5 years—to enable it to come into being at all, the E.R.A. team has put up a show in 1½-litre racing of which no genuine enthusiast can be anything but proud. I have written this and I mean it. Yet, back in 1934 when the Bourne plan had just hatched out, I had as open a mind as anyone about the project. Quite frankly I was not very happy about the idea of a team of cars having no association with any manufacturer and called English Racing Automobiles; I had been brought up on inter-marque struggles, wherein considerable business interests were at stake and, in 1935, the very urgent need to nationally uphold British racing prestige was not nearly so evident as it is to-day. When the E.R.A. Club came into being I did not look very kindly on the idea of people giving away money to assist wealthy men with their hobby. But the very excellent showing of the E.R.A. team has entirely changed this "anti" outlook of mine. Fred Craner gave us all a considerable jolt when he got the Germans over to show us real racing and their association of National Prestige with racing victories, at Donington Park in 1937. From then on, one realised how very necessary it was for Britain to muster as much racing prestige as possible and one saw clearly what a magnificent gesture was that of the E.R.A. Club, existing solely to raise money to assist our only 100 per cent. active British racing team and offering the very minimum to members in return for subscriptions. That the first annual donation handed by the Club to E.R.A. probably just about bought a set of plugs for one of the cars, and that subsequent annual donations may just have defrayed the expenses of transport for the team to one race abroad, or enabled it to enter an extra car for one such contest, in no way detracts from the enthusiasm and right-minded ideas which lie behind the scheme. That the amount has not been bigger is the fault of our enthusiasts, who are so apathetic about a British team. That the donations have been appreciated is evident to everyone who has seen how deeply moved Humphrey Cook is when the cheque is handed to him at the E.R.A. Club's annual dinner.

Some weeks ago the whole matter of the efforts of the E.R.A. Club to obtain that support which the E.R.A. team deserves, but which is denied it by the Government, was brought very much

into the limelight, when certain daily newspapers announced that Humphrey Cook had spent some £90,000 on the E.R.A. team and that he had decided that he did not wish to spend another penny—some papers said right now, others that he would withdraw at the close of the 1939 season. To return to the E.R.A. bombshell, apparently the true state of affairs is that Cook has very generously maintained the E.R.A. team out of his own pocket for five seasons, spending some £90,000. He now feels that he may, at some future date, desire to withdraw his support—he certainly cannot feel encouraged by the complete disinterest shown in his efforts by a Government which once subsidised the Schneider Trophy seaplane races (though it left it to the late Lady Houston to carry on when complete

show signs of wanting to help the project to the tune of £10,000 a year, then Cook will gladly find the balance necessary to run the team.

In this connection, two very important points arise. The first is that no one would be justified in accusing Humphrey Cook of being entirely absorbed in the fortunes (using the word in the sense of victories, not finance, for there is no financial return) of E.R.A. Ltd. and of the engineers and drivers constituting his team. I believe I am not over-estimating his broad-minded outlook when I say that if the Government suddenly woke up and decided to subsidise, let us say, Rolls-Royce Ltd. to construct and operate a British G.P. team, or if one of our motor magnates decided he must put up a good team, and a Morris or Austin or Standard team of cars com-



The late Marcel Lehoux and Earl Howe in the R.A.C. International Car Race of 1936.

victory was in sight), by motor manufacturers who once used to race, and by enthusiasts who could easily join the E.R.A. Club and have not done so. But Cook has not yet disbanded the E.R.A. team as one paper seems to think. The paper stories went on to say that the team could only go on if £5,000 a year could be raised by public subscription. This has led people to ask how this sum could maintain a concern which has apparently cost some £20,000 a year to run up to the present. Even allowing that the formation of the organisation would absorb more than subsequent maintenance, £5,000 seems all too small a sum. I believe the true position to be that Cook, quite understandably, feels rather "fed up" with the lack of enthusiasm shown for British racing prestige and he believes the time has come when something should be done to stir up what is, after all, a reasonably motor-conscious nation. If this something can be done, if people

menced to carry British colours in big races, or if, by some magical means, a body of enthusiasts raised money to assist a new star in the British racing firmament, then Humphrey Cook would lend his support to any one of these schemes and be as glad as anyone that something was at last happening in a bigger way than ever before to raise our racing prestige. The second important point is that the E.R.A. Club is not, and never was, an E.R.A. fan-club. It attempts to help E.R.A. Ltd. because the E.R.A. team is the only all-British non-commercial racing team that is doing anything to maintain and uplift British racing prestige. But it is quite ready to lend aid to any concern which could do equally good work for British prestige and it would be amongst the first to applaud anything the British Government might do for British racing. I know that the Club has noticed Geoffrey Taylor's good work with the Alta and I

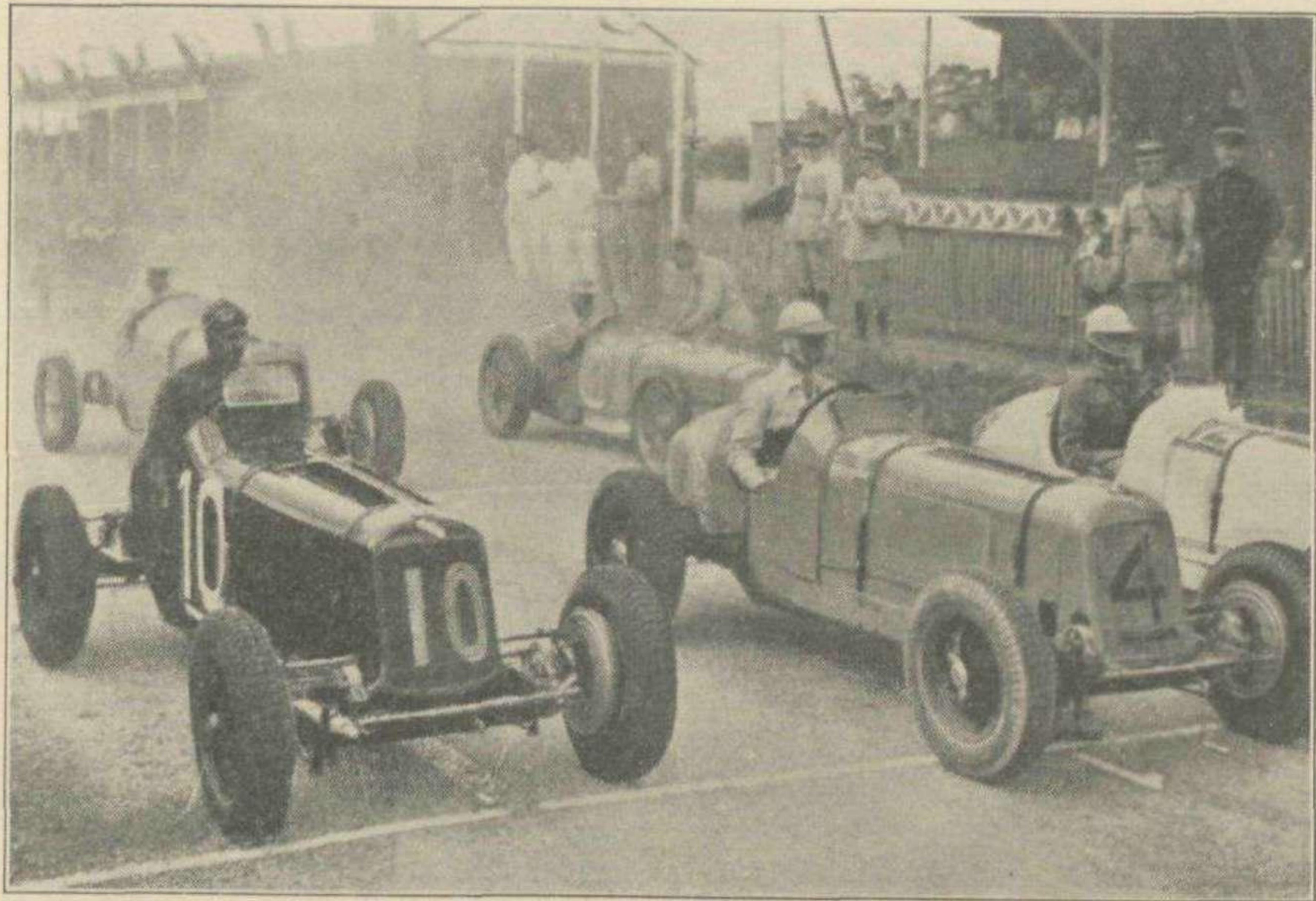
ON THE E.R.A. OUTLOOK—continued

am sure that if this marque begins to beat Continental opposition in classic races abroad, then the Club would be most pleased to offer a donation to Taylor to assist him with his good work, if he would accept it. So do please destroy any notions you may have that the E.R.A. Club only wants E.R.A. victories or that it holds any particular brief for Humphrey Cook, Peter Berton, Raymond Mays or Lord Howe as individuals, or, for that matter, for the design of the cars or the manner in which the team is conducted. What it does do is to try and gain support for a worthy cause—that of representing this country with a team of British cars in International motor-racing. This Club is really rather unique. It was formed by Sam Green, who is a man who thoroughly enjoys spectating at motor-races and whose own motor is an old-school 3-litre Bentley. He is advised by a keen friend who runs a 2-litre Lagonda and by his Committee, which is composed mostly of enthusiastic young men. These gentlemen are not personal friends of Cook or Mays; they are not associated with E.R.A. Ltd. The Club offers nothing to members, apart from a humble magazine and occasional social runs. It spends a minimum in maintaining itself and gives all that remains to the only existing British racing team. It is tragic that it has less than 300 members, when at least 15,000 enthusiasts must have been at Donington for the last Grand Prix, calculating that the remaining crowd of 45,000 was composed of wives, girl-friends, and casual spectators.

The only connection between the Club and the team is that if any big scheme is going to be promoted to raise the £5,000 annually in future, the Club believes that Humphrey Cook deserves to be associated with it, and Cook him-

minded and so keen to do the right thing by British racing are both Humphrey Cook and Sam Green that, for his part, Cook would be as delighted as anyone if he were invited to participate in any new scheme, whether aimed at supporting

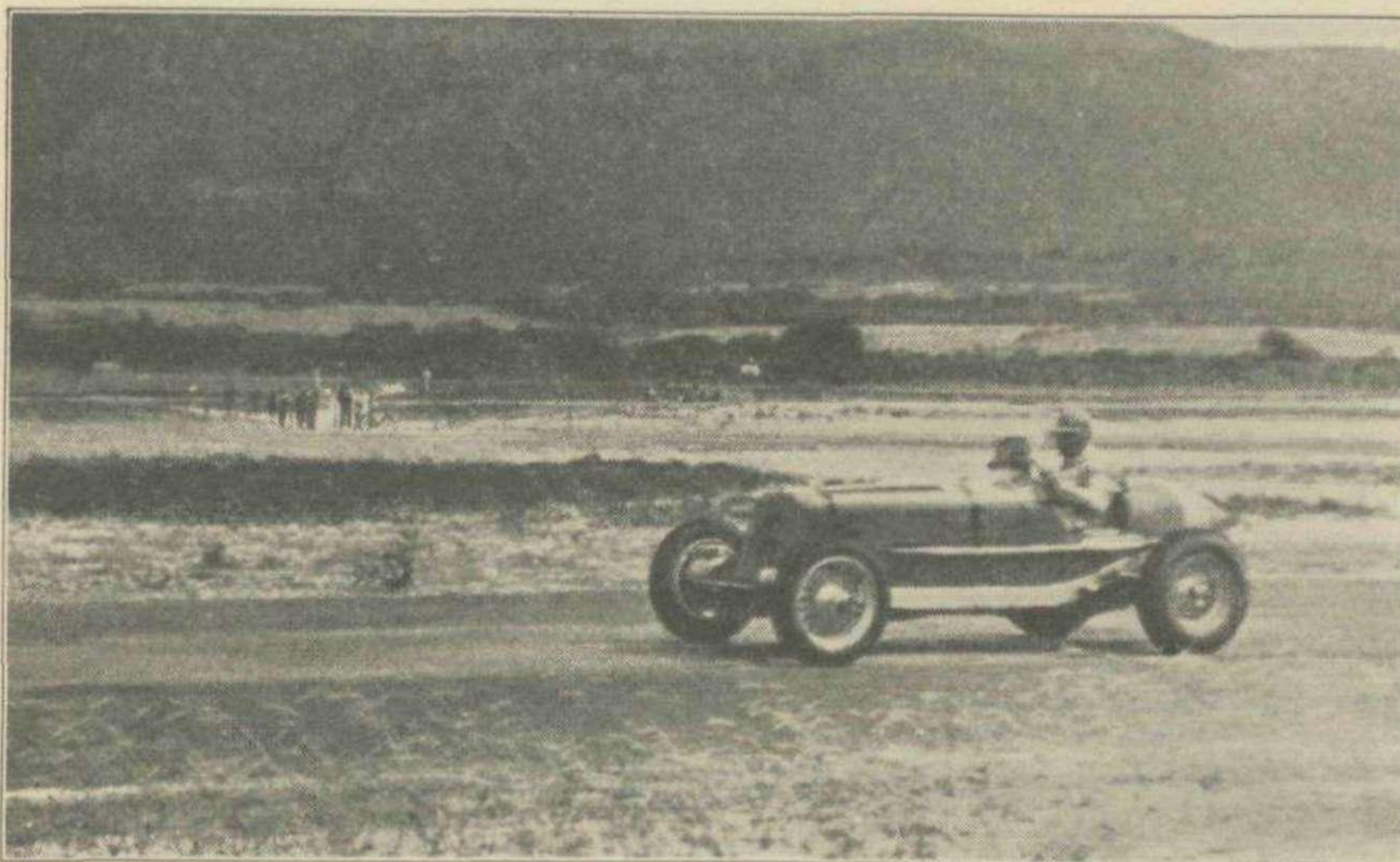
team of G.P. cars, our concern must be to raise the £5,000 annually which Cook is reported to have said he would like to encourage him to carry on the E.R.A. team. £5,000 is not much to raise in a country of four and three-quarter million



The 1½-litre race of 1935 at the Circuit of Dieppe. Three E.R.A.s on the starting line: R. Seaman (10), R. Mays (4) and the late Pat Fairfield (12); "Bira" (E.R.A.) and Lord Howe (Delage) are in the background.

E.R.A. or a fresh team entirely, while if any good scheme to help British racing or the E.R.A. team is started and seems likely to kill the E.R.A. Club it will meet with no opposition at all from the Club.

driving-licence holders, whether you regard it in relation to the vast sums our Government spends on armaments and sugar-beet or the amount of publicly-raised money for assisting things like immigrants and hospitals for unlucky Ladies of the Streets. The question is, how best to raise it? I have discussed the matter with Sam Green, as Secretary of the E.R.A. Club, and am sorry to find that in many ways the Club finds its hands badly tied. The Government will not look at a motor-racing subsidy. Our big motor manufacturers will not help the only team capable of carrying honourably the British colours abroad, even though this team is a rich man's hobby and has no commercial basis—the company concerned with the Raymond Mays sports-car is entirely separate from E.R.A. Ltd., and in any case would hardly be likely to even recover the expenditure of that company on racing for a long time to come. British race promoters are loth to assist with publicity drives, presumably because they are afraid of offending those who pay to watch their meetings—often mainly because they want to see E.R.A. cars in action. Finally, individuals who could help by joining up stay out on account of personal prejudices against individuals or methods, disregarding the splendid showing of E.R.A., viewed in a broader way. The Club, as I have said, spends a minimum of money, and it is not anxious to promote schemes which might absorb its resources (which go to E.R.A.) without resulting in any very substantial return. It is fully alive to the need for newspaper publicity, publicity in the technical



Lord Howe in last year's South African G.P.

self has said that he would like any schemes that might be started to be ministered to by the E.R.A. Club, as a sign of his appreciation of their past interest and assistance. But I believe I am right in saying that so broad-

Although Cook has not yet definitely withdrawn his support, all those who have this interest at heart will agree that we should look to the future now. As there is no immediate prospect of a Government-subsidised team, or of a motor-magnates'

ON THE E.R.A. OUTLOOK—continued

Press, lectures to schools, the sale of mementos, etc. (the pin-badge has brought in about £35, to date), but it is not anxious to rush into any big money collecting scheme until it is certain such a scheme is sound. In particular, the Club wishes to emphasise that no one of its officials gets any financial gain from the Club's existence and everything possible is done to prevent the members using the Club to further any ulterior aims, such as a rise in social prestige, or some more names in the family autograph book. It might be possible to start a British Race Fund, aided by the patronage of society's high lights, asking members of the general public to sign a banker's order for, shall we say, £3 spread over a period of three years, in return for which they could be given something such as a badge, or a bulletin of their team's activities or reduced admission to races. That might be a very good scheme or it might be a most poisonous scheme. Any suggestion that it had been promoted by a person, or persons, seeking to gain anything beyond money wherewith the E.R.A. team could continue its good work would be highly detrimental. Or,

should insufficient money be collected, any other schemes, along different lines, would then stand in danger of failure also. Consequently, I can state definitely that the E.R.A. Club has no intention of working on this scale at present, nor is it associated with any scheme of this nature—at least, that was the position when I met Mr. Green recently to discuss the outlook. Mr. Green emphasised that the Club would not associate itself with any such scheme until it was absolutely certain that no motives were embraced other than enthusiasm for British racing prestige and a genuine desire to collect money for E.R.A. Ltd., or any other concern building the necessary racing-cars. Nor could the Club be satisfied that such a scheme would succeed unless it had closely examined matters of financial, social and administrative foundations. For the present the Club will continue as it has done in the past and endeavour to enrol new members out of our tens of thousands of enthusiasts—I am glad to learn that any reference to the Club in the papers, MOTOR SPORT amongst them, still draws fresh inquiries. Green

has a few schemes of his own in mind but these have yet to go before his Committee, so my lips are sealed. So far as these schemes to raise more funds are concerned, it would welcome your ideas.

Incidentally, the Club does not advocate any particular Formula in future, and when this paper quoted it as voting against a 1½-litre Formula, last month, we unfortunately quoted a member's views and not the official views of the Club.

I do not propose to give here a history of E.R.A. Continental successes; to do so would be an insult to our National team, the good showing of which is prominent in the mind of everyone who has British prestige at heart. But, if you meet anyone who wants to know if E.R.A. stands for very much anyway, as a letter writer to one of the weeklies wanted to know a short time ago, I hope you will make him wade through your back issues of MOTOR SPORT, or, better still, take him to see Paul Bird, who keeps a wonderful scrap-book of E.R.A. activities, wherein you can read what Continental papers think of our English Racing Automobiles.

FOR THE KEEN CAR OWNER

THE sports-car enthusiast differs from the utility car owner in as much as whereas the former individual likes to maintain his car in very fine fettle, the latter either does not care a jot about the mechanical health of his vehicle, or, if he does, counts on the service station to maintain it.

We recently saw a demonstration of a device of immediate interest to sports-car owners, whose engines are in good order and whose concern is to keep them so. We came upon this demonstration quite by chance; we were not recipients of a special Press invitation. What we saw was a small electric motor pumping filthy oil into a cleansing element, in shape like a big filter or air-cleaner, which was heated to normal sump temperature. After a short while the oil leaving the cleaner came away golden in colour and samples showed no trace of containing carbon or sludge, and the cleansed oil felt more "oily" than the sump drainings passing into the cleaner. The makers of this cleaner maintain that water, acid, carbon and sludge are removed by a chemical process and that the oil becomes better than new. When applied to a car engine a by-pass is used

and the whole sump contents treated by degrees. If the engine clearances are as they should be a considerable saving in oil must result, as it is never necessary to drain the sump, merely to top it up. We were shown the oil from the sump of the demonstrator's own late-type A.C. saloon, which he said had run tens of thousands of miles without change of oil, and the whole of the lubricant on the dip-stick came away pure golden in hue and thin in consistency. The process used was well known during the war and industrially. We questioned whether temperature would not in time lower the quality of an oil, but were told that the heating experienced in a normal i.c. engine is insufficient to do any harm. We believe this is not altogether true, and that continual heating to a temperature of over 140°F. will hasten oxidation—and the purifier under review can do everything except offset the effect of oxidation. On the other hand, the fact that provision is made for cooling the sump oil in any given engine must not be taken as an indication that the engine tends to destroy its oil by overheating, more often the designer seeks to keep the lubricant at a low

temperature to make it act as a cooling medium and to make use of its full viscosity.

We could not agree that more awards might be won in trials by using this purifier, but certainly it would seem a most valuable component for maintaining sports-car engines in good order, reducing risk of bearing failure and substantially lowering the oil-bill. For long-distance racing and record breaking it would appear a valuable fitment, not so much from the viewpoint of maintaining the oil in condition to permit full power output, as to keep it in the state that would obviate undue wear and any tendency to bearing failure, which might otherwise be experienced towards the end of such a run—for oil may be said to lose valuable properties after about 500 to 1,000 miles in the ordinary lubricating system, whereas a 24-hour record can involve some very fast miles with no time to drain the engine. This purifier naturally has a wide application in the commercial field. It requires no mechanical additions to an engine and in car size costs £4/15/0. We will gladly forward any inquiries to the makers or agents.

A NEW 1,074 c.c. H.R.G.

Just over a year ago MOTOR SPORT drew attention to the dearth of small sports-cars in the £200-£300 class. Since that time the position has not improved but now we are glad to welcome the new 9 h.p. £289 H.R.G. The new car has a 60×95 mm. o.h.c. Singer Bantam engine in a chassis similar to that of the existing 1½-litre car. The tax is £6/15/0. Twelve-volt electrical equipment is used and the rear fuel tank holds seven gallons. The engine has coil ignition, three bearing crankshaft and twin S.U. carburetters. The drive passes to a four-speed synchromesh gearbox via a Borg and Beck clutch. The gear ratios are 17, 9.3, 6.5 and 4.55

to 1, in conjunction with 17"×4.75" covers. The steering is Marles and knock-on Rudge wheels are used. The dimensions are: wheelbase 8' 3½", track 4' front, 3' 9" rear. A speed of 75 to 80 m.p.h. and a fuel consumption of 35 to 40 m.p.g. is claimed. When it is recalled that the 1½-litre H.R.G. which we tested in June 1937 did a genuine 88 m.p.h. and 30 m.p.g. and that we recorded within two miles per hour of this speed with the same car some months later, there is every reason to respect the maker's claims. The 9 h.p. car weighs 13½ cwt. and has the famous H. R. Godfrey quarter-elliptic front suspension. The

body is a two-seater with inbuilt fuel tank. An occasional four-seater and a coupé may be introduced at a later date. If desired a 1,185 c.c. engine may be installed, which we believe to be the Singer Super Ten unit.

Owing to difficulty in obtaining further supplies of the push-rod 1½-litre Meadows engine, the bigger H.R.G. is now turned out with the three-bearing o.h.c. four-cylinder Singer engine, which succeeded the sports Nine. Prices remain at £424/12/6 for the two-seater and £485 for the coupé. Details from: H.R.G. Engineering Co. Ltd., Tolworth, Surbiton, Surrey.

SPEED FOR THE AMATEUR

TRIALS are grand fun, but lots of enthusiastic amateurs feel that speed events are a closer approach to real racing. Consequently, we would draw attention to the very large number of speed meetings due to be held this season. Excluding International and Open Meetings and those invitation meetings for which entry fees have been rather on the expensive side in the past, the R.A.C. Calendar shows nineteen club speed trials or unclassified speed fixtures, eleven speed hill-climbs, six club Donington race-meetings, four small meetings at Brooklands, and two club race-meetings at the Crystal Palace circuit. This excludes sand race fixtures and those hill-climbs which we assume, from the venue quoted, to be likely to be of a "circus" nature. All these meetings may not materialise, but obviously there is lots to keep the amateur tuner and racing driver occupied. In many cases entry fees are exceptionally moderate. The hill-climbs call for very skilled driving confined to a terrifyingly brief period and a motor with good accelerative and road-clinging qualities. The Donington race meetings allow quite high speed duels to develop. The speed trials promote admirable inter-club combat and put a premium on extreme acceleration. The J.C.C. and M.C.C. High Speed Trials at Brooklands give the amateur a whole sixty minutes of speed work, and he knows beforehand what is expected of his car. In addition, we believe the Light Car Club is to promote a mid-week meeting of short races at the Track. Donington is probably nearest to the "real thing," excluding Prescott and Shelsley-Walsh, for which entry fees verge on the professional, always excepting the very praiseworthy Vintage S.C.C. Prescott hill-climb. The only snag is the distance away of Donington from the homes of amateurs residing in the Southern Counties. The Crystal Palace circuit is a welcome alternative and credit goes to the Riley Motor Club for arranging the first Clubman's meeting there—last year Harry Edwards could not sanction club racing at the London road circuit. As at Donington, only a portion of the full course will be used. Of the hill climb venues, we have Prescott, which needs no introduction, Swainby, Dancer's End, Weston-under-Penyard, Adlington, Naish House, Hay Hill and

Horndean. Most of these venues are not very well known, as yet, but Naish House is very much the real thing and Dancer's End is easy of access from London and possesses an exciting hairpin, albeit it has been rather too loose and narrow for very fast cars up to now.

The venues at which the smaller sprint events will take place are Lewes, Wetherby, Markyate, Burghfield, Reading, Southall, etc. Southall is "circus," Markyate is loose surfaced and short, but picturesque, and some are fresh venues, but Lewes and Wetherby are very sporting courses and definitely the "real thing." Scotland will also have her complement of speed trials and speed hill-climbs. For those who wish to plan their speed season now, the list of smaller meetings reads as follows:—

March 4th Bristol M.C. & L.C.C. Naish House Hill Climb.
 ,, 11th Lancashire A.C. Adlington Hill Climb.



Mrs. H. Wood restarting on Wellshead, and tied for the Wakefield Trophy, in the recent W.A.S.A. London-Exeter Trial.

- March 18th C.U.A.C. Syston Park Speed Trial.
- „ 18th Riley M.C. Crystal Palace Race Meeting.
- „ 25th J.C.C. Brooklands Meeting.
- April 10th Middlesbrough & D.M.C. Swainby Hill Climb.
- „ 12th Westminster S.C.C. Brooklands Meeting.
- „ 15th Vintage S.C.C. Donington Race Meeting.
- „ 22nd Frazer-Nash & B.M.W. C.C. Speed Event.
- May 7th Berkhamsted M.C. & C.C. Dancer's End Hill Climb.
- „ 7th Yorkshire S.C.C. Wetherby Speed Trial.
- „ 13th Kent & Sussex L.C.C. Lewes Speed Trial.
- „ 14th Gloucestershire A.C. Weston-under-Penyard Hill Climb.
- „ 20th United Hospitals & U.L.M.C. & S.S. C.C. Donington Race Meeting.
- „ 21st Herts County A. & A.C. Markyate Speed Trial.
- „ 27th Sporting O.D.C. Speed Event, Burghfield.
- „ 29th Middlesbrough & D.M.C. Swainby Hill Climb.
- June 3rd Frazer-Nash & B.M.W. C.C. Speed Event, Reading.
- June 17th J.C.C. Donington Race Meeting.
- „ 17th Kent & Sussex L.C.C. Lewes Speed Trial.
- „ 18th Riley M.C. Adlington Hill Climb.
- „ 18th Chiltern C.C. Speed Event.
- „ 24th C.U.A.C. Donington Race Meeting.
- „ 24th S.U.N.B.A.C. Speed Event.
- „ 25th Berkhamsted M.C. & C.C. Speed Event.
- „ 25th Herts County A. & A.C. Markyate Speed Trial.
- July 1st M.C.C. Donington Race Meeting.
- „ 2nd West Middlesex A.M.C.C. Southall Speed Trial.
- „ 8th J.C.C. High Speed Trial, Brooklands.
- „ 8th Vintage S.C.C. Lewes Speed Trial.
- „ 9th Yorkshire S.C.C. Wetherby Speed Trial.
- Aug. 12th Hartlepoons & D.C.C. Speed Event.
- „ 13th Shepton Mallet & D. M.C. & L.C.C. Hay Hill Hill Climb.
- „ 19th Kent & Sussex L.C.C. Lewes Speed Trial.
- „ 26th Vintage S.C.C. Prescott Hill Climb.
- „ 27th Southsea M.C. Horndean Hill Climb.
- „ 27th Taunton M.C. Speed Event.
- Sept. 2nd Bristol M.C. & L.C.C. Naish House Hill Climb.
- „ 3rd Berkhamsted M.C. & C.C. Dancer's End Hill Climb.
- „ 9th M.C.C. High Speed Trial, Brooklands.
- „ 9th Westminster S.C.C. Crystal Palace Race Meeting.
- „ 10th Yorkshire S.C.C. Wetherby Speed Trial.
- „ 24th Herts County A. & A.C. Markyate Speed Trial.
- Oct. 1st Ford Enthusiasts' Club. Speed Event.
- „ 7th United Hospitals & U.L.M.C. Donington Race Meeting.

Truly, this looks something like a return to the sprint meeting era of circa 1924. If, at the end of 1939, you have only a season of slime-storming to look back on, don't say we didn't tell you.

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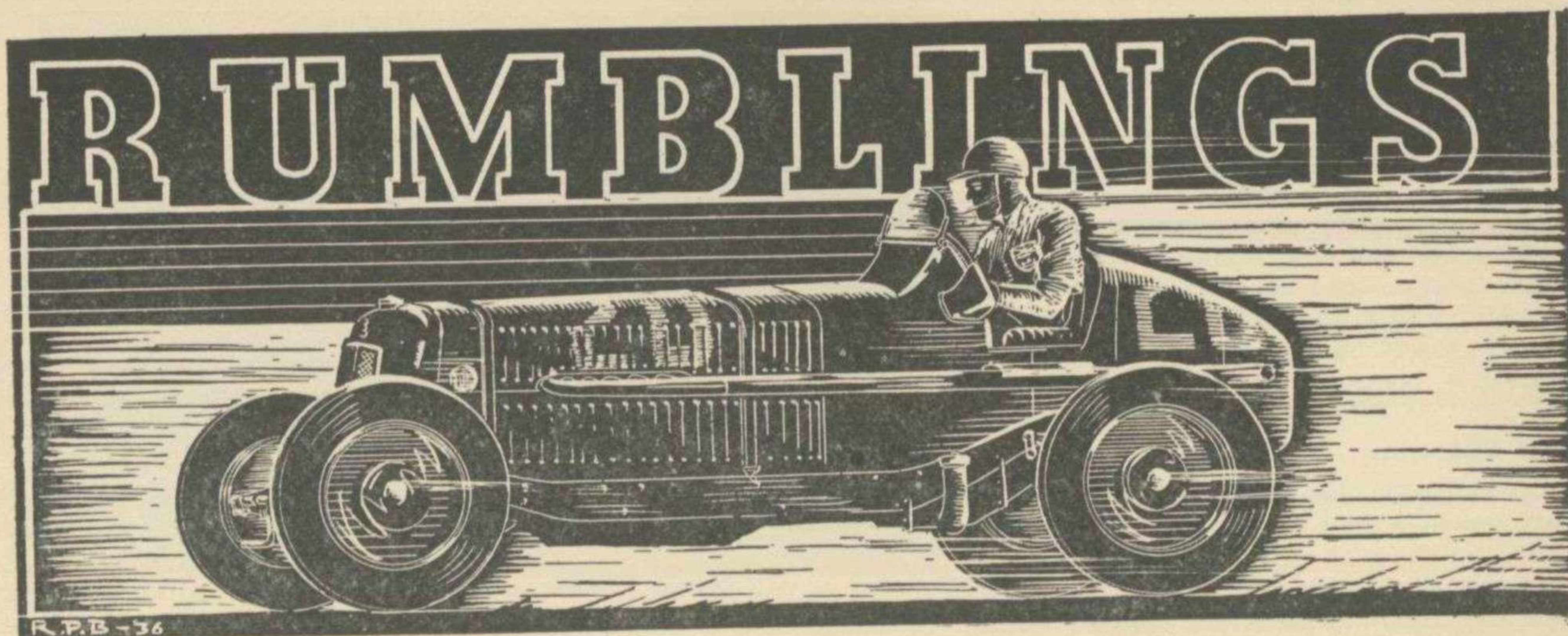
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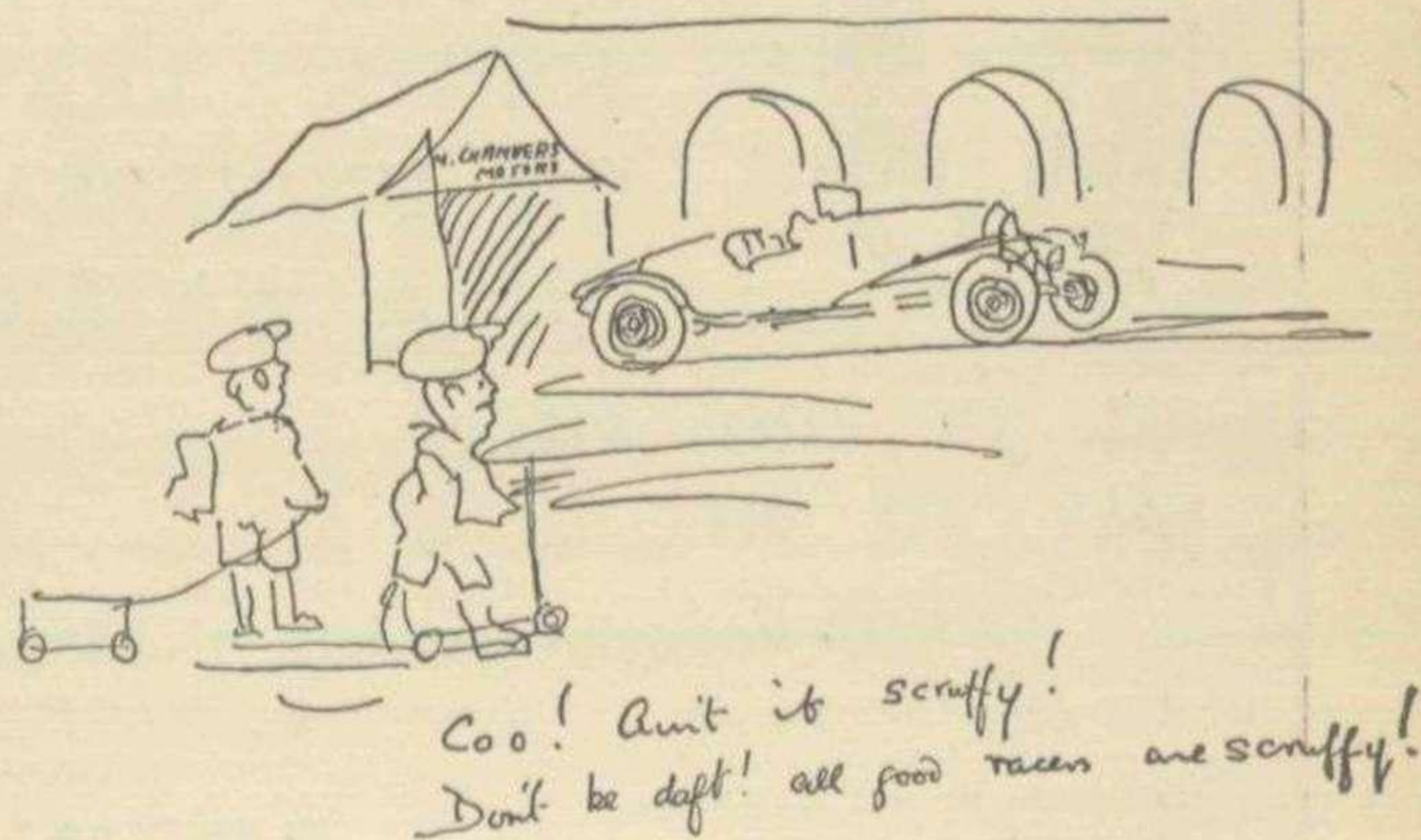


Politics

THIS country has never really done very much about a National team of road-racing cars. In the very early days Napier carried our prestige in G.P. races. Then Sunbeam did rather well in voiturette racing and won the only International G.P. a British car has ever won, when Segrave's 2-litre unblown six-cylinder Sunbeam was victorious at Tours in 1923. Before the War the "Silver Ghost" Rolls-Royce used to look after British laurels in all manner of trials, and long-distance runs, notably in the Alpine Trial—McKenzie, who now does such excellent work for Rolls-Royce and Bentley clients at his big premises behind the Continental departure side of Victoria Station, used to be responsible for the pre-War Rolls-Royce works team. Then from 1924 until about 1930 Bentley did us a world of good by decisive victories at Le Mans, in the sports-car racing field. From 1935 onwards E.R.A. has put us right at the top of the voiturette map. Two years ago Fred Craner managed to get the Auto-Union and Mercedes-Benz teams to Donington and British enthusiasts realised at once how seriously modern Germany takes her motor-racing—she was just as serious in 1914 when Mercedes came home first, second and third in the French G.P.—and ever since they have wanted their own country to do likewise.

Two schemes are obvious, one to help E.R.A. to go on with their good work in the 1½-litre category, the other to raise a fund to make possible a team of British cars suitable for whatever International Formula 1941 brings. In the latter case, something like a quarter of a million is needed, because presumably the Government will not help, nor will any of our motor magnates. The leader in the February issue of "The Sports Car," official organ of the M.G. Car Co. Ltd., suggests that neither Cecil Kimber nor Lord Nuffield is interested in the project. But the S.M.M.T. might get subscriptions from its members if help started to come in from enthusiasts and the public at large. Daily paper support is problematical, although things are believed to be more rosy in this quarter than has been the case in the past. But actual help, financial or otherwise, apparently cannot be guaranteed either from the B.R.D.C. or the B.M.R.O.A.,

because the former body cannot encourage a venture in which certain drivers alone will draw all the plums when it claims to exist as a general racing-drivers' trade union, while the latter association seems to fear offending its patrons until it is really certain their purse-string-pulling instincts rest in the direction of a British G.P. team to race abroad, as well as in the direction of unlocking turnstiles which admit them to British events. The E.R.A. Club is anxious to do everything possible to help the E.R.A. team, but we understand, from what should be a sound source, that both this Club and Humphrey Cook himself would be only too glad to see a successful scheme for raising the greater sum required to build a team of true Formula cars—to whatever Formula is Internationally agreed for 1941-1943. We believe that there is already in being a British motor racing fund which aims to raise enough money to sustain the 1½-litre E.R.A. team should Humphrey Cook withdraw his support, and quite apart from anything that the E.R.A. Club may do. This fund claims to have the promise of a sound financial and Press backing and it has some very influential names on its provisional committee, but we have been asked to say nothing further about it at present. In any case, it seems to us that it is going to be difficult to persuade the public to subscribe to a fund which only



An amusing cartoon depicting Peter Clark's 3-litre Bentley, described elsewhere in this issue.

RUMBLINGS—continued

aims to assist 1½-litre racing, useful as such racing is, if we are still to be soundly beaten in International Formula contests. Nor does this venture profess a desire that this country should press for a 1½-litre Formula in 1941. How, then, can it explain to non-motoring parties the essential difference between 1½-litre and full G.P. racing? How can it insist that victory in a light car race means excellent prestige to our Motor Industry when bigger prize money, bigger crowds and greater National efforts from other countries, come up for full G.P. contests?

Oil Warning

The R.A.C. is to be congratulated on having introduced a new signal to warn drivers of an oil-patch on the road surface of a race circuit. This new, and much needed, signal takes the form of a flag of red and yellow stripes, the stripes running vertically when the flag is held horizontally. We hope this signal will be adopted by the A.I.A.C.R. for International use.

Bonus

The B.M.R.O.A. will again operate its Bonus scheme this year, and hopes to offer a minimum of £200. Last year this scheme helped greatly in maintaining good entries for British races. Racing at home must not be neglected while we fight for support for British teams to carry our colours abroad. This scheme is one of value to national racing and other ways of assisting "gates" and entries were described in a leading article in this paper last month. Fewer big races is one solution and the B.R.D.C. will probably drop its September Brooklands Meeting this year,

only organising the Empire Trophy Race. A sign of the times.

Odd Spots

Major Gardner's M.G. will attack records again next spring as a 1,100 c.c. class car, but may go out for 1½-litre records in November.

* * *

"Thunderbolt," very effectively displayed at Jarvis's Morden showrooms last month, may not run again this year if its 357 m.p.h. remains unchallenged.

* * *

The 4¼-litre straight-eight Jensen has a Nash engine.

* * *

Derek Loader is now director of Hansa sales in this country. He and Walter Norton, of "Jabberwock" Ford fame, plan to drive 2-litre, blown, twin o.h.c. 125 m.p.h. sports model Hansas in competitions this year.

* * *

The M.G. C.C. Tramps' Party is an event not to be missed. The date is February 18th.

* * *

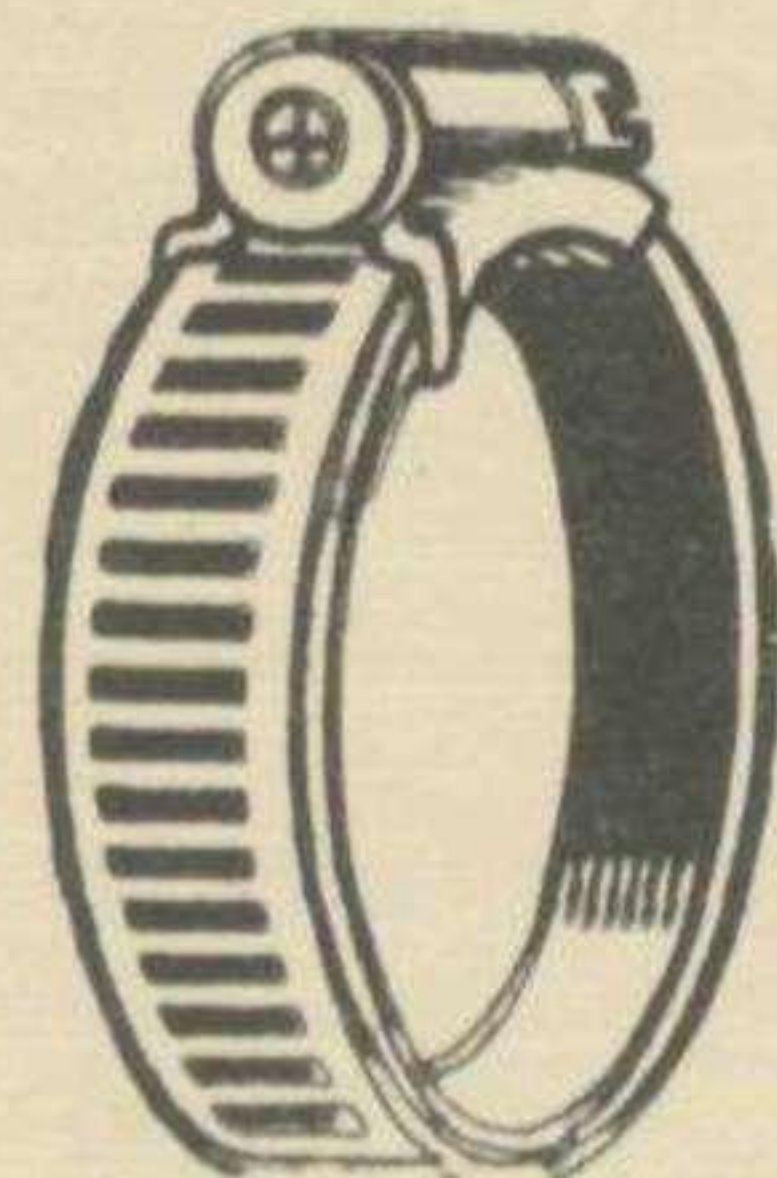
The new 1½-litre four-cylinder Maserati has a 78×78 mm. engine said to give over 210 b.h.p. and it weighs about 11 cwt. The 1½-litre Maserati Six has won the first two races of 1939.

* * *

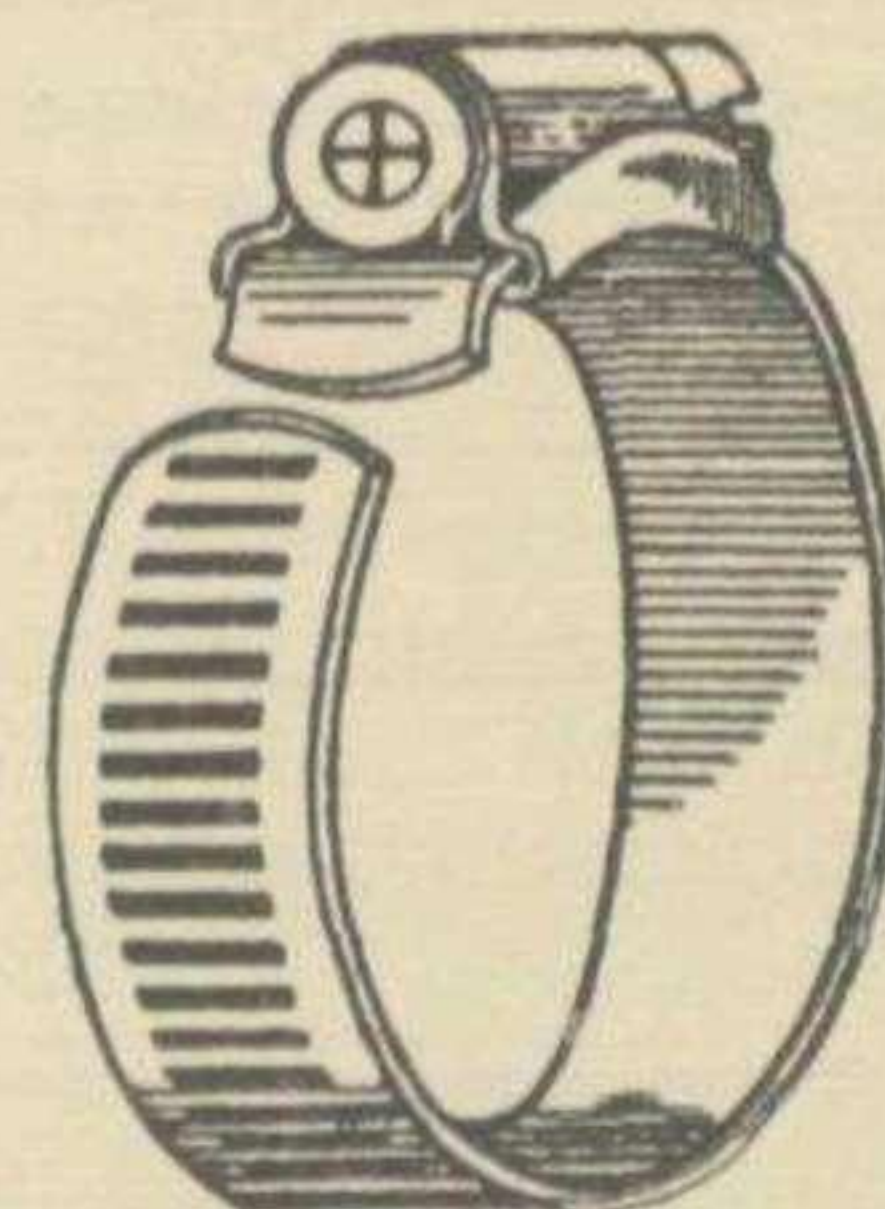
The 3-litre Formula Talbot-Darracq seems likely to appear this season and it looks a very fine piece of machinery.

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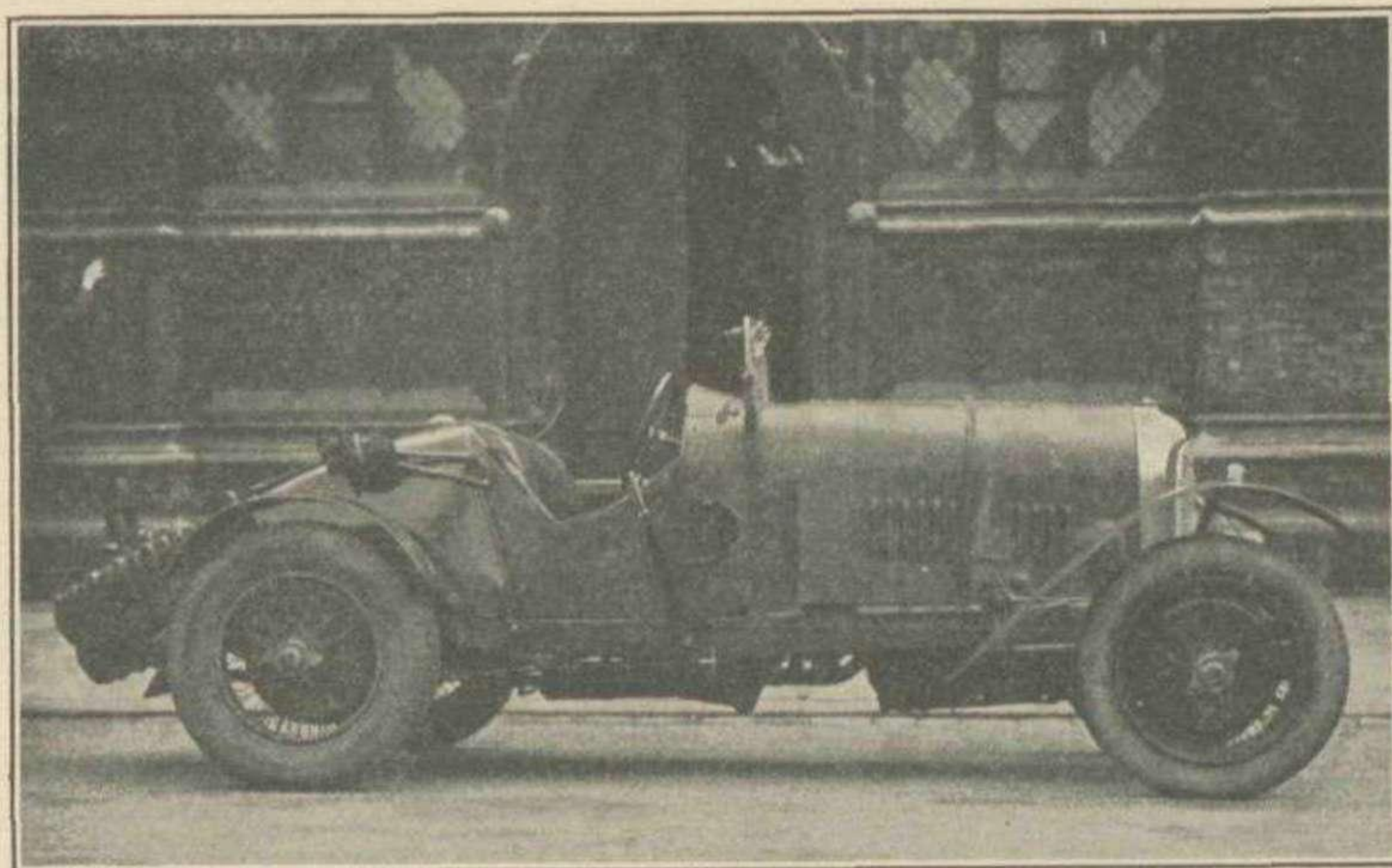
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A
FAST RUN

WITH

PETER CLARK'S

3-LITRE

TRIALS BENTLEY

AN OUTSTANDING "BLUE LABEL"

NATURALLY, there is always a strong incentive to try any car which can lay claim to a performance which is quite sensational irrespective of make or type. However, the fascination of such performance apart, the fact remains that they can and do seriously distort the perspective of the average enthusiast who has to reluctantly admit that he will be unlikely ever to have such a car in the home garage. As an antidote to such maladjustment of one's outlook it is a very good thing to consider any car which professes to be just a good example of its type, without claiming to trespass into the performance preserves of more potent marques or faster models of its own particular family. Such cars are of equally absorbing appeal to intelligent enthusiasts. Consequently, we were very pleased when Peter Clark invited us to take away and try his latest trials car, in the form of a late model "Blue Label" 3-litre Bentley, particularly as, in spite of the extremely large following still enjoyed by the old-school Bentley, personal experience of it had, up to then, been influenced by vastly enjoyable, but undoubtedly distorting, association with Robertson-Roger's blower 4½-litre and Forrest Lycett's incredible 8-litre. So, when Peter Clark said "she's rather good, as 'Blue Labels' go," and told us what she has cost him (which is much, much more than the £25 which many people think to be the total desirable expenditure on any vintage motor, without representing a sum that in any way puts this car on a price-equality with modern sports-cars) we realised that here was a unique opportunity to discover just what a sound but not abnormal 3-litre Bentley can do. Albeit, in matters of layout and equipment, Peter's car is distinctly individualistic. What she actually represents is a very late series "Blue Label," vintage 1928-9, with the original fabric saloon body replaced by cut-about sports two-seater carriage work from a 1928 f.w.d. Tracta, after Marcus Chambers had cut the chassis ruthlessly to a wheelbase of just over 9 ft. Incidentally, Chambers has been responsible

for all the work of conversion and must be proud of a good job of not entirely "blue-print" work. Chambers commenced work on his own account in 1937, shared Le Mans honours with the H.R.G. and Peter Clark last year, and you will now find him conducting a Bentley business at Runeton, Chichester, Sussex. Peter Clark used to run a 12/50 Alvis in trials and Marcus Chambers had a rather unusual push-rod 1½-litre Alfa before his first Bentley. Returning to the car under review, she has a number of 4½-litre features—engine bearers, steering column adjuncts, etc.—by reason of her comparative youth and she has a 4.2 to 1 rear axle ratio and the wide-ratio B-type gearbox. As the car is intended for a trials career, which has already opened with notable success, she has a 30 gallon rear tank aft of the single squab seat, two 6 v. batteries, wired in series, and a tool kit behind that, and then, actually entirely behind the axle, the two spare wheels, mounted almost horizontally. This weight distribution seeks to defeat spin on slime and actually seems to make steering a trifle vague on occasions and to suggest liberties at the tail-end if a slide does develop, characteristics which Bentley controllability very nearly, but not entirely, negatives. For trials 6.50" x 20" rear tyres go on, but for road work 6.75" x 33" tyres keep the car from feeling in any way under-gear. The seats are very comfortable, but it is desirable that the driver and passenger shall be genuinely fond of one another, as the body is so narrow that you sit close of necessity and not desire. The gear-lever pokes through a hole in the scuttle side and is beautifully positioned, and the outside hand-brake is ideally placed, well clear of the body. Two slight scuttle cowls and a forward-placed screen keep the cockpit notably warm, save for up-draught round the driver's legs. The accelerator is naturally central, and has a nice action. The clutch pedal is rather near it and the brake pedal high set and some way off, but if you can drive this class of car you do not fret over such matters as pedal location. The facia

is nicely laid out and is as follows, from left to right: screen wiper plug; Bentley lamp control and ammeter; fuel pump tumbler switch; horn push; dash lamp; switch panel below with separate head-lamp push-pull controls and two mag. switches; pump-like starter knob; oil gauge below; A.T. de luxe 100 m.p.h. speedometer; Jaeger *tours minutes* rev.-counter (reading to 4,000 r.p.m.); choke control. On the centre of the big four-spoke spring wheel are typical ignition and throttle levers. The horn and lamp controls seem rather isolated from the seat of government, but again that is personal criticism. An S.U. pump feeds the two old-type S.U. carburetters that have replaced the five-jet Smith carburetter. A long bonnet, light wings and a hood of sorts complete the make-up of this satisfactorily stark motor. Incidentally, the minor controls and switches work beautifully and not like bits of a cheap radio.

Our test embraced just a long day's fast motoring; a total of exactly 300 miles. In case anyone imagines old Bentleys to be for *le sport* only, I will emphasise that nothing at all was done, or needed doing, in this hard day's driving. Always the car started instantly with very brief application of the en-richener and would pull away at once. The oil takes some time to heat, whereafter it shows 30 lb. at 75 m.p.h. and varies with engine speed. London traffic emphasised the joys of real tautness of brake, steering and clutch action. Incidentally, this "Blue Label" is very docile and with half retard would idle at 25 m.p.h. in top without any fuss, and crawl steadily at 400 r.p.m. in second gear. The steering is light for the type of car, dead accurate, geared 1½ turns lock-to-lock and has no castor action. The wheel judders a lot at speed but transmits no trace of road wheel motion. The clutch is fairly heavy but has a truly commendable action and the gearbox needs learning, after which it handles delightfully. All who know the real Bentley will understand that Clark's car is "typically good Bentley" in these respects. The gear-shifts are best made without the clutch,

AN OUTSTANDING "BLUE LABEL"—continued

feeling in third going down, or with a double-declutch action if preferred. The third to top change is quite quick, likewise second into third with one clutch movement. The front wings are rather invisible, the off side one because the screen obscures the line of vision and a newcomer feels he has a very wide motor-car in his possession, an impression we have noticed before on big cars of moderate bonnet length and one which the owner, being thoroughly at home behind his own wheel, just cannot understand. The engine did not knock, but retarded ignition slowed its pick-up.

From Staines Bridge we carefully logged a run to Winterborne Abbas, and the average came out at 44.9 m.p.h. We observed every 30 m.p.h. limit to the point of braking hard for the entry and not accelerating away until the derestriction sign was genuinely passed, we waited two minutes at Sunningdale at the pleasure of the S.R. and bad snow-drifts from Salisbury onwards made real speed out of the question. Moreover, the car had previously been in our hands for only 15 miles. So this may serve as an indication of what a good 3-litre Bentley can do as a mere means of quick transport from A to B. Much more important to us was the fun to be had from driving it, its essential safeness, and the obvious lack of stress with which it would go places quickly. It cruises anywhere at 70 to 75 m.p.h. and goes up to 80 m.p.h. or 3,000 r.p.m. very easily with a downhill stretch to work it up. The absolute maximum reached was 87 m.p.h. (3,300 r.p.m.) on a downsweep across Salisbury Plain. Third gear can be held comfortably to 3,000 r.p.m.

(61 m.p.h.). Actually, the wheel rather masked both the speedometer and *tours minutes* dial but at 2,500 r.p.m. (51 m.p.h.) the exhaust note changes from its customary, distinctly loud Bentley rumble to a shattering single-cylinder note and we found it convenient to go into top when this indication was heard. The same note came in again at about 70 m.p.h. in top and was fitting indication that the car was beginning to really move. Absolute maximum on second is 3,600 r.p.m. (safe revs.) or approximately 40 m.p.h.

So easily do the revs. mount that acceleration does not seem very great until other cars are challenged, when it is obvious that it is actually of a quite high standard. Particularly is this so in the lower two ratios, which nevertheless do not seem unduly low.

The brakes would be awkward in high-heeled shoes, but do not call for abnormal pressure, and are quite adequate, very firm and play no funny tricks, except that the hand-brake appeared to operate on one drum only and was left alone on ice or snow. This latter element spoilt any hill-data we hoped to hand out to you; even White Sheet was quite unclimbable and our return route via Evershot and Sherbourne had only recently been rendered passable. Meerhay was unconquerable under these conditions. So we contented ourselves with a fast run back to town, one of the most exhilarating runs we have enjoyed for a long time, the engine running at less than 2,300 r.p.m. at 60 m.p.h., the indirect ratios giving the necessary acceleration to this speed when occasion arose, and the big car controllable by

mere wrist movement of the wheel. Incidentally, it rides very well indeed and so soft is the suspension that the expected up-and-down motion at low speed is not experienced, while vicious undulations result in the rear axle bottoming audibly. Nevertheless, road-holding is of a very high order and open corners were taken very fast without any tendency to slide and with no tyre noise, save an occasional yelp. The only time that the presence of so much avoirdupois at the extreme stern makes itself known is when the tail slides on abnormally bad corners or surface, when more wheel winding than usual is necessary to correct course, or if the front wheels are locked over hard on a treacherous road. Definitely an old-school motor of this calibre is safe at speed, albeit real speed is vastly more soul-stimulating than in a modern lightweight invariably enclosed carriage; also much greater skill, more muscular effort even, is essential if the best possible performance is to be commanded. In conclusion, any Bentley will intrigue the inexperienced enthusiast but only a good Bentley will satisfy the connoisseur. Peter Clark's particular example is not only a very good example of its type, it is also a reliable means of really quick transport, and it effectively plays with both modern high-performance stuff and trials hills as well. As such it is a most interesting possession, showing what lightening and correctly tuning an old "Blue Label" 3-litre can bring about. We do not know whether Marcus Chambers can exactly cope with repeat orders, but we know Peter Clark would like us to mention that his telephone number is Chichester 2452.

MORE ABOUT THE SCARBOROUGH SCHEME

LAST October twelve months ago an article appeared in MOTOR SPORT under the title "Scarborough's Social Prestige," announcing plans for a really ambitious road-circuit at Scarborough. At that time, although certain opposition was raised, the Scarborough Council did not turn the project down altogether and recommended that the Property Committee be empowered to proceed in negotiations with the Scarborough & D. Motor Club, which was promoting the scheme. The Club had actually persuaded the Mayor to visit Donington when the T.T. was run and this worthy gentleman sent in the very rosy report that he considered that we are not as horse-racing folk and that our influx into Scarborough would not lower social prestige.

The Club has kept to its guns and the scheme has again been brought before the Scarborough Council. We do not

yet know the result of this meeting, but the Motor Circuit Development Committee, with F. Winn as Chairman and J. Claxton as Hon. Secretary, had previously approached the Corporation, and at a full meeting of the Council on January 9th it was passed that a Committee, composed of the Mayor, Deputy Mayor, Chairman of the Finance Committee and Chairman of the Property Committee, should meet the Race Committee and present a full report of the possibilities before next June. The Race Committee has various trade organisations on its side and has already prepared estimates of possible attendances and revenue. It has also conducted timed noise-tests with six cars and six motor-cycles running without silencers (great fun, but who gave permission? We assume the road which will form part of the course, and on which the tests took place, must be private property), to satisfy the Hospital Board that the

hospital would not be affected by noise. Apparently these tests were entirely convincing. Those who believe our racing calendar to be too congested will not enthuse over another circuit. Those who believe that events should be more scattered *will* enthuse and it should certainly be borne in mind that the scheme is very ambitious, embracing a sort of British Nurburg. The need for this road course may not be so pressing as it would have been before Donington was established, but Scarborough is about one hundred miles further north and well placed for drawing large crowds from the industrial areas to its proposed circuit on the bracing East coast. Anyway, lots of value should result from the preliminary discussions alone, with Mayors, Finance Chairmen, Shopkeepers and owners of noisy sports-cars debating the public appeal of racing—and let us hope these discussions will be the seed from which will flourish a British Nurburg.

ALTA'S NEW INDEPENDENT SUSPENSION

Already several racing Altas have been built with full independent suspension, having vertically rising wheels and coil springs. Now Geoffrey Taylor, the Alta designer and manufacturer, has patented a system of torsional-bar independent suspension, in which torsion rods run inside tubular "axles" set across

the chassis, damping the action of the short pivots at the end of the "axles," on which the road wheels swing. Jonas Woodhead & Sons Ltd., the famous Leeds spring manufacturers, have acquired the sole rights of the Alta system and it seems likely that it will appear on various cars at the 1939 Show, quite apart from its adoption for Alta racing-cars.

WANTED A MODEL T

The Ford Enthusiasts' Club is anxious to acquire a pre-war passenger-bodied model-T Ford, preferably one about to be banished to the scrap-heap, so that it may be reinstated as a Club Mascot. Please send details to: W. Boddy, 21, Lucien Road, London, S.W.17. (Streatham 5086).

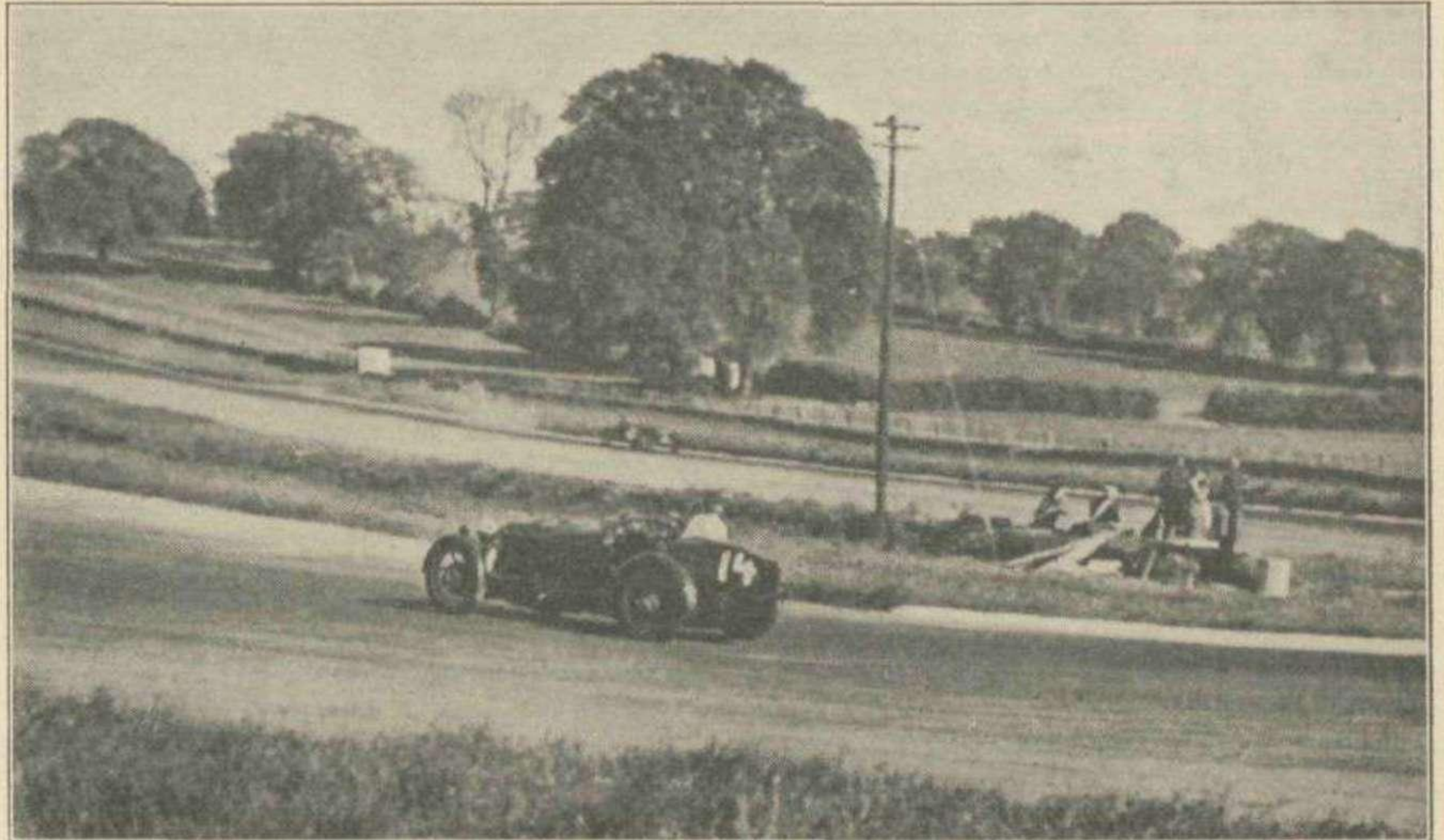
A RACING CAR IN RETIREMENT

SOME DETAILS OF THE 1½-LITRE ALVIS WHICH WON THE 1923 200-MILE RACE

THE 12/50 h.p. Alvis is known to be one of the better vintage motor cars and it is much in demand by enthusiasts in consequence. The original aluminium-bodied 12/50 was sold in 1925 with a guaranteed speed of 70 m.p.h. The engine is quite able to stand considerable hotting up, and in 1923 C. M. Harvey won the J.C.C. 200 Mile Race with a single-seater Alvis which was believed to be a fairly normal 12/50 developed for racing work. The Alvis averaged 93.29 m.p.h. for the 200 miles. Until recently, we had never been able to ascertain how far this car departed from standard, but some interesting particulars, for which we are indebted to G. Fenn-Wiggin, who is now part-owner of the old car with Swain, throw informative light on the subject. They also indicate what might be done to ordinary 12/50s to make them go even quicker than they do now, for, while it is normally unwise to base tuning recommendations for a type on experiments conducted on one engine only, this Alvis is rather an exception, being still active and reliable after sixteen years' running—indeed it finished third in the 4 lap unlimited handicap race at the Vintage S.C.C. Donington meeting in July 1937. Incidentally, the Alvis now carries a sports two-seater body and not the high monoposto body used in the race. The standard 12/50 cylinder block is lined to a bore of 68 mm. while the stroke is 103 mm. (1,496 c.c.). The crankshaft is standard in design, but carefully polished and balanced. The head is the normal big-port 12/50 head, but with unmasked plug-holes and cleaned up and polished ports. The exhaust system is of three branch type, the off-takes going straight out through the bonnet sides. The brass inlet manifold has easy curves and is polished internally and is encircled by the central exhaust off-take. The Solex carburetter is similar to that fitted as standard, but the choke is very large and extends about ½ inch as the bottom of the air-intake is cut away; a 35 jet is used. The com-

pression-ratio is 9 to 1, but the car runs well on Discol or 50/50 petrol/benzole. The camshaft is special and the inlet valves are of exaggerated tulip formation, with standard exhaust valves. New inlet valves, to the exact shape of the originals, were made up for the present owners by the Wolverhampton Valve Co. for 8/6 each. The connecting-rods appear to

both pumps. The lower pump scavenges and the upper one feeds through the side of the sump as in ordinary 12/50 design, while the suction side is also led to the exterior of the sump and thence to the 3 gallon exterior tank. The scavenge pump draws oil from what would be the oil-level float tunnel on the standard engine. The tunnel base has a plate



The old 200 Mile Race Alvis in action at a Donington Club Meeting.

be standard ones machined to a thickness of ¼ of an inch and polished all over. However, the gudgeon-pin clamp has no slot, the bolt merely acting as a cotter. Alvis can supply rods without the slotted clamp and charged Fenn-Wiggin £4 for machining one down. The pistons have flat crowns, dropped at the sides for valve clearance. Dry sump lubrication is used, with the oil-pumps in the normal position, the bottom one being driven by a shaft which passes through the upper pump and which is slightly longer than standard to drive

and filter in place of the usual base and from this filter oil is led back to the tank. Castrol "R" lubricant is used and the pressure is 100 lb. per square inch.

The magneto is a Simms S.R.L. type with double contact breaker springs. Flywheel and clutch are completely non-standard, the clutch being of internal cone type with light alloy parts. The E.N.V. gearbox is in unit with the engine and has a central lever and very close ratios. The E.N.V. rear axle has no differential and a final drive ratio of 3.8 to 1. The tyres are 19" x 4.00."

THE M.C.C. EXETER TRIAL RESULTS

One hundred and thirty cars and six tricars started in the classic M.C.C. Trial, first big trial of 1939 and the first event under the comps.-barred ruling. One hundred and four Premiers, fourteen Silvers and four Bronze medals were won and there were nine retirements. Five cars finished without gaining an award. The makes which fell by the roadside were an Austin Seven, a Bentley, three M.G.s, a Morgan 4/4, two Singers, and a Wolseley. The Frazer-Nash-B.M.W. team took the Team Award, beating the 1½-litre M.G. team by .2 of a second. The two Allards, the works Big Seven Austin saloons, the Batten-Special, two old-school Bentleys, all nine B.M.W.s, both H.R.G.s, two Hillman Minxes, a 2-litre Lagonda, the L.M.B., all the Morgan 4/4s, two S.S.s, a Steyr, Talbot, two Trojans, a Wolseley and Woodall's Wolseley-Ford-Special deserve praise because they are either lone entries, or

mass entries of one marque, to net Premiers. Ford, M.G., Riley and Singer also accounted for lots of Premiers. Of five Frazer-Nashes, three got Premiers and the others Bronze medals. E. G. Smith's Austin Seven three-wheeled Ulster got a Silver, Cope's auxiliary-engined B.S.A. three-wheeler got a Premier, the two Morgan three-wheelers landed Silvers and Ginn's Menace (B.S.A. three-wheeler with driven rear wheel) failed to get an award.

"SEE HOW THEY FLY" AT SHELL-MEX HOUSE

An exhibition of aviation, arranged by Shell-Mex and B.P. Ltd., was opened on January 4th by Lt.-Col. J. T. C. Moore-Brabazon, M.C., M.P., holder of the first pilot's licence in the United Kingdom.

The exhibition will appeal to a variety of tastes; if you want to see how an exhibition of photographs, models and diagrams should be laid out you will see it

here; if you are interested in air mail stamps here is a collection. If you would like to sit in the cockpit of a modern machine and work the controls of a model aeroplane set before you in a wind tunnel you can do it here. You can see how an aerial survey is done, how a pilot is guided by wireless to earth in a fog. If you are interested in archæology you will see ghosts of the past and outlines of forgotten ways and places revealed by aerial photography. You will see a model showing how a pilot flying due west and travelling at 500 miles an hour would keep pace with time. You will see the world air port of the future, and, perhaps most interesting of all, reproductions of a range of natural flying types and models of man's groping efforts to copy them, from the pterodactyl to the machine with which the Wright brothers heralded the dawn of modern aviation.

The exhibition is open from 10 a.m. to 7 p.m., Saturdays included. Admission is free.

Letters from Readers

THE TALBOT DARRACQ EIGHT

Sir,

The letter of Mr. Rivers Fletcher in the December issue describing his Talbot Eight interested me very much indeed. In 1922 my father bought the first Talbot Darracq Eight, chassis No. D1, which was, I think, identical to your correspondent's car, except for the radiator. The car was then some months old and had been used by a "learner," so possibly she did not have a very fair start in life.

However, between 1922 and 1927, 45,000 miles were covered, with no mechanical failure. Small Hartford shock-absorbers were fitted to the front, set transversely behind the number plate. This improved the already exceptional road-holding and made her more comfortable to drive altogether. I think the engine was rebored at 30,000, but I am not certain as to the exact figures.

The car was then sold to a friend who during the next six years covered 17,000 miles. He fitted an electric starter, rear shock absorbers and a set of Lucas lights, the original being rather poor. He repaired the chassis when it cracked behind the front spring and replaced the crown-wheel and pinion by a second-hand set. Nothing was done to the engine.

In 1933 my father bought the car back from him for £1 and passed it on for "family use." By this time the steering had worn considerably and we replaced it by a Morris steering box and column, with a spring spoked wheel, lowering the whole lot which allowed a lower seating position. The propeller shaft had got bent somehow, so we threw away the whole transmission system after finding a very good prop. shaft and back axle in a breaker's yard. These were not 1922 vintage, but could not have been much after 1925. The rear springs were set up as they had collapsed a little. A new wind-screen, hood and side-screens were fitted, and the body cellulosed. We ran it for two years (7,000 miles approximately) and then decided to enter for the R.A.C. Eastbourne Rally.

For this we had a fairly comprehensive inspection, fitted new valve springs and raised the compression slightly. The lower end of the engine was found to be in excellent order. A spare coil alongside the 1922 version was fitted and a spare battery next to that already installed—a precaution, as two nights' driving would undoubtedly take a lot out of the battery due to the different lighting arrangement.

Our friend, the previous owner, knowing the car and being an excellent navigator as well, volunteered to come as my co-driver, and starting from London, we had a trouble free—though not uneventful—run to Eastbourne via Truro, Leamington Spa, Llandudno and King's Lynn. One thousand and fifty miles were covered in 38½ hours all in. The road section

was simply a question of keeping on and on, but the "circus" tests at the end were short and sharp, to say the least. Restarting on a 1 in 5 gradient with a 12 to 1 gear and a very fierce clutch called for more than a little delicacy, but she made it.

We won an award, though it was neither a first, nor a second-class one, but it was distinctly gratifying to have competed against modern cars and finished by no means last on the score sheet.

I have partnered competitors in two other Rallies, but 1935 was by far the most enjoyable, in spite of the added comfort of the modern cars, one of which had an engine almost six times as large as the Talbot.

Until the end of that year the car was in regular use, and was then stored away (somewhere where she cannot be found!). Perhaps in 1942, possibly before, she will emerge to compete again on equal terms with modern efficiency.

I am, Yours etc.,

IVAN HILL.

Addlestone.

* * *

CHEAP MOTORING

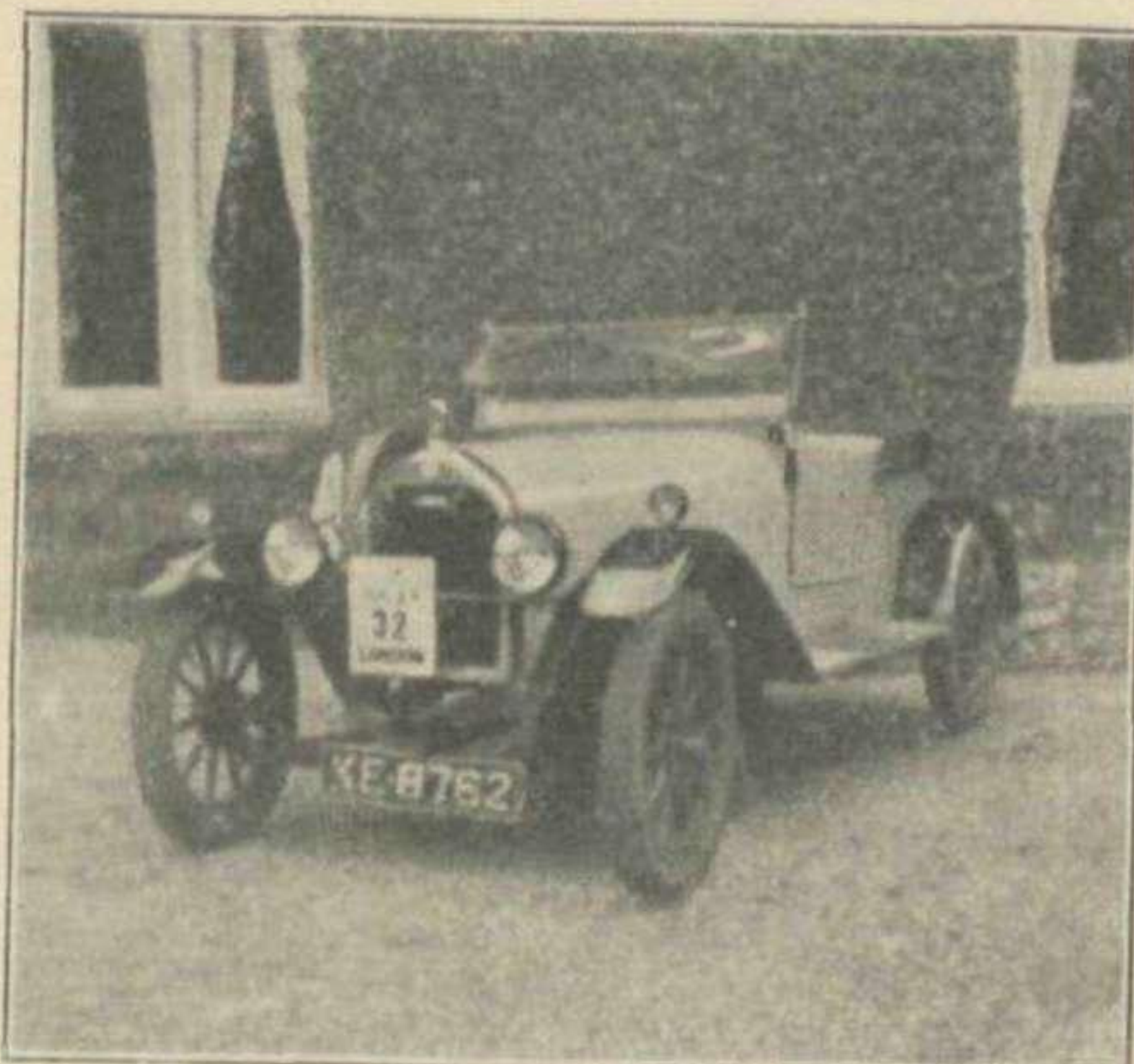
Sir,

In the late summer of 1937 I found in a Coventry scrap yard a 1929 saloon Salmson with double camshaft engine. This was purchased, less body and radiator, for £3; less radiator because the dealer considered this was worth "alf a quid as scrap."

A bull-nose Cowley radiator was fitted and a rough plywood body faked on, the motor then being ready for use.

As a reliability machine it was not a star, but for entertainment quite good. It completed two or three runs from the Midlands to North Wales.

Although the chassis was in excellent order, the engine was more than a trifle



The 1922 Talbot 8 referred to by Mr. Hill, which competed in the R.A. Rally of 1935.

wear and its performance hardly justified its temperament. One bright Sunday therefore the machine was assaulted and entirely dismantled. The offending engine was carted back whence it came, and for this and 25/- a 1924 Alvis 12/50 short stroke engine obtained.

At first sight it seemed impossible to fit this, but after several operations had been performed on the frame and a robust sub-frame made, the vehicle emerged from its lair possessed of an engine of unusual virtue.

Performance on the road was gratifying. The steering, which had been the outstanding virtue earlier, was in no way impaired, and far more urge was available. The original three speed gearbox seemed inadequate, it was therefore ruthlessly torn out. 10/- and a lot of thought and hard work sufficed for the fitting of an Alvis four-speed box. This, of course, necessitated re-organisation of the pedals, handbrake and gear change mechanism.

It is hoped that the motor will be ready for at least a few weeks' motoring in the early spring.

Another vehicle of great interest was a T.T. type Lea-Francis, also found in a scrap yard and purchased by a friend. This only cost £7/10/0, though the blower was absent. Perhaps as much money again was spent on this car and made it into a really first-class road machine. A great deal of trouble was experienced in getting this car registered as the number plates were missing. Enquiries of the works revealed the interesting fact that this car was actually one of the 1928 T.T. team.

The Talbot Eight seems to have been in MOTOR SPORT news recently.

A noble saloon of this type was given to the owner of the Lea-Francis, by which it was towed forty miles from the field where it had spent two years.

When we got it home we found only one plug in the engine. Three more were dug out of the garage floor and another battery fitted, and this grand fourteen-year-old motor started after three turns.

I am, Yours etc.,

D. R. ADAMS.

Leamington Spa.

* * *

OPINIONS WANTED

Sir,

I should be interested to have some other reader's opinion as to the type of open four-seater sports-car in the £100-£200 second-hand class which would be likely to give me most enjoyment to own and drive for 5,000 or 6,000 miles' running in Britain and on the Continent next summer. I don't, naturally, wish to spend more than is necessary but would not object to £100-£125 for four months'

LETTERS FROM READERS—continued

running, including all expenses and allowing for loss on resale of car.

The following occur to me, in fact there are so many that I'm in a complete quandary:—

3 and 4½-litre Bentleys; 36/220 and 38/250 Mercédès; 30/98 Vauxhall; Le Mans and Mark II Aston-Martins; 4½-litre Lagonda Rapide; Alvis Speed Twenty; Talbot 105; M.G. Magnette "N"; Frazer-Nash; 1½ and 2-litre M.G.; 1½-litre Riley.

Which would you choose?

I am, Yours etc.,

OVERSEAS.

Burma.

* * *

Sir,

I read Mr. Maiden's letter, published in the January issue, with interest and I assure him that, provided all the pieces are there, he will be well repaid by putting an old Alphonso Hispano into commission again.

I ran these cars from about 1928 to 1934 and had nothing but admiration for them. I found them exceedingly comfortable and economical while the average speed on long distances was amazing and compared favourably with my present 30/98, taking the difference in size into consideration.

I would warn him, however, to see that the rear hubs are a good fit on the half-shafts otherwise he will find himself a wheel short on occasions.

Square shafts are used throughout the transmission in place of the usual splines and if these become a little worn considerable play develops.

The brakes are not up to present day standards, there being metal to metal on the rear and a Ferodo lined transmission brake.

I scrapped the latter and fitted an F.W.B. axle from an Aster, which I use to this day on my 30/98.

The reserve oil tank with the float chamber on the crank case was an excellent idea and I found the oil consumption to be negligible.

The only mechanical trouble I had in well over 100,000 miles was when I foolishly allowed the water pump to freeze and when I started the engine the end of the impeller shaft snapped off and fell in among the timing gears, which, themselves, were a work of art, each bronze wheel being in two sections, spring loaded to take up any back lash.

I note that the car he has in mind has a four-speed box which means that it is a long chassis model with a back axle ratio of 3.5 against the three-speed short chassis job's 2.9, while mine had a special axle of 2.5.

The way the four-cylinder 80×180 c.c. engine used to pull that gear ratio always astonished me. Bottom gear was 7 to 1.

The chassis frame was the last word in rigidity and I was told that they were stamped by Ruberg Owen & Co.

I feel sure that Mr. Maiden, or anyone else with a suitable outlook, would get a great deal of satisfaction out of one of these cars.

I am, Yours etc.,

E. J. MOOR.

Warwickshire.

Sir,

I just received the January issue of your paper and I would, however, point out to you that an error appears on page 6. Our Club, the *Netherlands Automobile Racing Club* now having 250 members, made Mrs. Kay Petre an *honorary member* and *not* Protectress. This was the original idea, but later on it was thought better, with a view to our regulations, to make her an honorary member. Other honorary members of the N.A.R.C. are Lord Howe, Percy Bradley, and Charles Faroux. Referring to that 3-litre British Grand Prix Car, I see much has been written in the last months about England taking part again in International Formula Racing, and we in Holland, and generally on the Continent, have been following with interest the cons and pros as discussed in several of your sporting papers. A very good and interesting article in the last issue of *MOTOR SPORT* is: "On Some Factors Affecting the Future." My opinion and that of many of my friends is, in short, the following. As is pointed out frequently England is no doubt in a position to build a Grand Prix winning car because in the matter of materials, engineering, tuning, supercharging, h.p. per litre, driving, etc., it holds its own with any other country of the world. Vide Goldie Gardner's M.G. record, the E.R.A., the Alta, the Austin and the marvellous cars of Eyston and Cobb.

There has been talk of a National fund with which to build and organise a racing-works, and later to build a trial car, and later still to build a team which must further be tried out. But did the writers think of the time involved? It would take three years to come to the starting line with those cars. And wouldn't it be very difficult to get the important people of different works working together? Each in his own sphere they are excellent, but it would take months to make them believe in a common ideal racing-car. *And every year the glory of the green fades!* Of course it is necessary to come with a good tried-out team but I think that in 1940 England would have two teams if that sum of £150,000 or £200,000 could be raised in some way or another. The present formula need not be altered at all, and I think that 1½-litre racing is a game apart of the 3-litre. The 3-litre formula is good for years to come. Many enthusiasts and people-in-the-know in England will, I think, agree with me, when I say that the E.R.A. and Alta works have done all experimental work (and with cars, bigger than 1½-litre) which is necessary and that this work, which is done for 1½-litre cars, is in many ways absolutely all right for present-day, fast-revving, low-built 3-litre cars. My suggestion (and that of many of you who read this I'm sure) is as follows. As all is of course a question of money and money and again money, it is necessary to get that much-talked-of sum together. But do *not* spend it to build expensive new works! Divide the sum equally between E.R.A. and Alta, so that E.R.A. will be able to develop that 2½-litre car and later on the 3-litre unit, and so that Alta can build some of their 3-litre cars which are listed at the moment. Their experience with 2-litre models will be a big help.

Both works have done an immense amount of experimental work and they both know *what* to build and *how!* When the money (at least £50,000 for each) can be raised in one or one and a half months it is as good as guaranteed that in 1940 two teams of three cars each, capable of beating Continental all-comers, will carry the British racing-green again! Get Railton and Eyston to look at the plans now and then, and let Howe, "Bira," Seaman, Mays, Dobson, Dodson, Martin, Maclure, Abecassis and perhaps some others drive those cars; with Howe as general team-manager. In the middle of 1940 they will be able to wipe up any Grand Prix; and that's not the bunkum probably some of you will think it is! It is a very sorry thing, but there is no getting away from the fact that plenty of money will do the trick. Only with money can the cars be developed and tried out. It's up to the sports-car owner, to the driver of the big Rolls, to the man in the small utility-car, to every sporting driver who likes to see England on top of Grand Prix racing again.

I am, Yours etc.,

HUGENHOLTZ.

Holland.

* * *

FORREST LYCETT'S BENTLEY

Sir,

The description "short-chassis" is so often applied to my 8-litre Bentley that I think it will come as a surprise to many to know that the wheel-base is no less than 11 ft. 1 in.

May I be permitted this opportunity to correct an error which crept into the columns of September *MOTOR SPORT*, due no doubt to my not having expressed myself clearly at a previous interview. The standing start mile record I then had it in mind to attack was not John Cobb's British "unlimited" of about 102 m.p.h., but a very different kettle of fish in the shape of the old British Class B record of something over 88 m.p.h. standing to the credit of the late Parry Thomas.

I am, Yours etc.,

FORREST LYCETT.

S.W.5.

* * *

ASSISTANCE WANTED

Sir,

I should be grateful if any of your readers could inform me of their experiences as to the 1925 to 1927 20 h.p. Rolls-Royce. I am interested in performance and consumption as I intend purchasing one of these cars.

I am, Yours etc.,

S.E.1.

D. CHARLES.

* * *

Sir,

I have recently been rebuilding a 1½-litre Alta during this winter and the work is almost complete and I hope to have the car ready in time for the opening meeting.

As I intend to compete at various meetings I should be grateful if you know of a fellow enthusiast willing to assist in the work at odd times, and also to accompany me as pit mechanic at the events I attend.

I am, Yours etc.,

Surrey.

C. MARCHAND.

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OPEN CARS ARE BEST

NEED FOR DEVELOPMENT IN DESIGN FOR ALL-PURPOSE WINTER MOTORING

SOME people prefer to lay up their cars in the winter, but it is unlikely that many readers of this paper are included in their number. For the real enthusiast winter motoring is almost more pleasurable than summer driving, for any difficulties which present themselves merely add zest to the sport.

It seems unfortunate that in the greatest winter motoring competition of all, the Monte Carlo Rally, recently concluded, open sports-cars have been banned. Few competitions would have had a more beneficial effect upon the development of the open car, if the regulations had been framed with this end in view.

Instead, in former times the organisers left the way open for those intent on winning the premier award to build freak bodies quite unsuitable for touring, and designed only to save weight with a view to performance in the final tests. Some almost got back to the old idea of two bucket seats fixed on a stripped chassis, which may be an enthusiast's machine *par excellence*, but is not a development along modern lines, likely to increase the popularity and the sales of open cars.

To meet this difficulty, it was ruled that "cars entered must be of ordinary standard manufacture and one of a series of not less than thirty cars described in an official catalogue." So far, so good, but the next article continued "The only cars qualified will be closed cars, cabriolets, and all-weather cars. By the term cabriolet and all-weather body it is meant bodies that can be entirely closed by means of a hood or roof and windows, excluding side curtains or sides not an integral part of the hood or coachwork."

It is well known that the greater part of the population prefers, or is compelled by family or business reasons, to travel about shut up in a machine of this type. But then, only a few of the Monte Carlo Rally competitors are mere average drivers, representing the greater part of the population. The majority are experienced and enthusiastic motorists, and not a few, both of competitors and would-be competitors, would still choose an open car, with its lighter weight and

better controllability, for an adventurous expedition of this nature.

Such might not desire a stripped chassis, which is too much of a good thing, but would welcome regulations which, preventing the heroic and the over-enthusiastic from running away with the event, would provide scope for a well-equipped and comfortable open touring or sports-car.

"Coachwork must be of ordinary standard manufacture and one of a series of not less than thirty, illustrated in an official catalogue" continue the present Rally regulations. Special coachwork is also acceptable, provided that it conforms to the above regulation including the minimum number to be completed. But why only closed cars? Why not coachwork of ordinary standard manufacture, etc., for both closed and open cars?

This would give manufacturers a real chance to develop their open models, and to make them an attractive proposition not only for Rally competitors but for the buying public. There is no reason at all why an open car, so immeasurably superior in summer, should not be made practically as comfortable as a closed model for the rigours of winter also. It merely needs that some of the care and ingenuity at present devoted almost entirely to closed cars by design staffs should be diverted to the open model.

Side curtains form the dividing line between an open car and a convertible or drophead model, and one may consider these first. On the old type of open cars, they used to rattle and let in draughts. A big advance has been made with the modern form of fasteners, which consist of screw-in clamps as compared with the old socket type. The clamps help to hold the side curtain more rigidly, though often the frames themselves could be made more robust.

What is needed is for the front edge of the side curtain frame to fit snugly against the screen pillar. One does not wish for wider screen pillars, for that would remove one of the advantages of open models, with their superior visibility

and the narrowness of their "blind spots." A frame of spring steel, with a wide rubber strip, which could easily be renewed, pressing against the pillar, would cut out most draughts.

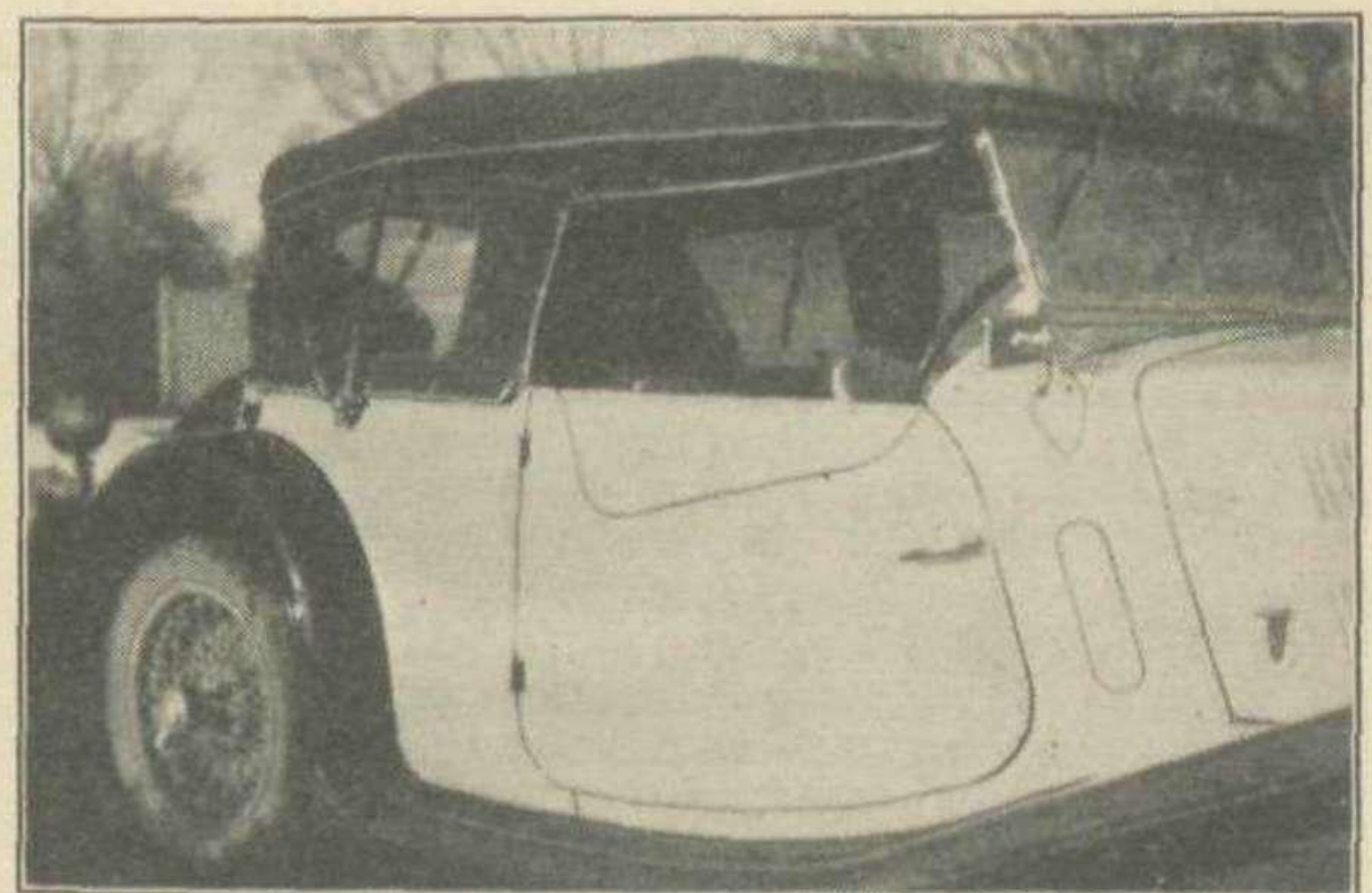
If the door is hinged in front and opens at the rear, an arrangement which has other advantages, it should not be difficult to fit a positively secured flexible strip connecting the curtain frame and the screen pillar, due allowance being made for the movement of the door. Similarly, with a two-door body, as on many close-coupled open cars of modern type, one can fit a flexible strip between front and rear side curtains if the door is hinged at the rear, to exclude draughts.

It is difficult, but by no means impossible, to secure a draught-proof fit between the top of the side curtains and the hood, in much the same way as this can be done on a drophead model with glass windows. It is only necessary for the hood irons, if necessary lined with rubber, to provide a sufficiently firm basis for the side curtain frame to butt against. A double projecting valance formed by the hood fabric itself also helps.

An interesting arrangement was that seen on one of the Morgans at the Earl's Court Show. Detachable glass windows were used, fitting on top of the doors like the usual side curtains, but with a catch to enable them to be removed and stowed in a locker. In this way the door could be made much lighter than if winding windows had been employed, while a recess could also be made to give increased elbow-room.

Nearly all open car drivers prefer a cut-away door, providing an arm-rest, with greater freedom of movement. The disadvantages are that one's elbow is thus exposed to the rain, and unless a special waterproof "dry-sleeve" is worn can rapidly become saturated, while the mounting of the side curtain is also complicated. Many do not use a side curtain on the driving side, so that they are even more exposed.

Both these points can be met by an admirable scheme developed by Triumphs for their open models. On top of the door there is a hinged panel, which can



The folding flap on top of the Triumph door, which, as shown in the left-hand illustration, may be hinged down to form a "cut-away," with leather arm-rest.

OPEN CARS ARE BEST—continued

be folded down and covered by a leather flap, clamped on top of the "cut-away," and providing a comfortable arm-rest. In bad weather the hinged panel can be brought up, and gives protection right up to the driver's shoulder. A flat top to the door is also secured, which simplifies the side curtain mounting. The writer has had experience of this feature, and it has proved invaluable.

Small glass side pieces to the screen protect one from wind and rain, whether the hood is up or down. A noteworthy feature of Aston-Martins has been for some years that detachable aero screens are normally kept bolted to the screen pillars, in a vertical position, where they act as efficient side pieces, and are ready for use in place of the main screen.

Some open car drivers scorn aero screens, as marks of the pseudo-racing car, classed with white helmets and such-like. However, there are others who do not fit them to ape racing drivers, but because they like as much fresh air as possible when conditions permit. Also, the wind resistance is small, whereas a normal screen can make a difference of 5 m.p.h. or more to maximum speed.

The advantage of an aero screen is that, although one is still in the rush of the wind, the small glass panel can be adjusted so that the main breeze passes over one's head, while one's face and eyes are protected. Goggles are then unnecessary, but it is undoubtedly very tiring, as well as harmful to the eyes, to drive without goggles or aero screen if the main screen is folded flat. In the summer an aero screen will also divert insects or other foreign bodies which can impinge unpleasantly upon the face.

Often it is undesirable to have to look through two sheets of glass, so if the aero screens are a permanent fixture, an excellent arrangement is that by which when the main screen is erected, the aero screens lie below the line of vision, but when the main screen is folded forward, the small screens are automatically raised to the correct height. Alternatively, the aero screens can be removed altogether, and fixed in the rear locker on duplicate lugs similar to their front attachments. They will thus be kept securely out of harm's way.

A wind deflector, or curved air-scoop on the upswept scuttle, is a poor substitute for an aero screen. When these

are overdone it is certainly a case of aping racing-cars, for the wind deflection on a shallow scoop does not begin to operate till over 80 m.p.h., and if the projecting scoop is high, it seriously interferes with forward vision. This is not to say that a shallow upswept scuttle does not provide a convenient shape for the dashboard, and also an excellent mounting on top of which to fit an aero screen.

On a well designed open car, a sloping screen is a *sine qua non*, both to avoid back-draught, and to lessen wind resistance. Also, the driver must be placed as close as possible to the screen. If his face is not more than 2 or 3 ft. from the panel, he will be able to drive even in quite heavy rain without having to put up the hood, as the water will all pass over his head, at any rate if the car is moving at any speed. If one had a small glass or celluloid panel which could be fixed on top of the screen, in the manner of a sun-visor, it should scarcely be necessary to put the hood up at all unless the car is stationary.

A really good screen will not only fold forward, but can also be opened up outwards from the bottom. This enables the driver to have the screen open with the hood up, as in fog or a Scotch mist. The mounting, however, must be solidly designed, or the screen will rattle.

An invaluable accessory for winter driving is a defroster, which can be used to keep both ice and mist from forming on the glass. Many screenwipers will not work at all as snow piles up on the glass but a defroster entirely obviates the trouble. Nevertheless, the wiper blade itself sometimes freezes, and a cure is to treat it with glycerine. Some wiper blades are hollow, so that a pipe cleaner soaked in glycerine can be inserted inside. Defrosters often use a good deal of current, and the more expensive models have alternative positions for the switch, so that one or more heated wires can be brought into use.

What has really retarded the popularity of the open car more than anything is the usual lack of protection for the rear seat passengers. Rear screens were once available, but they were somewhat cumbersome, and took up a lot of room, so that they were in general use only on the larger cars. It is still difficult to

fit a rear screen of neat appearance on a close-coupled two-door body, without seriously impeding entry and exit for the passengers.

This problem can be surmounted, however, by a hinged cross-panel behind the front seats, with two aero screens mounted upon it, or if desired a full width screen. An exceptionally neat arrangement has been devised for the Jensen open tourer, in such a way that the rear screens add to, rather than detract from, the appearance of the car.

If only one rear seat passenger is to be carried, there is much to commend the three-seater type of body, with a single rear seat facing sideways, and placed close up to the back of the front seats. The seat is thus well within the wheel-base—always an important point—and the rear passenger receives a large measure of protection from the front screen. Conversation with the occupants of the front seats is also facilitated. A number of Continental drophead bodies have been built upon this principle.

An open car scores heavily over the drophead body not only in the neater folding of the hood, in most cases, but because for some reason a tonneau cover is rarely provided on the latter type. A cover over the rear seats is an essential, and if it is extended to cover the front seats also, one no longer has the necessity to put up the hood if the car is parked in showery weather. The front portion of the cover may be divided by a zip-fastener, so that all the seats except that of the driver may be protected. With a well designed screen, this removes still further the need to raise the hood on solo journeys except in the worst weather.

Fog driving is frequently a feature of winter travel, and here the open car driver is at a great advantage over the saloon, owing to his better visibility. Even on an open car, nevertheless, special fog lamps prove a great help, such as the well known split-reflector Lucas type. The flat beam given by such lamps is also useful as a non-dazzle driving light. If an open car driver opens or folds his screen, seats himself as high as possible, and turns on a modern fog equipment, he will be able to get through where saloon drivers abandon their cars in despair.

MASERATI WINS THE FIRST TWO RACES OF 1939

IN the South African Grand Prix at the Prince George Circuit, East London, on January 2nd, Luigi Villorosi, driving a 1½-litre Maserati, won at 99.66 m.p.h., with Francesco Cortese in another 1½-litre Maserati second, 34 seconds behind. Dr. Massacuratti was third in another 1½-litre Maserati. The race distance was 198 miles and Villorosi was racing for only 1 hr. 59 mins. 26 secs. Some reports say the first two cars home were four-cylinder Maseratis, others say they were sixes—we incline to the view that they were six-cylinder cars; certainly they could not be the new short-stroke four-cylinder cars. R.

Hesketh was fourth on the ex-Norman Black E.R.A. and Lord Howe (E.R.A.) was fifth, delayed by a stop for plugs, and loss of oil pressure in the closing stages.

Peter Whitehead's E.R.A. broke a piston after two laps and Miss Fay Taylour had engine maladies with Dixon's Riley on lap 5.

Fifty thousand spectators turned out and the Maseratis won a total of £825. The race was a 1½-litre scratch race with a first prize of £400. Our own B.R.D.C. believes that such a race would be a failure over here because you would not get the Italians to play. Peter Aitken's E.R.A. was seventh and last.

On January 14th the Grosvenor Grand Prix was contested over the Grosvenor circuit near Capetown. Francesco Cortese won at 76.8 m.p.h., driving a works six-cylinder Maserati—so presumably six-cylinder cars gained the previous grand slam. This time the Hon. Peter Aitken was second, 6 mins. behind the winning Maserati and 20 seconds ahead of Chiappini's independent Maserati which was third. The race was over 203½ miles or 44 laps of the 4½ mile course. Last year's winner, Lord Howe, had gearbox trouble and his E.R.A. retired and Whitehead's E.R.A. had trouble which led to retirement on lap 1. Fay Taylour's Dixon Riley did not start.

Continental Notes and News

Round the Rally

Opinions about the Monte Carlo Rally seem to be rather divided. Many people have an idea that it was not quite the success it has been in previous years, especially the general atmosphere at the finish. Others say the reason is that the novelty of the thing has worn off for regular competitors, and that therefore you cannot expect them to be quite so gay at Monte as they used to be.

On the other hand there is no doubt that the prolonged crisis in which we spend our lives these days has had the effect of slowing us all up a bit. We all worry too much about what Hit and Muss are going to say next to be able to let ourselves go, even at the end of the Rally.

For the grim shadow of the international situation is most noticeable on the Riviera just now, when chance acquaintances in cafés and restaurants often turn out to be refugees who implore you to help them to get to England. After such a conversation your Pernod doesn't taste quite the same, somehow.

The organisation was definitely not up to standard. The controls in France were not too well run, and people at Monte had some difficulty in finding out what was going on along the routes in France. The arrival was a dismal affair.

By

AUSLANDER

Normally all the cars come in within the space of about two hours. This year they trickled in in ones and two's, taking five hours in all. As a spectacle, in consequence, the test on the quayside was a flop. The last few people to come in actually had to do the test in the dark, which was a considerable handicap.

English drivers formed rather a large part—four out of eight, to be exact—of those who muffed the test. In some cases it seemed to be just a case of panic, in others the drivers concerned obviously hadn't bothered to read the rules properly. To atone for these unfortunates, however, Lord Wateran was really brilliant.

Sunday—after people's need for sleep had been more or less satisfied—was rather a hiatus, especially as the officials had all day in which to check over the cars.

The hill-climb was excellent, being a real test of cars and drivers. Rumours were flying about that some of the French drivers must have practised on the hill before, but I think, personally, that the

hill was a genuine secret. What happened was that some of the best drivers took the precaution of getting up early and following the procession of twenty cars which formed the first group. They then examined the hill on foot, took good note of the corners and general conditions, and then hastened back to Monte in time to join their own batch of cars. There was nothing to stop anyone doing this, provided you didn't happen to be in the first group, who literally saw the hill for the first time.

As for the British performances, Charles Brackenbury was first-class with the big Lagonda, which he drove with great precision and determination. Next best, I would say, irrespective of sex, was Mrs. Vaughan, who drove her Standard Ten up in grand style. She seemed absolutely confident, never looked like making a mistake, and yet took the corners as fast as she jolly well could.

Some of the other women drivers, of all nationalities, were not so good. Miss Amy Johnson hit the bank good and hearty on one of the corners, got going again, and then missed her gear-change higher up. Bad luck, but troubles never come singly when things start going wrong on these occasions. This was especially the case with Mme. Rouault, who is

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CONTINENTAL NOTES AND NEWS—continued

normally a very capable, calm and highly skilful driver. She began by taking a bend too fast and crashing into a barrier which saved her from a nasty drop down the hillside. She rolled backwards down the hill into a field in order to turn round, had to reverse twice, and roared up to the same corner at the same impossible speed. The car skidded right round and crashed into the same barrier. She started once more, and this time drove like a flash up the rest of the hill.

The thanks of the British contingent, I feel, are due to Mike Couper and Leslie Seyd for being the life and soul of the party—in the best sense of the term—Mike's conjuring tricks doing the trick very successfully.

Calendar

There's going to be some fun and games, I believe, about the fixture list for Grand Prix races. Take this Swiss business, for example. Contrary to what I said last month—or was it the month before?—the Swiss G.P. and the Zurich G.P. are going to be two separate races, the first at Berne on August 20th and the second at Zurich on October 8th.

Donington G.P. is scheduled for September 30th, which doesn't give the teams much time to get back to Berne, but I suppose it can be done.

The Masaryk G.P. is being revived—now that Hitler has had his own way with Czecho-Slovakia (don't forget the hyphen, Mr. Compositor)—and its date is to be September 24th. The point arises as to which Germany would like to do most, to impress the people of Great Britain or the people of Czecho-Slovakia.

The Berne G.P. is also not without its complications, for the organisers of the International Exhibition at Liège have now decided that a Grand Prix would enliven the programme. The date they have chosen is August 27th, one week later than Berne, and here again some fast travelling is going to be necessary for the teams to get around. However, I have no doubt that it will be done. The Zurich race will be over 60 laps of a 3-mile circuit, and will be held in the afternoon. In the morning will be a curtain raiser for 1,500 c.c. cars, over a distance of 35 laps.

The Berne authorities have decided to retain the Swiss national race, held the day before, but it will probably be confined to sports-cars so as to avoid the big differences in speeds which have been so dangerous in previous years.

Voiturettes

It is going to be extremely interesting to see how the new E.R.A. and the new Maseratis shape up to each other. For the moment Maserati is rather pinning his faith to a four-cylinder engine, with either one or two blowers, whichever gives the most b.h.p., but the six is being retained and is thought to be capable of much development yet. With Villorosi and Trossi up, these cars are going to take some catching, but Continental circles still believe that the E.R.A.—given rather more thorough organisation—is a mighty machine indeed. The recent appointment of a full-

time racing manager to the British team has been taken as an indication that they are going to leave no stone unturned to ensure success.

Anyway, it will all be good to watch, especially if the 1,500 c.c. Alfa finds that little bit of reliability and sets the pace for both of them.

Incidentally, it doesn't look as though we shall see any 1,500 c.c. Alfas in private hands this year after all, as the original cars are all being prepared for next season's programme of Alfa Corse. Alfas themselves, I believe, would like to regard this present machine as a trial horse, and build some news cars as well, but the factory is very busy just now with other things, and this plan will probably be shelved for the moment.

Grand Prix

M. Lago seems to have made good use of the little sum of money he collected from the French Fund, and the new Talbot-Darracqs are coming along well.

The chassis and body is already completed, being a slim affair with a single-seat off-set body and independent springing by transverse leaf in front. To begin with the engine will be an improved 4½-litre unsupercharged six, and this will provide sufficient urge for any obvious faults in the road-holding and general handling of the car to be eradicated. Meanwhile the twin-overhead camshaft Vee sixteen-cylinder supercharged 3-litre unit is being steadily developed to the required state of b.h.p., and as soon as it is ready it will be slipped into the chassis and a very potent Grand Prix *bolide* should be the result.

But all this will take a little time, and for the first few races, at any rate, we must content ourselves with seeing the car in unblown form.

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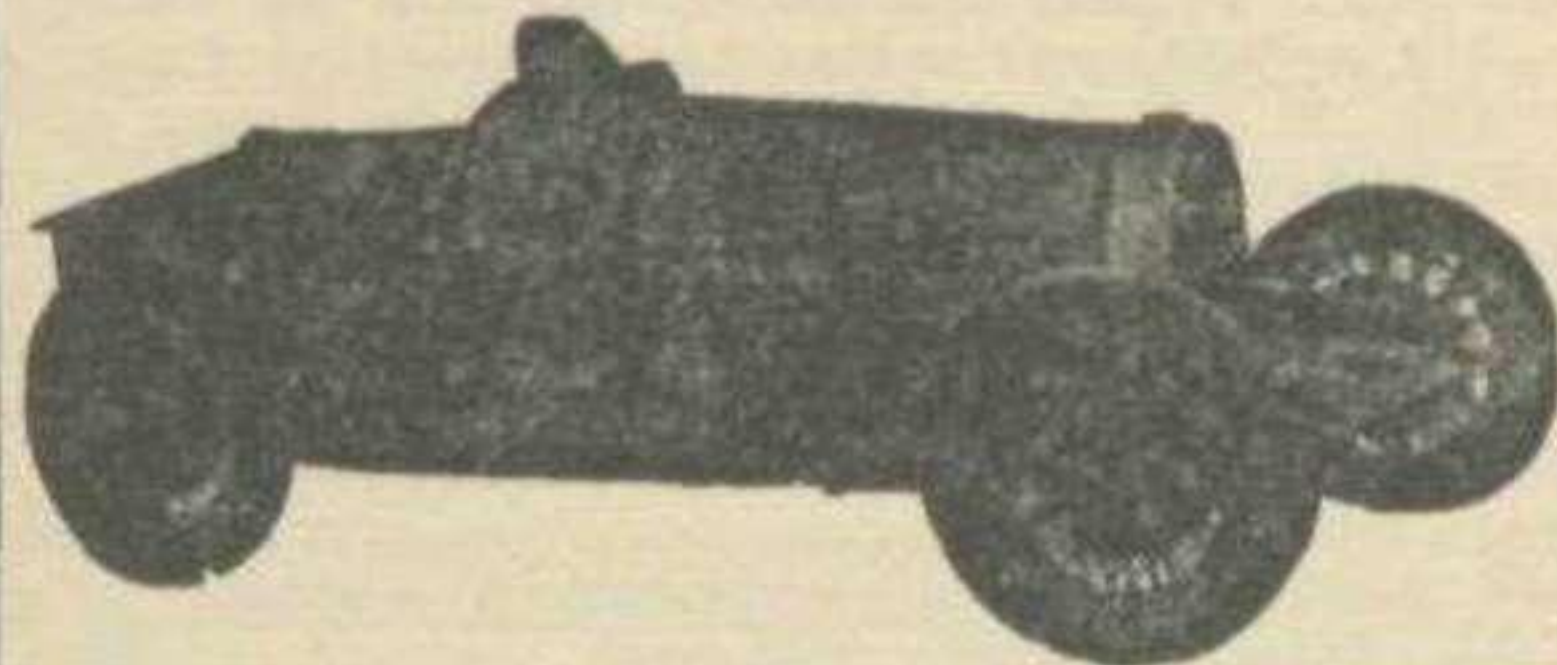
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Make of Car	Issue	Alps " drop-head coupe.....	Aug. 1936	M.G. Midget " T " 2-seater.....	Jan. 1937
A.B.C. 11 h.p. 2-cyl., 2-seater.....	Feb. 1926	ESSEX Terraplane 8-cyl. 4-seater...	Sept. 1935	M.G. 14/40 h.p., 4-cyl., super-sports, 2-seater	May 1927
A.C. 2-litre, short-chassis, 15.7 h.p. 2-seater	July 1936	Excelsior 5½-litre, 6-cyl., super-sports test chassis.....	Sept. 1927	NASH 28.9 h.p., 6-cyl. saloon.....	June 1929
A.C. 2-litre, 16.40 h.p., 3-seater.....	Oct. 1927	FIAT 20.70 h.p., 6-cyl., 2-4-seater...	April 1933	Nomad 350 c.c. (Villiers 2-stroke) 2-seater	Dec. 1926
A.C. 2-litre, 16.66 h.p., 2-seater.....	March 1926	Fiat " Balilla " Saloon.....	May 1934	O.M. 2-litre, 6-cyl., 4-seater.....	Aug. 1926
A.C. 2-litre, 16.66 h.p., 4-seater.....	June 1934	Fiat " Ardita " 17 h.p., 4-cyl., saloon	Feb. 1934	O.M. 6-cyl., 2-litre, 4-seater.....	Oct.-Nov. 1928
Alfa-Romeo 1½-litre supercharged 6-cyl. Charles 2-seater (1929).....	March 1934	Fiat " Balilla " 10 h.p., 2-seater.....	Jan. 1935	PACKARD V12 cyl., 57 h.p. coupe	Feb. 1934
Alfa-Romeo 1½-litre supercharged 8-cyl. " Zagato " 2-seater (1932)	July 1934	Fiat 6 h.p., Type 500, Coupe.....	March 1937	Peugeot " 201 " 4-cyl., 1,122 c.c. saloon.. ..	Sept. 1931
Alfa-Romeo 2.3-litre supercharged 8-cyl. " Zagato " 2-seater (1933)	Aug. 1936	FRAZER - NASH 6-cyl., 1½-litre (Blackburn) 2-seater	July 1933	RAILTON Terraplane 4-seater.....	Oct. 1934
Alfa-Romeo 2.3-litre supercharged 8-cyl. 4-seater (1931).....	Aug. 1932	Frazer-Nash 4-cyl., 1½-litre T.T. Replica push-rod o.h.v. 2-3-str....	Nov. 1931	Railton Light Sports tourer.....	Dec. 1935
Alvis 11.9 h.p., 4-cyl., " Firefly " saloon	Feb. 1933	INVICTA 4½-litre low chassis. 4-seater	March 1931	Riley Nine " Gamecock " 2-seater	March 1932
Alvis 4-cyl., 12.60 h.p., 2-seater.....	July 1931	Invicta 4½-litre Weymann saloon..	June 1929	Riley Nine " Monaco-Special," two-car), saloon	March 1931
Alvis 6-cyl., " Silver Eagle " 4-seater coupe (1929)	Aug. 1931	Invicta 4½-litre saloon.....	Dec. 1929	Riley Nine, 4-seater.....	June 1931
Alvis 6-cyl., " Silver Eagle " 4-seater	June 1930	Isotta-Fraschini 45 h.p., 4-seater...	Oct. 1926	SINGER 1½-litre, 6-cyl., Le Mans 2-seater	March 1935
Alvis 3½-litre saloon.....	Feb. 1936	LAGONDA 2-litre 4-cyl., twin o.h.c. 4-seater	Jan.-Feb. 1928	Singer Nine, 4-seater	March 1933
Alvis Speed Twenty Vanden Plas saloon.....	Feb. 1935	Lagonda 2-litre, 4-cyl., twin o.h.c. supercharged 4-seater	Oct. 1930	Squire 1½-litre, 4-cyl., 2-seater.....	Aug. 1935
Alvis Speed Twenty Charlesworth saloon	Feb. 1934	Lagonda 4½-litre, 4-seater.....	May 1936	S.S. I special-bodied 2-seater (1933)	Feb. 1934
Alvis Speed Twenty 4-seater.....	June 1932	Lagonda 4½-litre Rapide 4-seater...	May 1935	S.S. I coupe.....	June 1933
Ansaldo 2-litre, 4-cyl., o.h.c., 4-str....	Sept. 1924	Lagonda 4½-litre, 4-seater.....	Jan. 1934	S.S. II coupe.....	May 1932
Armstrong-Siddeley 20 h.p., 6-cyl., 4-seater	July 1933	Lagonda Rapier 10 h.p., 4-seater...	Sept. 1934	Steyr Type XII, 14.35 h.p., Weymann saloon.....	Aug.-Sept. 1928
Aston-Martin Mark II, 11.9 h.p., 2-4-seater	Jan. 1935	Lagonda 16.80 h.p., 6-cyl., 4-seater	Jan. 1933	Stutz " Black Hawk " supercharged 4-seater	Jan. 1930
Aston-Martin Ulster 11.9 h.p., T.T. 2-seater	Oct. 1935	Lagonda 3-litre, 6-cyl., 4-seater.....	March 1932	Stutz 5-litre, 8-cyl., 4-seater.....	Dec. 1927
Aston-Martin Le Mans 11.9 h.p., 2-4-seater	June 1933	Lagonda 2-litre, 4-cyl., twin o.h.c. 4-seater (1928)	March 1931	Sunbeam 3-litre, 6-cyl. (twin o.h.c.) fabric saloon.....	Nov. 1927
Aston-Martin International 11.9 h.p., 4-seater	Aug. 1932	Lea-Francis 1½-litre supercharged T.T. 2-seater (1929).....	June 1934	Sunbeam 6-cyl., 21 h.p. (push-rod) Speed Six saloon.....	Dec. 1933
Aston-Martin T.T., 11.9 h.p., racing 2-seater	Dec. 1931	Lea-Francis 1½-litre supercharged special T.T. 2-seater	Sept. 1933	TALBOT " 90 " Brooklands-bodied 2-4-seater	April 1931
Aston-Martin 11.9 h.p., 2-seater.....	Jan. 1930	Lea-Francis 1½-litre supercharged " Hyper " 4-seater	Aug. 1930	Talbot " 105 " sports saloon.....	April 1934
Auburn 30 h.p., 8-cyl. supercharged 2-seater	June 1935	MERCEDES-BENZ Type 540K. 5.4-litre, 8-cyl., supercharged, 2-str....	April 1937	Talbot 3½-litre saloon	March 1936
Austin Seven Boyd Carpenter 2-str.	Sept. 1930	Mercedes-Benz Type 500, 5-litre, 8-cyl., supercharged, 2-seater.....	Nov. 1934	Talbot Ten " Rally " 4-str.	Oct.-Nov. 1936
Austin Seven " 65 " 2-seater.....	Jan. 1934	Mercedes-Benz 12.40 h.p., supercharged 2-seater.....	June 1925	Talbot " 105 " Vanden Plas 4-str....	Nov. 1932
BENTLEY 3½-litre, 6-cyl., Vanden Plas, 4-seater.....	Nov. 1933	Mercedes-Benz 36.220 h.p. supercharged, 2-4-seater	April 1928	Talbot " 90 " 4-seater.....	Nov. 1930
Bentley 4½-litre, 6-cyl., Park Ward saloon	June 1936	Mercedes-Benz 33.180 h.p., supercharged, 4-seater.....	Aug. 1927	Tatra 4-cyl., 1,154 c.c., coupe.....	Dec. 1932
Bentley 6½-litre, 6-cyl., long-chassis saloon (1928).....	Dec. 1936	M.G., 6-cyl., Mark I, 4-seater.....	May 1931	Terraplane, 8-cyl., 29 h.p., 4-str....	July 1935
Bugatti 3.3-litre 8-cyl., Type 57 saloon	May 1934	M.G. Midget Jarvis 3-4-seater.....	Jan. 1931	Triumph 2-litre " Vitesse Six " saloon	April 1935
Bugatti 2.3-litre 8-cyl., Type 55, supercharged, 2-seater.....	July 1932	M.G. Magna, 12 h.p., Abbey 4-seater	Feb. 1932	Triumph 10 h.p. " Gloria Southern Cross " 2-seater.....	June 1935
Bugatti 2.3-litre, 8-cyl., Type 43, supercharged 4-seater (1930).....	Dec. 1932	M.G. Magna, " L " 2-seater.....	Nov. 1933	Triumph 10 h.p. " Gloria " saloon	Jan. 1934
Bugatti 2.3-litre 8-cyl., Type 43, supercharged 4-seater.....	May 1930	M.G. Midget " P " 2-seater.....	Aug. 1934	Triumph Nine " Southern Cross " 4-seater	June 1932
Bugatti 3-litre, 8-cyl., Type 44, saloon	July 1928	M.G. Midget " J3 " supercharged, 2-seater	May 1933	Triumph Eight " Gnat " 2-seater...	Aug. 1931
CROSSLEY 20/70 h.p., 4-cyl., s.v. 4-seater	Nov. 1925	M.G. Midget 750 c.c. Montlhery supercharged 2-seater (1931).....	May 1932	Triumph Eight, supercharged 2-str.	Dec. 1929
Crossley Ten, 1½-litre " Regis " saloon	Jan. 1936	M.G. Six Mark I, saloon.....	Aug. 1930	VALE-SPECIAL 832 c.c. 2-seater...	Aug. 1933
Crossley Ten, 1,122 c.c. 4-seater.....	April 1932	M.G. Midget Double-Twelve racing 2-seater.....	June 1930 & Aug. 1930	Vauxhall 30/98 O.E. 4-seater (1925)	Jan. 1936
Crouch Anzani 12.30 h.p., 2-seater	Aug. 1924	M.G. Midget " J1 " 850 c.c. 2-str....	Sept. 1932	Vauxhall 30/98 O.E. 4-seater (1924)	Dec. 1930
DARRACQ 12.32 h.p., Weymann saloon.....	Sept. 1924	M.G. Mignette " N " 4-seater.....	Feb. 1935	Vauxhall 20/60 h.p. " Velox " saloon	May 1929
Delage 14 h.p., 2-litre, 2-3-seater...	June 1927	M.G. Midget " PB " 2-seater.....	April 1936	Vauxhall 20/60 h.p. " Hurlingham " 2-seater	Feb. 1930
Delage 8-cyl., sports saloon.....	April 1930	M.G. 14/40 4-cyl., 3-speed, 4-seater	Oct. 1925	Vauxhall 17 h.p., 6-cyl., " Cadet " saloon	Sept. 1931
Delahaye 3.5-litre " Coupe des				Vauxhall 14 h.p. " Stratford " 4-str.	Sept. 1933

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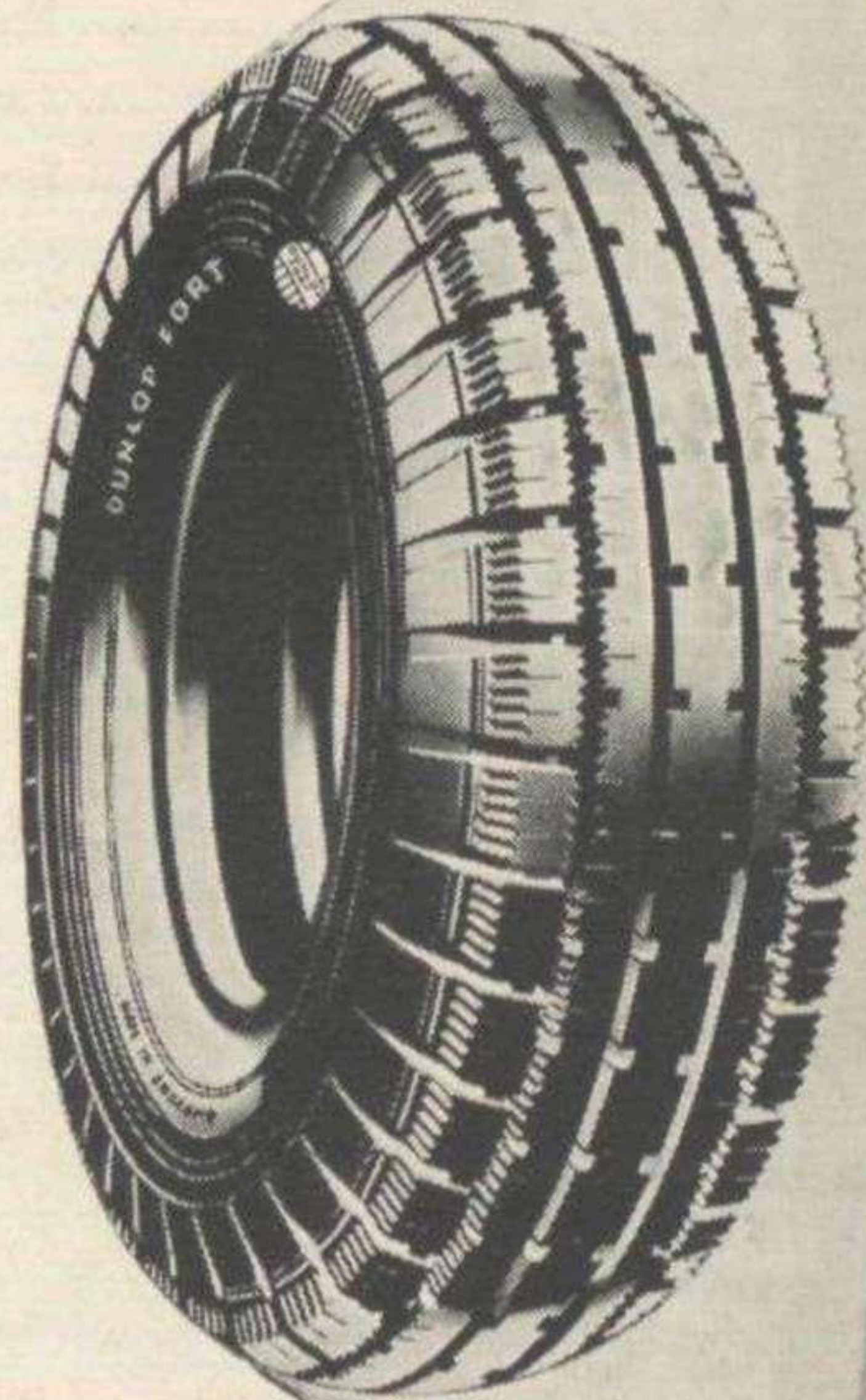
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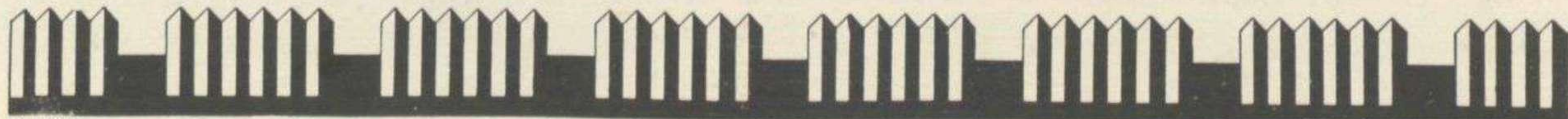
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