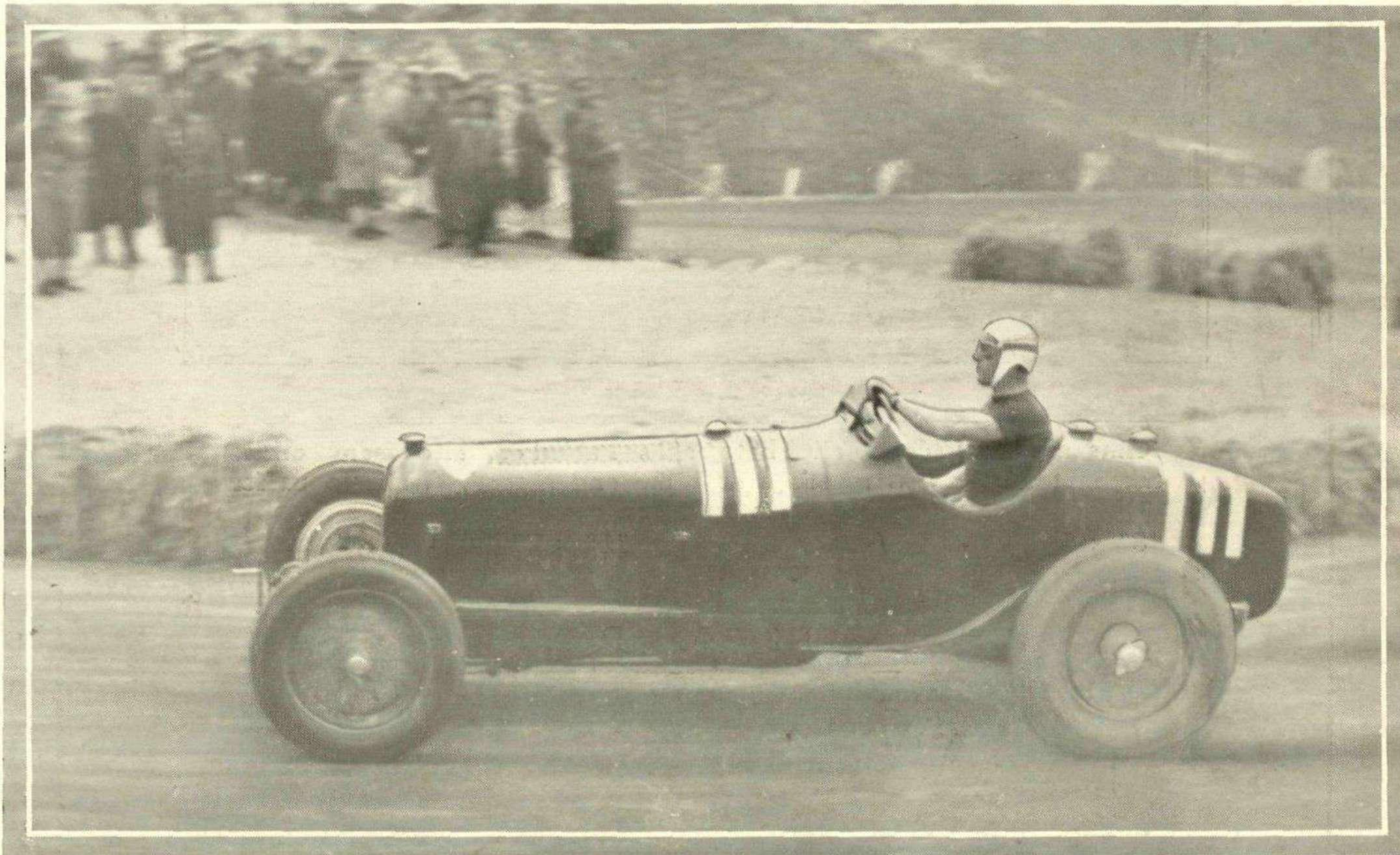


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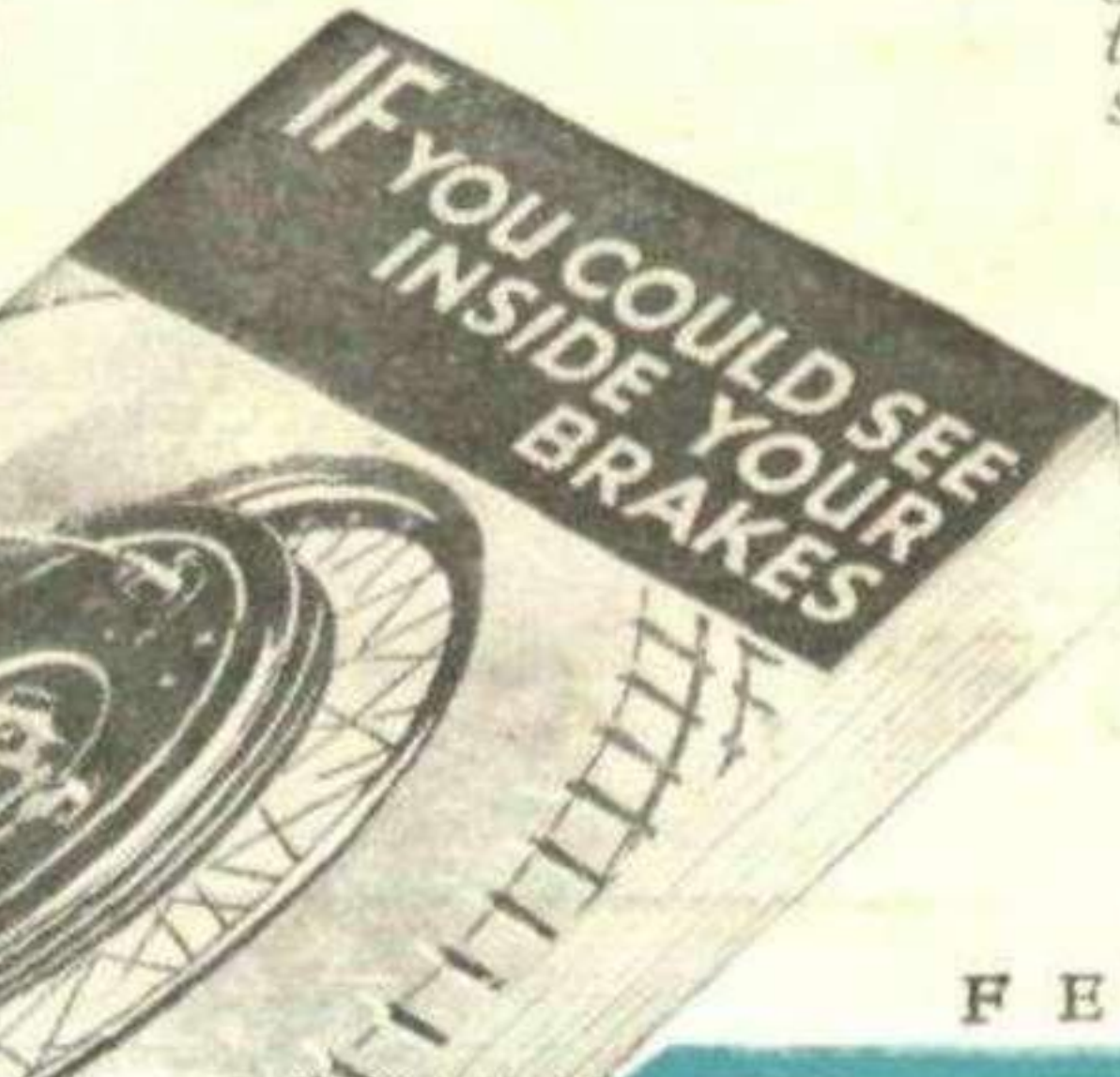
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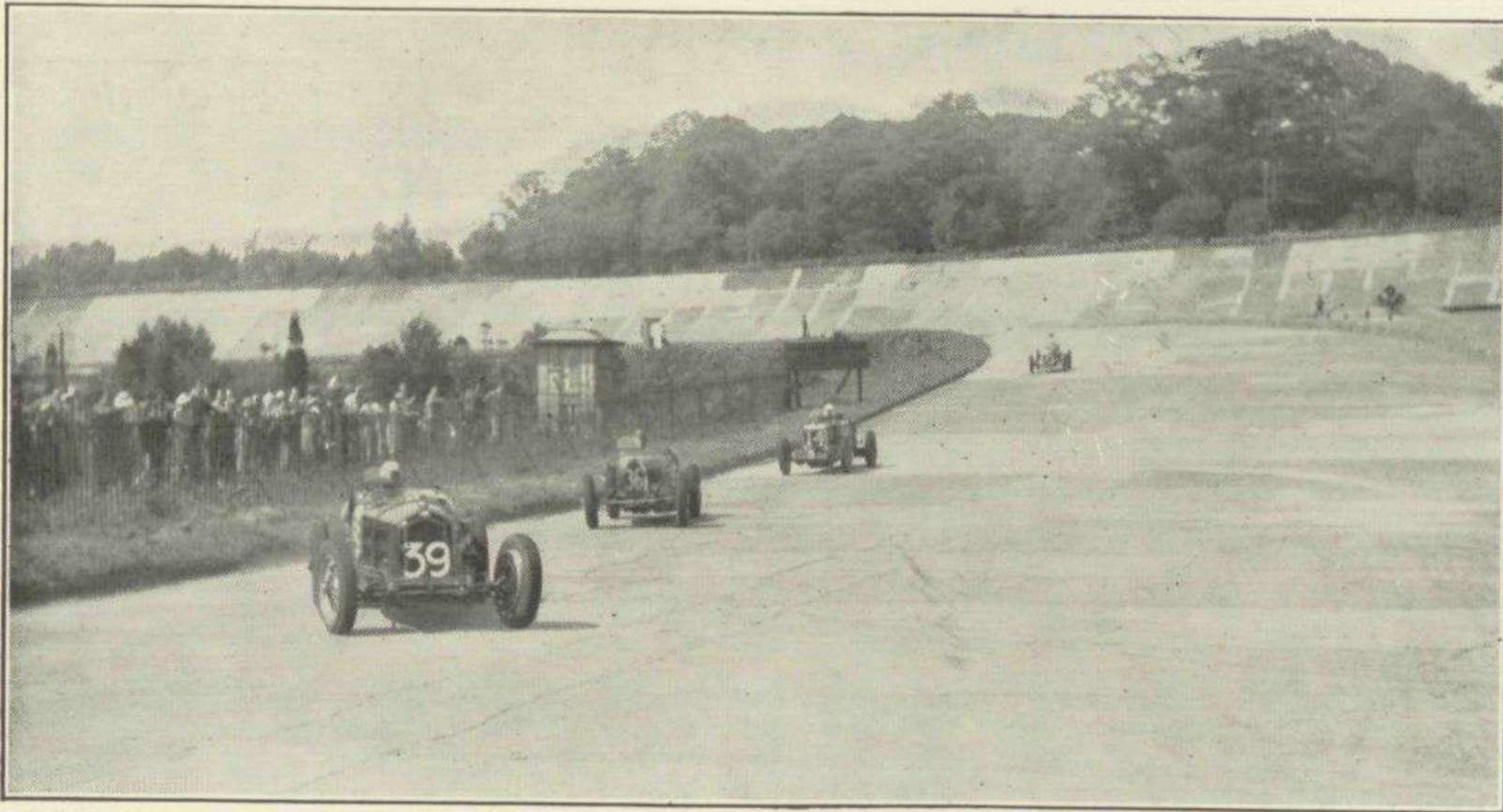
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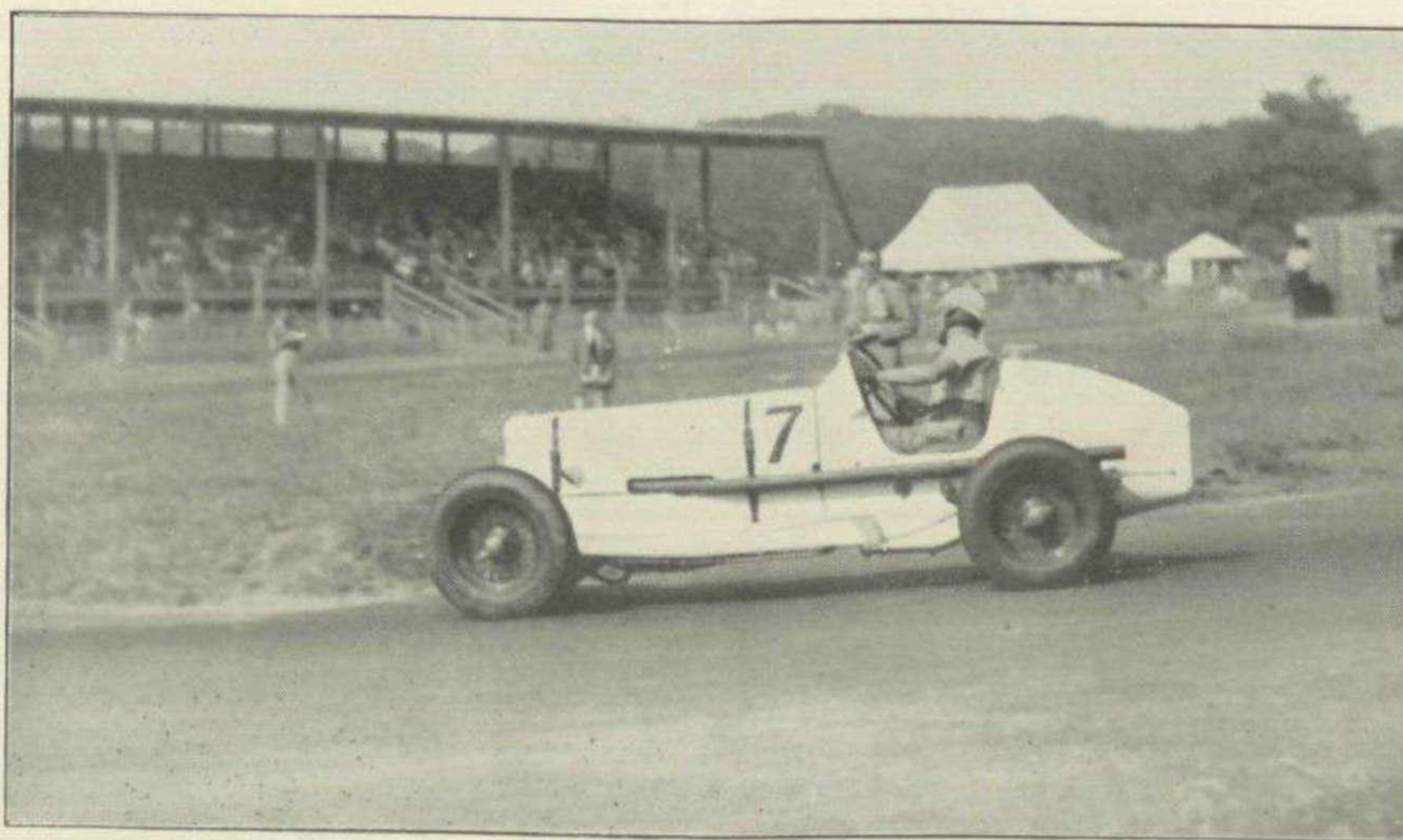


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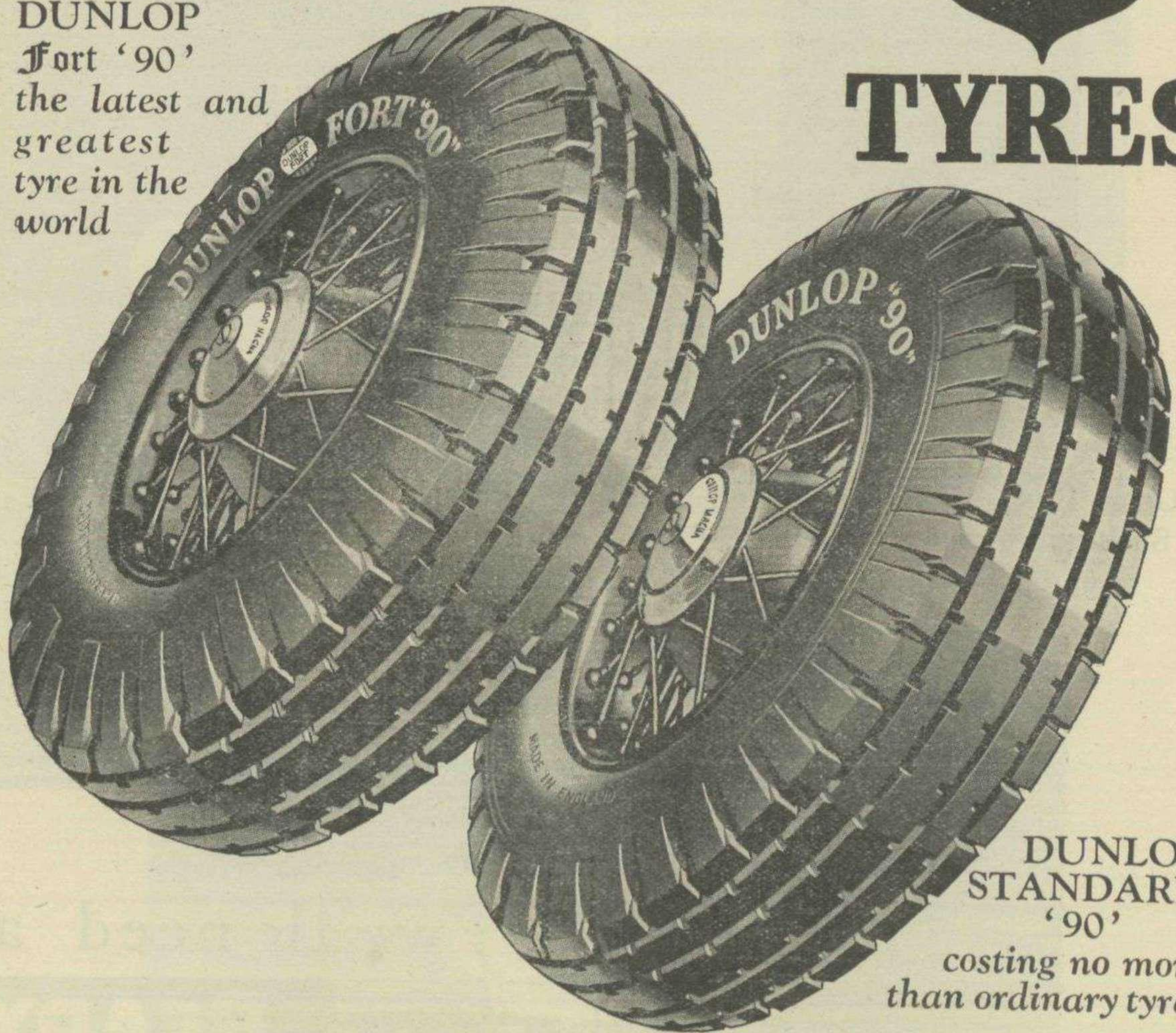
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STIRRING TIMES

The most remarkable feature of the month, and probably of the whole season, has been the sudden rise to supremacy of a British racing car in the one and a half litre class.

Continental organisers are ordering new gramophone records of the British National Anthem to play at the end of their races, for the E.R.A. is regarded as unbeatable. Maserati and Bugatti—names to conjure with—have been subdued.

The prominence which has thus been thrust upon 1,500 c.c. races has given a different aspect to the financial angle of these events, and it is possible that next year will see a whole crop of new voiturette races appear on the Racing Calendar.

This in turn may induce other manufacturers to build teams of cars, particularly the Germans. A small Alfa-Romeo has already been rumoured, and it would only remain for Mercedes-Benz or Auto-Union to construct a team to complete the picture. E.R.A.s would, in our opinion, stand every chance of maintaining their superiority, which would be even more emphasised by the increased strength of the opposition.

The question of 1,500 c.c. racing is one that we should have thought would particularly recommend itself to the Germans, for it represents the finest possible training-ground for new drivers.

Carried to its ultimate limit, the move outlined above would finally bring about the position advocated by so many people with regard to the Grand Prix Formula, although in our opinion it would be a thousand pities if the present cars were to be abandoned.

From the driving point of view the month has been an

encouraging one. In SEAMAN we obviously possess a driver of outstanding ability. It is to be noted that he has wisely used the continental road races as his training-ground.

SHUTTLEWORTH, too, has made his mark, and in two continental appearances has proved himself to be the match of independent drivers abroad.

In the realms of record-breaking a gallant adventure started last month which will in all probability go down in motor-racing history as one of the finest of its kind.

SIR MALCOLM CAMPBELL and GEORGE EYSTON will go into action during September at the Salt Flats of Utah. They have different objectives, one seeking the elusive 300 m.p.h. mark and the other to regain those records from one to 24 hours which he had already held in the past.

Both are in a sense treading unexplored regions, the charting of which will be of untold benefit to the development of the automobile.

All this progress carries with it a corresponding regret that public opinion is not more keenly interested in motor-racing. At the moment all of us are playing a lone-hand, championing a sport which has long since taken its true place in other nations.

In this issue we publish an article dealing with the German Grand Prix which bears ample testimony to the enthusiasm of the ordinary people for the great sport of motor-racing. In France and Italy the same state of affairs obtains, and vast crowds attend all motor-races.

How long are the deeds of our drivers to go unsung?

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BRITISH SUCCESSES ON THE PESCARA CIRCUIT

STRAZZA-LURANI AND FAULKNER-CLARKE FIRST AND THIRD IN 1,500 c.c. CLASS OF TARGA ABRUZZO, WON BY CORTESE ON A "PESCARA" ALFA-ROMEO. SEAMAN (E.R.A.) VICTOR IN 1½-LITRE CLASS OF THE COPPA ACERBO. VARZI SCORES AN EASY VICTORY IN THE BIG EVENT, DRIVING AN AUTO-UNION

August means holiday time and the sea to the majority of Italians, and if the vacation can be combined with seeing some motor-racing, so much the better. It is not surprising, therefore, that the Targa Abruzzo, which is a 24-hour race on the lines of the Le Mans classic and the Coppa Acerbo, the racing car event, are well supported and attract thousands of spectators. One side of the triangular course runs parallel to the Adriatic not half-a-mile away, and after an early rise to see the practising or a day spent on the grilling stands, how pleasant to finish the day on the sunny shore, acquiring the mahogany tint which is so popular nowadays!

The Pescara course is longer than most present-day circuits, a lap measuring 16 miles. The southern leg is twisty with numerous rises and falls and two acute hair-pins, the northern one is similar but finishes with a fine straight, while another four-kilometre straight parallel with the coast brings the cars back to the start.

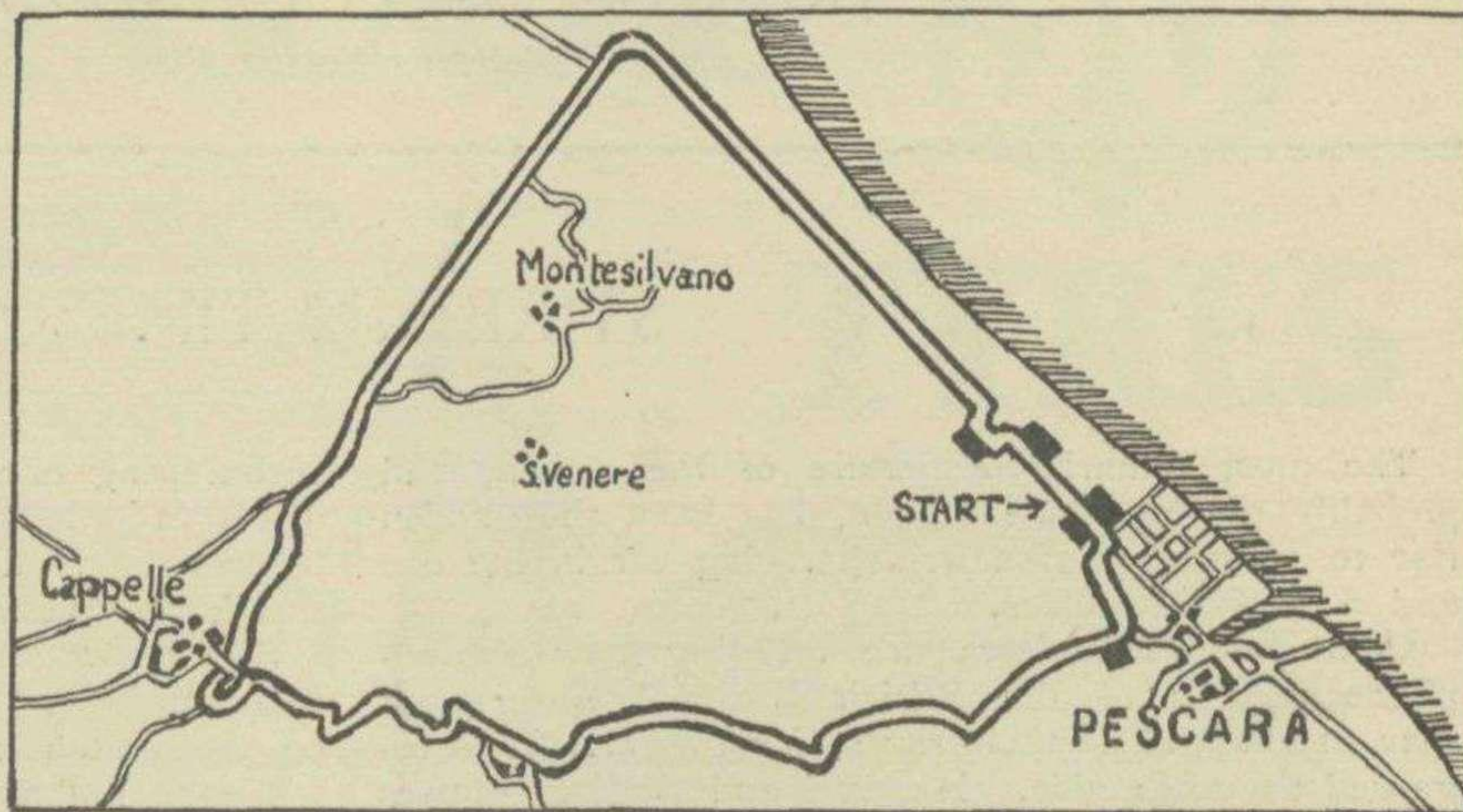
For the Targa Abruzzo, which was held this year for the second time, a regular town of temporary buildings was put up behind the stands, including a "hotel" with a hundred camp beds, allotted to the drivers, baths, a restaurant and a hospital. Forty-seven cars actually took part in the race and these were lined up Le Mans fashion in front of the pits, at one side of the cañon formed by two huge stands. The race was to start at midnight, but a blaze of lights from all points illuminated the scene as clearly as day.

driver who did so well in the Mille Miglia at the wheel of a Maserati.

The starting signal was given by Vittorio Mussolini, a son of Il Duce; a blast on a siren was used instead of the usual flag. All the 47 runners got away with-

the speeds allotted to the various classes of unsupercharged cars worked out very fairly.

After three hours the first car on formula was the Ballila Fiat driven by Luigi Villoresi and Spotorno with an index of



The Pescara Circuit one side of which runs parallel with the Adriatic.

out incident and after two laps spectators were thrilled to see Danese, who had started at the far end of the line coming round in the lead. Actually the handicap which supercharged cars carried made it impossible for them to compete with their rivals the former being deemed to have

1.21, which was averaging over 10 m.p.h. better than their set speed. Second was Cortese 1.19, third Rossi and Rivola (Ballila) 1.17, fourth Strazza and fifth Faulkner both on Aston-Martins, a fact which cheered the few Englishmen who were there. Danese's supercharged Alfa was sixth.

A few cars fell out quite early with mechanical trouble. At four in the morning the first pit stops took place, and were marked in most cases by a complete lack of organisation. Honourable exception must be made of the Ferrari pit which was very nippy in dealing with the Alfas of Cortese and Rosa, and also the two Aston-Martin depots.

During the next three hours things changed considerably. Villoresi's Fiat dropped right back, but Rossi and Rivola on another car of the same marque took its place. Strazza forced his way into second place while Cortese dropped back to third, Rosa-Comotti on the other unsupercharged Alfa lay fourth and Danese fifth. Faulkner at this stage dropped right back.

By nine in the morning the order had again changed, Cortese and Severi now taking the lead, following the slowing and later retirement of the leading Fiat. Faulkner had made a spectacular recovery and was seen in second place, followed by Rossi-Rivola, Danese-Filipponi, and Mongin-Paris who were making a good showing on their Delahaye. Lurani and Strazza were delayed for half an hour with valve trouble, and then continued at their old speed.

The first accident occurred about mid-day, when Oneto (Lancia) shot off the road, but escaped without injury. Danese up to now had been driving with splendid



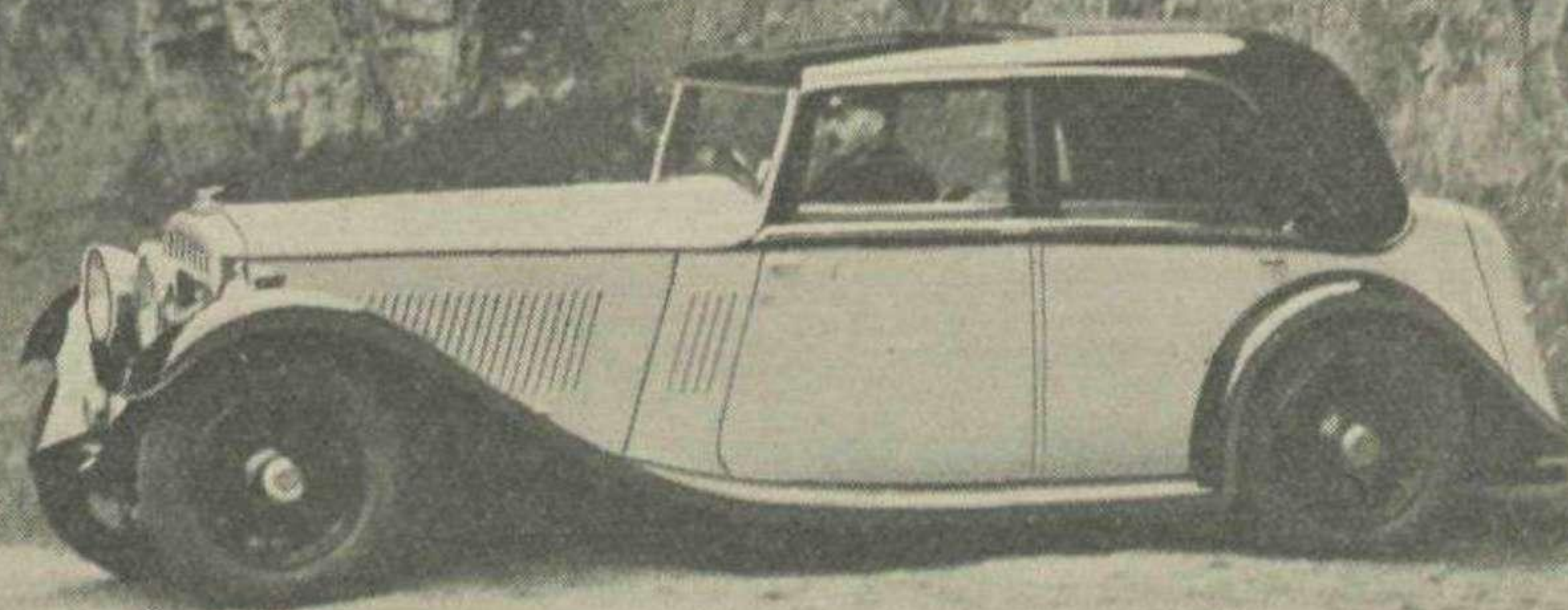
E.R.A. leads! The scoreboard at Pescara was an encouraging sight for British eyes.

There were only a few supercharged cars, the fastest being Danese's 2.3-litre Alfa and Rocco's 1½-litre Maserati. The only English entries were the Aston-Martins of Hall and Lurani and Clarke and Faulkner. Hall fell ill at the last minute and was unable to drive, and his place was taken by Strazza, the Italian

a capacity 100 to 160 per cent. greater than those with unblown engines. Danese started off lapping at 117 k.p.h. (72.7 m.p.h.) while Cortese and Rosa on the unsupercharged six-cylinder Alfas, which were fitted with streamline saloon bodies, were doing 116, with the leading Fiat running at 97 k.p.h. As appeared later,

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THE PESCARA CIRCUIT—continued
 spirit, averaging 109 k.p.m., but about two o'clock he started to slow. A small crack had developed in the cylinder block and he deemed it wiser to withdraw.

Order after 12 hours.

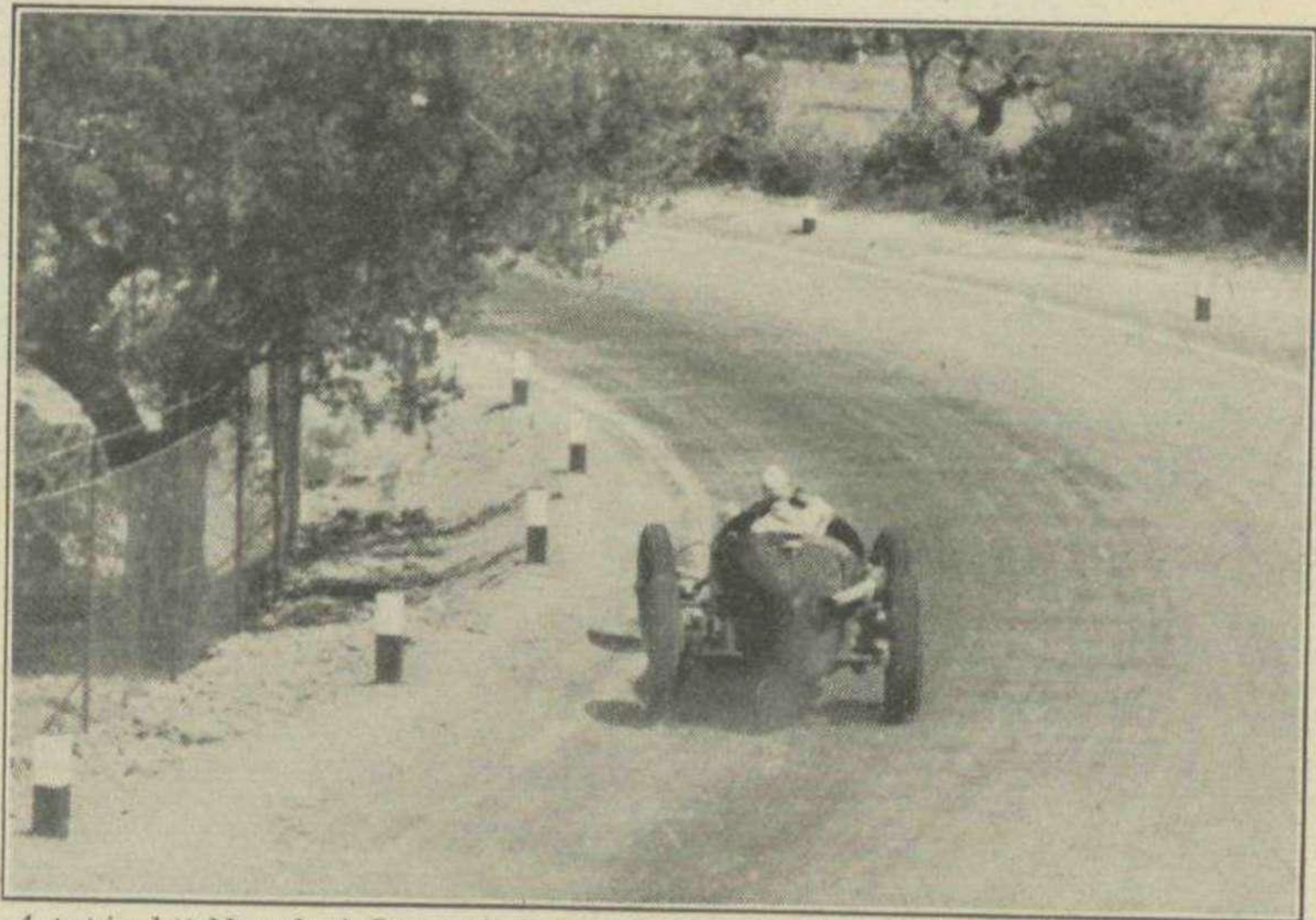
1. Cortese-Severi (2.3-litre Alfa-Romeo) Index 1,196. 1,293 km. (66.9 m.p.h.).
2. Faulkner-Clarke (1½-litre Aston-Martin) 1,173. 1,178 km.
3. Rosa-Comotti (2.3-litre Alfa-Romeo) 1,172. 1,268 km.
4. Strazza-Lurani (1½-litre Aston-Martin) 1,159.
5. Cantoni-Ragnoli (1,300 c.c. Lancia) 1,138.
6. Beccaria-Zuccarini (Ballila Fiat) 1,131.

The leading Alfa had been displaying amazing speed and was in fact only 24 kilometres behind Danese's supercharged car at half distance. Any hope that Faulkner and Clarke might challenge it was lost when the Aston developed ignition and brake trouble, causing it to lose much ground. Strazza on the other Aston then began a stern chase after Rosa and Comotti, lapping at 98 k.p.h. and actually gaining ground in spite of weakened brakes. His efforts were in vain however, and the order here and lower down the list remained unchanged during the concluding hours of the race. Cortese and Severi thus gained their second victory in the Targa Abruzzo, at an average speed of 66.7 m.p.h. as compared with 64.1 m.p.h. last year.

The Targa Abruzzo like its forerunner at Le Mans provides the finest possible test of stamina, and equal credit is due to the four firms, Alfa-Romeo, Aston-Martin, Fiat and Lancia, whose products made such a fine showing. It is interesting to note too, that the Aston which won its class covered a greater distance than was accomplished by the fastest supercharged car to finish.

2. Galosi-Costantini (Alfa-Romeo) 1,416 km.
- Unsupercharged cars over 2-litres.**
1. Cortese-Severi (2,300 Alfa-Romeo) 2,577 km. Speed 66.7 m.p.h.
 2. Rosa-Comotti (2,300 Alfa-Romeo) 2,540 km.
 3. Mongin-Paris (3-litre Delahaye) 2,422 km.
 4. Prince Nicolas of Roumania (2,300 Alfa-Romeo) 2,365 km.

day. Mercedes had withdrawn from the large event, the rumour being that the famous factory was experimenting with new engines. This left as principal rivals the Auto-Unions driven by Stuck, Varzi and Rosemeyer, Etancelin's new V-8 Mas-



A typical "Nuvolari Corner" in the Coppa Acerbo. The car is forced round in a series of lightning skids. At the moment the front wheels are turned inwards, giving the car the appearance of going off the road.

Unsupercharged cars up to 2-litres.

1. Strazza-Lurani (1½-litre Aston-Martin) 2,344 km. Speed 60.7 m.p.h.
2. Cantoni-Ragnoli (1,300 c.c. Lancia) 2,203 km.
3. Faulkner-Clarke (1½-litre Aston-Martin) 2,150 km.

erati and the Ferrari Alfas. Stuck's car was eliminated in practising with a cracked block and cylinder head, while the blades of the supercharger on the Maserati gave trouble, which was not surprising as they run at double engine speed, and this car was also withdrawn.

Varzi was the fastest over the flying kilometre, his speed working out at 183 m.p.h., while Nuvolari led the Alfas with 168 m.p.h. No less creditable was the 143 m.p.h. which was clocked by Seaman on his E.R.A. Bianco on the fastest 1½-litre Maserati was timed at 124 m.p.h.

The 1½-Litre Race

The organisers of the Pescara races seem to have a mania for early rising, and the 1½-litre race was originally arranged to start at six in the morning, but mercifully this was altered to half past eight. No less than 27 cars had been entered, eight of them by English drivers, but only twelve cars finally came to the line. These were:

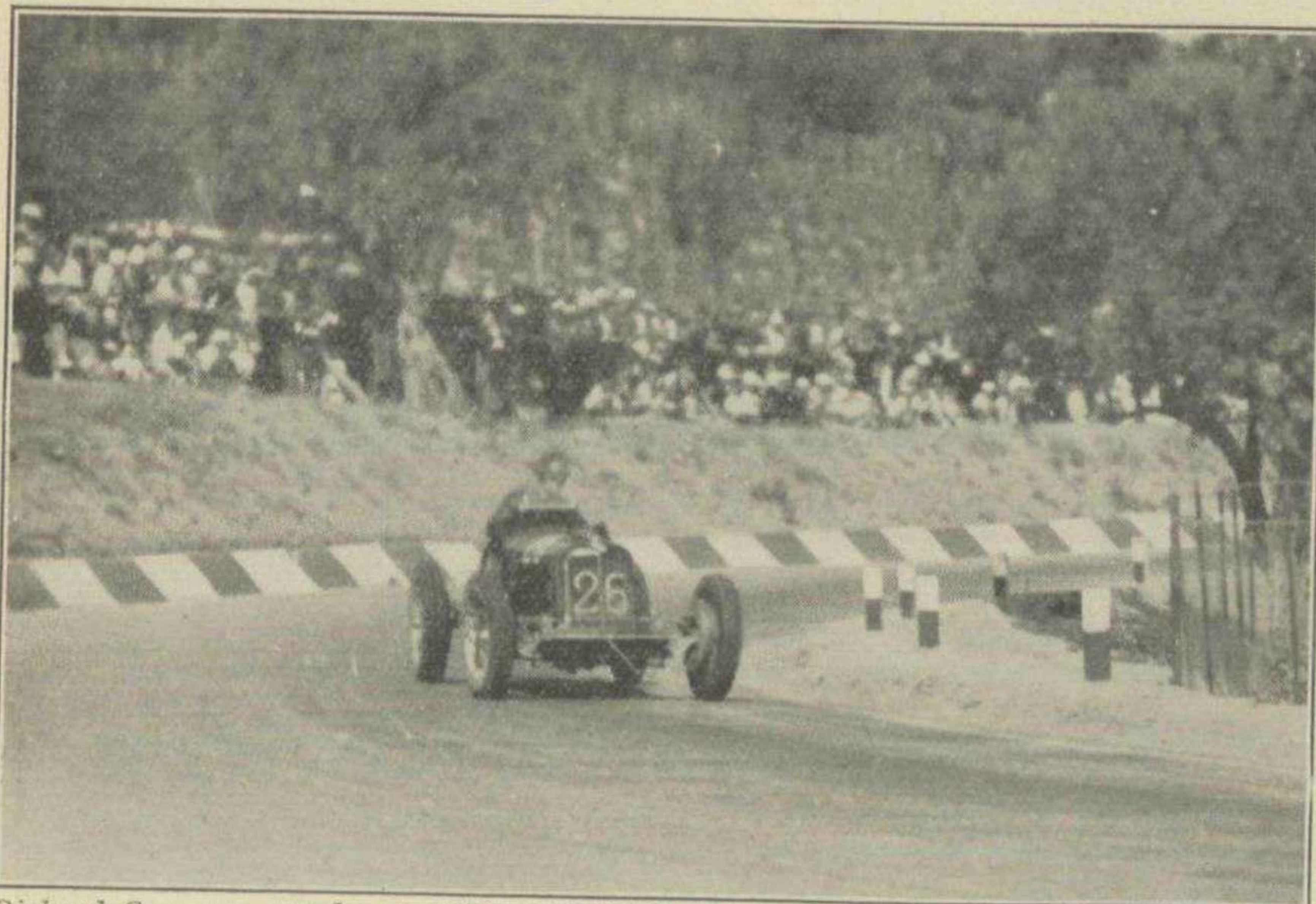
Carnevali (Bugatti); Tongue (M.G.); Bergamini (Maserati); Bianco (Maserati); Steinweg (Bugatti). Vismara (Talbot); Platé (Talbot); Tuffanelli (Maserati); Castelbarco (Maserati); K. D. Evans (M.G.); Seaman (E.R.A.) and Gherzi (Maserati).

The Talbots were of course two of the old 1½-litre eight-cylinder cars.

The small-car race was held over four laps of the circuit. Seaman, winner of last year's and at the wheel of what was plainly the fastest car, was considered a likely winner, but Bianco and Tuffanelli were dangerous rivals. As it happened the latter driver went off the road in the first lap and damaged his car, and Seaman who led from the start, drove his E.R.A. consistently to repeat his victory.

RESULT

1. Seaman (E.R.A.), 48m. 42½s., 78.9 m.p.h..
2. Bianco (Maserati), 49m. 52½s. 77 m.p.h.
3. Steinweg (Bugatti), 51m. 19½s. 74.9 m.p.h.
4. Gherzi (Maserati) 51m. 47½s.
5. Bergamini (Maserati), 51m. 57½s.
6. Tongue (M.G. Midget),
7. Carnevali (Bugatti).



Richard Seaman scored a magnificent British victory in the Junior Coppa Acerbo race. Here is his black E.R.A. rounding one of the many corners of the Pescara Circuit.

RESULTS.

- General Classification.** 18 cars finished.
1. Cortese-Severi (2.3-litre Alfa-Romeo) 1,192.
 2. Rosa-Comotti (2.3-litre Alfa-Romeo) 1,174.
 3. Strazza-Lurani (1½-litre Aston-Martin) 1,167.
 4. Bianco-Delpino (996 c.c. Fiat) 1,120.
 5. Peroni-Pompei (996 c.c. Fiat) 1,116.
 6. Cantoni-Ragnoli (1,300 c.c. Lancia) 1,115.

Class Winners.

- Supercharged cars over 1½-litres.** None classified.
- Supercharged cars under 1½-litres.**
1. Alfieri-Scesa (Alfa-Romeo) 2,232 km. Speed 57.7 m.p.h.

- Unsupercharged cars 1,100 c.c.**
1. Bianco-Delpino (Fiat) 2,166 km. Speed 56.1 m.p.h.
 2. Peroni-Pompei (Fiat) 2,147 km.
 3. Zoboli-Chiericato (Fiat) 2,103 km.
- Fastest Lap:** Danese (2.3 Alfa-Romeo S.). Speed 75 m.p.h.

THE GRAND PRIX RACES

Saturday and Sunday had seen the 24-hour race. The two races for Grand Prix cars took place on the following Thurs-

THE PESCARA CIRCUIT—continued.

THE COPPA ACERBO

The prospect of an Italian car winning the Coppa Acerbo appeared remote even to the most sanguine, though Nuvolari's magnificent performance at the German Grand Prix showed how the unexpected can happen. Whatever the result, however, there will always be crowds of spectators where Nuvolari and Varzi are to meet, and special trains brought loads of wildly excited race-fans from every part of Italy.

The tyres of the Auto-Unions had given trouble during practising, and would do so again if the sun shone, but the weather was dull and the roads were cool on the day of the race. Rain, the other condition which would have favoured the Alfas, seemed equally far off, and Nuvolari looked very grim as he sat in the pit talking to Chiron and the team chiefs. The Scuderia Ferrari had entered six cars, those driven by Nuvolari, Chiron, and Brivio being fitted with the new independent suspension, while Tadini, Pintacuda and Comotti were driving cars fitted with the orthodox suspension.

Rosemeyer had drawn a position in the first row, along with Nuvolari and Chiron, but he relinquished it in favour of Varzi. When the flag dropped Nuvolari got away with a rush, with Varzi close on his tail, but before they reached Spoltore Varzi had overhauled the Alfa and was two hundred yards ahead, and passed through the start with a lead of half a minute, having accomplished the standing lap at a speed of 89.3 m.p.h. Rosemeyer was third, followed by Chiron and Brivio.

Varzi opened up further on his second lap, which he completed in 10 minutes 35 seconds or 90.9 m.p.h., beating poor Guy Moll's best time by 16 seconds. Nuvolari was sixteen seconds behind. Rosemeyer was not to be seen, and Pintacuda dropped out with engine trouble. The second Auto-Union limped in two minutes later with both rear tyres flat, and a large dent in the tail. Rosemeyer had skidded into a wall, but without serious damage to the car. Two wheels were changed in thirty seconds, and he set off again in pursuit of the others.

Another lap and Dusio and Soffiatti both on Maseratis, drew into the pits and retired. The order at the end of four laps was as follows.

1. Varzi, 42m. 42s. (Speed 89.6 m.p.h.)
2. Nuvolari, 44m. 46s.
3. Brivio, 45m. 36s.
4. Tadini, 45m. 38s.
5. Comotti, 45m. 56s.
6. Chiron.
7. Rosemeyer.

A NEW CIRCUIT

A new course has been planned on the existing Monza autodrome for the Italian Grand Prix.

In order to reduce the speed of the cars—and thus avoid a repetition of the disastrous race of 1933—the R.A.C.I. is going to erect four chicanes on the lines of those used in the French G.P. at Montlhéry. The first will be at the end of the straight past the stands; the second is to be placed on the straight which follows the next right-hand curve; the third will be placed immediately after the

cutting where the road dives under the bridge, and the fourth will be situated on the straight of the outer circuit, just before the long curve which brings the cars back to the start.

Added to these chicanes will be a bay, as used last year, in the middle of the long curve back to the start.

The length of the new course is 6.890 kms., exactly the same as that used in the 1930 Grand Prix. It is hoped that the cars will pass the stands at 180 m.p.h. and that they will average round about 80 m.p.h.

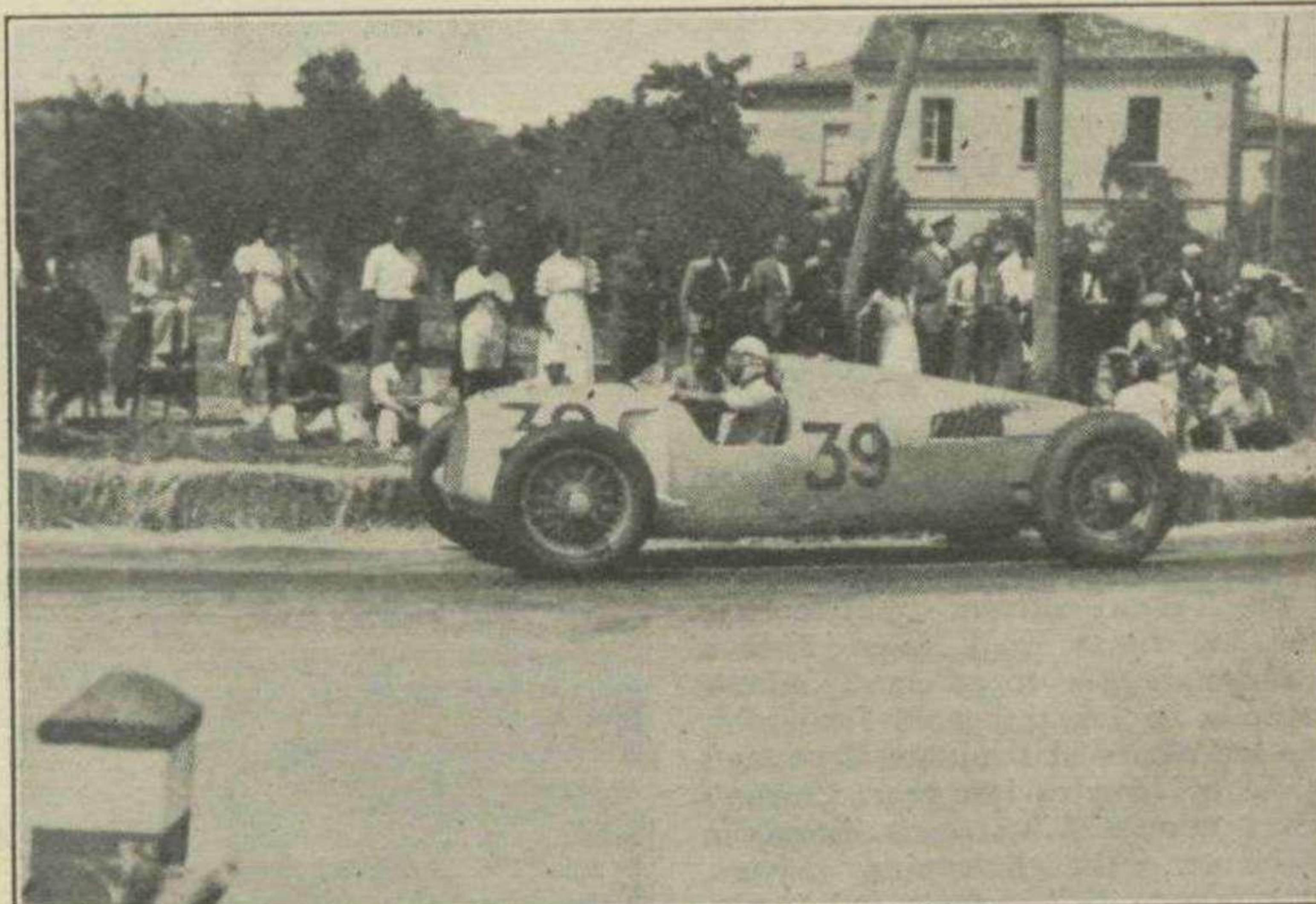
Varzi continued to put on speed, and at last Nuvolari decided to ease back a little. Rosemeyer, except for his momentary lapse in the second lap, drove extremely well and passed car after car in his efforts to regain the position he had lost. On the seventh lap he had forced his way into third position and following team orders did not attempt to pass the redoubtable Tazio.

Chiron and Brivio were delayed at the pits with plug trouble, and in addition the former did not seem wholly recovered from a recent attack of influenza, which seriously upset his driving. He therefore

nearly delirious with excitement gained perceptibly on the German car. After three laps, however, all was over and the "Mantovano Volante" drove slowly up to his pit to retire with a broken valve.

The last seven laps were quite uneventful, the two German cars running steadily ahead of the Alfas without appearing to hurry themselves unduly, though averaging over 86 m.p.h. is fast enough for most people.

For the rest, all one could do was to hope that the new twelve-cylinder Alfa-Romeos, which are being prepared for the Italian Grand Prix will prove the equal



The Coppa Acerbo gave Varzi his second victory with an Auto-Union. He was never seriously challenged, for his team mate Rosemeyer was delayed through skidding into a bank.

handed over his car to Pintacuda, who continued the battle with enthusiasm.

All cars came in to refuel just before half distance. Varzi, Rosemeyer and Brivio also found it necessary to change their rear tyres. The order at half distance was as follows:—

1. Varzi (Auto-Union) 1h. 51m. 19s. (86.4 m.p.h.).
2. Nuvolari (Alfa-Romeo) 1h. 55m. 5½s.
3. Rosemeyer (Auto-Union) 1h. 57m. 56½s.
4. Brivio (Alfa-Romeo) 1h. 58m. 3½s.
5. Comotti (Alfa-Romeo) 1h. 58m. 48½s.
6. Tadini.
7. Chiron.

In spite of the tyre change Varzi's pit stop of 1 minute 5 seconds was actually 2 seconds faster than that of the Ferrari personnel, but Nuvolari now decided on a fresh attack, and driving with a brilliance which made the watching crowds

of the German machine. Virtuosity such as Nuvolari showed deserves a car to match it. At the same time one cannot help being amazed at the performance of the Monopostos. The transmission weakness which troubled them earlier in the season now seems to have been overcome.

RESULT.

1. Varzi (5.5-litre Auto-Union) 3h. 43m. 45s. (86.6 m.p.h.).
 2. Rosemeyer (5.5-litre Auto-Union) 3h. 47m. 7s.
 3. Brivio (3.5-litre Alfa-Romeo) 3h. 52m. 20s.
 4. Comotti (3.5-litre Alfa-Romeo) 1 lap behind.
 5. Tadini (3.5-litre Alfa-Romeo) 1 lap behind.
 6. Pintacuda (3.5-litre Alfa-Romeo) 1 lap behind.
- The Coppa Acerbo is held over 20 laps of a 16 mile circuit.

Times over the Flying Kilometre.		
	seconds	m.p.h.
Rosemeyer	13	172
Varzi	13½	164.3
Chiron	14	157.4
Nuvolari	15½	147.1
Seaman	18½	122.8

WHERE TO FIND NEW DRIVERS

Enzo Ferrari has had to give up the motor-cycle branch of his Scuderia. His reason for doing so is that the motor-cycle races do not carry enough prize-money to pay for the running of a properly organised team.

Ardent believers in the theory that the best car drivers are ex-motor-cyclists will ask "where will Ferrari find his new car drivers in the future?"

EASY FOR FERRARI

Alfa-Romeos Fill First Three Places At Nice. Shuttleworth Impresses The Critics

The Alfa-Romeos of the Scuderia Ferrari gave as pretty an exhibition of superiority in the Nice G.P. as has ever been seen in motor-racing. True, they had no organised opposition to contend with, for one cannot really call the two Maseratis raced by Etancelin and Zehender a team. For the rest, the leading independents made a good showing but were outclassed by the drivers, cars and organisation of the Scuderia Ferrari.

The first practices were lacking in great interest owing to the fact that most of the good drivers competed in the Coppa Acerbo three days before the Nice race. However, ten drivers were to be seen in action on the Friday, and some fast times were put in by Lehoux (Maserati) and Sommer (Alfa-Romeo) 1 minute 46 seconds, Raph (Alfa-Romeo) 1 minute 49 seconds, Farina (Maserati) 1 minute 50 seconds, Chambost (Maserati), Martin (Bugatti) and Brunet (Maserati) 1 minute 52 seconds, Lewis (Maserati), Shuttleworth (Alfa-Romeo) and Villapadierna (Maserati) 1 minute 53 seconds.

The final practice opened with an amusing match race between two veteran cars, a Clement of 1898 and an 1897 Gladiator, which was narrowly won by the latter. When the Ferrari drivers went out to play the lap times went down with a bang. Nuvolari got round in 1 minute 43.3 seconds, which compared favourably with the lap record of 1 minute 43 seconds established by Dreyfus last year. Chiron's best was 1 minute 47.9 seconds, Etancelin and Zehender, the Subalpina drivers, clocked 1 minute 48.2 seconds and 1 minute 48 seconds respectively, Farina did 1 minute 47.1 seconds, Lehoux 1 minute 48 seconds, Barbieri (Alfa-Romeo) 1 minute 48.3 seconds, Sommer 1 minute 48.5 seconds, Shuttleworth 1 minute 50.8 seconds, Villapadierna 1 minute 51.4 seconds, Brunet 1 minute 51.9 seconds, Martin 1 minute 52.1 seconds, Chambost 1 minute 53 seconds, Ruesch 1 minute 53.9 seconds, Lewis 1 minute 57.8 seconds, and Soffietti 2 minutes 4 seconds.

The sky was slightly cloudy on the day of the race, which was just as well, for the Riviera sunshine at this time of the year is inclined to be overpowering. The grandstands filled up long before the start, the spectators being distinctly more fashionable than at Grand Prix races in the French *hinterland*. Many celebrities were present, ranging from the Yugoslavian Consul to Maurice Chevalier.

Then the cars were pushed to the starting line, with Lehoux (Maserati), Sommer (Alfa-Romeo) and Nuvolari (Alfa-Romeo) in the front row. Shuttleworth was in the fifth row, Martin in the sixth and Lewis in the last, alongside Ruesch and Soffietti.

When the flag fell Farina shot into the lead from the second row, closely followed by Chiron and Etancelin. Chiron got in front before they passed the stands at the end of lap one. On the following circuit Marcel Lehoux pulled into the pits.

In five laps the order had settled down to Chiron, Farina, Shuttleworth, Nuvolari, Dreyfus, Etancelin, Barbieri, Sommer, Martin, Zehender, etc. Soffietti had

charged into the straw at the Gambetta corner. Chiron was driving splendidly, and by the eighth lap had a 15 seconds lead over Farina. Dreyfus had displaced Shuttleworth, but the latter was well up with the leaders and giving them all a shock. At this stage he was actually leading Nuvolari!

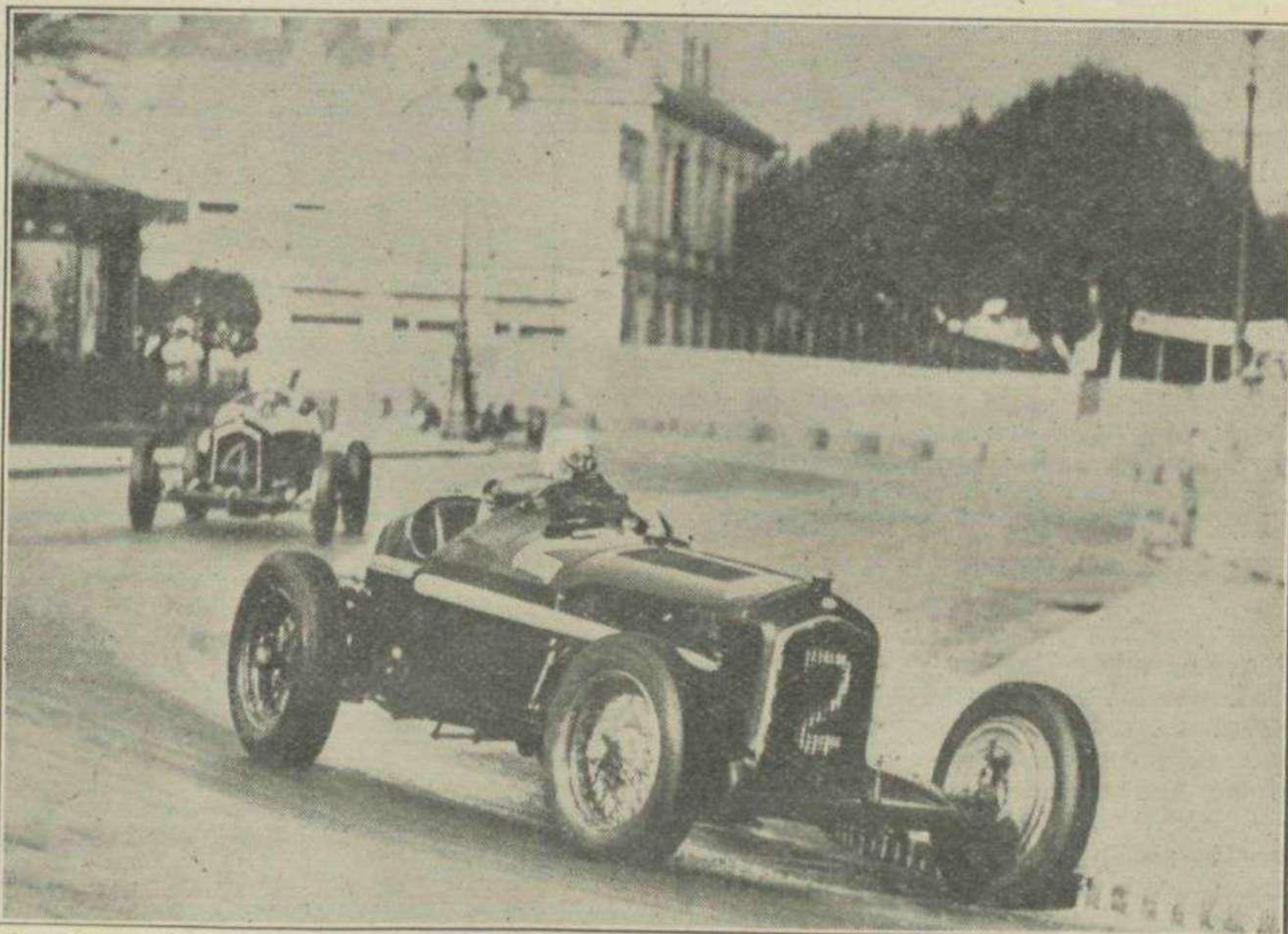
Farina overstressed his car in trying to catch Chiron, and on the eleventh lap he stopped at the pits, eventually retiring. Raph also retired, after crashing at Gambetta. He was feeling far from fit, with a bad throat and high temperature. Lehoux had also retired.

On the fourteenth lap Chiron was still leading, but Dreyfus was now second, Nuvolari third, Etancelin fourth and Shuttleworth fifth. On the eighteenth lap

they were all too experienced to risk destroying a 1, 2, 3 victory.

Etancelin was scrapping with Nuvolari, and passed him for a lap. Shuttleworth was following the duel, driving coolly and consistently, although he was apt to take the pavement on the Gambetta corner. Nuvolari decided to lead for a bit, and roared past Chiron and Dreyfus on the thirty-eighth lap. Etancelin stopped to refuel, and Shuttleworth promptly became fourth. Villapadierna added to the growing list of retirements when his yellow Maserati developed incurable steering trouble.

At half distance the order was 1, Nuvolari, 2, Chiron, 3, Dreyfus, 4, Shuttleworth, 5, Etancelin, 6, Sommer, 7, Chambost, 8, Soffietti, etc. Shuttleworth was



The Ferrari team had matters all their own way in the Nice G.P., but Nuvolari and Chiron, seen in this photograph, had a long duel for first place.

there was only 20 seconds between the first four, so the race was full of interest. Barbieri passed Shuttleworth, but two laps later the British driver was back in fifth place, for Barbieri had to stop to adjust his brakes. How close together was the field can be seen by the fact that he lost five places through stopping for 23 seconds!

On the twenty-second lap Nuvolari worked his way into the lead, but five laps later he was back in third place, behind Chiron and Dreyfus. Two more retirements were announced, Brunet and Martin. Lewis was already out, so Shuttleworth was now our sole hope—and a very good one, too.

Now it was the turn of Dreyfus to lead, at the thirtieth lap. All three Ferrari drivers wanted to win, Nuvolari because of his previous victory in 1933, Chiron because he has been the most successful driver this season, and Dreyfus because he is *nicois*. At the same time

keeping ahead of Etancelin, much to the latter's astonishment. He had an anxious moment when Ruesch's Maserati, a 4 cylinder 4-litre model, caught fire just in front of him. The Swiss driver pulled up hurriedly and leaped out, but the car was too damaged to continue.

The pits now showed great activity as the drivers came in one after another to refuel. Shuttleworth lost valuable seconds here. These were the times: Nuvolari 28 seconds, Chiron 27 seconds, Dreyfus 36 seconds, Shuttleworth 47 seconds.

Etancelin had now passed Shuttleworth, but he lost the battle for good when he had to stop at the pits to adjust his brakes, an operation which took him 4 minutes 21 seconds. He was so fed up that he handed the car over to Zehender, who had previously retired with ignition trouble. Both the Subalpina Maseratis incidentally, had 3.7 six-cylinder engines in independently sprung chassis.

WHAT DO YOU KNOW ABOUT CARS?

Report of Problem No. 16

Last month we thought that the Duesenberg was the most difficult of all our puzzles in this series, but no, the photograph in the August issue caught everyone guessing—except one.

The only entrant to submit the correct solution was:

Mr. Daniel Perkins,
18, Lambert Road,
Brixton Hill S.W.2,

to whom we have sent our cheque for one guinea.

The car in the photograph was the 2-litre Bianchi, and was actually depicted at a hill climb in Jersey. It is extraordinary that Brooklands habitués did not recognise the car, for it competed for a whole B.A.R.C. season about 10 years ago. Capt. A. G. Miller was the entrant, we believe.

Mr. Perkins gives the cubic capacity as 20,007 c.c. but as he also calls it a two-litre his mistake is merely a slip of the pen. In any case we only asked for the make of car, and not the engine size.

As a matter of interest, here are some of the makes suggested by competitors:—Arab, Horton-Special, Triumph, Delage, Sunbeam, Talbot, Star, Hillman, Singer and Itala.

Rules for Problem 17

1. Write your name, address and solution in block letters on a plain sheet of paper.

2. Send it in a sealed envelope, marked "Competition," to MOTOR SPORT (1929), LTD., 39, Victoria Street, London, S.W.1.

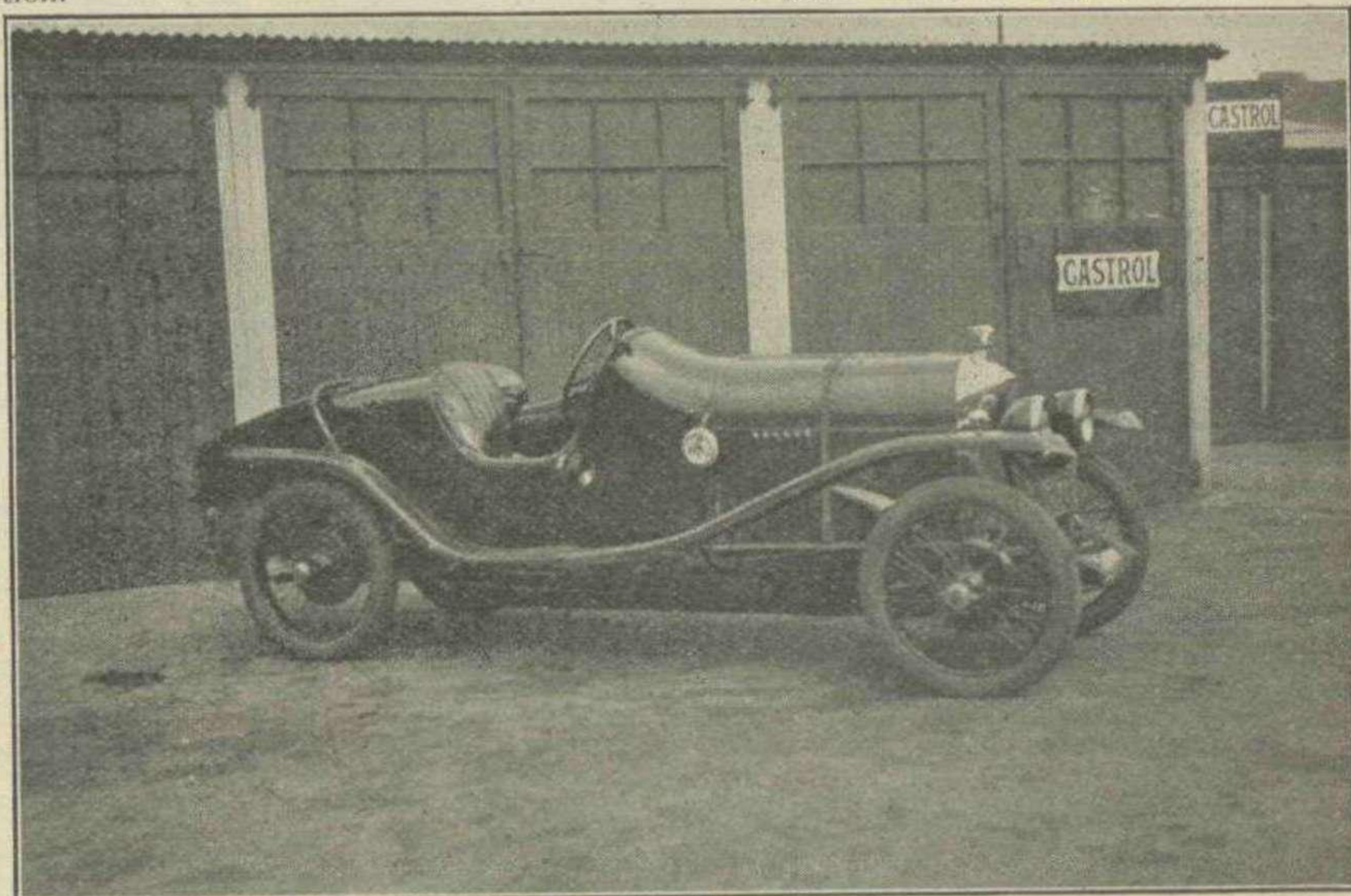
3. Entries must reach this office not later than September 15, and a prize of

one guinea will be awarded to the sender of the first correct solution opened on that day.

4. No letter must be sent with the solution.

Mr. John A. Brunyll,
6, Ryll Grove, Exmouth, Devon,
to whom we have sent a cheque for that amount.

If you have a photograph in your col-



Problem No. 17.—What is the make of car in this illustration?

5. Employees of MOTOR SPORT (1929) LTD., are not eligible to compete.

6. The Editor's decision in all matters relating to the Competition is final.

Send us your Picture Puzzle!

A prize of half-a-guinea is offered every month for the photograph used in this competition.

The picture on this page was submitted by:

lection which you think would puzzle readers, let us have a look at it. It may be worth half-a-guinea! A modern sports-car taken from an unusual angle, and old sports-car, little known, or an old type of racing car, they all offer scope for different puzzles.

Incidentally, photographs submitted must be actual photographic prints, not cuttings from newspapers, from which it is impossible to make printing blocks.

THE B.E. TROPHY

The booklet (price 1s.) issued by the B.R.D.C. giving detailed results of the British Empire Trophy Race, makes interesting reading. The fastest four consecutive laps were covered by Prince Leiningen (E.R.A.) in 8 minutes 53 seconds. H. W. Cook was second in 9 minutes 1 second, while Raymond Mays did 9 minutes 7 seconds. Other good times were those of A. H. L. Eccles (Bugatti) and H. Rose (Alfa-Romeo), 9 minutes 4 sec-

onds, who made joint fastest time in class D. The fastest in other classes were as follows:—Class E, E. K. Rayson (Bugatti) 9 minutes 6 seconds, Class F, Prince Leiningen (E.R.A.) 8 minutes 53 seconds, Class G, P. G. Fairfield (E.R.A.) 9 minutes 20 seconds, Class H, W. L. Handley (M.G.) 9 minutes 35 seconds.

Reducing Wear

When Duckhams, the manufacturers of Aero N.P. oils, first produced their upper

cylinder lubricant tablets, their tests were so startling that they asked the Institute of Automobile Engineers to confirm the results. The latter's report showed a reduction in engine wear of over 34 per cent. with the use of Wear Cure Tablets, while one of the largest manufacturers reported, "The wear was measured by loss of weight of piston-rings, and the reduction when Wear Cure Tablet were used (expressed as a percentage) was 35.9 per cent."

THE NICE G.P.—continued from preceding page

Nuvolari developed a thirst, so he calmly pulled in to the pits for a quick one—in fact it took him 9 seconds. This stop meant that Chiron took the lead, but that did not worry him. He began a lively duel with Louis, and once made a mistake at Gambetta corner, luckily without damaging the car. He made the fastest lap of the race in 1 minute 45.1 seconds, and was leading once more at the seventy-fifth lap. Zehender was making a good fight of it, and displaced Sommer from fifth position.

Nuvolari and Chiron continued to keep the crowd on its toes, first one and then the other leading.

All this while Shuttleworth had been

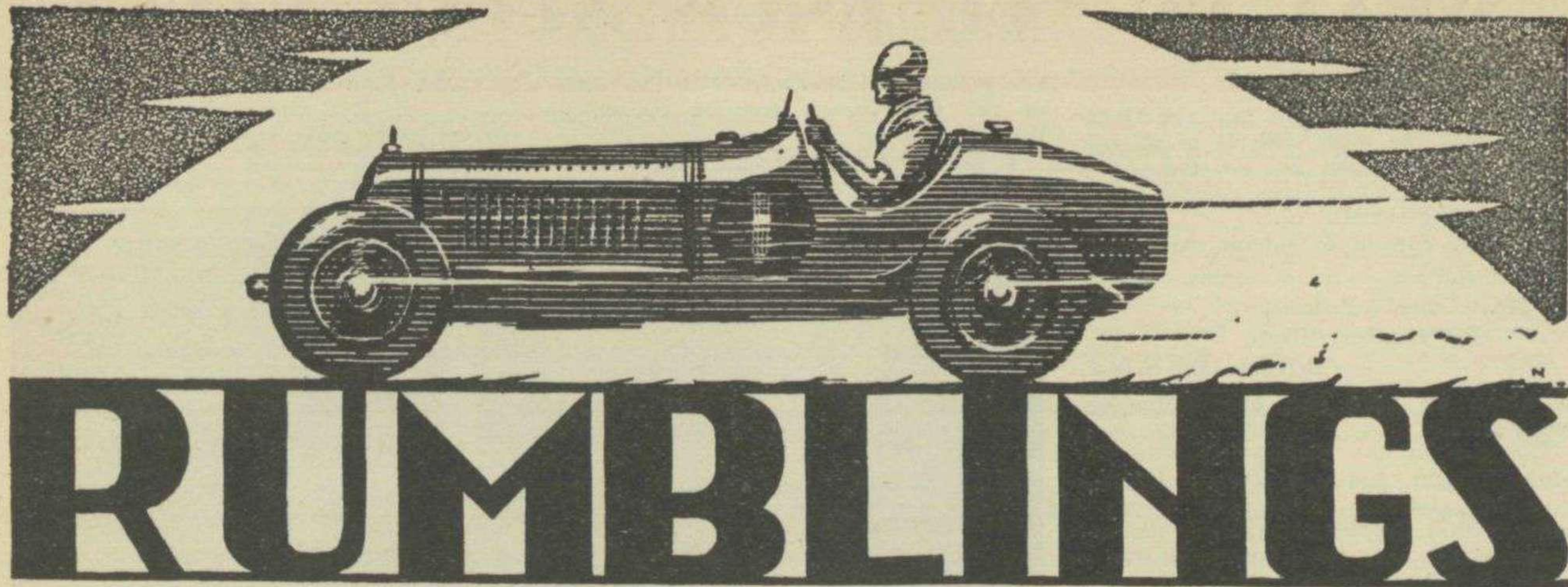
putting up a magnificent performance, but now he made a fatal error at a pit stop for refuelling. The operation was carried out in 50 seconds, but Shuttleworth was in such a hurry to get away that the mechanic could not properly close the radiator cap. The result was that on the eighty-ninth lap (the race consisted of 100) he stopped for good with engine trouble, having lost all the water. Zehender was also unfortunate, for he could not restart his engine after a pit stop and had to retire. Both these withdrawals benefited Sommer, who now took fourth place once more. His Alfa-Romeo by the way, was fitted with special air-scoops for cooling the brakes.

Nuvolari now kept firmly ahead, and he flashed over the line to win the Nice G.P. for the second time, 8 seconds ahead of Chiron, with the third Ferrari driver, Dreyfus, 4 seconds astern.

RESULT.

- 100 Laps of 3.214 km. 321.400 km. in all.
1. T. Nuvolari (Alfa-Romeo) 3h. 4m. 59.7s. 104.241 k.p.h.
2. L. Chiron (Alfa-Romeo) 3h. 5m. 7.9s.
3. R. Dreyfus (Alfa-Romeo) 3h. 5m. 11.6s.
4. R. Sommer (Alfa-Romeo) 4 laps behind.
5. Chambost (Maserati) 6 laps behind.
6. Soffietti (Maserati) 7 laps behind.

Also Ran: Lehoux (Maserati); Farina (Maserati); Etancelin (Maserati); Zehender (Maserati); Barbieri (Alfa-Romeo); Raph (Alfa-Romeo); Brunet (Maserati); Villapadierna (Maserati); Shuttleworth (Alfa-Romeo); Martin (Bugatti); Ruesch (Maserati); Lewis (Maserati).



A Little Road Work

Like the majority of readers, I have been doing a fair amount of holiday motoring this month, and have been noticing the effect of the 30 m.p.h. speed limit. In counties like Devon and Cornwall, which are still happily almost free from "built-up areas" the limits only operate in the towns and villages, where one would seldom care to exceed 30 m.p.h. in any case, but further east in the Bournemouth area and again from Southampton practically all the way along to Dover the dreadful red sign was much in evidence. Actually on the Portsmouth-Chichester road on a Sunday afternoon with a good scattering of motor-coaches 20 m.p.h. was nearer the mark, a state of affairs which may or may not be pleasing to our Minister of Transport, but which was tiring to the driver and highly dangerous I should imagine for the local inhabitants who might want to cross the road. If the money spent in maintaining police patrols could be devoted instead to widening the roads, and a slightly larger proportion of the Road Fund be put to the use for which it was originally intended, the "toll of the roads" could be reduced without slowing down unnecessarily traffic which is equipped and suited for rapid movement.

In Higher Latitudes

It is good to see that the limits on a number of roads out of London, such as the Bath Road from the end of the Colnbrook Bye-Pass, and the Hounslow-Staines road have been moved to positions where few people can take exception to them, but in the Midlands and in Lancashire, Cheshire, and Yorkshire there is very little fun in motoring anywhere near the industrial towns.

One of the unfortunates in the former district is my friend Frank Ashby, whose ingenious and practical spring steering-wheels are fitted to a great many English sports cars. At one time he ran a 1½-litre G.P. Bugatti fitted with the usual nominal mudguards and aero windscreens, but with the 30 m.p.h. limits stretching for twenty miles on every side of his house he has more or less given up the "Bug." Half an hour on Bugatti "indirects," never the quietest part of the car you may remember, before

reaching unrestricted country is too much for his nerves, and he now takes refuge reluctantly in a trans-atlantic top-gear motor-car.

Using the Loud Pedal

One of the few roads in England which has kept pace with modern transport is Watling Street, which runs from London to Coventry and Birmingham. Heavy lorries thunder up and down it day and night, and many stretches have been widened to the dimensions of a bye-pass. Traffic is not so heavy during the day, and even if your car is good for a "hundred" or more you can keep it flat out along there without annoying anyone. Driving on that route by night used to be rather an ordeal. Lorry drivers, whose vehicles were fitted with flickering oil lamps seemed to resent anything more powerful, and I have several times been almost forced off the road by some of the more dangerous ones. Nowadays electric lighting seems general on all the "heavy-weights," and on many of them the lamps are more powerful than those of touring cars. With this has come a change in the manners of the drivers, who are almost always ready to dim their headlamps and to give way to faster-moving traffic.

A Night Journey

Having occasion to travel to Liverpool the other day I tried the old road, leaving London at 8.30



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RUMBLINGS—continued.

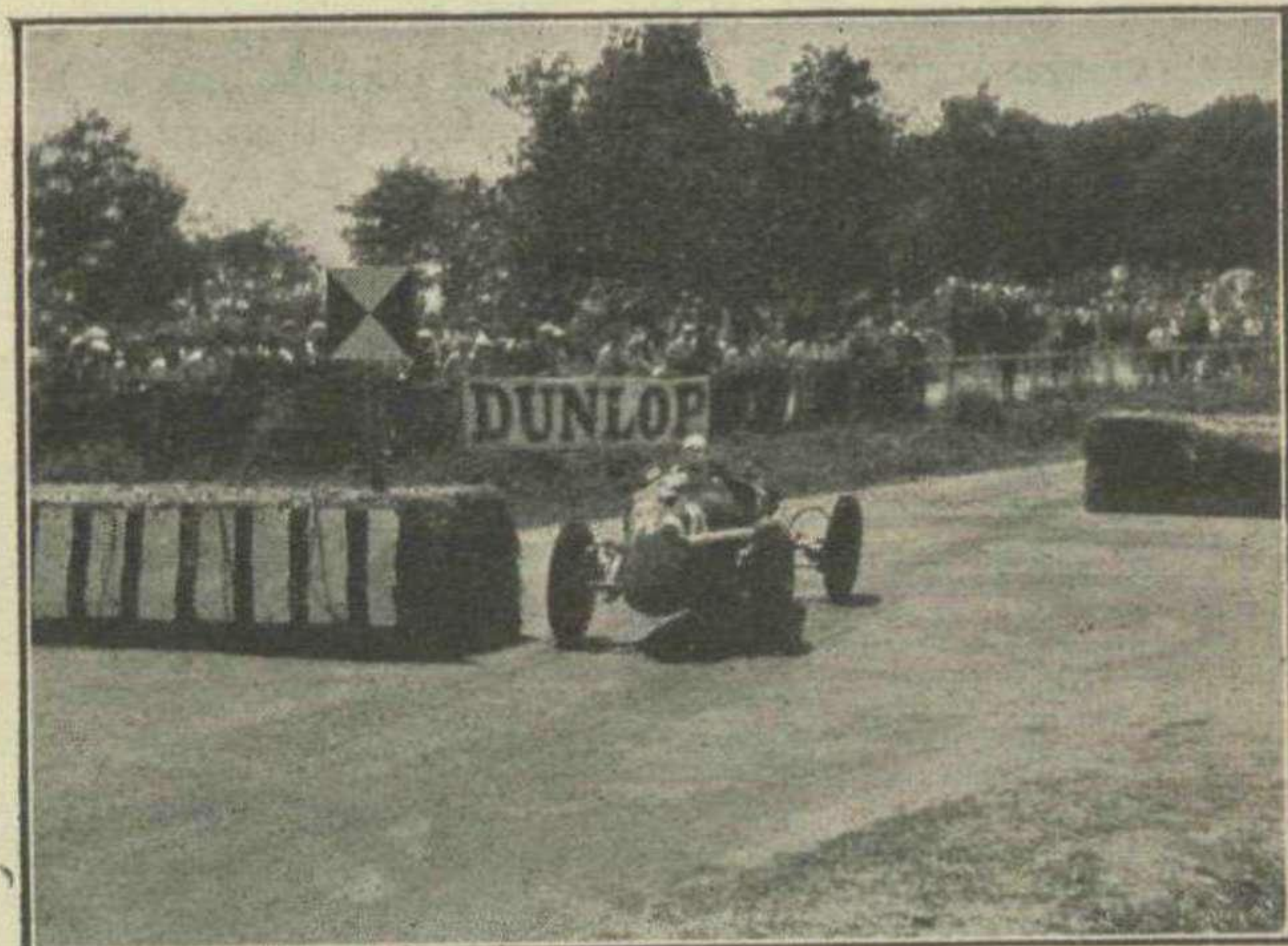
p.m. Lorry traffic was fairly heavy for the first fifty miles, but the car I was driving, though only capable of some 65 m.p.h. all out, had quite a pretty turn of acceleration and we maintained the pre-limit average of 45 m.p.h. without much difficulty. The old Holyhead road which branches off at Weedon, and which is incidentally the most convenient way of reaching Donington from the South, avoids Coventry and Birmingham and has only one built-up area. Through from Lichfield there is little obstruction and on the final forty miles from Holmes Chapel to Liverpool I did not see more than half a dozen people. At two o'clock in the morning you get back to that happy state of affairs of ten years ago, when traffic seemed immeasurably less. There is a real delight in driving fast behind powerful headlamps, with the advantage over journeying by day that other cars can be detected before they come into sight by the loom of their lamps on the hedges.

Dazzle Regulations

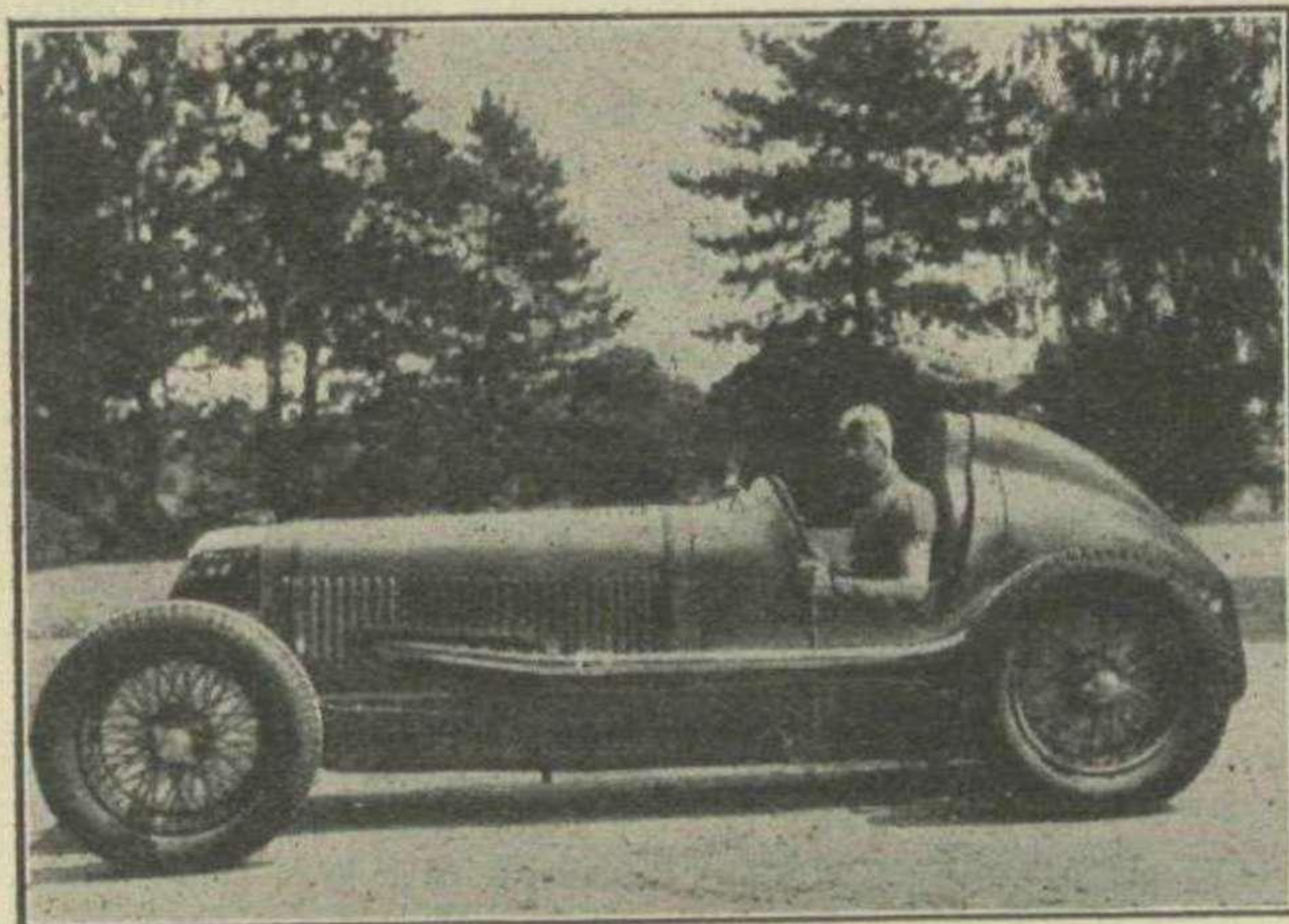
The R.A.C. are to be congratulated on the thorough way in which they tackled, dissected and denounced the Anti-Dazzle regulations proposed by the Ministry of Transport. As in the case of most of the M.O.T. regulations there was no precise definition of dazzle (no easy matter in any case) while the only form of lamp approved for meeting other traffic was

ever made to motorists is that they should pay up and look pleasant, and I was disappointed not to find a list of the various things for which motorists *can* be fined. No doubt the authorities were so ashamed when they saw the list that this part of the book was deleted.

Incidentally it was interesting to notice that here was no proposal to limit the consumption of headlamp bulbs to 36 watts, as was once suggested. Long may the 60 watt lamp in the P.100 headlamp flourish, in conjunction of course with common-sense anti-dazzle lamps.



Nuvolari's technique in negotiating the Chicane at Montlhéry was unique. His views on cornering appear below.



Would you like a Maserati? This rapid looking three-litre eight cylinder car belongs to Robert Brunet the French driver who wants to sell it.

one in which the rays were deflected downwards, leaving no loophole, for instance for a lamp giving a permanent non-dazzle beam and which would therefore not require to be deflected.

All cars would be required to have lamps throwing a downward beam, but the great joke about the regulations is that there is nothing in them to compel drivers to use them. This rather reminds me of the delightful paragraph in the Highway Code which treats of pedestrian crossings and says that the words "Cross now" are to be taken as an invitation to cross the road, while the legend "Don't cross" suggests that they should not. The only invitation

Finesse v. Brute Force

Though it is nearly three weeks ago now, and becoming "vieux jeu" in a crowded racing season, I still have not quite got over Nuvolari's victory in the German Grand Prix. Amongst the notes published on the race in this issue is a paragraph which gives Tazio's own explanation of how he corners, letting the car take its own course. It works wonders on the Alfas certainly, and with the M.G. Magnette the year he won the Ulster T.T., but I could guarantee to produce one or two English sports cars which if allowed to take their own course on corners would be out in the fields ploughing up potatoes.

I watched the Flying Mantovano at the "Chicanes" in the French Grand Prix and here certainly he followed a style of his own. He seemed to come up to the first straw bale with his car in a slide, checking it just in time to come out straight round the second one. I rather doubt whether he learnt this trick from his motor-cycling days. At one time he was Champion of Italy, riding a Bianchi motor-cycle, and had great ideas on tackling the Isle of Man T.T. races. However his directors sent scouts over to the Island, and when these returned they reported that the course was so difficult that no one could possibly win on it at their first attempt. Knowing that "win or die" was Nuvolari's motto at the time, the Bianchi directors refused to let their champion run the risk of the latter alternative.

RUMBLINGS—continued.

A Sports-Car French Grand Prix

Losing the German Grand Prix was after all merely a piece of bad luck for the German nation in the shape of von Brauchitsch and his Mercedes-Benz, but the complete failure of the French motor-industry to put up a show in their own national event was much more crushing, and the A.C.F. is now actually debating whether or not the next French G.P. shall be for sports cars only, as being the only type of event in which France can adequately be represented.

A change of this sort will be lamented by most racing enthusiasts, who had considered the French event as always having been the premier racing car race on the calendar. Actually of course this is not so; on two occasions, in 1928, when the race was held at Comminges, and in 1930, when it took place at Pau, the French Grand Prix was a sports-car event. Pau will always be remembered as being the race in which Sir Henry Birkin, driving a large four-seater supercharged Bentley finished second to Williams on what was virtually a two-litre blown G.P. Bugatti with wings and lamps.

If the French Grand Prix *does* become a sports-car event it will be another field for English cars and drivers racing abroad, and judging by our successes at Le Mans we ought to make a good showing against the Bugattis, the Hotchkisses, the Delahayes and the Talbots which nowadays dominate the other sports-car races held in France.

All Set For Ulster

All over the country team chiefs and drivers are assembling and running-in cars, collecting spares and debating over the claims of the various sea-sick remedies in preparation for our own sports-car race. (To talk of sea-sick remedies on the luxurious boats which sail to Belfast is almost slanderous, but some of our strongest drivers just shrivel up at the mere mention of the word "sea-passage.") The only car so far reported as unlikely to run is the Railton Terraplane, which will probably not be ready in time. Tim Rose-Richards will be driving one of the Aston-Martin team cars, and the other three will be handled by C. E. C. Martin, Charles Brackenbury and C. Penn-Hughes. The official Rileys will be driven by von der Becke, Maclure and Paul.

Cars Of The Past

My remarks on the old racing Sunbeams seem to have created a good deal of interest, though no one has given a clue to the elusive 1923 G.P. cars, and I think I must get our "Racing Marques" specialist to do something about it.

W. T. McCalla writes to me about his 2-litre G.P. Sunbeam with which he has been successful in Irish road races. This is not the type I was referring to, but was built a year later, although it also had a 2-litre 6-cylinder engine.

Quite a number of readers have remarked on the 1914 T.T. car, which is to be seen driving about London, and which I think must be the one described in Veteran Types some years ago. It is fitted with

a four-seater body and a modern radiator with shutters but otherwise is little changed.

I have at any rate traced the second of the Indianapolis 4½-litre cars. The original engine has been removed, and a 25 h.p. Rolls-Royce engine installed instead. A peculiar idea, but I think the original one probably blew up. The owner, who lives in Byfleet, now uses the car for tootling backwards and forwards to work.

Gone Foreign

Another racing Sunbeam I encountered, of all places, in Christchurch, New Zealand. I saw it for a moment in a garage, and had a look under the bonnet, but can only remember the exposed rocker gear operated from a single overhead camshaft. I left the garage for a few minutes but the car had gone when I came back and I never had a chance of learning its history, but I think it must have been of about 1913 or 1914 vintage.

Strangely enough when doing a bit of rallying at the beginning of this year, I found that one of my passengers had also been to New Zealand and knew the car, though not its history. Apparently the old car was used by the owner on his sheep-station during the busy season, carrying potatoes and hay round the homestead. Then in the summer the box body would be taken off, the old racing body lowered from the roof of the woolshed and once more set in place, and the car dispatched to Muruwai Beach, that famous stretch of sand on which "Wizard" Smith made his attempts on the World's Speed Record. The old car had lost nothing of its early speed and its amateur owner never failed to secure a first in his class.

I hear that Bartlett's famous Salmson has now been sold abroad, to Australia or New Zealand. Perhaps it will also be used to carry potatoes in its spare time.

A Rare Bugatti

At one time quite a well-known car, Black Bess, the old 4½-litre Bugatti which Miss Ivy Cummings used to race at Southport, is once more in the news. It has been bought by Colonel G. M. Giles, the Chairman of the Bugatti Owners' Club, who has

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RUMBLINGS—continued.

had it completely overhauled, including rebuilding the gear-box and fitting specially-made driving chains. It may be ready in time to appear at the Club's Hill-Climb at Lewes on September 7, and is well worth seeing.

At one time it was thought to have been one of a pair of special cars built at Molsheim for hill-climbs, but M. Le Patron has now made it clear that it was actually a standard sports-car built at the factory a year or two before the war. The design, which was evolved in 1908, embodied such modern features as a single overhead camshaft and dry sump lubrication. A second of these cars is still running about in Switzerland, and Colonel Giles is trying to track it down.

Diversities Of Taste

Two of the second-hand cars in greatest demand just now, for obviously different reasons, are the old-series Bentleys and the spidery G.N.s. I looked in the other day at Windrum and Garstin's of Kensington, who specialise in the former, and learnt amongst other things that all the parts made for the 3-litre cars were interchangeable, so that front-wheel-brakes can be fitted even to the earliest ones, and so that modernised cars are available at very reasonable prices.

The 4½-litre, which I personally consider the equal of many of the sports cars on the road to-day, still

commands between two and three hundred pounds and with its 85 m.p.h. and 15 m.p.g. is still a fine investment for the man who wants to travel fast over long distances. A really snappy car incidentally can be constructed from a 3-litre chassis fitted with a 4½-litre engine, and I noticed one of these in process of building up.

Chains, Unlimited

The G.N. fans are for the most part not concerned with touring cars, but are enthusiasts who are engaged in building up sprint cars for Shelsley and Lewes. Judging by the number of letters we receive asking for old chassis the supply is hardly equal to the demand; one of the most rapid G.N.s of course was Davenport's 1,500 c.c. car, which is still said to be in existence, in bits.

John Bolster of Bloody Mary fame still remains, I think, the prize "special" enthusiast and an unusually successful one. Not content with his present two-engined coffin, he plans to build one with three twin-cylinder motor-cycle engines as before, with a total capacity of three litres. The new device, which is to be constructed during the winter, will be a little more scientific than the present model, and may have torsion-bar springing à la Porsche-Wagen.



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NURBURG NOTES

By

ADRIAN CONAN DOYLE

Mr. A. M. Conan Doyle, a son of the famous novelist and himself a writer of some note, was this year present with his brother at the German Grand Prix by invitation of Baron von Oertzen, Managing Director of the Auto-Union company. Such an occasion was an exceptional opportunity of seeing behind the scenes, and Mr. Conan Doyle's notes and impressions fill in some of the background which makes an important Grand Prix race such a strong combination of cars and drivers, excitement and noise.—Ed.

The Nurburg Ring—the very name conjures up a vision of pine woods and mountains frowning down upon a twisting ribbon of black road abounding in unexpected bends and abrupt corners where man and chassis are strained to the limit under the "split-record" stress of an International Grand Prix. It is indeed a most fantastic course and, by virtue of its natural hazards, a worthy setting for the great fight that was to come. I say great fight because the rivalry between the different Marques seemed to be intensified by the fact that Auto-Union and Mercedes-Benz were both equally determined to win and this determination was not lessened by the entry of the much-discussed new Maseratis, the always-to-be-reckoned-with Alfas and Taruffi on a 3.3 Bugatti.

"Germany must win," said the Auto-Union supporters, "but it must be the 'P' wagon which triumphs!" "The Fatherland will win," said others. "And, by the Fatherland, we mean the Mercedes!"

A Formidable Car

Three points struck us immediately about the Auto-Union. In direct opposition to the Merc, it has a very deep and vibrant exhaust note, so that the ground seems to shake as the car approaches in the same manner as the vibration set up by a heavy locomotive. The second point was the totally erroneous impression of weight, for this car appears to be very much more sturdily built than any of its rivals. Lastly, the amazing cleanliness and polish on the engine. I examined a car which had just come in from practice and the state of that engine was a most welcome change from the oil-splotted appearance of the average British racing power-unit. Incidentally, the Auto-Unions seem to be very much more easy to control than the Mercs, the drivers of the latter giving an appearance of "fighting the wheel" in contrast to the smooth passage of the "P" wagons. However, it is a different tale when it comes to cornering. Stuck told me that, owing to the weight of the engine in the rear, exact judgment must be shown in the placing of the car for any corner. The slightest mis-judgment will cause the tail to swing round and, once started, it is exceedingly hard to pull the machine straight again owing to the rear weight. Therefore, it will be readily understood that these cars are especially difficult on the Nurburg Ring where the surface on many of the corners is none too good.

Tyres last from three to ten laps on an average with the "P" wagon except in the case of Stuck. This driver, through his exceptional skill and precision in cornering, doubtless acquired in his numerous

hill-climbs with his Mercedes-Benz S.S.K. and Austro-Daimler, generally manages to cover 12 or more laps before the covers need to be changed.

480 H.P. for 14½ cwt.

The Auto-Unions were developing 480 h.p. at roughly 5,000 revs. and this represents an improvement of 100 h.p. over last year's models. A small point—the cars are fitted with copper-rimmed hub caps.

Incidentally, I was interested to hear the many promising remarks concerning the future of Rosemeyer, the new and talented recruit to the Auto-Union Team. They say that he is the man to watch, a second Hans Stuck in the making. And, as though to put a seal upon these predictions, he made, unofficially, the fastest

dropped to a crawl, flames began to glare around his driving seat, and creep up the bodywork. However, a quick-witted official, seeing his unenviable predicament sprinted like a madman alongside the burning car and sprayed it with the contents of fire extinguishers as he ran. Smart work, which undoubtedly saved Stuck from an unpleasant end.

Attacking Cobb's Records

With so many events on the International Calendar, the Auto-Union people have little time for side-lines such as record attempts, but Stuck was determined to get his records back from the Napier-Railton and, as he covered 100 kilos at 149 m.p.h. during the Avus Race, it looks as though he will be successful. He hopes to also cover over 150 miles in the hour. Incidentally, Stuck was touching 203 m.p.h. during the Avusrennen and he



Racing Manager Willy Walb has a few words with Paul Pietsch, new Auto-Union driver, during practice for the German G.P.

lap during practice. Time—10 minutes 35 seconds—a new record.

Time to Leave

A curious fact that I noticed is the removal of the steering wheels from a car before the driver can get in or out. It is a quick-acting affair working by a catch on a splined shaft. Talking about getting out of an Auto-Union reminds me of Stuck's nerve-racking experience at Tripoli when his car caught alight. He tells me that when the car caught fire he was travelling at considerable speed and, unbeknown to him, the flames burnt through the oil pipes leading to the hydraulic brakes! To make matters worse, the car that he was driving at the Tripoli Grand Prix was the enclosed model which is exceedingly difficult to get out of in a hurry. When the flames began to creep into the cockpit, he applied his brakes with no result and it was not until then that he realised the true seriousness of his position. He changed down to 3rd, then 2nd and finally to 1st, and as the speed of the car

reckons the maximum speed of the new cars to be 218 m.p.h.

Two famous figures in the Auto-Union pit were, of course, Dr. Ferdinand Porsche, the designer, and Willy Walb, the team manager. The former made a quaint picture curled up most of the time on the pit counter, timing his drivers and wearing a pair of old bedroom slippers. Walb, a large and genial individual, was equally solicitous of his cars and drivers. He made a point, whenever it was possible of driving his cars back to the Team head-quarters himself. I would like to take this opportunity to express on behalf of my brother and myself our appreciation of the warm and courteous welcome and hospitality which we received from Baron von Oertzen, his fellow-Directors and the members of the Auto-Union Team.

How Nuvolari Does It

One of our most interesting experiences in Germany was a little private lunch with Nuvolari. We found him a most pleasant

(Continued on page 487.)

NUVOLARI THE MASTER

CLASSIC VICTORY IN THE GERMAN G.P.] VON BRAUCHITSCH'S PROVERBIAL BAD LUCK. DISAPPOINTMENT OF VAST CROWD

There have been many examples of the glorious uncertainty of motor-racing, but none more striking than the last lap of the 1935 German Grand Prix. To the 250,000 spectators who lined the Nurburg Ring a German victory was a foregone conclusion, and yet Nuvolari snatched the lead from von Brauchitsch half a lap from the finishing line to give Italy a completely unexpected triumph.

Naturally the Germans regarded their own Grand Prix as the most important event of the season, and their preparations were correspondingly thorough. Five Mercedes-Benz were entered and four Auto-Unions. In practice there were actually eight Mercs at the Ring, three of them spare cars. The Auto-Unions had been completely overhauled in order to cure their mysterious overheating trouble, and Dr. Porsche and Willy Walb were quietly confident. The chief foreign opposition came from the Ferrari Alfa-Romeos, 3.8-litre monopostos with Dubonnet front-springing. The field was completed with five Maseratis, a 3.3 Bugatti, a 3-litre Alfa-Romeo, and a brace of 2-litre E.R.A.s which thus gave Britain a stake in a big Grand Prix race for the first time for many years.

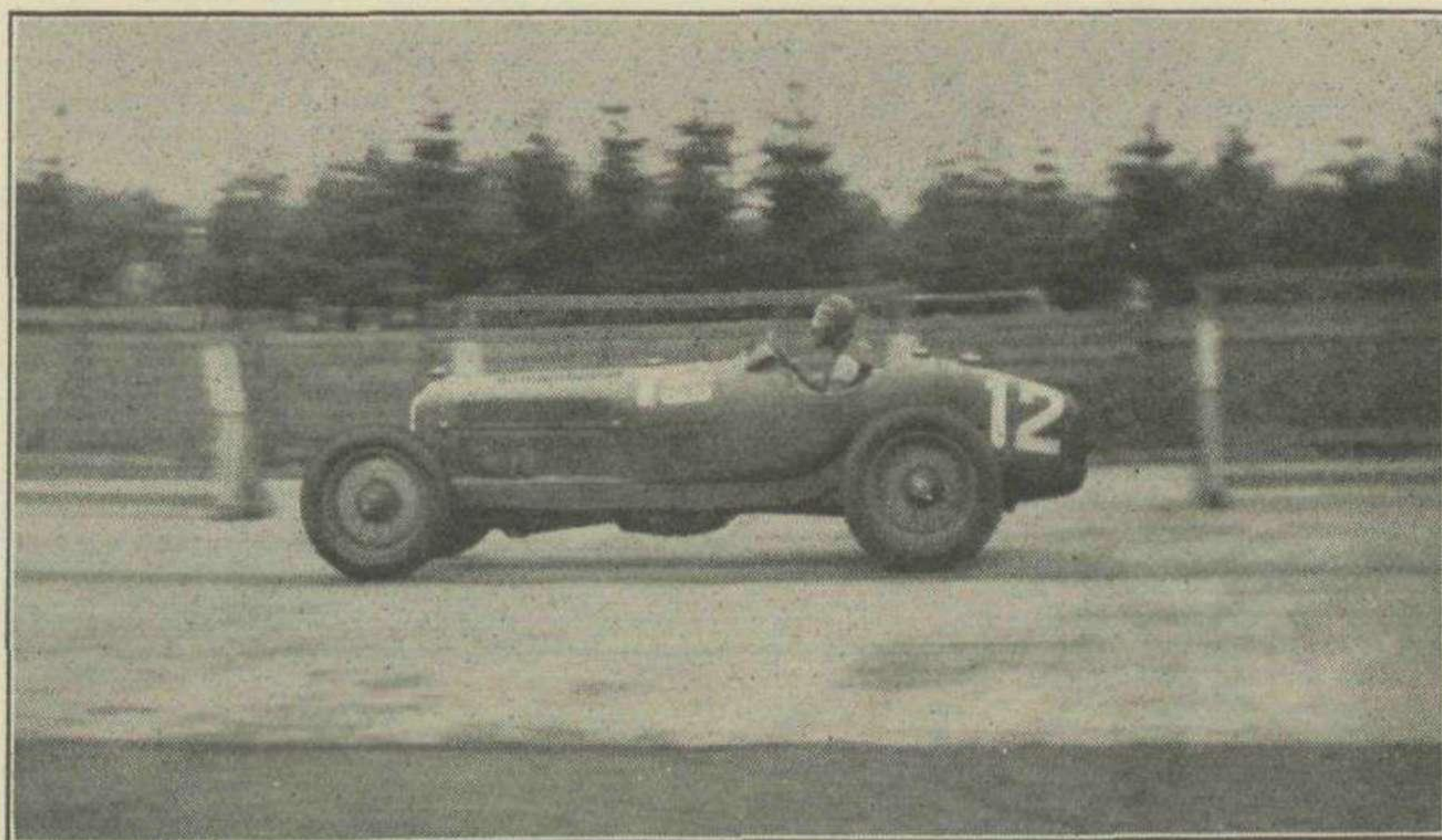
The Mercedes-Benz team arrived at Adenau on Tuesday night, and the next morning saw Herr Neubauer's well-known cabriolet at the Ring, punctual as ever. Only the second-string drivers were ordered to report for duty, Hans Geier, quiet and reliable, Lang, and the new man Gartner, rather phlegmatic. It was interesting to observe Herr Neubauer at work, methodically perfecting every detail of his organisation but never being too busy to keep an eye on the rest of the cars on the track, clicking his watch when a rival driver was putting in a fast lap. The Auto-Union drivers arrived at about 6 o'clock, first Stuck and his wife in their beautiful black-and-silver 12-cylinder Horch coupé. Hans stopped at the pits for a chat with von Delius and Prince Leiningen. Rosemeyer went out with a racing car, but only did a few laps and did not stop for adjustments.

Thursday saw the pits a hive of activity. Rosemeyer was lapping at a terrific pace, attired in shorts. He did not wear a helmet. Paul Pietsch, an Auto-Union reserve, was handling his car quite nicely. Stuck put in some calmly efficient laps. At noon Caracciola rolled up in his magni-

ficent cabriolet. Neubauer barked at him: "You're late. It's twelve o'clock." Car-ratsch smiled innocently, "Is it? I thought it was ten." Neubauer grumbles "Well, we won't argue about it. Get into your car." In the afternoon Rudi was driving so well that his chief soon forgot all about his breach of discipline. In an adjoining pit we heard another quarrel, this time between the Hungarian, Laszlo Hartmann, and his tyre suppliers. The latter wanted him to change his tyres before going out again, but the Maserati driver complained that they had only done three laps. They both got very worked up, but the tyres were changed in the end.

you can't keep away from the nearest tree!" Delius took it all in good part and pleaded that he isn't an ace yet. He said he had often wondered what a crash was like, and now he knew. Raymond Mays, on the second E.R.A. looked a bit too careful, but he was playing for safety and wanted at least one E.R.A. in the race.

The Alfas looked good, and we were told that they had the big engines and improved brakes. Chiron was complaining about the steering. Everyone was disappointed that the new Maserati and Bugatti were not at Nurburg. All day long a great discussion raged as to the best method of deciding the starting positions.



Nuvolari's greatest victory. A speed study of the famous Italian driver as he pilots his Alfa-Romeo to victory.

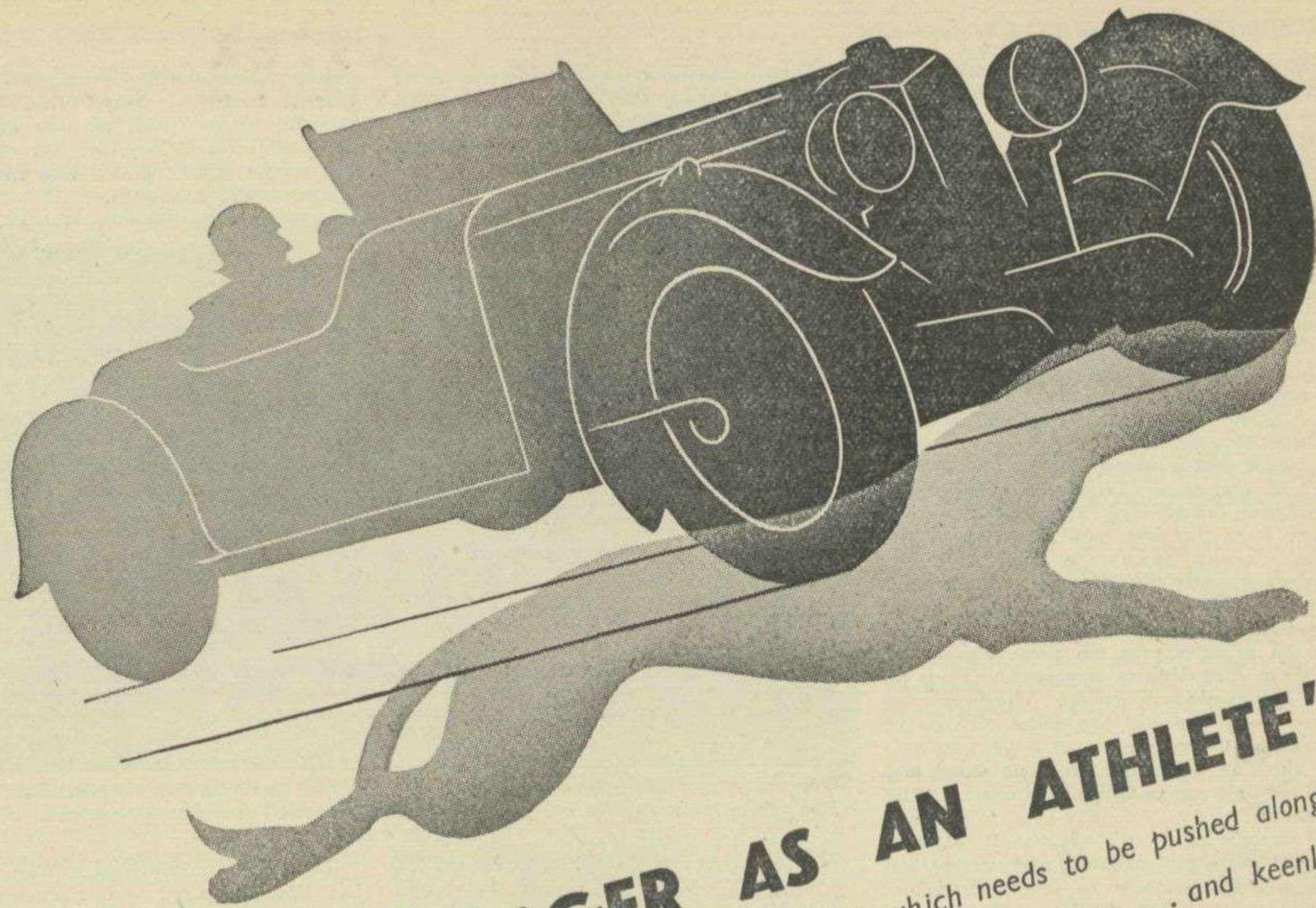
The Alfas and E.R.A.s appeared on Friday. Delius did several laps in the afternoon, and then failed to arrive at the pits. Between the Breitscheider Kurve and the Bergwerk station he had crashed on a corner cut into the side of a hill, skidded into the bank, turned round several times, and then wrapped himself round a tree which saved him from rolling down a steep incline. Only the back axle of the E.R.A. was damaged, but in spite of chartering a special aeroplane the spare parts arrived too late for the car to be repaired in time for the race. When the driver walked back to the pits he was greeted with derisive shouts from his friends. "You're like a little dog, Ernst,

The authorities wanted to grade the cars in the order of their acceleration capabilities. The drivers were against this, however, on the ground that the corner soon after the start would complicate matters anyway. Eventually it was agreed to draw lots.

On Saturday morning, practicing was in full swing, and we took some interesting times as the cars rounded the Breitscheider Kurve. Von Brauchitsch was the fastest in 14.4 seconds, then came Stuck and Fagioli 14.8 seconds, Varzi 14.9 seconds, Caracciola and Pietsch 15 seconds, Nuvolari 15.2 seconds, Lang and Chiron 15.4 seconds, Etancelin 15.8 seconds, Delius 16 seconds, and Taruffi 16.2 seconds.

HOW THE LEADERS FARED

	Laps: ...	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Nuvolari (Alfa-Romeo) ...	Position	2	6	6	6	6	5	3	4	2	1	1	6	2	2	2	2	2	2	2	2	2	1
Stuck (Auto-Union)	12	11	8	8	8	7	7	6	6	6	6	5	6	4	4	4	4	4	4	3	3	2
Caracciola (Mercedes-Benz)	1	1	1	1	1	1	1	1	1	2	4	4	4	3	3	3	3	3	3	4	4	3
Rosemeyer (Auto-Union)	4	2	2	2	2	2	5	5	4	3	2	3	3	5	5	5	5	5	5	5	5	4
Von Brauchitsch (Mercedes-Benz)	7	3	4	5	5	4	4	3	3	4	3	2	1	1	1	1	1	1	1	1	1	5
Fagioli (Mercedes-Benz)	3	4	3	3	3	3	2	2	5	5	5	1	5	6	6	6	6	6	6	6	6	6
Geier (Mercedes-Benz)	11	10	10	10	10	9	9	9	9	9	9	9	9	9	9	8	7	7	7	7	7	7
Varzi (Auto-Union)	8	7	7	7	7	6	6	7	7	7	7	7	7	7	7	7	8	8	8	8	8	8



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NUVOLARI THE MASTER—continued.

From the beginning of the week the little village of Adenau had been tremendously busy, for most of the drivers were staying at the Eifeler Hof hotel. Auto-graph hunters were in their element, and they fairly besieged the hotel, back and front. The crowd only had eyes for "aces," and even the Crown Prince himself passed unnoticed, drinking some red wine in a café. On the night before the race the village was a-bustle continuously, thousands of spectators passing through on their way to the course, beside which they snatched a few hours sleep in the open. Everyone hoped that Hitler would make a surprise visit, but they hoped in vain.

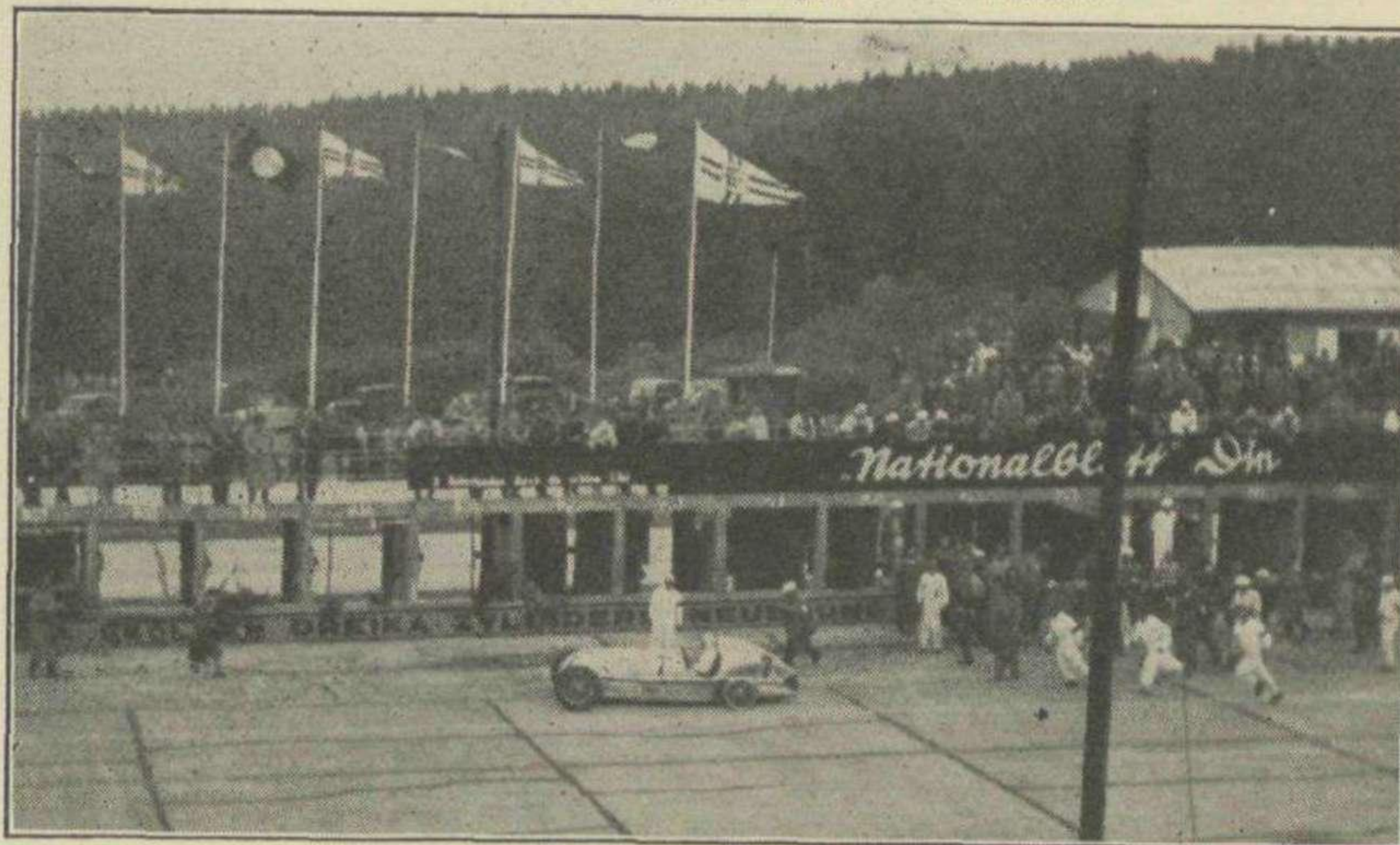
After two months of fine weather it was bad luck that it should change on the very day of the race. Heavy clouds loomed overhead, threatening rain. The Mercedes-Benz were the first cars to arrive at the pits, coming from the Forsthaus St. Hubertus, near the Castle. They were covered with sheets to keep out the rain. Hartmann arrived next, followed by Mays. At ten minutes past ten there was a stir as four Auto-Unions appeared. They all did a warming-up gallop. Ten minutes later the Mercs did the same. Then the Nazi and German national flags were run up the flag pole, and everyone stood and saluted—all except Chiron, who did a little dance!

Promptly at 11 o'clock the 20 starters obeyed the signal to start, and presented a magnificent spectacle as they roared and howled away from the line. Red, amber and green lights were used instead of a flag. It was raining hard. Caracciola had been placed in the fourth row, but before they were clear of the stands he had worked his way to the front, in line with

another Auto-Union driver, Pietsch. After a moment's delay they tore after the field.

There is an excellent system at Nurburg Ring of keeping the spectators in touch with the progress of the cars round the course. Caracciola led the whole way,

ninth, Geier tenth, Stuck eleventh and Pietsch twelfth. Mays' E.R.A. was at the tail of the field, as was only to be expected of a 2-litre car. At the end of the second lap he pulled into the pits for plugs, as did Etancelin.



The end of von Brauchitsch's gallant drive. The German driver pulls up at the pits away from the crowd, in a vain endeavour to hide his bitter disappointment. The burst rear tyre can be seen.

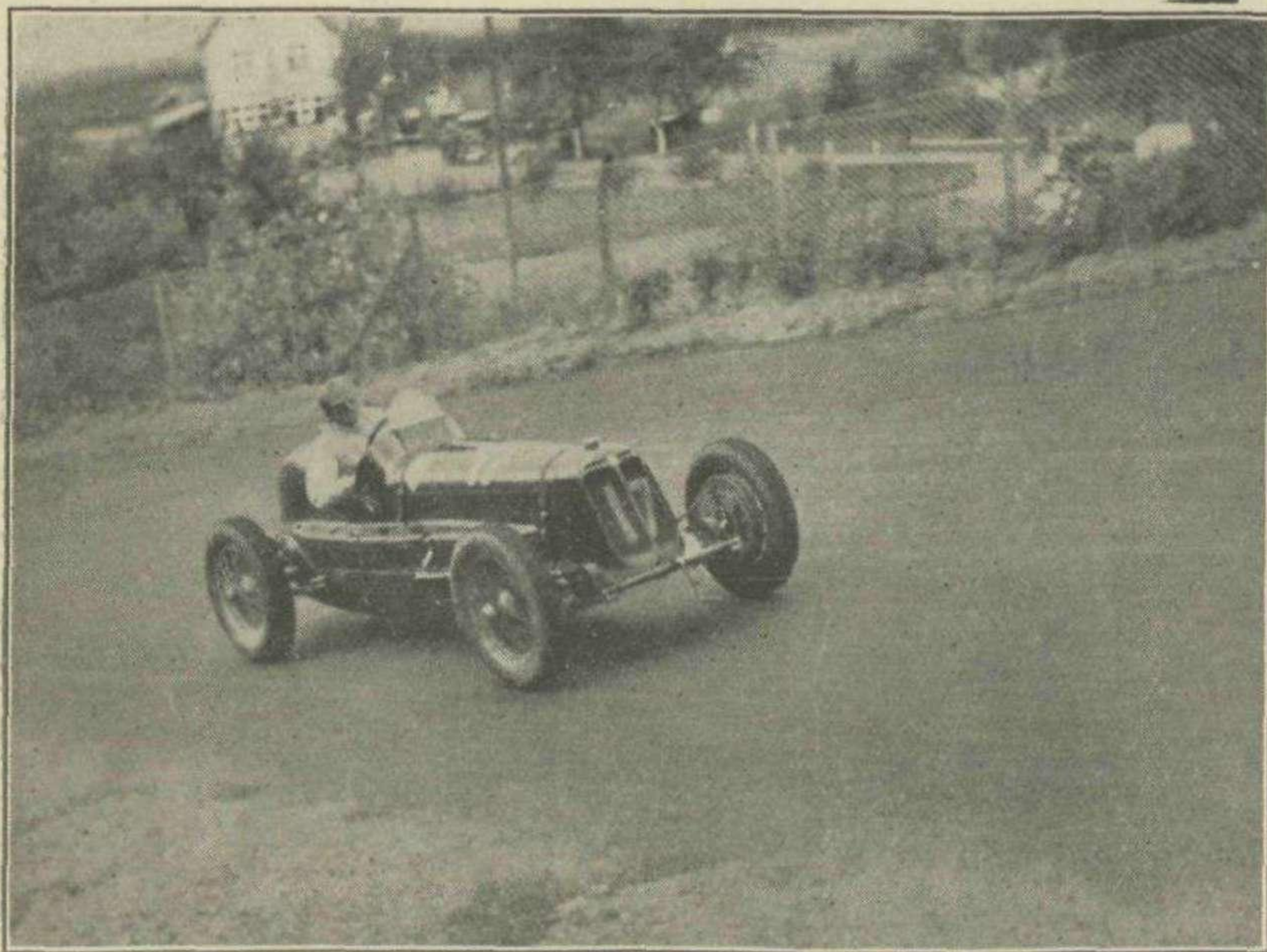
and covered his first lap in 12 minutes 7.4 seconds, 12 seconds faster than the second man, Nuvolari. The order of the rest was as follows: Fagioli, Rosemeyer, von Brauchitsch, Chiron, Brivio, Varzi, Taruffi, Lang, Geier and Stuck. But this was not to be the settled order, and on the second lap a "general post" took place.

There was no material change on lap 3, but Fagioli passed von Brauchitsch and Stuck was making up ground. Already two cars had retired. Balestrero charged off the road in his Alfa-Romeo, without personal injury, and Brivio, who replaced Dreyfus at the wheel of a Ferrari Alfa-Romeo, broke his differential. Rosemeyer had drawn 5 seconds closer to Caracciola, and it looked as though we were going to see a repetition of their duel in the Eifel race. Sure enough on the fourth lap Rosemeyer was now only 4 seconds behind Caracciola, in spite of the latter lapping in 11 minutes 34 seconds. He hurled his goggles at his pit as he flashed past at 200 k.p.h. Stuck was also driving very rapidly, saving 22 seconds in this lap as compared with the last.

Lap 5 saw the gap between the leaders increased to 6 seconds, and now came the first sensation. Louis Chiron, an uncannily popular figure at the Ring, was seen crawling round the Mercedes-Kurve, and shortly afterwards walked into the pits. His Alfa-Romeo had developed gearbox trouble. His retirement shuffled the order, after the leaders, to Fagioli, von Brauchitsch, Nuvolari, Varzi, Stuck, Lang, Geier, Pietsch and Ruesch.

The Caracciola-Rosemeyer duel came to an end on the next lap when the latter stopped at the pits. The right-hand rear wheel and brake drum were changed, a mass of earth falling to the ground as this was done. Willy Walb says "Where have you been, Berndt?" It appeared that Rosemeyer had skidded into a bank early in the race and had slightly damaged his back axle.

Nuvolari was now the sole Alfa representative left in the race, and he proceeded to show his mettle by being the first driver to beat 11 minutes for a lap. His time was 10 minutes 57.4 seconds, and



Philippe Etancelin was dogged by plug trouble in the German Grand Prix. Here he is seen rounding one of the many corners of the Nurburg Ring with his Maserati.

von Brauchitsch, Nuvolari and Balestrero. Raymond Mays was just behind him. Stuck had been allotted a place in the front row, and the crowd had hoped to see him make his usual lightening getaway. Instead, he stalled on the line, as did

"Carratsch" was still leading by the same margin of 12 seconds, but now Rosemeyer, the new Auto-Union star, was lying second. Von Brauchitsch was third, Fagioli fourth, Chiron fifth, Nuvolari had dropped to sixth, Varzi was seventh, Lang eighth, Taruffi

NUVOLARI THE MASTER—continued.

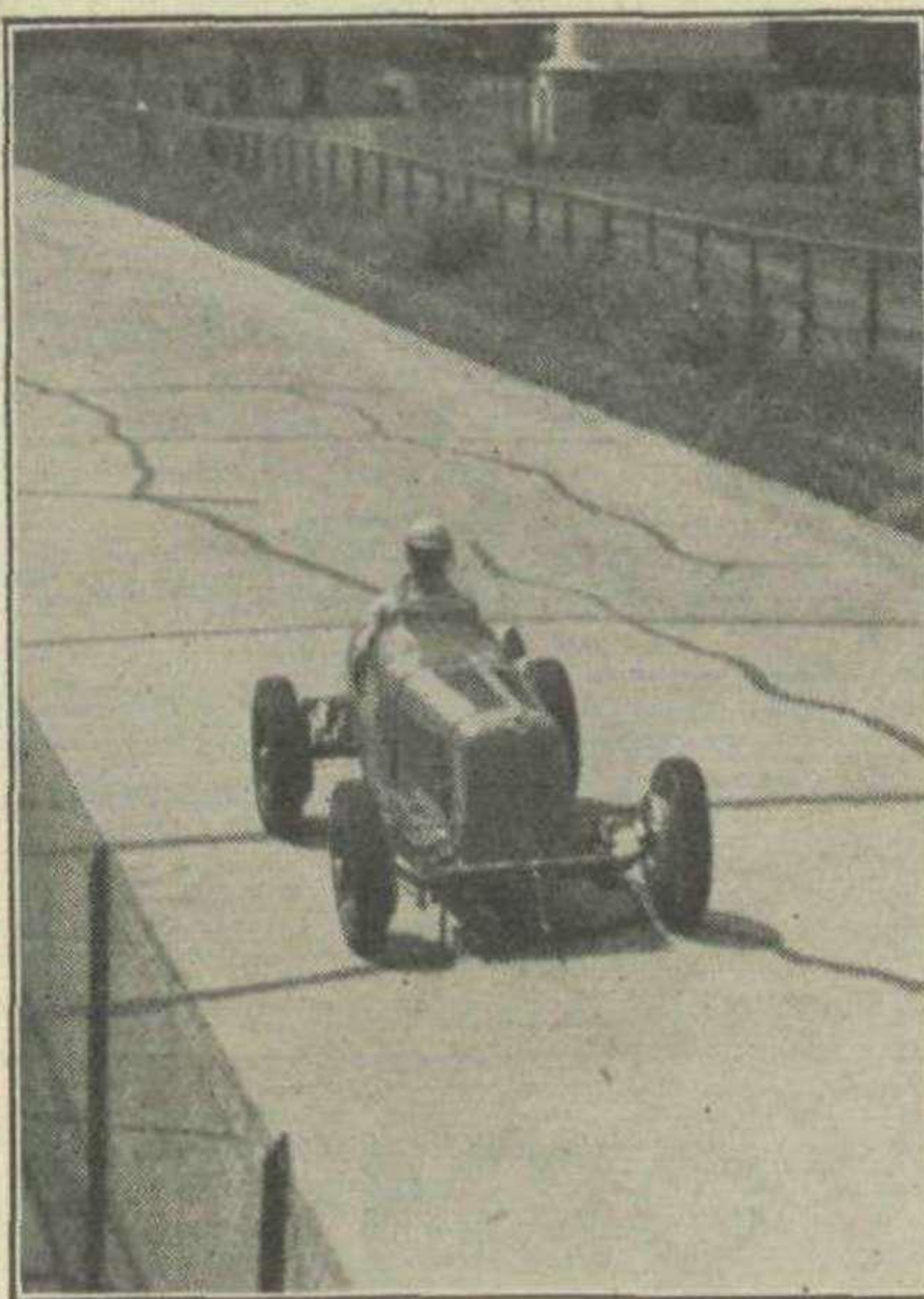
this feat brought him into third place. The astonishing Rosemeyer capped this with 10 minutes 55.1 seconds. Nuvolari was going like the wind, and on the tenth passed Caracciola to take the lead. The crowd were speechless with incredulity. For two laps he led, and then came the fateful refuelling stop. Caracciola, Rosemeyer and von Brauchitsch all stopped too, and for a few minutes the pits were a concentrated strip of activity. The Mercedes-Benz organisation was perfect, the fastest being von Brauchitsch in 47 seconds. Fagioli took 51, Geier 52, Lang 55 and Caracciola 1 minute 7 seconds. Among the Auto-Unions Stuck was the most rapid in 49 seconds. Varzi and Pietsch took 1 minute 12 seconds, and Rosemeyer 1 minute 15 seconds. What a contrast in the Ferrari pit! Nuvolari was more agitated than we have ever seen him, and confusion reigned supreme. Eventually he got away again after a stop of 2 minutes 14 seconds, but that extra minute had set him back to sixth place.

Von Brauchitsch was now leading, and the German crowd settled themselves down to enjoy their triumph. To their amazement Nuvolari pulled right up on the 13th lap to second place, devouring Fagioli, Rosemeyer, Caracciola and Stuck as though they were a bunch of novices! This was almost superhuman driving, but even now no one seriously thought that the Italian menace was a real one. At any moment we expected to hear the news that the Alfa-Romeo had burst, but no, lap after lap Nuvolari appeared, driving at a fantastic speed.

Von Brauchitsch was fully alive to the danger, but he was not going to be deprived of his long-awaited victory this time. He, too, became inspired by the occasion, as if sensing that this race would go down in history as a classic. He broke Rosemeyer's lap record with a time of 10 minutes 30 seconds! And Neubauer made no sign to hold him back. Caratsch was now third, Stuck fourth, Rosemeyer fifth, Fagioli sixth and Varzi seventh. Achille was not in form, probably

owing to ill-health. Rosemeyer had been delayed with a broken petrol pipe, and Fagioli stopped to adjust his rear shock-absorbers. The E.R.A. had developed misfiring after von Delius had taken over for a few laps, and was finally withdrawn.

But now the fight for the lead completely absorbed the attention of the crowd. The gap between the silver and red cars was timed by thousands of watches on every lap. Here are the official figures:—13th lap 1 minute 9 seconds; 14th lap 1 minute 26 seconds; 15th lap 1 minute 27 seconds; 16th lap 1 minute 17 seconds; 17th lap 1 minute 3 seconds; 18th lap 47 seconds; 19th lap 43 seconds; 20th lap 32 seconds, and as they went past the stands at the beginning of the last lap there was 35 seconds between them.



Britain's first representative in a big Grand Prix for many years, the 2-litre E.R.A. driven by Raymond Mays and von Delius. This photograph was taken during practice.

So that was that. Not even Nuvolari could hope to wipe out that lead, and the crowd cleared their throats to give von Brauchitsch his thoroughly deserved ovation. As a matter of interest they looked at the board which gives the leaders half-way round the circuit. What's that? Number 12 leading, impossible! There must be a mistake. While they were still telling each other that there was nothing to worry about a red car swung into sight and Nuvolari crossed the finishing line. At first there was a deathly silence, and then the innate sportmanship of the Germans triumphed over their astonishment. Nuvolari was given a wonderful reception, all the more praiseworthy when a national victory had seemed a certainty.

But what had happened to von Brauchitsch? Here was Stuck being flagged second, Caracciola third, and Rosemeyer fourth. At last he came, crawling into the pits with a burst tyre, utterly crushed by his disappointment. We are not exaggerating when we say that von Brauchitsch was weeping. His brother, who manages his timing and pit work, put his arm round his shoulder and led him away, and with him went the sincere sympathy of 250,000 spectators, to say nothing of his fellow drivers and above all Nuvolari himself.

It had been a memorable race, and the sight of Nuvolari hanging on to the Merc for lap after lap, with a car 20 m.p.h. slower, is one which will live in the memories of all who were fortunate enough to be present. Nuvolari is the master.

RESULT.

- 22 laps of 22 km. 810, 501 km. 820.
1. Nuvolari (Alfa-Romeo) 4h. 8m. 39s., 121.200 k.p.h.
 2. Stuck (Auto-Union) 4h. 10m. 18s.
 3. Caracciola (Mercedes-Benz) 4h. 11m. 3s.
 4. Rosemeyer (Auto-Union) 4h. 12m. 51s.
 5. Von Brauchitsch (Mercedes-Benz) 4h. 14m. 17s.
 6. Fagioli (Mercedes-Benz) 4h. 15m. 58s.
 7. Geier (Mercedes-Benz) 1 lap behind.
 8. Varzi (Auto-Union) 1 lap behind.
 9. Pietsch (Auto-Union) 2 laps behind.
 10. Ruesch (Maserati) 2 laps behind.
 11. Zehender (Maserati) 3 laps behind.
 12. Gherzi (Maserati) 3 laps behind.

Also Ran: Lang (Mercedes-Benz), Etancelin and Hartmann (Maserati), Brivio and Balestrero (Alfa-Romeos), Taruffi (Bugatti), Mays (E.R.A.).

NURBURG NOTES—continued from page 483.

and unaffected man, in sharp contrast to many lesser known drivers: During lunch, he talked at considerable length about physical strength in relation to the modern Grand Prix car. He says that when he first started motor-racing, he found that with his slight build, he had not the physical strength to "manhandle" a racing-car on bend or corner and therefore he decided to let the machine always enter a corner at a "natural" speed, in other words, let the natural smoothness and balance of the car control the man. He has brought this act to perfection, a superb co-ordination of man and machine.

I should think that while first trying out his experiments, his good luck mascot must have been working overtime. His mascot, by the way, is a small ivory elephant hanging on a gold wrist chain. Chiron joined us after lunch and in the course of conversation, this charming and deservedly popular driver spoke of the marvellous balance of the Alfas. He gave an illustration of this which like Stuck's

experience, took place during the Tripoli race. It appears that Chiron entered a "flat-out" bend at 155 m.p.h. on the heels of another car. The other machine suddenly burst a tyre and, like a flash, broadsided in front of the Alfa. Chiron locked the wheel over, shot over the bank, and car and man literally "took off!" Chiron told me that he just had time to think of one word—"Finis" then, the car landed, leapt high in the air again and after two smaller leaps, shot down the bank on to the road once more. As he truly says, a car which will remain the right way up in the air at 155 m.p.h. is a well-made machine!

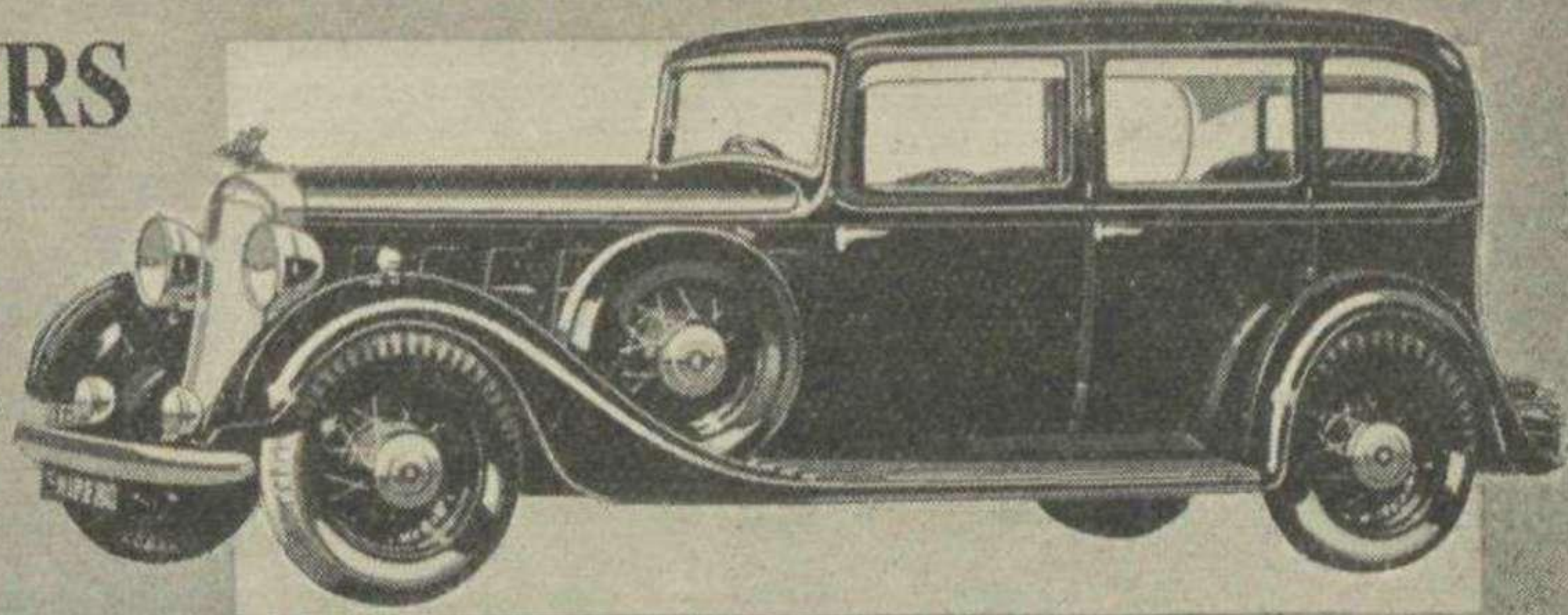
Real Enthusiasm

From far and wide, throughout the last two days and nights, the people of Germany have been streaming to the Nurburg Ring. Charabancs of elderly people (can you imagine that at Brooklands!), droves of men, women and children on cycles

singing their way through the darkness as they pedal along. Line upon line of cars jostling and accelerating with glare of lights and the continual blowing of horns, their mud-stained number plates showing that they come from every part of Germany and even beyond the borders from France and Switzerland. Every hotel, large and small, within a radius of 35 miles is completely filled, and, in Adenau, whole families are sleeping on the pavements. Near Altenahr a regiment of Nazis are resting and eating around their cookers. They have marched 350 miles to see the race! As I scribble I am sitting in the pine woods on the edge of the Karussel curve and dawn is just breaking through the sky to the east. The Nurburg Ring lies deserted, but all around is the glimmer of camp fires and lines of huddled sleeping forms are grouped around the boles of the trees. All honour to the Germans for their whole-hearted support of a great sport in direct contrast to the apathy of England in matters motor-racing.

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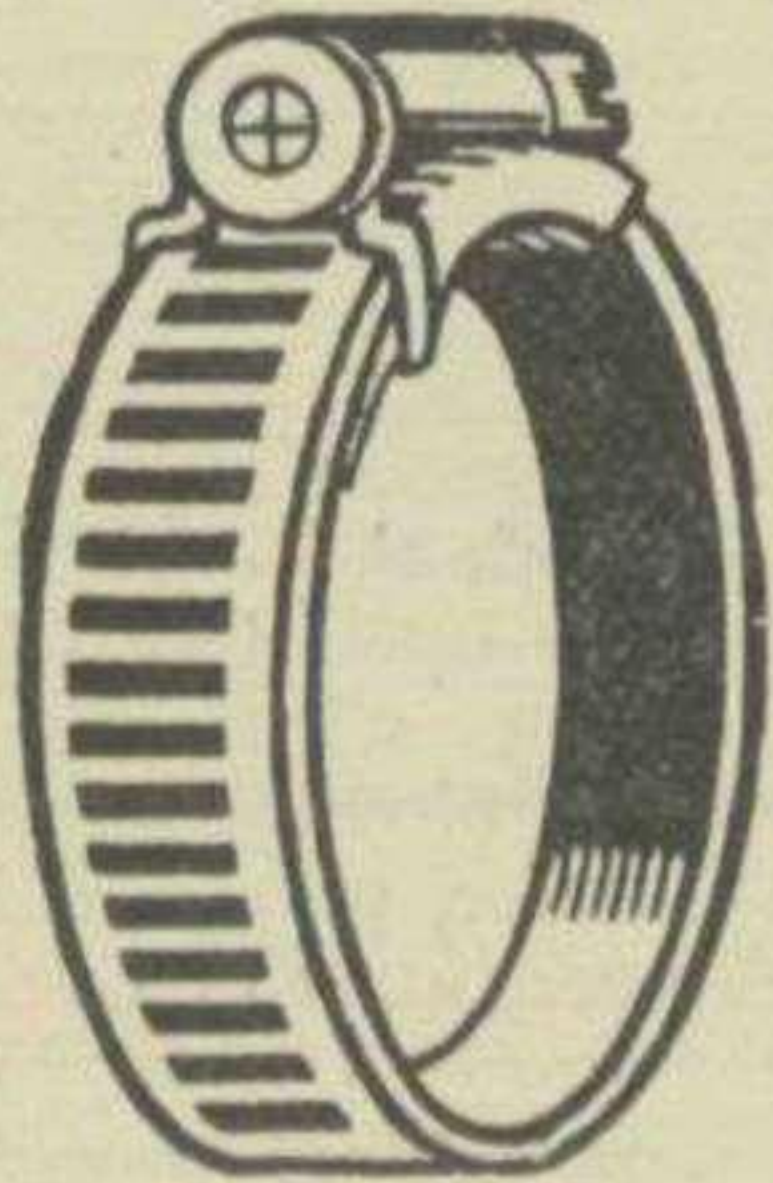
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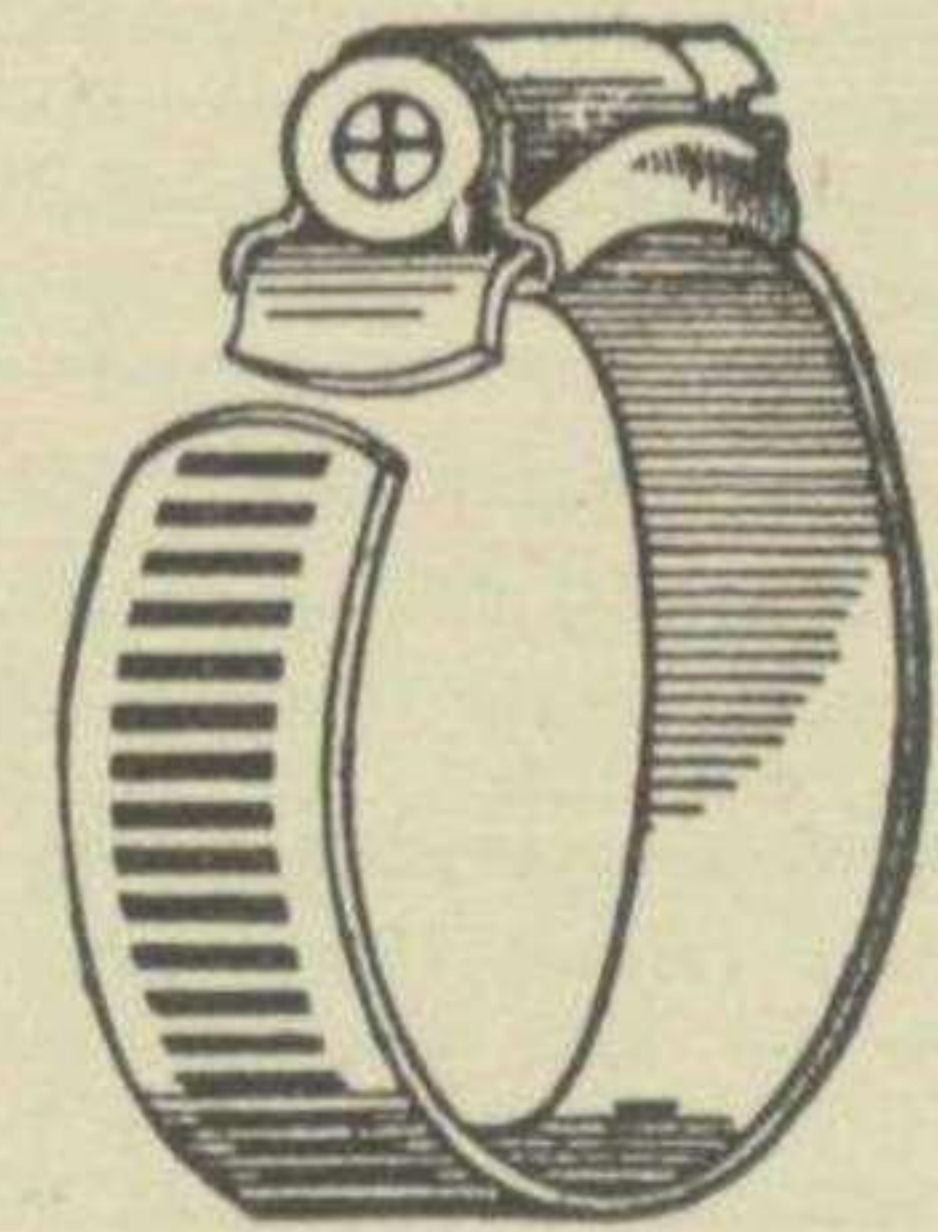
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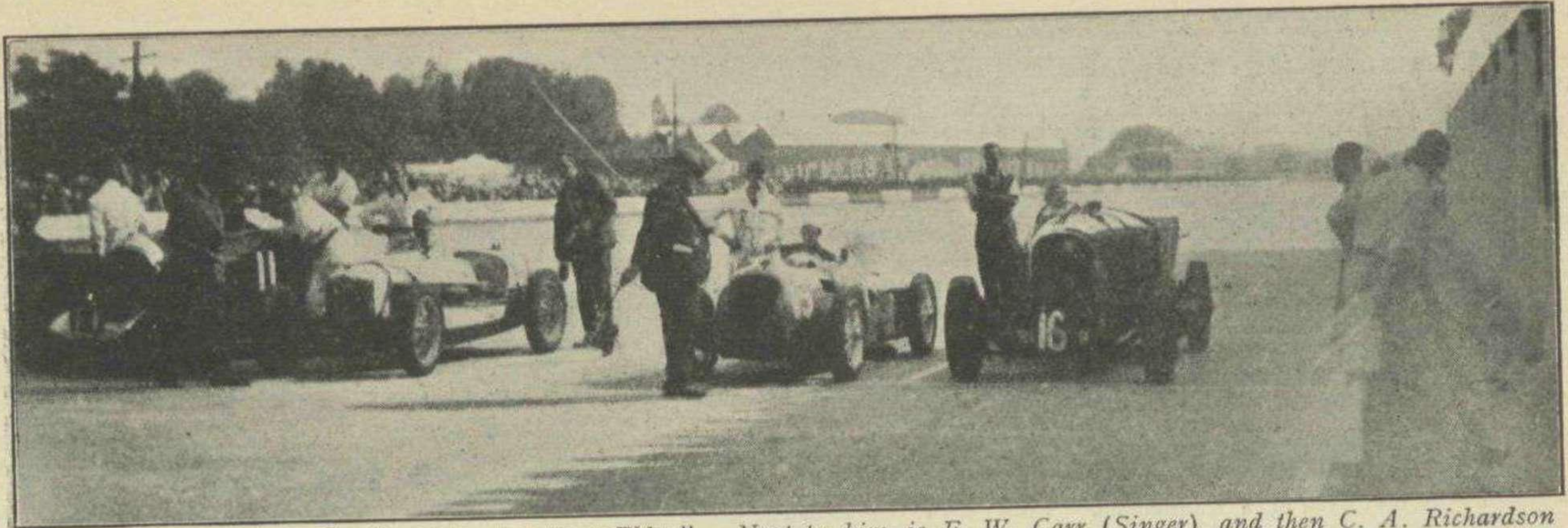
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H. P. Bowler is given the signal to start by "Ebby." Next to him is F. W. Carr (Singer), and then C. A. Richardson (Riley) and T. C. Baker-Carr (4½-litre Bentley). Bowler won this race, and also a long handicap.

AUGUST BANK HOLIDAY AT BROOKLANDS

NEW LAP RECORD BY OLIVER BERTRAM. MRS. PETRE WINS LADIES MATCH RACE
SAMUEL AND "DAVIES" REPRIMANDED

The outstanding feature of the B.A.R.C. meeting at Brooklands on August Bank Holiday came right at the very end of the programme. During the afternoon it was announced that Oliver Bertram would make an attempt to break the lap-record after the last race, driving the Barnato-Hassan Special. The big green car did two laps at full speed, on both occasions breaking Cobb's record made with the Napier-Railton at 140.93 m.p.h. Bertram's fastest speed was 142.60 m.p.h., and the apparent steadiness of the car was remarkable.

Now let us see what happened during the eleven races which made up the programme. In the first, a short handicap, Miss Margaret Allan was greatly favoured to win. She was driving the white single-seater Frazer-Nash owned by "Tim D. Davies," a car which was rumoured to have lapped at 122 m.p.h. in practice. For some time it looked as though Powys-Lybbe would retain his limit start until the end, but a cloud of Frazer-Nashes descended on him at the fork on the last lap. Miss Allan had already disposed of the rest of the opposition, and now she went on to win by 150 yards from P. F. Jucker's blown Nash and R. G. Percival's unsupercharged model. All very satisfactory for Isleworth. Her 110.84 m.p.h. average speed was magnificent. In this race we saw Ian Connell's Vale Special showing its true form, and he just failed to take third place after a very fast run. Marker pushed his scratch Bentley back to the Paddock, and Arbuthnot's Mercedes-Benz misfired for a few yards before giving up.

A name familiar to Brooklands fans soon after the War reappeared on the programme for the first race. It was Capt. D. Shipwright, and he was driving Mr. Day-Dewdney's Bugatti. The writer of this report remembers seeing Capt. Shipwright when he first visited the Track in 1922. Then his mount was an Armstrong-Siddeley.

RESULT.

First August Short Handicap.

- About 6½ miles.
1. Miss M. Allan (Frazer-Nash 1,496 S.) 27s.
 2. P. F. Jucker (Frazer-Nash 1,496 S.) 35s.
 3. R. G. Percival (Frazer-Nash 1,496) 1m. 17s.

Won by 3.8s. at 110.84 m.p.h., 14.4s. between 2nd and 3rd.

Betting: 2-1, 5-1, 10-1.

Also Ran: A. Powys-Lybbe (Alvis 1,496) 1m. 17s.; C. Follett (Alvis 1,496) 1m. 9s.; Capt. D. Shipwright (Bugatti 1,496) 1m.; F. Monkhouse (Amilcar 1,093) 50s.; C. L. Goodacre (Austin 747 S.) 42s.; I. F. Connell (Vale Special 1,496 S.) 35s.; A. G. Bainton (Bugatti 1,496 S.) 24s.; R. M. W. Arbuthnot (Mercedes-Benz 7,020 S.) 13s.; Maj. A. T. G. Gardner (M.G. 1,087 S.) 13s.; R. R. K. Marker (Bentley 6,597) scratch.

The second race provided a well-deserved victory for that keen sportsman, G. L. Baker, with his comfortable and silent Graham-Paige. He started one from limit, but it took him the whole length of the race to wipe out E. G. Hughes' lead of 12 seconds. The latter's Frazer-Nash looked as though it was fleeing before some devouring monster, and was only beaten by two lengths at the finish. Third man was Dunham, another regular Brooklands driver, whose blown Speed Twenty

Alvis now has a tremendous track-mileage to its credit.

Mrs. Petre was on the scratch mark with the Delage, which passed out momentarily in the middle of the race but got going again. She had a very nasty skid coming off the Bump on one lap. At the same point someone lost his crash-helmet on the last lap. Was it Seyd?

Before the start Baker was rehandicapped an extra five seconds for having fitted twin carburetters. He drove rather high on the banking in the race.

RESULT.

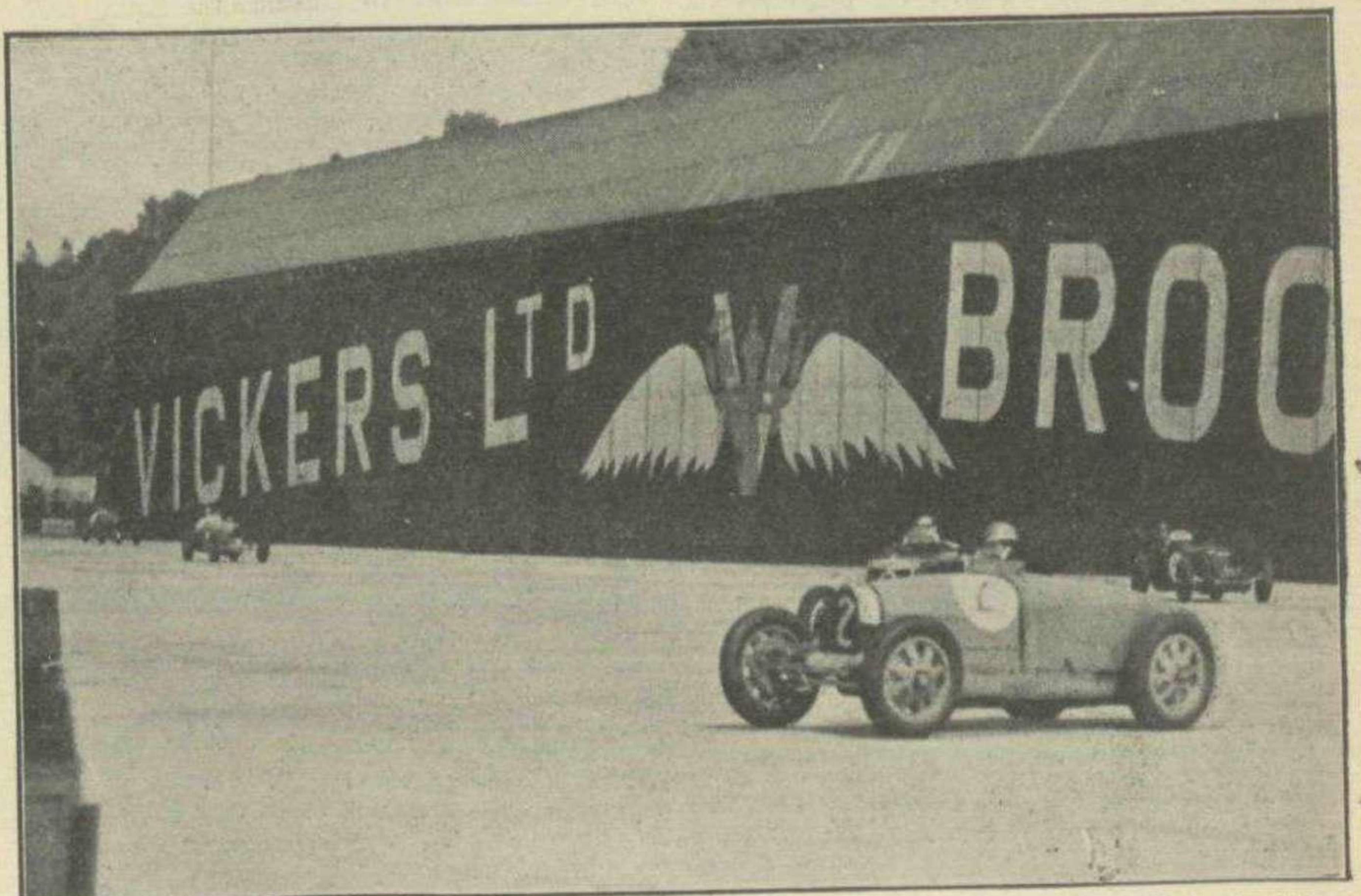
Second August Short Handicap.

About 6½ miles.

1. G. L. Baker (Graham-Paige 5,387) 1m. 11s.
 2. E. G. Hughes (Frazer-Nash 1,496) 1m. 23s.
 3. C. G. H. Dunham (Alvis 2,511) 42s.
- Won by 0.8s. at 91.51 m.p.h. 2.6s. between 2nd and 3rd.

Betting: Evens, 10-1, 6-1.

Also Ran: R. H. Day-Dewdney (Bugatti 1,496) 1m. 8s.; R. Hughes (Vauxhall 4,234) 1m. 2s.; F. Monkhouse (Amilcar 1,093) 58s.; D. L. Briault



N. Embiricos (Bugatti) swings round the fork hairpin ahead of a group of competitors in the first mountain race.

AUGUST BANK HOLIDAY AT BROOKLANDS—continued.

(Alta 1,074 S.) and Mrs. R. H. Eccles (Eccles-Special 1,083 S.) 50s.; V. L. Seyd (M.G. 1,087 S.) 35s.; M. Cadell (M.G. 1,087 S.) 26s.; R. J. Munday (Leyland-Thomas 7,266) 20s.; Mrs. K. Petre (Delage 10,688) scratch.

With the limit man receiving a start of 1 minute 24 seconds, it was only natural that the field should be widely spaced out in this race. H. P. Bowler's old Bentley had the track to itself for some time, but then Windsor-Richards' 30/98 Vauxhall began to close in. The latter was in the lead on the last lap, but the Eccles Special was going splendidly and swept past to win its first race at Brooklands right on the line. Third came Noble's silver Bugatti. So close were the first two that it looked like a dead-heat.

Bertram had travelled at a tremendous speed from scratch, but he could not get a place. He actually broke Cobb's lap record on one lap, but under the new rule, of course, this did not count officially. On the last lap the off-side rear tread came off like the crack of a whip, and pieces of rubber rained down on the Members' Banking. Bertram held the car masterfully.

"B. Bira" caused a lot of comment by driving a Magnette right along the dotted line on the Members' Banking, in a position normally occupied by the heavy brigade. Kelway had his handicap altered through modifying his Bugatti after the handicappers had done their work. Miss Evans was a non-starter owing to the supercharger defaulting on the Midget. On the other hand Mrs. Denis Evans made her debut at Brooklands, handling an N type Magnette very nicely and keeping low on the banking.

RESULT.

Third August Short Handicap.

About 6½ miles.

1. R. H. Eccles (Eccles-Special 1,083 S.) 53s.
 2. C. W. Windsor-Richards (Vauxhall 4,234) 1m. 10s.
 3. G. P. H. Noble (Bugatti 1,990 S.) 34s.
- Won by 0.2s. at 104.47 m.p.h. 2.8s. between 2nd and 3rd.

Betting: 8-1, 10-1, 5-1.

Also Ran: H. P. Bowler (Bentley 2,996) 1m. 24s.; A. C. Kelway (Bugatti 1,496) 1m. 10s.; Mrs. D. G. Evans (M.G. 1,287) 1m.; R. J. W. Appleton (Appleton Special 1,089 S.) 53s.; "B. Bira" (M.G. 1,087 S.) 43s.; R. J. Munday (Leyland-Thomas 7,266) 28s.; O. Bertram (Barnato-Hassan-Special 7,963) scratch.

The first of the Mountain races, if not instructive in the art of motor-racing, was at least entertaining. People skidded about all over the place, took the Fork in a variety of ways, and retired in great numbers.

F. W. Carr, on the pink Singer, led for nearly the whole distance, but A. R. Samuel (M.G. Midget) pipped him on the run up the straight. Samuel drove extremely well and deserved to win. Most of the fast cars were in trouble, and the Hon. J. Leith (Bugatti), D. N. Letts (M.G. Magnette) and N. S. Embiricos (Bugatti) all retired. Leith did a terrific skid at the Fork, while Kelway was so slow that it was difficult to believe that he was supposed to be racing.

RESULT.

First August Mountain Handicap.

About 6 miles.

1. A. R. Samuel (M.G. 747 S.) 8s.
 2. F. W. Carr (Singer 9 ?) 50s.
 3. V. L. Seyd (M.G. 1,037 S.) 17s.
- Won by 2.4s. at 69.97 m.p.h. 5.2s. between 2nd and 3rd.

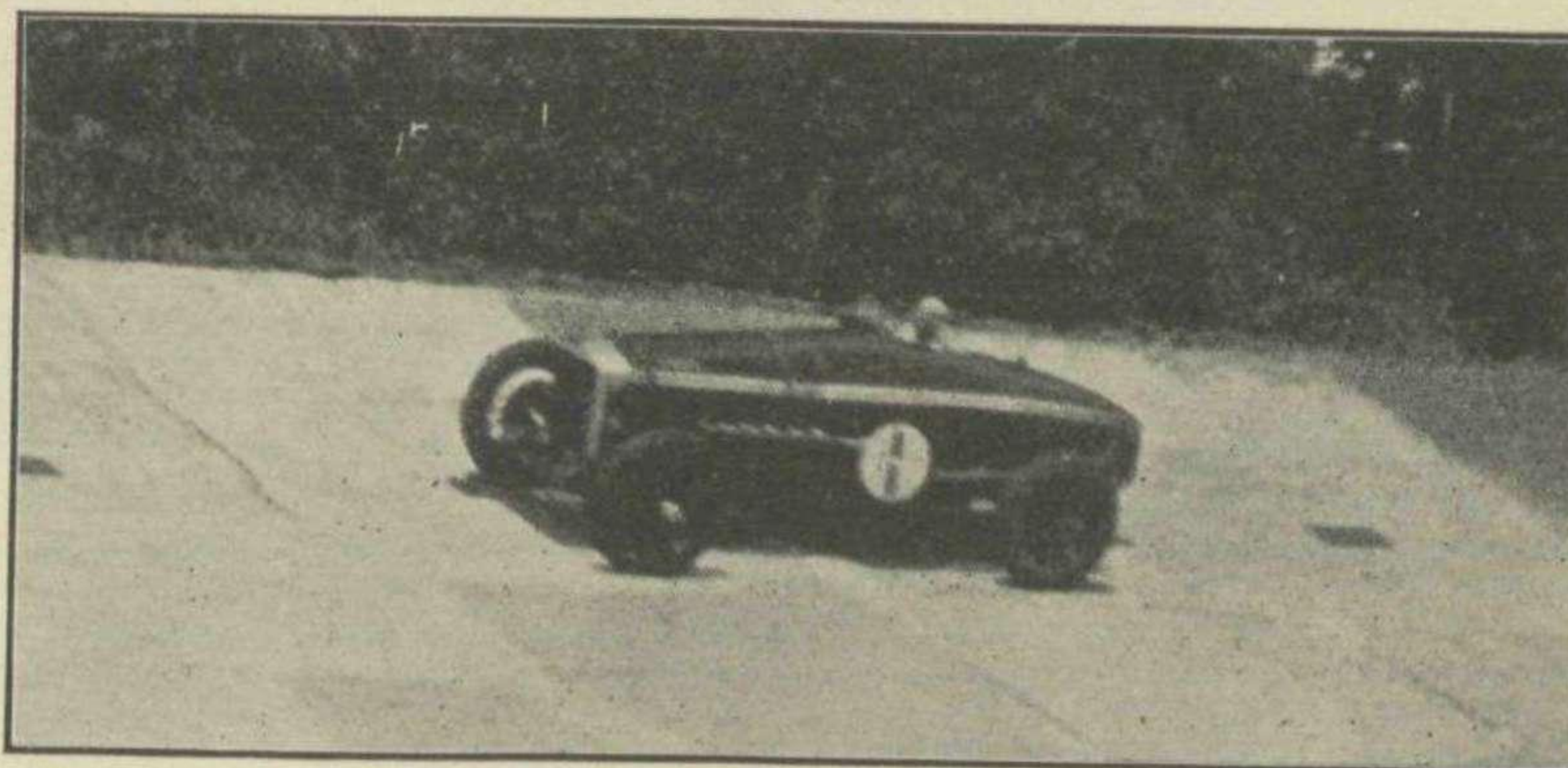
Betting: 3-1, 5-1, 5-1.

Also Ran: V. W. Derrington (Salmson 1,096 S.) 45s.; A. C. Kelway (Bugatti 1,496) 35s.; R. J. W. Appleton (Appleton Special 1,089 S.) 25s.;

P. F. Jucker (Frazer-Nash 1,496 S.), D. L. Briault (Alta 1,074 S.), and D. N. Letts (M.G. 1,087 S.) 14s.; Hon. J. Leith (Bugatti 2,263 S.) and E. K. Rayson (Bugatti 1,493 S.) 5s.; N. S. Embiricos (Bugatti 2,263 S.) 3s.; A. C. Dobson (Bugatti 2,263 S.) scratch.

The next mountain race started in a most exciting fashion, for no less than three drivers nearly lost control of their cars at the Fork. Squadron-Leader W. A. Bowen-Buscarlet (surely no Brooklands driver has ever had a longer name?) was the first to function, skidding wildly in the path of a newcomer to the track, Nevil Lloyd, who, incidentally, made a very neat job of handling an N type Magnette fitted with a "Q" body. Jim Elwes was the next man to slither, but some quick work with the steering wheel saved the situation. He was immediately followed by J. H. T. Smith (Magnette) who also avoided the complete tête-à-queue.

A tragic element was nearly introduced when Rayson got two wheels over the top of the Members' Banking and had a breath-taking struggle to extricate himself from the jaws of impending disaster.



The winner of the Ladies Match Race was Mrs. Kathleen Petre, here seen at speed with the Delage on the home banking. Her fastest lap was covered at 134.2 m.p.h.

As to the progress of the race, Tenbosch's Ballila Fiat led for a couple of laps, giving way to Buscarlet's Riley and Lloyd's Magnette. But Driscoll (Austin), "Bira" (E.R.A.) and Eccles (Bugatti 2.3) were coming up quickly and caught Lloyd on the approach to the Fork on the last lap. Eccles then made a fine spurt up the straight and beat Buscarlet with 80 yards to spare. "Bira" was third. Driscoll's cornering had been uneven throughout the race, and he only just managed the Fork on several occasions, losing a lot of ground every time. Fane (Frazer-Nash) and Noble (Bugatti) both retired.

RESULT.

Second August Mountain Handicap.

About 6 miles.

1. A. H. L. Eccles (Bugatti 2,263 S.) scratch.
 2. Sqdr.-Ldr. W. A. Bowen-Buscarlet (Riley 1,089) 49s.
 3. "B. Bira" (E.R.A. 1,486 S.) 4s.
- Won by 2.2s. at 73.64 m.p.h. 2.8s. between 2nd and 3rd.

Betting: 4-1, 4-1, 4-1.

Also Ran: M. P. Tenbosch (Fiat 995) 57s.; N. Lloyd (M.G. 1,287) 42s.; C. A. Richardson (Riley 1,089) 33s.; C. T. Baker-Carr (Bentley 4,487) 30s.; J. C. Elwes (M.G. 747 S.) 22s.; J. H. T. Smith (M.G. 1,087 S.) 19s.; A. A. Rigby (M.G. 1,087 S.) 16s.; G. P. H. Noble (Bugatti 1,990 S.) and A. F. P. Fane (Frazer-Nash 1,496 S.) 13s.; L. P. Driscoll (Austin 747 S.) 10s.; E. K. Rayson (Bugatti 1,493 S.) 7s.

The next event was the so-called Match Race between Mrs. K. Petre (Delage) and Mrs. Gwenda Stewart (Derby). After the programmes were

printed, however, it was decided to time the cars separately over four laps, the fastest to count. Although depriving the affair of its spectacular interest, this arrangement was altogether more satisfactory. Mrs. Petre won the toss and had first run. She covered three fast laps, and was obviously going very fast. Then the petrol cap came adrift and she had to stop. However her second lap had been covered at 134.24 m.p.h. not quite as fast as her record of 134.75, but good enough in the circumstances. Then Mrs. Stewart went out with the beautiful little Derby, but unfortunately she was only able to cover one fast lap. This she did at 133.88 m.p.h., and would have undoubtedly exceeded it on the subsequent laps had not the exhaust pipe worked loose and poured its contents into the narrow cockpit, almost gassing the occupant. And so Mrs. Petre won the "race," but Mrs. Stewart had the consolation of breaking Kaye Don's 2-litre-class record, which had stood at 126.73 m.p.h.

RESULT.

Match Race.

1. Mrs. K. Petre (Delage 10,688) 134.24 m.p.h.
2. Mrs. Gwenda Stewart (Derby 1,660 S.) 133.88 m.p.h.

There was another splendid finish in the next race, the first of the "long" handicaps. Dunham (Alvis) and Pacey (4½-litre Bentley) started from the same mark and had a glorious battle the whole way. They overhauled the five cars in front of them and roared over the finishing line with only ½ second between them, Dunham being the victor. Baker's Graham-Paige was third, in spite of a 23 second re-handicap. Bertram was on scratch with the Delage, but slowed with clutch slip soon after the start. "Bira" repeated his driving-on-the-dotted-line performance, which apparently escaped the vigilance of the ten observers listed in the programme.

RESULT.

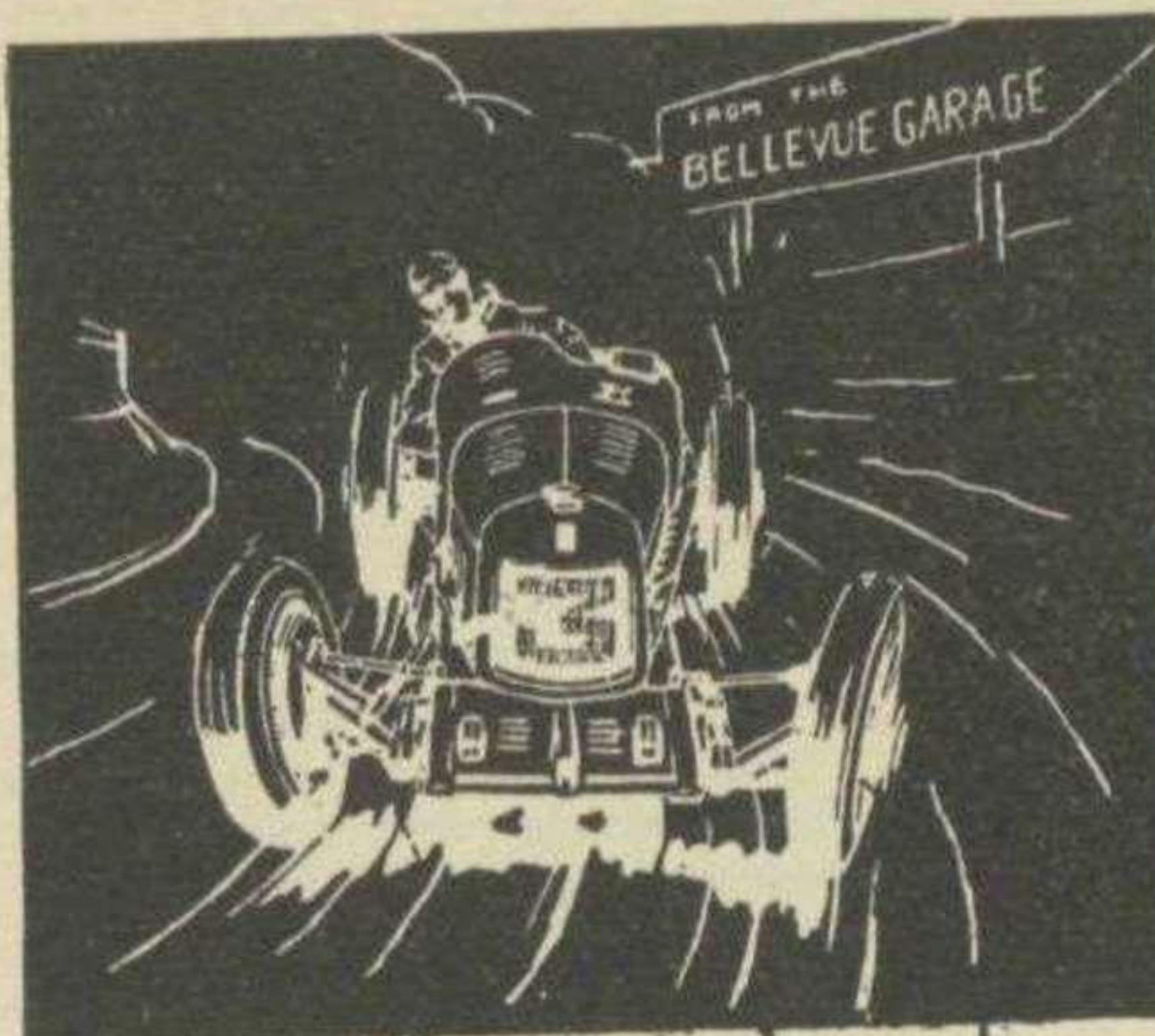
First August Long Handicap.

About 9 miles.

1. C. G. H. Dunham (Alvis 2,511) 1m. 10s.
 2. E. W. W. Pacey (Bentley 4,487) 1m. 10s.
 3. G. L. Baker (Graham-Paige 5,387) 1m. 40s.
- Won by 0.2s. at 104.26 m.p.h. 5.4s. between 2nd and 3rd.

Betting: 6-1, 6-1, 4-1.

Also Ran: R. G. Percival (Frazer-Nash 1,496) 1m. 58s.; J. R. Hodge (M.G. 1,087) 1m. 55s.; R. H. Day-Dewdney (Bugatti 1,496) 1m. 50s.; A. Phipps (M.G. 1,287) 1m. 30s.; "B. Bira" (M.G. 1,087 S.) 1m. 4s.; M. Cadell (M.G. 1,087 S.) 54s. Maj. A. T. G. Gardner (M.G. 1,087 S.) 46s. O. Bertram (Delage 10,688) scratch.



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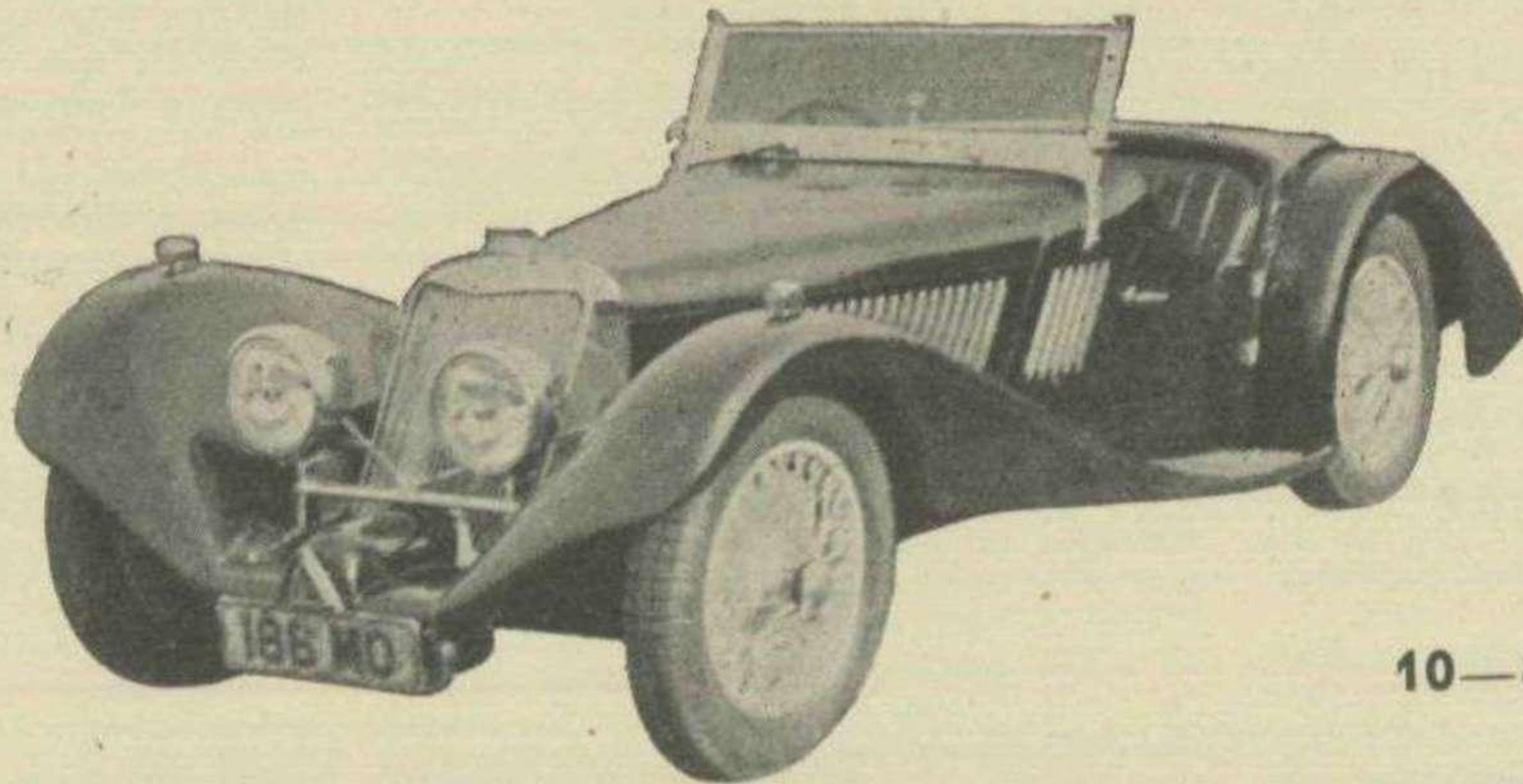
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AUGUST BANK HOLIDAY AT BROOKLANDS—continued.

Five non-starters reduced the field in the next race to eight. The most notable absentees were Bertram, who was saving the Barnato-Hassan for the lap-record attempt, and Mrs. Petre, who was to have driven Dr. Benjafield's 2.6-litre Alfa-Romeo. The Alfa had broken a piston.

For some time the grass-cutting-cum-distance-saving methods of Powys-Lybbe kept the limit Alvis well to the fore, but Bowler's old 3-litre Bentley was rumbling steadily nearer. The former had a 14 second start, and in a fine scrap Bowler managed to wipe this out comfortably and win by one-fifth of a second from Charles Follett, who in turn had given him three seconds.

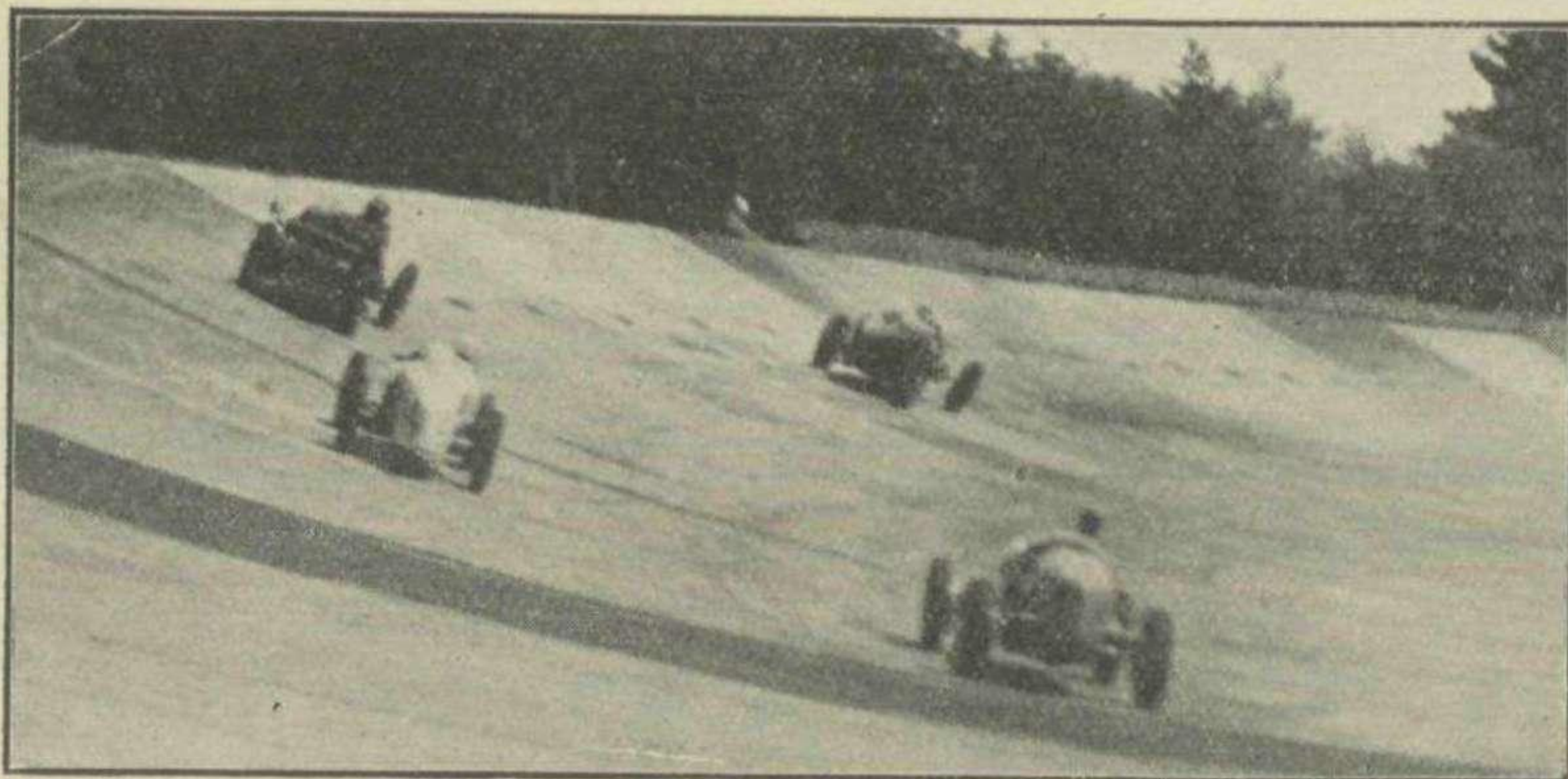
RESULT.**Second August Long Handicap.**

About 9 miles.

1. H. P. Bowler (Bentley 2,996) 2m. 0s.
 2. C. Follett (Alvis 1,496) 1m. 57s.
 3. A. Powys-Lybbe (Alvis 1,496) 2m. 14s.
- Won by 0.2s. at 90.49 m.p.h. 6.8s. between 2nd and 3rd.

Betting: 8-1, 6-1, 5-1.

Also Ran: A. C. Kelway (Bugatti 1,496) 1m. 39s.; Capt. D. Shipwright (Bugatti 1,496) 1m. 47s.; E. W. W. Pacey (Bentley 4,487) 59s.; A. G. Bainton (Bainton Special 4,398) 48s.; R. M. W. Arbuthnot (Mercedes-Benz 7,020 S.) 51s.



J. C. Elwes (M.G.), L. P. Driscoll (Austin), E. K. Rayson (Bugatti) and "B. Bira" (E.R.A.) corner in close company at the Members' Bridge.

The next Mountain race was full of incident. To begin with the cars were handicapped by engine size, instead of on the individual merits of the drivers and their cars, so that there were three groups. Driscoll (Austin) made the most sensational getaway in the first batch, but was hotly chased by A. R. Samuel (M.G. Midget). Meanwhile the two cars in Group 2 had departed, and then the three scratch cars went away, two E.R.A.s and Paul's 1½-litre Bugatti. The last-named got into a terrific slide under the Members' Bridge, but recovered.

To everyone's surprise Samuel passed Driscoll, thanks to cleaner cornering, but on the fourth lap he tried to get round the Fork too quickly—possibly due to brake failure. He slid round and demolished a barrel, while Penn-Hughes ran up to him to tell him to wait until the course was clear before getting away. But Samuel's foot was hard on the accelerator, and he shot forward just as "Bira" and Mays appeared. Phenomenal avoidances followed, which resulted in Samuel being reprimanded by the Stewards—of which more anon. It is only fair to observe that neither of the E.R.A. drivers seemed to reduce their speed in accordance with the signal of the flag marshal.

Driscoll now had the race in his pocket, and won by two seconds from Mays and "Bira," in that order. Paul was fourth and Lord Avebury (Alta) last, in spite of some rapid cornering.

Samuel's adventures were not yet over. After leaving the Fork he roared up the straight and found that his brakes were not functioning. He shot up the "escape road" to the left, careered up the banking, skidding outwards as he strove to avoid going over the top, and finally slowed down. A sticky interview with the Stewards followed, and the wretched driver was very severely reprimanded for reckless and dangerous driving, such driving to be specially reported to the B.A.R.C. Racing Committee, in addition to being entered in the Stewards' "Black Book."

RESULT.**Siam Challenge Trophy.**

About 6 miles.

1. L. P. Driscoll (Austin 747 S.) 7s.
 2. R. Mays (E.R.A. 1,486 S.) scratch.
 3. "B. Bira" (E.R.A. 1,486 S.) scratch.
- Won by 16s. at 70.91 m.p.h. 2s. between 2nd and 3rd.

Betting: 2-1, evens, 6-1.

hare being chased by a car in a narrow lane. Anyway it was all very amusing, and laughter, generally absent from Brooklands, rang out from the Cobham stand.

For his escapade "Davies" was reprimanded in similar terms to Samuel. We venture to suggest that this punishment was a little too severe. When a driver finds himself going too fast to get round the Fork corner (no sin in itself) he is faced with two alternatives. One is to try forcing the car round, resulting in a slide into a barrel and the possibility of baulking cars behind, and the second is to drive through a gap in the barrels and (a) either retire, or (b) rejoin the circuit through the same gap. In our opinion the second of these alternatives is greatly to be preferred. Unfortunately it predicates an absence of people on the track, and as the observers always stand at a point on the corner which the general public is educated to believe is highly dangerous, our advice to drivers at Brooklands is "Bust the Barrel!"

RESULT.**Third August Mountain Handicap.**

About 6 miles.

1. H. P. Bowler (Bentley 2,996) 57s.
 2. C. T. Baker-Carr (Bentley 4,487) 30s.
 3. J. C. Elwes (M.G. 747 S.) 22s.
- Won by 1s. at 60.69 m.p.h. 5.2s. between 2nd and 3rd.

Betting: 10-1, 3-1, 6-1.

Also Ran: F. W. Carr (Singer 972) 50s.; C. A. Richardson (Riley 1,089) 33s.; R. H. Eccles (Eccles Special 1,083 S.) 18s.; "A. Abbas" (M.G. 1,087 S.) 18s.; "Tim D. Davies" (Frazer-Nash 1,496 S.) 10s.; A. F. P. Fane (Frazer-Nash 1,496 S.) 13s.; A. H. L. Eccles (Bugatti 2,263 S.) owes 6s.

The last race of the day was uneventful from the skidding point of view. P. Maclure once again demonstrated the fact that he is one of our best drivers, and ran home a deserving winner. Appleton had got his Special into good form and pressed Maclure throughout the race, picking up 3.2 seconds and finally finishing second. Lord Avebury, who started level with Appleton, was third.

Raymond Mays never looked like coming through from scratch. His cornering at the Fork was mediocre, to say the least, being a long drawn out series of jerks.

RESULT.**Fourth August Mountain Handicap.**

About 6 miles.

1. P. Maclure (Riley 1,089) 36s.
 2. R. J. W. Appleton (Appleton Special 1,089 S.) 30s.
 3. Lord Avebury (Alta 1,074 S.) 30s.
- Won by 2.8s. at 68.83 m.p.h. 5s. between 2nd and 3rd.

Betting: Evens, 6-1, 10-1.

Also Ran: Sqdr.-Ldr. W. A. Bowen-Buscarlet (Riley 1,089) 47s.; J. H. T. Smith (M.G. 1,087 S.) 22s.; A. A. Rigby (M.G. 1,087 S.) 19s.; L. P. Driscoll (Austin 747 S.) 13s.; A. Esson-Scott (Bugatti 1,990 S.) 8s.; R. Mays (E.R.A. 1,486 S.) scratch.

Then Oliver Bertram went out with the green Barnato-Hassan. He was timed from the Fork, and after receiving the O.K. signal he put his foot down to magnificent purpose. Hand timing showed him to have covered his first lap at 142 m.p.h. and the second was even faster. Then he pulled up at the Fork and was heartily congratulated by the delighted owner of the car, Capt. Woolf Barnato. Bertram had handled the car beautifully, not very high on the Banking and never giving a real impression of his actual speed. His two laps had been covered at 142.03 m.p.h. and 142.60 m.p.h. respectively, his fastest time being 69.85 seconds. Cobb's record was 70.68 seconds or 140.93 m.p.h.

Also Ran: A. R. Samuel (M.G. 747 S.) and C. L. Goodacre (Austin 747 S.) 7s.; Lord Avebury (Alta 1,074 S.) and R. H. Eccles (Eccles-Special 1,083 S.) 4s.; C. Paul (Bugatti 1,493 S.) scratch.

More excitement. This time F. W. Carr turned right round at the Fork on the very first lap. Bowler (Bentley) had a long start from A. H. L. Eccles (Bugatti 2.3) the scratch man, and made the very best use of it, cornering smoothly and consistently. The nearest challenge came from Baker-Carr's 4½-litre Bentley, but Bowler managed to scrape home by 1 second to record his second win of the day.

The incident of the race was supplied by "Tim Davies," who was cornering "on the limit" from the start. On the fourth lap he overshot the Fork, driving between two barrels straight at the usual group of observers. It was interesting to note their respective reactions. Kensington-Moir evidently decided that his massive bulk was proof against the onslaught of a single-seater Nash, and stood his ground. Harry Edwards artfully waited to see which way the car was going and made a neat side-step. Penn-Hughes, the most nimble of the group, was of the opinion that salvation lay in fleetness of foot. He ran like the proverbial stag, but when the Nash followed him whichever way he swerved the simile altered to that of a

INDEPENDENT BEATS SCUDERIA FERRARI

SOMMER WINS THE COMMINGES G.P. RAPH SECOND AND HARTMANN THIRD. RACE RUN IN TWO HEATS AND A FINAL

In these days of highly organised *scuderies* it is indeed seldom that an independent driver can hope to win a big race. But such was the good fortune of Raymond Sommer at the Grand Prix du Comminges, which was held over the St. Gaudens circuit on August 4th. What is more, second and third places were also filled by independents, Raph and Hartmann, with the hot favourites, Chiron and Comotti on Ferrari Alfas "nowhere."

Thus were the organisers compensated for a poor entry and the prospect of a monotonous race. Their first disappointment had occurred when the Subalpina Maseratis turned out to be old models and not the promised new V-8s. For some time it was doubtful whether the Masers would arrive at all, because the lorry broke down twice on the way from Bologna, once at Limoges and again at Cahors. The second disappointment was provided by Bugattis, who failed to send a car for Wimille, who was waiting impatiently at St. Gaudens.

For the first time the organisers altered the character of the race, from a long-distance event to two heats and a final. Six cars lined up for the first *elimatoire*, which was to be over 10 laps of the 11 km. 005 circuit, or 110 km. 050 in all. The field was made up as follows: Chiron (Alfa-Romeo), Sommer (Alfa-Romeo), Etancelin (Maserati), Hartmann (Maserati), Raph (Alfa-Romeo) and Mme. Itier (Bugatti 1,500). The mist which shrouded the peaks of the surrounding mountains had descended a little, and the sun was obscured.

At two o'clock the bunch shot away, Chiron leading immediately. At the end of the first lap the Monégasque was still leading comfortably, and everyone expected him to stay there for the rest of the race. Imagine the surprise then when Chiron pulled into the pits at the end of lap two with a flat tyre, which was changed in 34 seconds. Sommer was now leading from Etancelin, Raph, and Hartmann. Sommer was obviously going to be difficult to catch, for he had fitted an entirely new, and possibly larger, engine to his Alfa-Romeo after his complete blow-up in the Belgian G.P.

The interest of the remainder of the race consisted of watching the progress of Chiron. When he left the pits he was 1 minute 7 seconds behind Sommer. After five laps he was lying fourth, having caught Hartmann. On the following circuit he passed Raph, and was driving at the very limit of his considerable powers and pick-

ing up five seconds on every lap. His fastest lap had been covered in 4 minutes 10 seconds. However, in spite of clipping off another second, he could not hope to catch Etancelin, and the finishing order resolved itself into 1st Sommer, 2nd Etancelin and 3rd Chiron. Hartmann passed Raph before the finish.

Result of First Heat.

1. Sommer (Alfa-Romeo) 42m. 56.2s. 153.785 k.p.h.
2. Etancelin (Maserati) 43m. 11.2s.
3. Chiron (Alfa-Romeo) 43m. 25.4s.
4. Hartmann (Maserati) 45m. 37.4s.
5. Raph (Alfa-Romeo) 46m. 2.2s.
6. Mme. Itier (Bugatti) 1 lap behind.

The Ferrari representative in the second heat was Gianfranco Comotti, who won this same race last year on an Alfa-Romeo. With him on the starting line were Lehoux (Maserati), Zehender (Maserati), de Villapadierna (Maserati) and Mlle. Hellé-Nice (Alfa-Romeo).

Comotti was out to show the crowd what he could do, and his standing lap time of 4 minutes 16 seconds was exactly the same as that registered by Chiron in the first heat. He slowed down a bit after this, in response to pit signals, and his second lap was only one second faster than the first. Zehender challenged the Ferrari driver for three laps, when his oil-pressure dropped to zero and he stopped to adjust the pump. The chase was taken up by Marcel Lehoux (Maserati), who was about 500 yards behind Comotti. Villapadierna was now third and Mlle. Hellé-Nice fourth.

Zehender restarted and had soon passed Mlle. Hellé-Nice. He scrapped with the Spanish driver for some time, and finally disposed of him. Comotti continued his regular progress, and was leading Lehoux by the same margin as before when he flashed over the finishing line to the accompaniment of cheers from spectators in the stand.

Result of Second Heat.

1. Comotti (Alfa-Romeo) 43m. 3.2s. 153.368 k.p.h.
2. Lehoux (Maserati) 43m. 32.6s.
3. Zehender (Maserati) 45m. 52.8s.
4. De Villapadierna (Maserati) 46m. 32s.
5. Mlle. Hellé-Nice (Alfa-Romeo) 1 lap behind.

The final followed immediately after the second heat. This time the competitors had to cover 15 laps, or 165 k.m. 075.

Sommer, Comotti and Etancelin were in the front row; Lehoux and Chiron in the second; Raph, Zehender, and Hartmann in the third; and Mlle. Hellé-Nice, Villapadierna and Mme. Itier right at the back.

The flag was dropped at 4.45 p.m. and

all the drivers immediately showed that there was to be no holding back in this short race. Etancelin made a fine start, and was leading at the end of the first lap, followed by Lehoux, Comotti, Zehender, Sommer, Raph, Hartmann, Villapadierna, Chiron, Mlle. Hellé-Nice and Mme. Itier. Chiron's engine was misfiring, and he lost all hope of winning the race when he spent 2 minutes 45 seconds at the pits changing his plugs.

Etancelin's engine began to flag, and he was passed by Lehoux, Sommer and Zehender. Lehoux was driving with all his old dash, crouching in the cockpit. Sommer was not letting him get away with it, however, and the fierceness of the struggle whipped the crowd to frantic excitement. At the beginning of the 5th lap Sommer passed his rival, and the rest of the field followed in this order: Zehender, Raph, Etancelin, Hartmann, Villapadierna, Chiron, Mlle. Hellé-Nice and Mme. Itier.

Louis Chiron was driving like the wind in his endeavour to retrieve his lost position. The Ferrari position was now desperate, for Comotti had retired with a broken back axle. He covered one lap in 4 minutes 4 seconds, and was rapidly making up ground.

Lehoux had given up his chase of Sommer and was contenting himself with second place, at a distance of about half a mile. And so the cars started on their last lap, with little hope of a change in the order. But, as had happened at the Nurburg Ring the previous week, a *coup de théâtre* gave the race a last-minute twist.

Raymond Sommer roared up the slope past the tribunes de Garenne to the plaudits of the crowd. But where was Lehoux? At the foot of the slope a blue Maserati appeared, travelling at a snail's pace. It coughed to a standstill—the petrol tank was dry! On any other circuit Lehoux could have pushed the car across the line, but at St. Gaudens the finish is on a hill. And so there he remained, unplaced in the race. This unexpected turn of events gave Raph the second place, and Hartmann third. Chiron was fourth, failing to catch the Hungarian by 5 seconds.

RESULT.

1. R. Sommer (Alfa-Romeo) 1h. 3m. 46.2s. 155.316 k.p.h.
2. Raph (Alfa-Romeo) 1h. 6m. 40.8s.
3. Hartmann (Maserati) 1h. 7m. 47.4s.
4. Chiron (Alfa-Romeo) 1h. 7m. 52.2s.
5. De Villapadierna (Maserati) 1 lap behind.
6. Etancelin (Maserati) 1 lap behind.
7. Mlle. Hellé-Nice (Alfa-Romeo) 1 lap behind.
8. Mme. Itier (Bugatti) 2 laps behind.

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A NEW BUGATTI CAR

STREAMLINED COACHWORK ON A BUGATTI. NOVEL YET PRACTICAL LINES OF A CUSTOM-BUILT BODY ON THE SUPER-SPORTS 3.3 LITRE CHASSIS

Buying a chassis and having one's own design of coachwork installed on it is a fascinating business. Colonel G. M. Giles, the president of the Bugatti Owners Club, has just recently purchased one of the new high-compression sports "3.3's," the first of its type to be brought into this country, and as a result of his experience with no less than 10 earlier cars from the same factory has evolved a body design at once striking, well streamlined and eminently suited for fast touring.

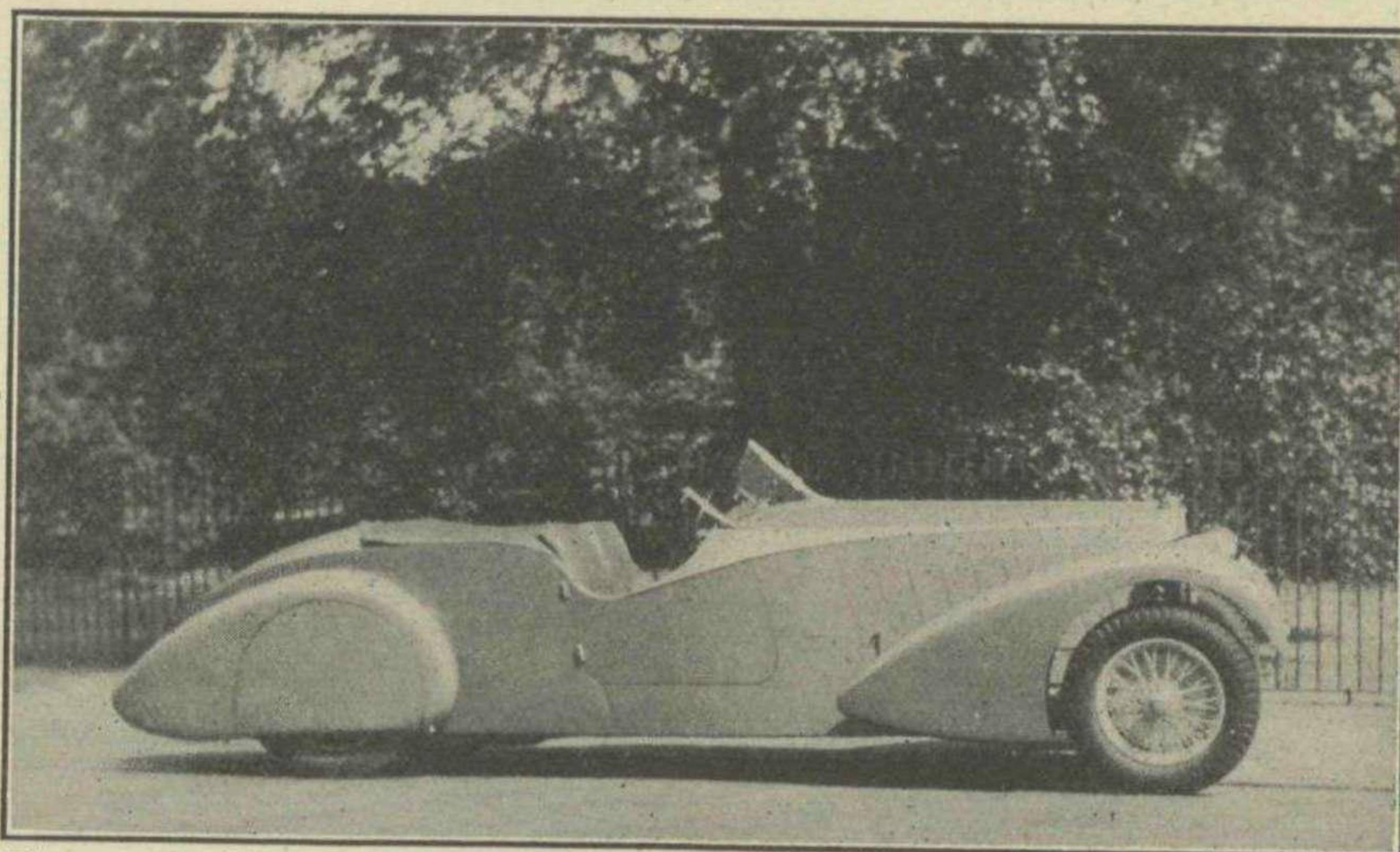
As will be seen, the principal novelty of the lines lies in the exceptionally long bonnet, the faired wings and the sloping tail. The bonnet runs back and takes in half of what would normally be the scuttle. Neat louvres to the design of Jean Bugatti are a feature; they are coupled together and opened by means of levers under the bonnet. The front wings are quite wide, with ample clearance round the wheels, and the interior of the cut-away section is curved so as to afford good protection when the wheels are locked over.

The side lamps are neatly disposed of in the front part of the wings. The headlamps occupy their usual position, but when not required the lenses are protected by very smart hemispherical chromium-plated covers. The front wings are supported by tubular stays in front and double oval struts at their rear ends.

The rear wings are of a type seen in increasing numbers nowadays, with panels which can be removed when a tyre has to be changed. The sloping rear panel

a Jackall hydraulic jack for the rear axle, which is somewhat boxed in by the enclosing coachwork, a normal type of jack for the front wheels, wheel hammer and finally the car's tool-kit neatly ar-

steel tubing. To form the seat itself a multitude of small spiral springs run horizontally across each frame. The springs are then covered with padding and leather upholstery, and the whole forms a light-



The sweeping lines of the Bertelli coachwork on the new Super-sports Bugatti have been thoroughly carried out. The bonnet length has been increased.

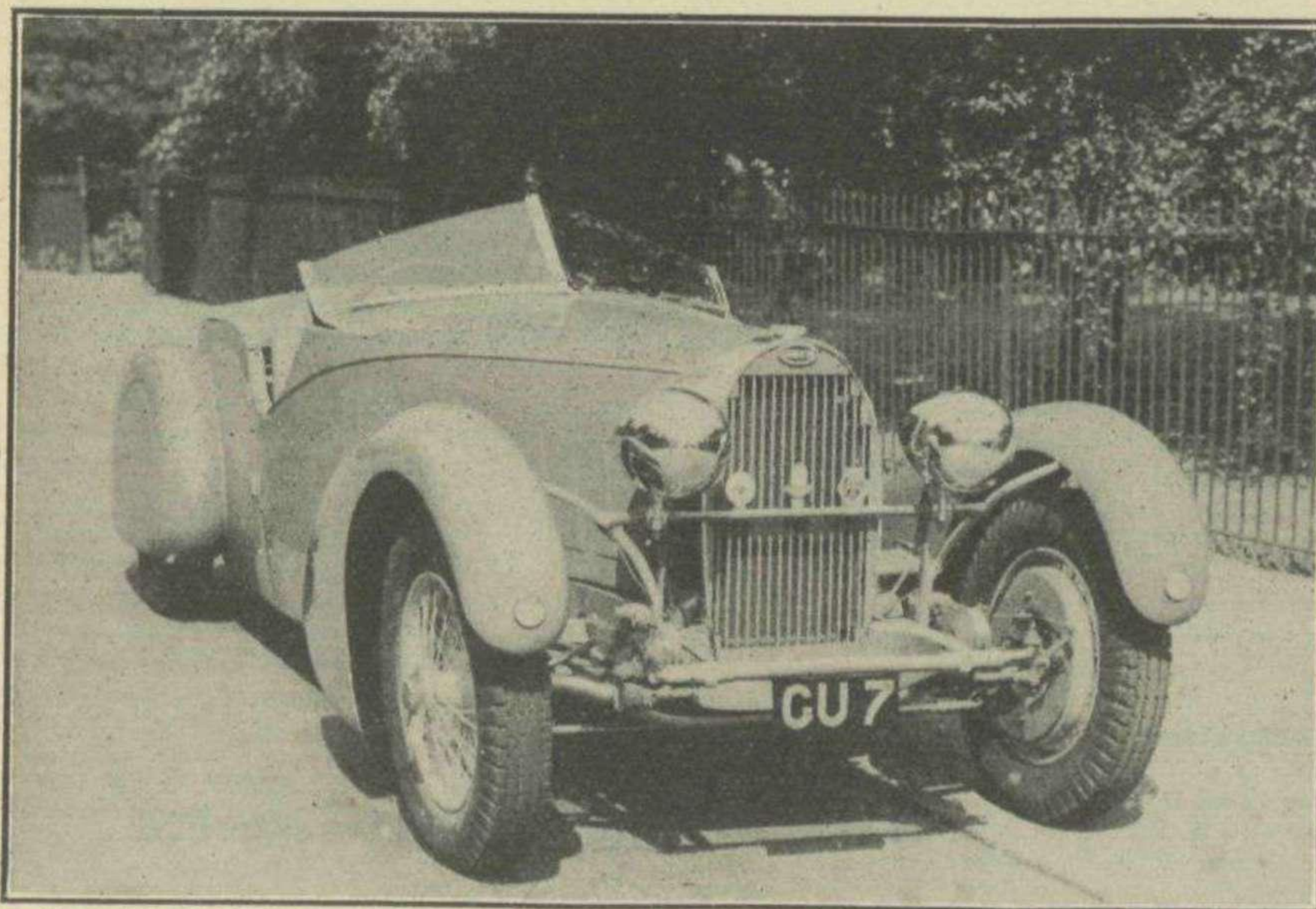
ranged in two fitted trays. In addition there is the hood frame, which swings up from behind the front seat, and the fabric covering which is glazed with celluloid at its front end, just behind the

weight hammock seat which is restful without being unsteady. Another advantage of these metal-framed seats is that the back passengers can sit close up to the front and have plenty of leg-room.

Owing to the length of the extended bonnet and scuttle, it has been found necessary to fit a remote-control gear-lever, positively the only one ever known on a Bugatti we should think. Another interesting point is the under-tray which gives the underside of the car a particularly neat appearance, and which should also add a few m.p.h. to the all-out speed. With the exception of the Bugatti seats the whole of the bodywork panelling and upholstery was carried out by Messrs. E. Bertelli of Feltham, Middlesex, and a handsome job it is. In common with most members of the Bugatti Owners Club, Colonel Giles takes the greatest pride in his cars, and the new "3.3" positively sparkled in the sunlight.

Apart from being a most desirable car for use on the road, the Bugatti has a special interest just now as being of the same type as the three cars to be driven next month in the Ulster T.T. All the chassis characteristics, including the wheel-base, which is 10 feet, remain the same, but the sports chassis have a higher compression-ratio in the region of 7 to 1, and a back-axle ratio of 3.9, instead of 4.2, to 1. The factory claims a power output of 148 horsepower, which is remarkably high for a 3,300 c.c. unsupercharged engine. The chassis-weight is 25 cwt. and the weight of the car under review is about 32 cwt. It is not yet known what type of body will be fitted to the cars to be

(Continued at foot of next page)



Interesting features of the front aspect of the Bugatti are the flush-fitting side lamps and the headlamp coverings. The Vee-windscreen is an unusual revival.

is more unusual, in view of the number of things stowed beneath it. Apart from the 16-gallon petrol tank there are two spare wheels, bulky formed objects which proved difficult to accommodate, a spare petrol tank holding eight gallons,

stays which clamp on to the V-shaped wind screen.

The car is finished in Bugatti blue with dull silver mouldings on the bonnet. The body is upholstered in dark brown leather and the seat frames are built up from

THE GROSSGLOCKNER HILL CLIMB

The section of the new Grossglockner mountain-road used for the hill-climb was on the North side of the pass, and was 19.5 k.m., roughly 12 miles, in length.

A crisis arose before the event through the wholesale withdrawal of the German entries. The reason given was that they did not consider the road to be in a suitable condition for a speed hill-climb, but as the authorities had put the finishing touches to it a week before this was not taken seriously. The suggested reason was the inability of German subjects to take sums of money out of the country owing to a government decree. This was negated by the lifting of the decree for the race. However a fair entry of Swiss and Italian entries had been secured, with several British drivers as well.

The attendance was disappointing. No doubt the weather had a good deal to do with it, for it rained heavily on the Saturday and on Sunday morning. The official car figure was given as 1,133, while spectators on foot and on bicycles were negligible.

The rain, followed by a drying wind, put a good surface on the road, which was dry all the way up except under the trees. The road was an ample width, round about 20 feet, and there seemed to be fewer hairpins than at Klausen. On the other hand gear-changing was greatly necessary, and one driver estimated that he "shifted" 90 times!

At half past ten an official car drove up the hill, and for several hours the motorcycle classes were run off. The first car to climb was a 604 c.c. D.K.W. driven by a Dutchman, E. A. C. Cornelius, followed by a brace of Ballila Fiats, Walter Wustrow's M.G., and Franz Falk's Austin. Villoresi's Fiat was the fastest of the lot in 18 minutes 23.50 seconds. The Austin stopped after 10 kilometres with engine trouble.

The 1,500 c.c. class was won by Strazza, driving Lurani's Maserati. Time 16 minutes 9.74 seconds. Girelli (Alfa-Romeo) was second, and T. G. Clarke (Aston-Martin) third, 3 minutes slower than the winner. Cholmondeley-Tapper (Bugatti) came to a standstill at the 20 k.m. post with engine trouble. Of the two-litre sports cars Kautz was the fastest, driving an Alfa-Romeo up the hill in 16 minutes 47.68 seconds. A Czechoslovakian driver delighting in the name of Dr. Georg Freiherr von Goldegg crashed his Alfa on a corner. He continued, but retired before reaching the summit.

The Ferrari driver, Carlo Pintacuda, was the fastest 3-litre sports car driver, in 15 minutes 15.69 seconds. Von Biro stopped on the way up, but eventually completed the climb in 23 minutes 36.66 seconds.

The racing classes opened with a stirring climb by Bobby Korlrausch, with his

single-seater M.G. Midget. He made a superlative climb in 15 minutes 10.30 seconds thus beating Pintacuda's "sports" Alfa. The second racer was not so fortunate, and Aldo Bari's Fiat came to rest long before reaching the finish. Harry Herkuleyn's Midget was not going well, and he took over 20 minutes. A good M.G. climb was made by the Czech, Zdenek Pohl, who clocked 16 minutes 44.62 seconds.

Then came a climb which put all others in the shade and sent the crowd into an excited state of appreciation. Richard Sea-

man's black E.R.A. roared up in magnificent style, making fastest time so far in 14 minutes 54.44 seconds much to the annoyance of the Swiss driver, Hans Kessler, who thought his Maserati was unbeatable. Rudolf Steinweg did not reach the top with his Bugatti, engine trouble intervening. Eileen Ellison clocked a very creditable 17 minutes 41.87 seconds, beating Cormack's Alta which registered 17 minutes 45.28 seconds.



Richard Seaman added to his list of Continental successes last month by making second fastest time in the Grossglockner Hill Climb. Here is his E.R.A. up amongst the clouds.

man's black E.R.A. roared up in magnificent style, making fastest time so far in 14 minutes 54.44 seconds much to the annoyance of the Swiss driver, Hans Kessler, who thought his Maserati was unbeatable. Rudolf Steinweg did not reach the top with his Bugatti, engine trouble intervening. Eileen Ellison clocked a very creditable 17 minutes 41.87 seconds, beating Cormack's Alta which registered 17 minutes 45.28 seconds.

An anonymous Viennese driver, "Black-shirt" came up next, his Bugatti being pushed up into the 2-litre class. Gigi Platé and his old G.P. Talbot stopped on the 7th hairpin, but he got going again and eventually reached the finish in 24 minutes 57 seconds. Max Christen's Maserati was the quickest 2-litre car in 15 minutes 55.54 seconds.

Only three cars took part in the unlimited category, and the Ferrari driver Mario Tadini added to his many hill-

climbing successes by making the fastest time of the day in 14 minutes 42.74 seconds. Balestrero, another Alfa-Romeo driver, was second and Juan Zanelli (Nacional Pescara) third.

After the last car had climbed, the whole entry returned to the foot of the hill in a long procession, being heartily cheered by the groups of spectators at the roadside.

RESULTS.

Sports.

1,100 c.c. 1. L. Villoresi (Fiat) 18m. 23.5s. 2. O. Epelli (Fiat) 19m. 20.13s.; 3. G. Mainardi

(Fiat) 21m. 10.37s.; 4. E. A. C. Cornelius (D.K.W.) 28m. 12.86s.
 1,500 c.c. 1. G. Strazza (Maserati) 16m. 9.74s.; 2. G. Girelli (Alfa-Romeo) 17m. 36.34s.; 3. T. G. Clarke (Aston Martin) 20m. 8.34s.
 2,000 c.c. 1. C. Kautz (Alfa-Romeo) 16m. 47.68s.; 2. P. Rey (Bugatti) 16m. 48.69s.; 3. Ing H. Tschugguel (Alfa-Romeo) 17m. 15.50s.; 4. W. Delmar (Adler) 21m. 21.24s.; 5. A. Poggio (Alfa-Romeo) 25m. 55.44s.
 3,000 c.c. 1. C. Pintacuda (Alfa-Romeo) 15m. 15.69s.; 2. Z. Pohl (Bugatti) 16m. 9.01s.; 3. C. von Pretz (Alfa-Romeo) 16m. 38.31s.; 4. Ing W. Proskowetz (Bugatti) 17m. 5.8s.; 5. Comte F. de Bremond (Alfa-Romeo) 17m. 26.58s.; 6. P. Cocagne (Bugatti) 18m. 31.37s.

RACING.

1,100 c.c. 1. B. Kohlrausch (M.G.) 15m. 10.3s.; 2. Z. Pohl (M.G.) 16m. 44.62s.; 3. H. Herkuleyns (M.G.) 20m. 10.03s.; 4. R. Flerschanderl (Amilcar) 22m. 04.22s.
 1,500 c.c. 1. R. Seaman (E.R.A.) 14m. 54.44s.; 2. H. Kessler (Maserati) 14m. 57.77s.; 3. A. Wilhelm (Bugatti) 16m. 51.51s.; 4. Miss E. Ellison (Bugatti) 17m. 41.87s.; 5. A. J. Cormack (Alta) 17m. 45.28s.
 2,000 c.c. 1. M. Christen (Maserati) 15m. 55.54s.; 2. "Blackshirt" (Bugatti) 16m. 54.63s.; Unlimited. 1. M. Tadini (Alfa-Romeo) 14m. 42.74s.; 2. R. Balestrero (Alfa-Romeo) 15m. 16.25s.; 3. J. Zanelli (Nacional Pescara) 15m. 36.93s.

A NEW BUGATTI CAR—continued from preceding page.

driven by Earl Howe and the Hon. Brian Lewis, but probably it will be a lightweight affair with a sloping tail rather on the lines of the racing "105" Talbots.

We rode for a short distance in Col. Giles' car and were impressed by its comfort and quiet-running. Even with the raised compression the engine will

run on No. 1 petrol, though naturally a proportion of benzol in the fuel is advisable. The all-constant-mesh gear-box is pleasant to use and the car is quiet flexible on top gear. When we tried it the car was not fully run in, and the speed was being kept down to 85-90 m.p.h., but when everything is free, Colonel Giles

expects a maximum in the neighbourhood of 115 m.p.h. The Sports 3.3 Bugatti is as important an addition to the ranks of the high-class sports car, as was the double-camshaft supercharged "2.3" of two or three years ago, with all the refined performance which modern traffic conditions make desirable.

GETTING THE "LOW-DOWN" ON MOTOR SPIRIT

*Octane numbers. The C.F.R. variable-compression engine and how it operates
New Metrovic-Dodds cathode-ray testing apparatus gives further valuable information*

It is a striking paradox that though England produces only a minute fraction of the millions of gallons of motor spirit which are consumed on her roads, the quality of the No. 1 "petrol" to give it the popular name, sold in this country is probably higher than that of any other country in the world, including even the United States itself. Impurities, gum, sulphur and the like have been eliminated, and while different companies claim with greater or less reason that their petrol favours easy starting, economy or what not, the ordinary touring-car is little affected by a change-over from one brand to another.

Needless to say this is not the case with a sports car, particularly one of small capacity and high performance. With an unsuitable fuel, pinking or detonation takes place with full ignition advance on full throttle, while retarding the spark causes overheating and loss of power.

The petrol engine derives its power by reason of the difference of the pressures of gases in the cylinder at the beginning and at the end of the firing stroke, so the higher the compression ratio the greater the alteration in pressure. It follows therefore that the power which can be derived from any type of fuel of similar composition is proportionate to the compression ratio one can use before detonation begins. It is worth mentioning, incidentally that analysis of the mixture of hydrocarbons which are blended in the various motor spirits is not sufficient to determine the anti-knock value, even though the properties of the components are known. It can only be discovered by practical tests.

Compression Ratio the First Criterion

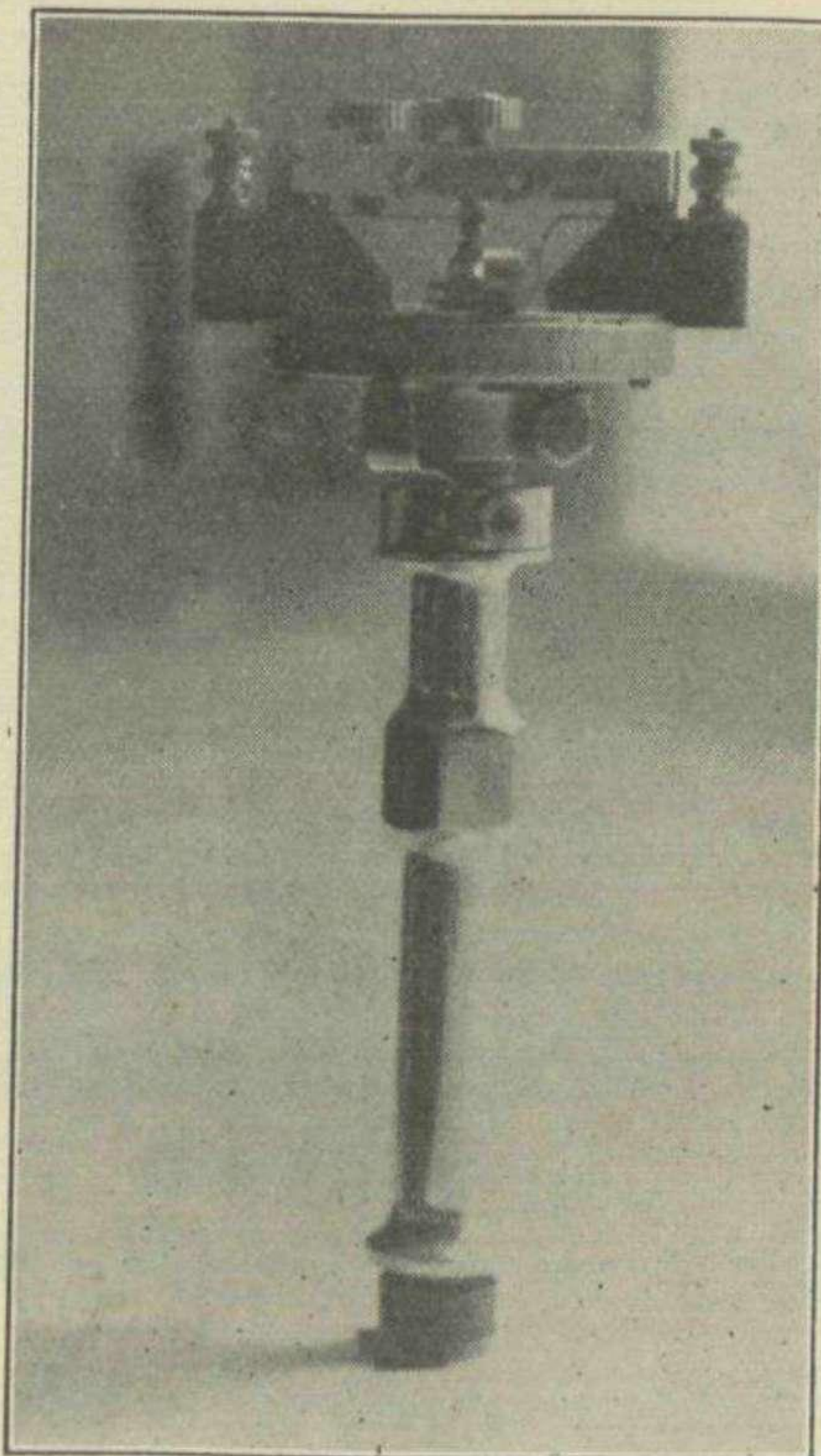
The higher the compression ratio the greater the power, as has already been stated, and so it was only natural for the pioneers of fuel research to express the "goodness" of the various fuels in this way. The tests were made in variable-compression engines, and the knocking point was determined by ear, no easy matter in view of the assorted sounds of a large single-cylinder petrol-engine. In addition to this the tests were made on a number of engines of different design running at whatever temperature the investigator found convenient, so that it was almost impossible to compare the results of individual observers. A third disadvantage of the H.U.C.R. (Highest Useful Compression Ratio) notation was that it was linked up with engine design as well as the intrinsic quality of the fuel itself. A fuel suitable for an overhead-camshaft engine with hemispherical combustion chambers and a compression ratio of $8\frac{1}{2}$ to 1 might cause furious detonation on a side-valve engine with the same compression ratio, 7 to 1 being a more suitable ratio for the latter, while a push-rod o.h.v. engine with a flat head would come midway between the two.

The method of comparison by permissible compression ratios proved so un-

satisfactory that some other scheme had to be found. Why not compare the anti-knock value of the various fuels by using as a basis of comparison one of the many hydrocarbons which are blended together to form the motor-spirit of commerce? Iso-octane, a hydrocarbon which is a true compound and therefore invariable in composition, was one of the "yard-stick" fuels, the other being heptane. Octane has an anti-knock value much higher than ordinary motor-spirit, while heptane is extremely "pro-knock." By mixing these two fuels in varying proportions, therefore, the scientist can produce a mixture with an anti-knock value equivalent to any type of commercial motor-spirit.

Finding the Octane Number

The fuel under review is tried in one of the special variable-compression engines later to be described against octane-heptane mixtures blended in various proportions, the aim being to get one of the same anti-knock qualities as the fuel under test. The percentage of octane in the mixture then gives a simple index of the anti-knock value, and the figure so obtained is our ever-popular friend the octane number. If a fuel has an octane number of 70, therefore, it means that its anti-knock value is equivalent to that of a mixture of 70 per cent. iso-octane and 30 per cent. heptane.



The "bouncing-pin" unit with its contact breaker.

Octane and heptane are actually rare and expensive articles, and for ordinary tests "sub-standard" fuels are used. These are fuels of similar composition to the more expensive ones exactly matched as regards anti-knock value by the addition of tetra-ethyl-lead or ethyl fluid.

In the octane number we have something almost tangible, a comparison with a standard fuel which can be made up in any laboratory. After that, all the scientist requires is a testing engine with equally definite characteristics. These conditions are fulfilled by the C.F.R. (Co-operative Fuel Research) units, which are in use all over the world, and we were interested in seeing several in operation at the Anglo-American Oil Company research laboratory.

A Telescopic Engine

The engine is a massive single-cylinder affair with push-rod operated overhead-valves, coupled to a synchronous electric motor which holds the speed rigidly to 600 r.p.m. and which is driven off the power mains. The cylinder is about three inches in diameter, and the head may be raised or lowered by a rack and pinion mechanism to give compressions of from 4 to 1 to 10 to 1, a range which covers commercial, touring and sports cars. The valve rockers are carried on a swinging bracket which keeps the valve clearance constant with all positions of the head.

The cylinder jacket is steam-cooled and the engine therefore runs at a temperature of 100 degrees C., while the induction pipe is electrically heated. The carburetter has a single jet and two float chambers, one for the fuel under test and the other for the reference fuel, and the engine can be changed over instantly from one to the other by means of a quick-acting tap.

Measuring the Knock

Most important of all is the "bouncing-pin" mechanism, which indicates the amount and degree of detonation which is taking place; the tests are all carried out with the engine detonating continually.

The bouncing-pin is a steel rod some six inches long insulated at its top end by means of a fibre cap and free to slide within a steel tube. At the top end of the tube is an electrical contact-breaker, at the lower end is a plug which screws into the cylinder. The base of this plug is about $\frac{1}{2}$ inch thick, and is unaffected by the gas pressures of normal combustion, but when detonation takes place, the thin metal is deflected and in its turn throws up the bouncing pin against the contacts, which remain closed for a time proportional to the severity of the detonation. This switches on a current from a battery which flows through a resistance, heating-up a thermo-couple set in close proximity. The thermo-couple in its turn generates a current and this is shown on a Knock-meter, which is actually a specially-calibrated milliammeter.

GETTING THE "LOW-DOWN" ON MOTOR SPIRIT—continued.

Thus equipped, finding the octane number of a fuel is quite a simple operation. A reference fuel with an anti-knock value higher than the fuel under test is chosen, and then "lead" is added to the latter until the Knock-meter reading is the same as that of the reference fuel. A table which shows the relation between the amount of lead added and the octane value then gives the required information.

Improving Fuels

In order to raise the anti-knock value of standard No. 1 petrols, one of three substances may be added (on the continent in fact they are often used in combination). They are benzol, alcohol, and tetra-ethyl-lead. The first two may be used to excellent effect in the small percentages used in commercial benzol and alcohol mixtures. In large proportions, say 50 per cent. of the fuel, benzol mixtures tend to make the car run rather hot while alcohol has the opposite effect and also calls for larger jets. The third substance, tetra-ethyl-lead, may be used at high concentration if required without affecting the qualities of the fuel other than preventing detonation. From this it would seem that highly ethylised petrol could be used in racing cars, but in practice this is not so. So much power, and therefore heat, is liberated in the highly developed racing engines of to-day that some means of cooling the internal parts must be found. Alcohol has a high specific heat and by reason of this a powerful cooling effect and is therefore employed in spite of the small amount of power it contains and the high fuel-consumption which goes with this.

Some Figures

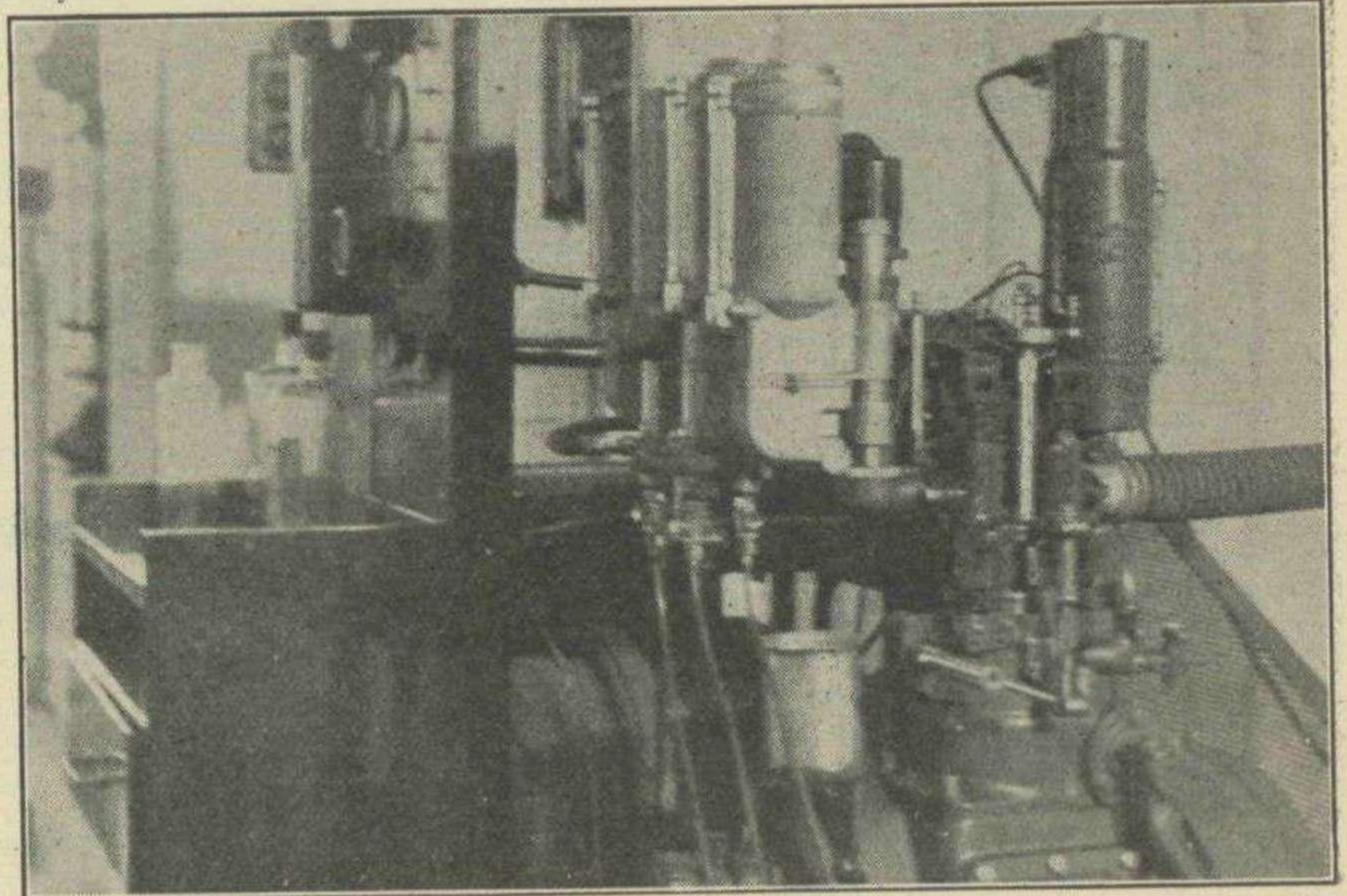
Returning to our consideration of fuel for high-compression touring cars, it is

is used for "premium" fuels, which are extra-high octane fuels which sell at a higher price. Pratt's Ethyl, the first leaded petrol to be sold in this country, on its introduction in 1928 cost twopence per gallon more than standard fuels, but as everyone knows this and its successor Esso

anti-knock value of No. 1 petrol to the high figure now ruling for ethylised fuels, the cost being therefore a little over 1d. per gallon.

A Tremendous Improvement

One of the reasons why the ethylised



The C.F.R. fuel-testing engine. The two vessels for the reference fuel and the fuel under test will be noted and behind them the twin float carburetter.

Ethyl have for three years been brought down to the same price as regular No. 1. This is also the case with the four other brands of ethylised fuels, Redline, B.P., Glico and Power.

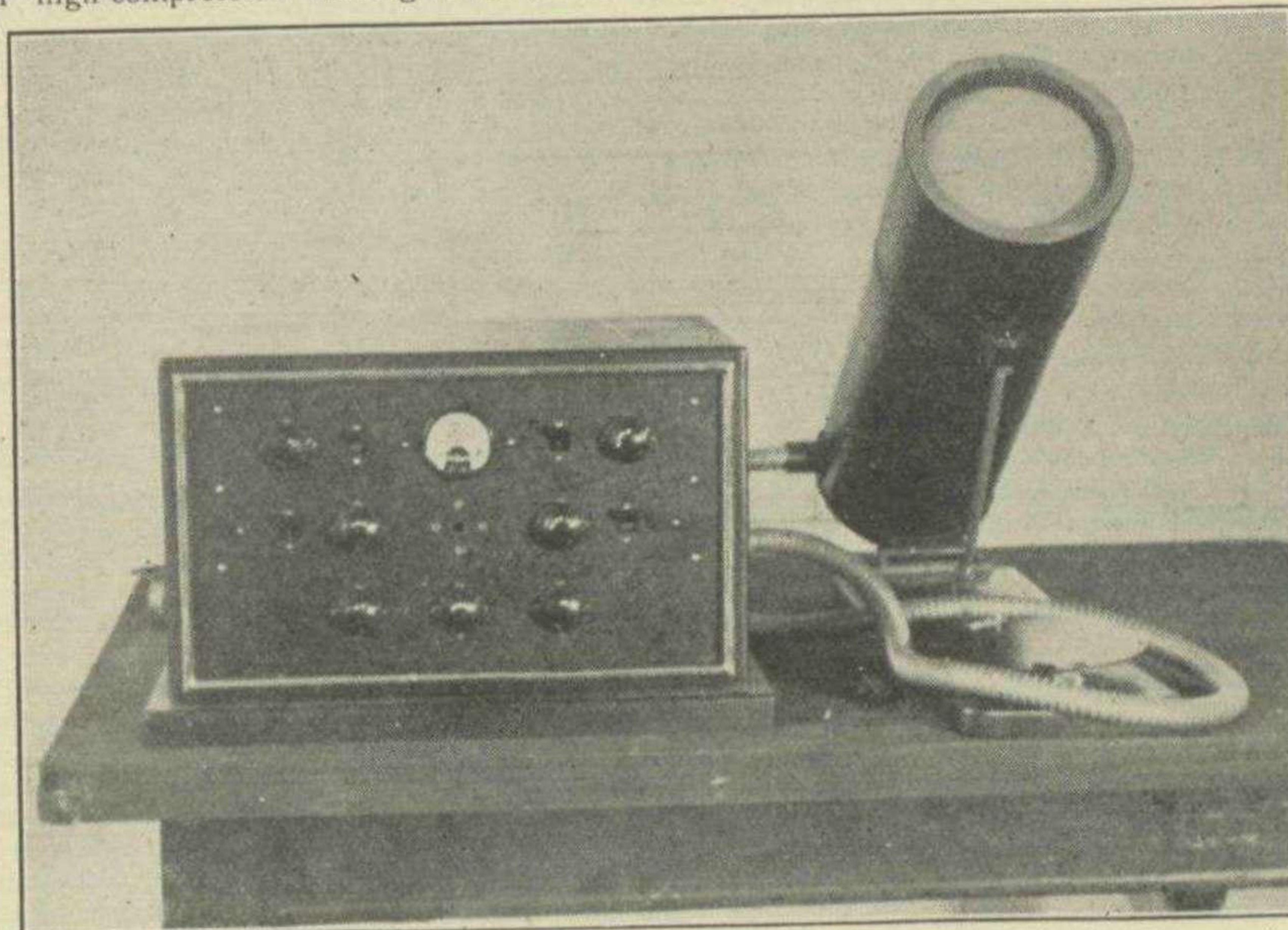
petrols are kept at the normal price in this country is the excellent quality of the standard spirits, which have improved vastly in the past seven years, largely in response to the needs of the small high-revving engine. The ethylised petrols happily enough have improved in like ratio, as is shown by the table given below.

Year.	Octane Value	No. 1 Spirit	Ethylised Spirit
1922	—	51	—
1925	—	55	—
1928	—	58	—
1931	—	68	75
1933	—	70	78
1935	—	72	80

The latest ethylised fuels with an octane number of 80 can be used to advantage in any engine with a compression ratio as high as 7 to 1 where 5½ to 6 would have been the limit without the addition of benzol to the petrols of five years ago. We have even used one of these fuels in a supercharged engine with a compression ratio of 6½ to 1 and a blower pressure of 10 bs. to the square inch, giving an effective compression ratio of approximately

$$\frac{6.5 \times \sqrt{14.7 + 10}}{14.7}$$

or 8.45 which gives some idea of the possibilities of the new fuels with efficient engines. Fuels with an octane value approaching 100 may soon be in common use in air-craft, while another possibility of the future is the use of ethyl fluid with commercial petrols though the disadvantages, such as difficult starting and impurities, which prevent the touring-car owner from making use of them at present, will not be removed by raising the anti-knock



The Metrovic-Dodds indicator. The cathode-ray tube with its Viewing Screen is on the right, and beside it is the control panel from which the movements of the light-spot are controlled.

interesting to learn that over 65 per cent. of the motor-spirit consumed in the United States contains tetra-ethyl-lead, some of it in conjunction with No. 1 fuels and selling at normal prices, while a large proportion

The ethyl fluid which has such an important effect on fuels is very costly, the price being in the neighbourhood of £2 per litre. Fortunately two to three c.c. per gallon is all that is required to raise the

GETTING THE "LOW-DOWN" ON MOTOR SPIRIT—continued.

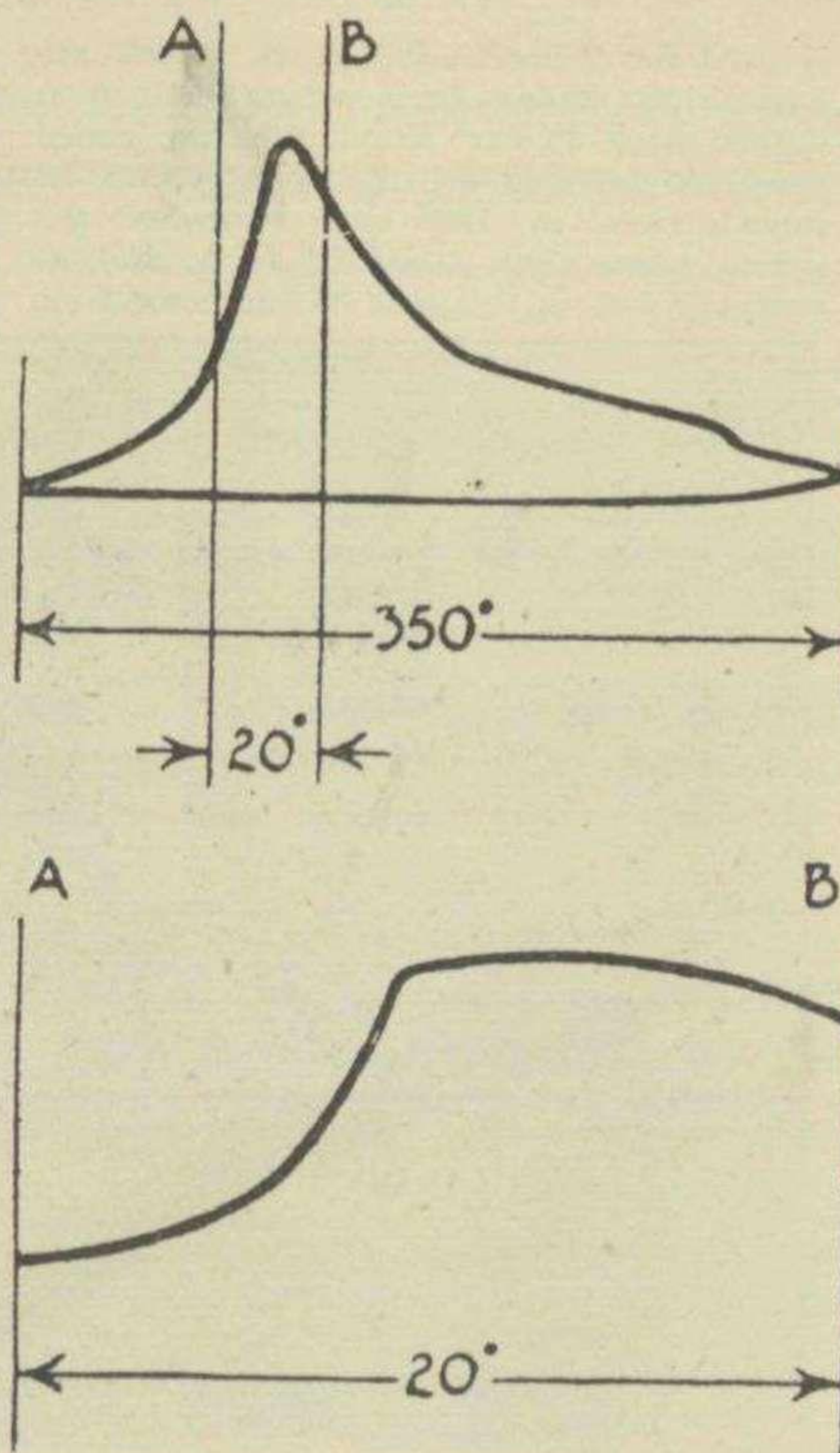
value of the fuel. Incidentally it is worth noticing that ethylised fuels can be used in low-compression touring engines in place of straight fuels without any loss of power, though naturally there is no gain from doing so. To get the maximum results of course the compression should be just short of pinking point when accelerating hard on full throttle.

Seeing inside the Cylinders

The C.F.R. engine has given the fuel research engineer a thorough knowledge of the properties of the various fuels, but until a short time ago his fellow-investigators working on the internal-combustion engine had very little real data as to what actually happened within the cylinders of an engine, particularly when detonation was taking place. The type of pressure indicator employed on steam engines are of little use on high-revving, *i.e.* power plants, in which the ten degrees of crank-angle movement during which detonation takes place may only occupy a $\frac{1}{3000}$ of a second. A new piece of apparatus, the Metrovic-Dodds Indicator, has however recently been developed and has achieved the seemingly impossible. Mr. Dodds is one of the research staff at the Anglo-American Oil Company laboratories and we actually saw it working on one of the test engines already described.

The Indicator consists of two units, a pressure element which screws into the cylinder of the engine, and a cathode-ray tube unit connected to it by wires, which may be installed at any convenient distance.

The pressure element is rather like a sparking plug body, made of stainless steel, bored away until the end which projects into the cylinder is about 35 thousandths of an inch thick. In the centre of this is a pile of carbon discs highly compressed with copper wires connected to top and bottom. The outer part of the "plug-body" is water-cooled, with rubber insulation to keep the carbon discs isolated from the water jacket. Pressure variations in the cylinder are communicated to the car-



(Top) The complete indicator diagram and (below) the expansion of the small portion showing the period of detonation.

bon pile in much the same way as in the case of the "bouncing-pin" but in the case we are considering now, every variation of pressure takes effect on the carbon, causing a change in its resistance and a varying current through it.

The vacuum-tube has the usual filament which shoots out minute particles or rays, and these are directed on to the "screen," a thin internal coating at the conical end

of the tube, which here measures some 6 inches in diameter. The rays as they arrive are seen as a small point of light.

A Glowing Indicator Diagram

This point of light can be moved about the screen by means of plates set close to the path of the rays. One pair move it horizontally and the second vertically. The first pair are therefore connected up to an electrical circuit which moves the rays in accordance with the crank-shaft movement, returning them instantaneously to the start at the end of the cycle. The other pair of plates are connected to the pressure element and move the spot of light vertically in accordance with the pressure. The combination of the two movements causes the spot of light to trace an indicator diagram on the screen of the tube, and owing to the phenomenon of persistence of vision the image remains practically stationary, uncanny with its blue glow, and can be traced or photographed. Furthermore the traversing controls can be adjusted so that only a small portion, such as the 10 degrees during which detonation takes place is visible. This portion of the diagram can then be expanded until it occupies the whole width of the screen.

This feature is probably the most valuable part of the indicator and pre-conceived ideas of detonating pressures which are now found to rise only some 50 per cent. above normal explosion pressures, are completely changed. The Metrovic-Dodds equipment plugs into the mains like a wireless set, but for the moment research on existing engines is limited to those which have two sparking-plug holes per cylinder. Later on it is hoped to be able to combine the pressure element with a conventional sparking-plug, in which case the experimental department of every factory will be able to tell exactly what is going on inside the various engines which pass through its hands and we may even see the fully equipped service-man bringing along his Indicator to diagnose a fault in a client's car. There will be no excuse for ignorance then!

A New Racing Fuel—20 per cent. H₂O!

Baron Coreth zu Coredo, an Austrian chemist, has discovered a secret motor fuel which could be produced in large quantities, very cheaply, in almost any country in the world. Baron Coredo has protected his secret fully, and is now in this country giving demonstrations. Herr Hitler is said to be interested.

The fuel is composed of raw spirits, oils obtained from vegetable bases, ordinary tap water, and a secret chemical binder. The water content can vary from 13 per cent. to 20 per cent.

Recently Capt. D. B. K. Shipwright arranged for the first test of this fuel in a fast car. At the Baron's request his shed at Brooklands was curtained-off, and chemical measures and containers provided. Baron Coredo arrived from town with his secret binder and proceeded to mix 2 gallons of fuel. This was put into the empty tank of a very rakish Sunbeam, consisting of an old 2-litre Grand Prix chassis powered with a 20/25 h.p. Rolls-Royce engine.

The engine started up faultlessly, and with the inventor as passenger, Capt. Shipwright drove round the Track. When he returned he stated that the acceleration had improved considerably, and that the speed had risen from 85 to nearly 95 m.p.h. A rather curious odour was detectable from the exhaust.

Although this mysterious fuel is at present debarred the fighting aeroplanes of the nations of the world, Capt. Shipwright has the monopoly for racing purposes. He contemplates running in Capt. Duff's proposed trans-African road race on this fuel.

In the meantime another experiment has been progressing at Brooklands. R. J. Munday has been testing a "flat-iron" Thomas-Special in which has been installed a 2½-litre, high-speed Diesel engine.

The Shipwright Special

Capt. Denis Shipwright came to Brooklands just after the Armistice, when he raced a 30 h.p. Armstrong-Siddeley with some success. Later he competed with a very beautifully streamlined S.P.A.

He has now returned to the Track, having opened premises in the paddock adjoining

the Dunlop sheds. He is specialising in Racing Tuition and the sale, purchase and preparation of racing cars.

His own racing car is in course of preparation, and should appear very shortly. The Shipwright-Special comprises Miss Joan Richmond's 1921 3-litre G.P. Ballot, suitably modified. The chassis is being rebuilt and lowered, and a new, streamline 2-seater body fitted. The engine is to be considerably modified internally. It will be recalled that it is a 3-litre, straight-eight unit with four valves per cylinder and twin magnetos and carburettors. New connecting rods are being designed, and the old, drip-feed system of lubrication replaced by a pressure-system incorporating a Lagonda "Rapier" oil pump. It is expected that the safe rev. limit will increase from 3,500 to 4,000 r.p.m. Speeds in the neighbourhood of 130 m.p.h. are spoken of, and Capt. Shipwright may attack the Class "D" Lap Record, now held by Earl Howe's Bugatti at 129.70 m.p.h. He drove a 1½-litre Grand Prix Bugatti in two outer-circuit races at the August B.A.R.C. meeting.

NUVOLARI'S SIXTH COPPA CIANO

EASY VICTORY FOR FERRARI No. 1 AT RECORD SPEED
TUFFANELLI (MASERATI) WINS JUNIOR RACE

Tazio Nuvolari can very well claim that the Coppa Ciano is his own race. His victory on the Montenero circuit last month was his sixth, and he was very properly fêted by an enthusiastic crowd. Truly is Nuvolari a national hero.

The "unlimited" and 1,100 c.c. races were run concurrently, the faster cars being drawn up in front. There were three British drivers present, Brooke with a 2.3 Bugatti, Reggie Tongue with his R-type M.G. Midget, and Dudley Froy with the single-seater Midget.

Practice times had revealed the certainty of records falling in the 1,100 c.c. race, but not in the unlimited event. Nuvolari's fastest lap had been 13 minutes 41 seconds, as against his own record, made in 1933 with a Maserati, of 13 minutes 27.8 seconds. In the junior category, however, Tuffanelli had clocked 14 minutes 37 seconds, 20 seconds faster than Landi's record made in 1933.

By 3.30 p.m. on the day of the race the stands were filled to overflowing, and the arrival of Constant Ciano, donor of the Cup, accompanied by Galleazo Ciano and the Comtessa Edda Ciano - Mussolini, was greeted with a roar of applause.

On the fall of the flag Antonio Brivio promptly shot into the lead, and was 10 seconds ahead of Nuvolari at the end of the first lap, Siena was third 29 seconds behind, Barbieri fourth at 35 seconds, and Trossi fifth at a distance of 54 seconds. After a longish pause came Soffietti, Minozzi, Magistri (who stopped at the pits), Ruesch, Dreyfus, Chambost and Pages. Farther back still were Cornaggia, Crestina and Piccolo. The English Bugatti driver, Brooke, retired on the first lap.

Nuvolari cut down Brivio's lead to 6 seconds on the following lap, Siena was still third, but Trossi had passed Barbieri. Soffietti stopped at the pits for plugs, and Chambost also attended to his Maserati.

The third lap marked the decisive point in the race, for Nuvolari took the lead from Brivio, having put in a lap at 13

minutes 31 seconds. Brivio was 6 seconds behind. Count Trossi was getting into his stride and had passed Siena to take third place. The latter was having a tough job holding his 6-cylinder Maserati on the road, and was coping with his task extremely well in the circumstances.

Brivio was also fighting with his Alfa-Romeo, the brakes of which were pulling the car violently to the right. Even with this handicap he covered the next lap in 13 minutes 28 seconds, but Nuvolari was still ahead. On this lap Ruesch retired with a broken gear-box and Barbieri retired with engine trouble.

On the 5th lap Nuvolari got round in 13 minutes 23 seconds, handsomely beating his 1933 record, and at half-distance (6 laps) the order was as follows:—

1. Nuvolari (Alfa-Romeo) 1h. 21m. 45s.;
2. Brivio (Alfa-Romeo) 1h. 22m. 36s.;
3. Trossi (Alfa-Romeo) 1h. 23m. 23s.;
4. Siena (Maserati) 1h. 24m. 49s.;
5. Dreyfus (Alfa-Romeo) 1h. 25m. 38s.;
6. Minozzi (Alfa-Romeo) 1h. 29m. 11s.;
7. Magistri (Alfa-Romeo) 1h. 30m. 25s.;
8. Cornaggia (Alfa-Romeo) 1h. 32m. 53s.;
9. Chambost (Maserati) 1h. 33m. 56s.;
10. Piccolo (Maserati) 1h. 38m. 58s.;
11. Pages (Alfa-Romeo) 1h. 41m. 0.7s.;
12. Soffietti (Maserati) 1h. 42m. 0.5s.

When Siena crashed, without injury, his 4th place was taken by Dreyfus, who was driving a steady race. Now the Ferrari drivers were in the four leading positions, but this security did not prevent Nuvolari from breaking his own lap record with a phenomenal circuit in 13 minutes 19.6 seconds, followed by an even finer 13 minutes 15.8 seconds.

And so the end came, with Nuvolari a highly popular winner, beating his 1933 record for the race by 3 minutes. It was a pity that Brivio's car was not going better, for he would have undoubtedly given Tazio a run for his money. Brivio improves with every race, and the day is not far distant when he will be in the top flight of drivers.

RESULT.

12 laps of 20 km. 240 km. in all.

1. Nuvolari (Alfa-Romeo) 2h. 42m. 8.8s., 88,808 k.p.h.

2. Brivio (Alfa-Romeo) 2h. 44m. 6s.
3. Trossi (Alfa-Romeo) 2h. 48m. 23.2s.
4. Dreyfus (Alfa-Romeo) 2h. 49m. 8.2s.
5. Magistri (Alfa-Romeo) 3h. 0m. 3s.
6. Chambost (Maserati) 3h. 9m. 30s.
7. Minozzi (Alfa-Romeo) 3h. 16m. 29s.
8. Piccolo (Maserati) 3h. 19m. 25.6s.
9. Soffietti (Maserati) 3h. 21m. 47s.

Record lap: Nuvolari on his 10th, 13m. 15.8s. 90.474 k.p.h. (previous record in 1933, Nuvolari (Maserati) 13m. 27.8s.)

Also Ran: Cornaggia (Alfa-Romeo) 7 laps; Ruesch (Maserati) 5 laps; Pages (Alfa-Romeo) 9 laps; Siena (Maserati) 9 laps; Barbieri (Maserati) 5 laps; Crestina (Bugatti) 3 laps; Brooke (Bugatti) 1 lap.

The small car race was run at the same time as the big event. Pietro Gherzi took the lead at the start, and held it for three laps, hotly pursued by Bianco, Tuffanelli, Bergamini, Tongue, Panzacchi and Ferrara. Then Gherzi's car developed trouble, and his place in the lead was taken by Tuffanelli, who was having a terrific scrap with Bianco. The latter injured his arm on the third lap, but in spite of being in pain he did not relinquish the chase.

At half-distance (4 laps) Tuffanelli was leading Bianco by 1 minute 51 seconds, with Reggie Tongue third some seven minutes astern. The M.G. was not going well, and shortly afterwards he retired. Dudley Froy retired on the 6th lap, while Villoresi was in trouble at the pits.

Tuffanelli had an anxious moment when his engine began to misfire, but this was quickly remedied at the pits. After that he was never troubled, and came home a deserving winner with an advantage of 1 minute over Bianco.

RESULT.

8 laps of 20 km. 160 km. in all.

1. Tuffanelli (Maserati) 1h. 59m. 6.6s. 80,597 k.p.h.
2. Bianco (Maserati) 2h. 0m. 12.8s.
3. Villoresi (Fiat) 2h. 11m. 6.6s.
4. Ferrara (Fiat) 2h. 15m. 35.6s.

Fastest lap: Tuffanelli on his 7th, in 14m. 27.4s., 83,006 k.p.h. (Previous record by Landi (Maserati) in 1933, 14m. 44s.)

Also Ran: Gherzi (Maserati) 3 laps; Froy (M.G.) 6 laps; Musso (Fiat) 6 laps; Tongue (M.G.) 7 laps; Panzacchi (Rocca) 4 laps; Bergamini (Maserati) 6 laps.

LUIS FONTES HAS ANOTHER VICTORY

The Irish Motor Racing Club goes from strength to strength. The Limerick Race held on August 5 attracted a really fine entry, including nine cars from England. Naturally the field was composed of a mixture of sports and racing cars, but this did not prevent the handicap system from working out quite well.

Copying the procedure adopted by certain organisers of road races on the continent, four chicanes were placed in the main street of the town, which slowed the circuit considerably. The little front-drive Adlers were a joy to watch here, screaming through the bends at a fantastic speed. So fast were they that their speed was the undoing of one competitor. C. H. W. Manders found a slow Riley in his path just as he was executing his usual rapid manoeuvre. He was forced to brake heavily while in the middle of the double corner, which resulted in him skidding into a house and damaging his chassis.

The interest of the race was largely centred in watching the progress of the

fast cars as they gradually picked up places. P. N. Whitehead, who is known for his clever handling of a supercharged Alta in this country, looked a likely winner for some time, but P. G. Fairfield (E.R.A.) and Luis Fontes (Alfa-Romeo) were making splendid headway.

One by one the small cars were overhauled, F. H. French Davies (Ballila Fiat), J. Toohey (Ford 8 h.p.), R. Marsh (M.G.) and David Yule (Austin). On the 35th of the 55 laps of the race Fairfield took the lead, and his white E.R.A., already a victor at Douglas, Donington and Dieppe, appeared to be a certain winner.

The scratch men had been decimated by the retirement of Charles Brackenbury (Alfa-Romeo) with a burst petrol tank, and the long pit stop of A. Dobson (Alfa-Romeo) with ignition trouble. But Luis Fontes, that smooth, polished driver, was coming up splendidly, and on the 45th lap was a trifle more than a minute behind Fairfield. The latter's pit-control took no notice of the impending challenge,

and allowed their man to be passed without giving him a signal to put on speed.

Two laps from the end Fontes caught the E.R.A., and try as he might Fairfield could not get back into the lead. The last laps were fought out at a great pace, and provided a fitting finish to a memorable race.

Stanley Woods made a brief début as a car-racer at Limerick, handling a works single-seater Austin. On the very first lap, however, the gasket blew.

RESULT.

1. Luis Fontes (Alfa-Romeo) (scratch), time 2h. 21m. 17s., speed 64.91 m.p.h.
2. P. G. Fairfield (E.R.A.) (handicap 2 laps 30s.), time 2h. 21m. 24s., speed 62.29 m.p.h.
3. P. N. Whitehead (Alta) (handicap 3 laps 1m.), time 2h. 23m. 24s., speed 60.05 m.p.h.
4. F. H. French Davies (Fiat).
5. J. Toohey (Ford).
6. D. Yule (Austin).
7. M. J. Hynes (Ford).
8. P. Dwyer (Bugatti).
9. W. F. Tyrton (M.G. Murette).
10. D. O. MacLachlan (Riley).

Club News

SOUTHPORT M.C.

In spite of a whole crop of difficulties, the "Jubilee 75" race was a great success. It was really rather remarkable that the race took place at all. First of all the club premises were burgled and all the paraphernalia for marking the course, flags, ropes, posts, etc., were removed. The replacement of this equipment in time for the race was no mean feat, but Secretary Paul was equal to the situation.

The second snag was caused by the vagaries of the weather, which completely altered the new course on the Ainsdale Reach, covering it with loose sand. The only remedy, and this a partial one, was to reduce the length of the circuit to one mile, and the race was therefore run over 52 miles of this revised course.

The corners were still very loose, however, and the cars sent up large showers of sand. There were 14 starters out of 16 entries, and for a quarter of the race the lead was held by H. Tinker (Frazer-Nash), followed by H. K. P. Williams (M.G. Mquette) and Guy Warburton (Vauxhall). On handicap the scratch cars were drawing up well, notably R. M. W. Arbuthnot, who was handling his big Mercedes-Benz nicely on the turns, in spite of its weight. By half-time he had taken the lead, and looked a certain winner. Unfortunately, gear-box trouble intervened, and he retired at the Southport turn.

In the end Williams was the winner, followed by Warburton and Gee.

RESULT.

1. H. K. P. Williams, M.G. Mquette (52 laps), 1h. 11m. 7s.
2. G. Warburton, 4,234 c.c. Vauxhall (52 laps), 1h. 13m. 36s.
3. J. F. Gee, Riley Nine (51 laps), 1h. 20m. 23s.
4. W. G. S. Wike (driver, C. Strang), Austin Seven (49 laps), 1h. 21m. 50s.
5. H. Hodgson, Riley Nine (51 laps), 1h. 22m. 5s.
6. C. H. Fish, Austin Seven S. (51 laps) 1h. 22m. 26s.

M.C.C.

Nearly 20 events are listed for the Members' Day, to be held at Brooklands on September 14th. The two high-speed trials of one hour each will no doubt attract a huge entry, and the speeds set to gain a premier award vary from 60.87 m.p.h. to 71.92 m.p.h. according to engine size. An innovation is the inclusion of two special classes in the speed trials for touring cars of popular make.

Finally a long programme of one-lap scratch races, two-lap handicaps and three-lap scratch relays will be run off.

The Rally and Trial at Torquay, attracted nearly 200 competitors. London, Birmingham and Bournemouth were the starting controls, and competitors drove through the night, arriving at Exeter early on Saturday morning, July 27. Then the trial course was negotiated, a stiff route which was survived by the majority of the competitors.

CLASS AWARDS, up to £7 10s. tax (The Mayor's Trophy): 1. M. H. Lawson (972 c.c. Singer); 2. F. Kindell (847 c.c. M.G.). **Up to £12 tax ("The Motor" Trophy):** 1. J. R. H. Baker (1½-litre Singer); 2. G. L. Boughton (1,991 c.c. Triumph). **Over £12 tax ("The Autocar" Trophy):**

G. M. Denton (Ford V-8). **Motorcycles and Three-wheelers (The L. A. Baddeley Trophy):** G. W. Marston (Morgan).

Team Award: W. J. B. Richardson, M. H. Lawson and A. C. Westwood, all 972 c.c. Singers.

RALLY ROUTE PREMIER CLASS AWARDS: up to £7 10s. tax, W. E. C. Greenleaf (Morris Minor). Up to £12 tax, C. M. B. Kite (Wolseley Hornet).

PREMIER AWARDS.

Singer: R. M. Andrews; A. T. K. Debenham; J. Everett; J. F. Montgomery; W. J. B. Richardson; M. H. Lawson; A. C. Westwood; A. G. Imhof; D. A. W. Loader; G. V. Firmin; J. N. Trye; H. M. Hutton; N. W. Gibson; A. B. Langley; M. G. Billingham; J. D. Barnes; J. R. H. Baker; A. H. Langley and E. T. Ingham.

M.G.: H. G. Symmons; K. S. Richardson; R. J. Harter; Lewis A. Welch; C. W. Nash; F. Kindell; D. Clare; J. H. Hibbett; K. G. Moss; D. G. Evans; L. B. Dyball; G. N. Mansell; J. A. Bastock; C. A. N. May; J. H. Summerfield; R. N. Reid; J. F. E. Rawlings; G. F. Horan; J. E. S. Jones; C. B. K. Milnes and R. M. Bookless.

Ford: Jack Harrison; Major D. E. M. Douglas-Morris; G. A. Newenham; F. Allott; J. W. Whalley; G. M. Denton; Hon. A. D. Chetwynd; J. B. Thompson; D. H. George; J. R. Lines; C. A. H. Cann and W. R. K. Silcock.

Standard: A. J. Borkett.

Wolseley: C. H. Trent.

British Salmons: W. C. N. Norton and A. C. Hess.

Fiat: Major C. J. S. Montague-Johnstone.

Triumph: H. F. Burt; C. F. Lock and G. L. Boughton.

Austin: J. G. Orford and R. N. Richardson.

Frazer-Nash: R. E. Wright.

Riley: G. Dracup.

Bentley: F. E. Elgood.

Morgan: G. W. Marston.

Rally Route Premier Awards: W. E. C. Greenleaf (Morris), E. H. Goodenough (M.G.), C. M. B. Kite (Wolseley).

BRIGHTON AND HOVE M.C.

A first-class entry for the Brighton Speed Trials on September 14 should be secured, for the Brighton Corporation has kindly offered the sum of £100 for the fastest car time of the day. Last year the prize was £10.

The annual Drewitt Trophy Trial attracted a small entry of 16, but was nevertheless an enjoyable event. Actually there were 13 starters, none of whom found any real difficulty in motoring round the circuit.

After leaving the Wrotham filling station the competitors tackled Hognore, which being dry was only a shadow of its slippery self. South Street was divided into two sections, the first including a restart, which weeded the cars out a bit. Fastest time was made by H. E. Richards (blown P type M.G.) with a time of 4.36 seconds. The second section was difficult because the cars had to get away on a damp, leafy patch, which proved the undoing of several.

A brake test was held in order to decide ties, and in this G. H. Harrington was outstanding with his M.G. Mquette, clocking 7.8 seconds. Another Mquette, driven by E. R. Stafford, was second in 8 seconds dead. Harp Farm, as dry as bone, was quite easy, and the restart on Coldharbour was "won" by R. T. Gardner (Frazer-Nash) in 17.8 seconds.

There only remained Allington, which caused no bother at all.

RESULT.

The Drewitt Trophy (for the competitor retaining the highest number of marks): G. H. Harrington (M.G. Mquette). **First-class Awards:** S. Seely (M.G. P-type); S. L. Chappell (Ford V-8); R. T. Gardner (Frazer-Nash); Miss P. Blathwayt (M.G.

Mquette); C. L. Johnson (Hudson Terraplane); R. E. W. Stephens (Morris Minor); H. E. Richards (M.G. P-type S.). **Second-class Awards:** E. R. Stafford (M.G. Mquette); S. Jones (Morris Minor).

AN EASY "BARNSTAPLE"

Usually regarded as a reasonably stiff trial, the Barnstaple Trial this year almost failed to live up to the name Trial at all. The hills were as dry as bone, and not once did the 70 miles course offer anything like real resistance to the 62 entrants.

In a determined effort to "rationalise" trials the Mid-Surrey A.C. had banned competition tyres and solid axles (otherwise than standard). Another departure from normal procedure, and one which has much to recommend it, was the abolition of the night section. Instead, the competitors foregathered at Minehead.

Grabhurst was the first hill, and straight away the drivers found themselves confronted with a special test which sorted out the sheep from the goats. Restarting just before the left-hand hairpin the drivers had to climb as quickly as they could, stop on the steepest section and get away again immediately, and so continue to the summit.

This test was within the scope of everyone, but V. H. Tuson (Fiat) mistook the exact form of the test and roared round the hairpin without stopping.

The Deciding Test was held on Doverhay, and gave a little trouble to those unfamiliar with the hill. Two of the three hairpins were timed, and we noticed good performances by D. E. Harris (Singer Nine), K. G. Marsh (Triumph) and T. Wagner (Morris Minor). Some of the big cars came to a standstill, but on the whole the proceedings were uneventful.

Edbrooke, Tarr Splash and Tarr Step were all quite easy, the first named especially so. Lyn Hill was only difficult if you took the bends too fast, and N. Millar (Singer) struck the bank a mighty clout. Five failures in all were recorded, mostly among the bigger stuff.

Then came the "Roost," which has for so long struck terror into the hearts of many trials drivers. Dry as the rest of the hills, the famous Devon ascent was in benign mood, and allowed all and sundry to pass over the crest in peace. Two lady drivers did extremely well here, Miss Wilby on a Frazer-Nash and Mrs. A. E. Moss (Singer).

Kipscombe was even easier, and that was the last hill.

RESULT.

The Surbiton Challenge Cup (for best performance):—R. A. Macdermid (M.G.); **Runner up:** S. C. G. Fitt (Ford V-8).

First-class Awards:—A.C. Cars: A. C. Fairtlough; J. Pigé-Leschallas and W. P. Uglov. **Fords:** S. C. G. Fitt; C. A. Cann; F. Allott and K. N. Hutchison. **M.G.s:** J. Dugdale; D. G. Evans; A. P. Squire; F. H. Goodenough; J. E. S. Jones; Miss E. V. Watson and R. A. Macdermid.

Triumphs: K. G. Marsh; Miss J. Richmond and G. L. Boughton. **Singers:** D. E. Harris; C. V. Glass; A. B. Langley and Mrs. Moss. **Vauxhall:** Guy Warburton.

Riley: H. V. Ripley. **Frazer-Nashes:** R. Gardner; Miss Wilby; J. H. Murray. **Bentley:** V. R. Symons.

Team Prize: Ford V-8s: S. C. G. Fitt, C. A. Cann and F. Allott.

AN ENJOYABLE DONINGTON MEETING

OUTSTANDING DRIVING BY P. MACLURE. GOOD PERFORMANCES BY H. G. DOBBS AND R. PARNELL

To be perfectly frank, we went to the Donington Meeting on August 17 without a great degree of enthusiasm, for the quality of the entry was not up to the standard one has come to expect at the Midland road-circuit. We came away, however, with the feeling that this had been one of the very best meetings we have attended, thanks to some fine driving by P. Maclure and H. G. Dobbs with their Rileys and R. Parnell (M.G. Magnette).

The energy of the Donington authorities is now a by-word, and one never fails to see some improvements and innovations which owe their execution to the enterprising Mr. Fred Craner, racing manager of the circuit. This time we greatly admired the alterations at Coppice Corner, where the "no-passing" section has been eliminated, the new permanent circuit completed, and a block of fine new garages erected on the lines of those at Nurburg Ring.

There were eight starters in the first race, which proved to be an easy thing for the limit men, receiving 140 seconds start. Only six cars actually contested the race, however, for Ian Connell's new R-type Midget passed out on the way to the start from the Paddock and F. C. Wharton upset his Austin at Red Gate Corner on the very first lap. The little car rolled over twice, but the driver's injuries were confined to a torn shirt.

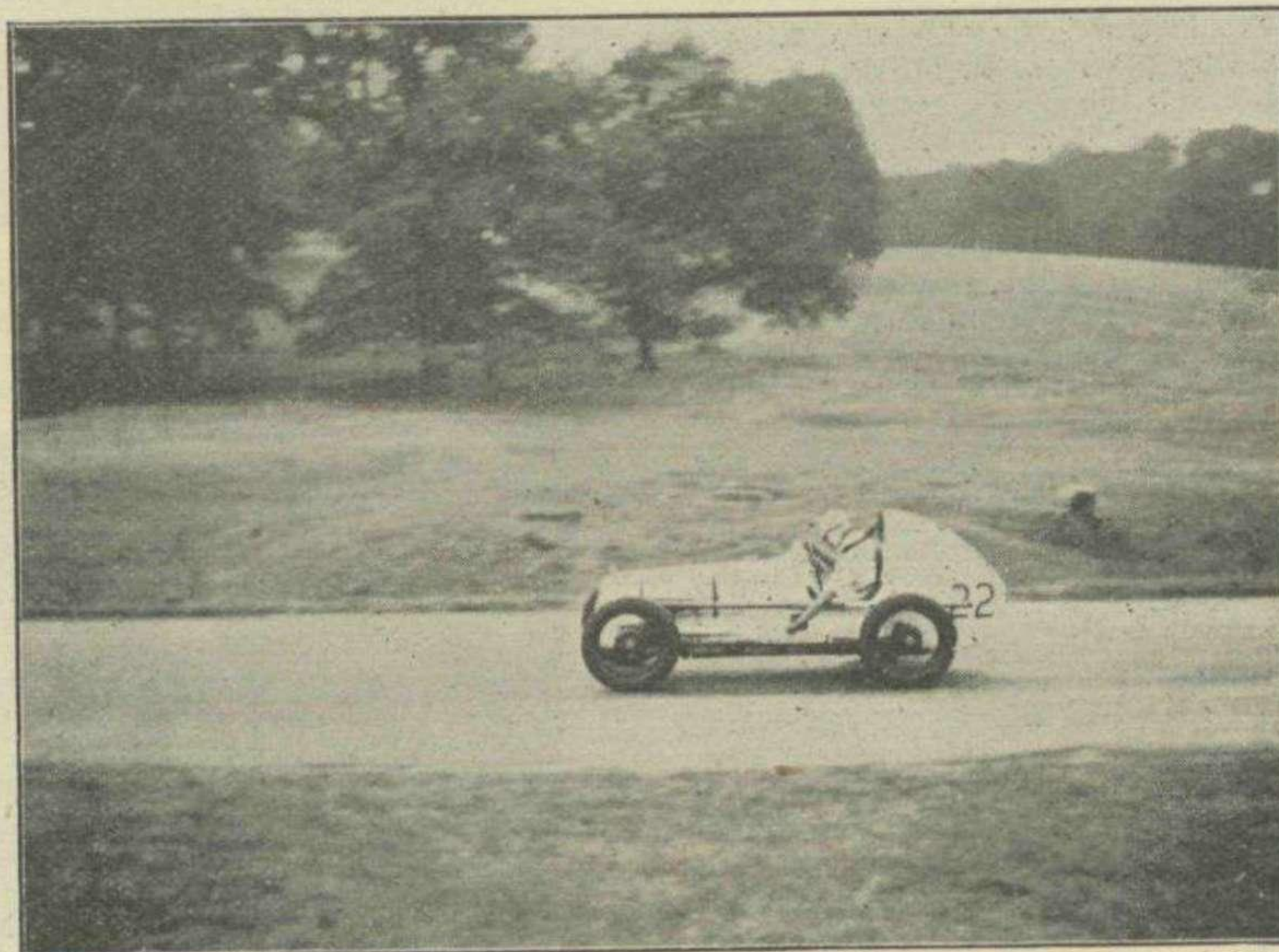
For a lap we thought there was going to be another pile-up, for G. Abecassis was determined at all costs to pass Briault's R-type Midget. The two came down to the Hairpin bend on the first

neutral and necessitated the driver steering with one hand.

All this while D. S. Handley had been motoring quietly round on his unblown M.G., and was still too far ahead for the others to have a hope of catching him.

Also Ran : F. C. Wharton (Austin 747) and G. G. Garman (Austin 747), 140s.; C. I. Lewin (Austin 747 S.), H. G. Conway (Austin 747 S.) and D. L. Briault (M.G. 746 S.), scratch.

The next race, a 10 lap event for cars up to 3½-litres, was altogether more exciting. P. Maclure, who has already dis-



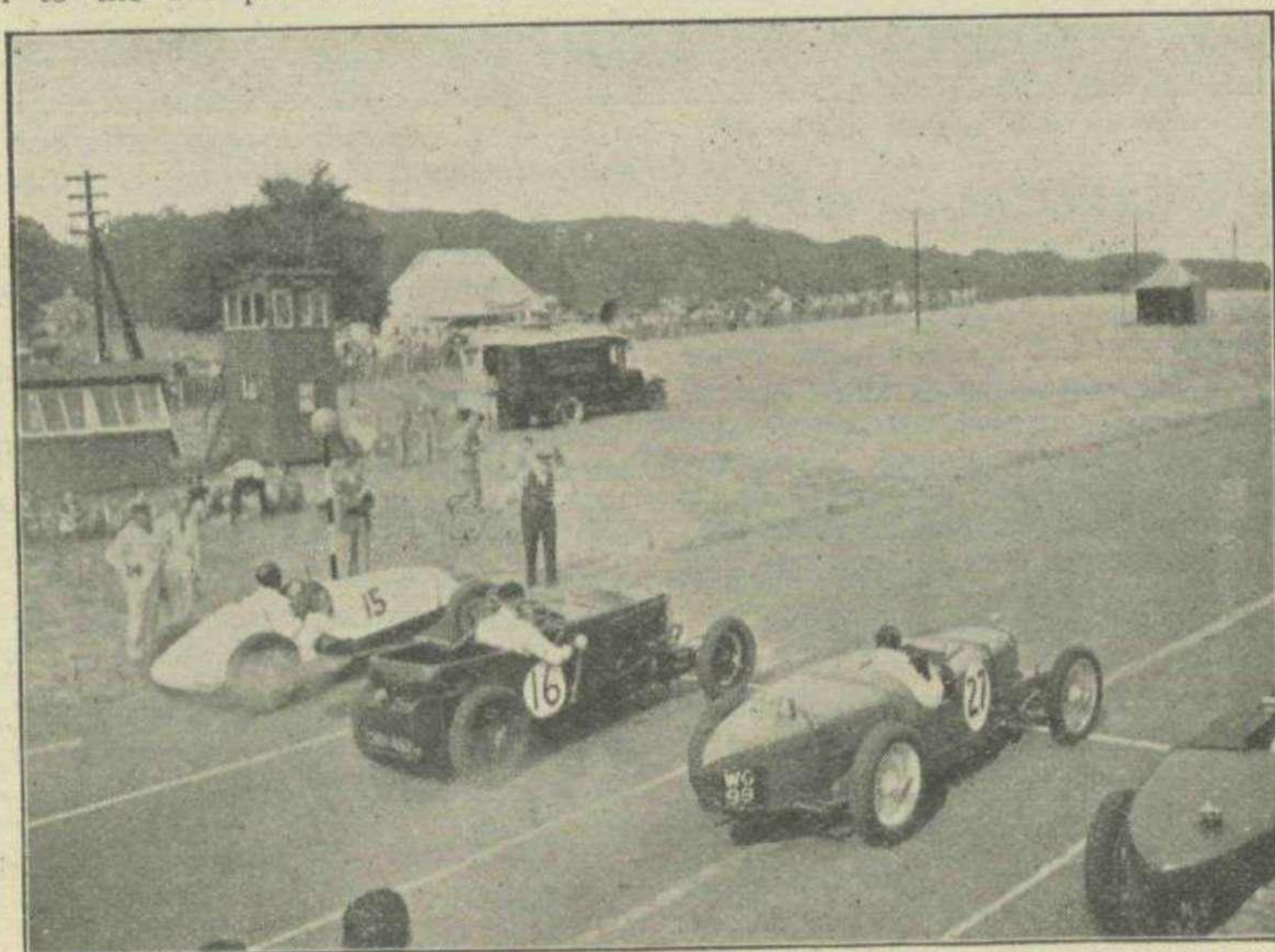
Speed study of an "Einsitzer." The little single seater Austin driven by G. E. Abecassis accelerates away from Hairpin Bend, while the driver holds the gear lever in position.

Briault might have done it, but his car passed out on the last lap and he was narrowly beaten by Abecassis for third place. D. Phillips on another unblown M.G. was second.

tinguished himself at previous Donington "meets" was quite the fastest of the limit men, and led by a quarter of a mile at the end of the first lap. His Riley was emitting clouds of blue smoke at every corner, but was not misfiring. In fact this blue smoke business was quite a usual complaint in this race, and other sufferers were H. G. Dobbs, whose Riley was misfiring slightly, and J. F. Gee (Riley).

By the time the whole field got going it was possible to gauge the progress of the race, and it was obviously going to be extremely difficult to catch Maclure. Dobbs might have made some impression on him had he not turned round at Starkey's Corner. By this time R. Parnell had come up, and now a terrific duel was fought between these two. Parnell's car was the single-seater M.G. Magnette with which the late H. C. Hamilton won the Coppa Acerbo last year, and which was later acquired by R. T. Horton. The car was running magnificently, and Dobbs could make no impression on it. At last Parnell made a mistake at Starkey's, and slewed broadside. Dobbs and Grice slipped past neatly, and Parnell set off across the grass to catch them.

Dobbs was now second, some way behind Maclure, and the latter ran out a clear winner at the excellent speed of 62.12 m.p.h. Parnell crossed the line third, but the Stewards interviewed him for not obeying the black flag, which had been brandished after his Starkey episode. He was disqualified from the race, but allowed to take part in later events.



"Ebby" gives the signal to start in the 4th race, which was won by H. G. Dobbs (Riley No. 15). No. 27 is P. Maclure's Riley, the most successful competitor of the day, while No. 16 is H. Porter-Hargreaves' Frazer-Nash.

lap at a terrific speed, and the white "einsitzer" Austin nearly rammed the back of the M.G. Abecassis held the car well, however, and continued the chase but the gear-lever kept on slipping into

RESULT.

5 Lap Race. Up to 850 c.c.
About 12¼ miles.

1. D. S. Handley (M.G. 746) 140s. start. 53.11 m.p.h.
2. D. Phillips (M.G. 847) 140s.
3. G. E. Abecassis (Austin 747 S.) scratch.

DONINGTON PARK—continued.

Of the rest, Dobson's Alfa-Romeo failed to catch Grice, and would have done better if the driver had adopted the normal technique of cornering. He lost a lot of time through sliding round corners without using the engine, sometimes changing gear afterwards. His method is spectacular, but will not help him to win races. The Hon. Jock Leith withdrew his Bugatti with brake trouble after a couple of laps, and similar trouble was also experienced by the Hon. P. Mitchell-Thompson with his single-seater Frazer-Nash. Another Nash driver, P. F. Jucker, made a lurid broadside at Starkey's Corner on the first lap, and did not continue. The Appleton Special went well, but the front springs were too flabby, resulting in wheel dither on the approach to corners.

RESULT.

10 Lap Race. Up to 3,500 c.c.

About 25½ miles.

1. P. Maclure (Riley 1,089) 80s. 62.12 m.p.h.
2. H. G. Dobbs (Riley 1,486) 60s.
3. J. R. Grice (Riley 1,087) 80s.

Also Ran: J. F. Gee (Riley 1,087), 80s.; I. F. Connell (M.G. 747 S.) and Hon. P. Mitchell-Thompson (Frazer-Nash 1,496), 60s.; J. H. Smith (M.G. 1,087 S.) R. J. Appleton (Appleton 1,089 S.), R. Parnell (M.G. 1,087 S.) and P. F. Jucker (Frazer-Nash 1,496 S.), 30s.; Hon. J. Leigh (Bugatti 2,263 S.) and A. Dobson (Alfa-Romeo 2,600 S.), scratch.

There was a big field in the next race, no fewer than 18 cars coming to the line. D. L. Briault (R-type Midget) barely got more than 100 yards from the start before retiring.

A couple of Ballila Fiats were making their Donington debut, in the hands of M. P. Tenbosch and J. E. Mellor. They were not particularly fast, but gave an excellent impression of controllability and reliability. These were the limit cars, but they were passed by J. F. Gee (Riley) on the second lap. From then on there was no change in the leadership, Gee winning comfortably from two more early starters, A. Powys-Lybbe (Alvis) and Miss Joan Richmond (Triumph). P. Maclure never had a chance to catch the limit men, being rehandicapped 40 seconds!

There was some excitement at Red Gate Corner. R. V. Bolster, on his Special, skidded right round, just in front of three faster cars. The latter took to the grass, passing on each side of a press photographer who was foolishly standing at this point. The drivers involved in this pretty piece of life-saving were R. Parnell, J. H. Smith and P. N. Whitehead.

An impressive scene in this race was when four cars charged down the Starkey's Straight in close formation, all travelling at identically the same speed and with only a few feet between them.

RESULT.

5 Lap Handicap. Up to 1,500 c.c.

About 12½ miles.

1. J. F. Gee (Riley 1,089), 90s. 59.50 m.p.h.
2. A. Powys-Lybbe (Alvis 1,496), 90s.
3. Miss J. Richmond (Triumph 1,252), 90s.

Also Ran: M. P. Tenbosch (Fiat 995) and J. E. Mellor (Fiat 995), 100s.; H. Porter-Hargreaves (Frazer-Nash 1,496) and Mrs. C. Millington (Frazer-Nash 1,496 S.), 45s.; J. R. Grice (Riley 1,089) and R. V. Bolster (Bolster 1,086 S.), 35s.; D. L. Briault (M.G. 746 S.), 30s.; J. P. Williams (M.G. 1,087 S.), J. H. Smith (M.G. 1,087 S.), R. J. Appleton (Appleton 1,089 S.), P. N. Whitehead (Alta 1,074 S.) and R. Parnell (M.G. 1,087 S.), 25s.; A. J. Cormack (Alta 1,496 S.) and I. F. Connell (Vale 1,496 S.), scratch; P. Maclure (Riley 1,089) owes 10s.

The fourth race saw Maclure and Dobbs clashing from the same mark, for the "unblowns" received one minute start over the "blowns"

The six-cylinder Riley accelerated better

than the smaller "four," and Dobbs led throughout the race. Maclure drove magnificently however, and was never far behind. R. Parnell's place was taken by his brother "J," who was not a match for Dobson and the 2.6-litre Alfa-Romeo. The latter, in turn, could not overhaul the Rileys, and finished third, with Porter-Hargreaves fourth.

RESULT.

5 Lap Race. Up to 3,500 c.c.

About 12½ miles.

1. H. G. Dobbs (Riley 1,496), 60s. 67 m.p.h.
2. P. Maclure (Riley 1,087), 60s.
3. A. Dobson (Alfa-Romeo 2,600 S.), scratch.

Also Ran: J. F. Gee (Riley 1,087) and H. Porter-Hargreaves (Frazer-Nash 1,496), 60s.; J. Parnell (M.G. 1,087 S.), scratch.

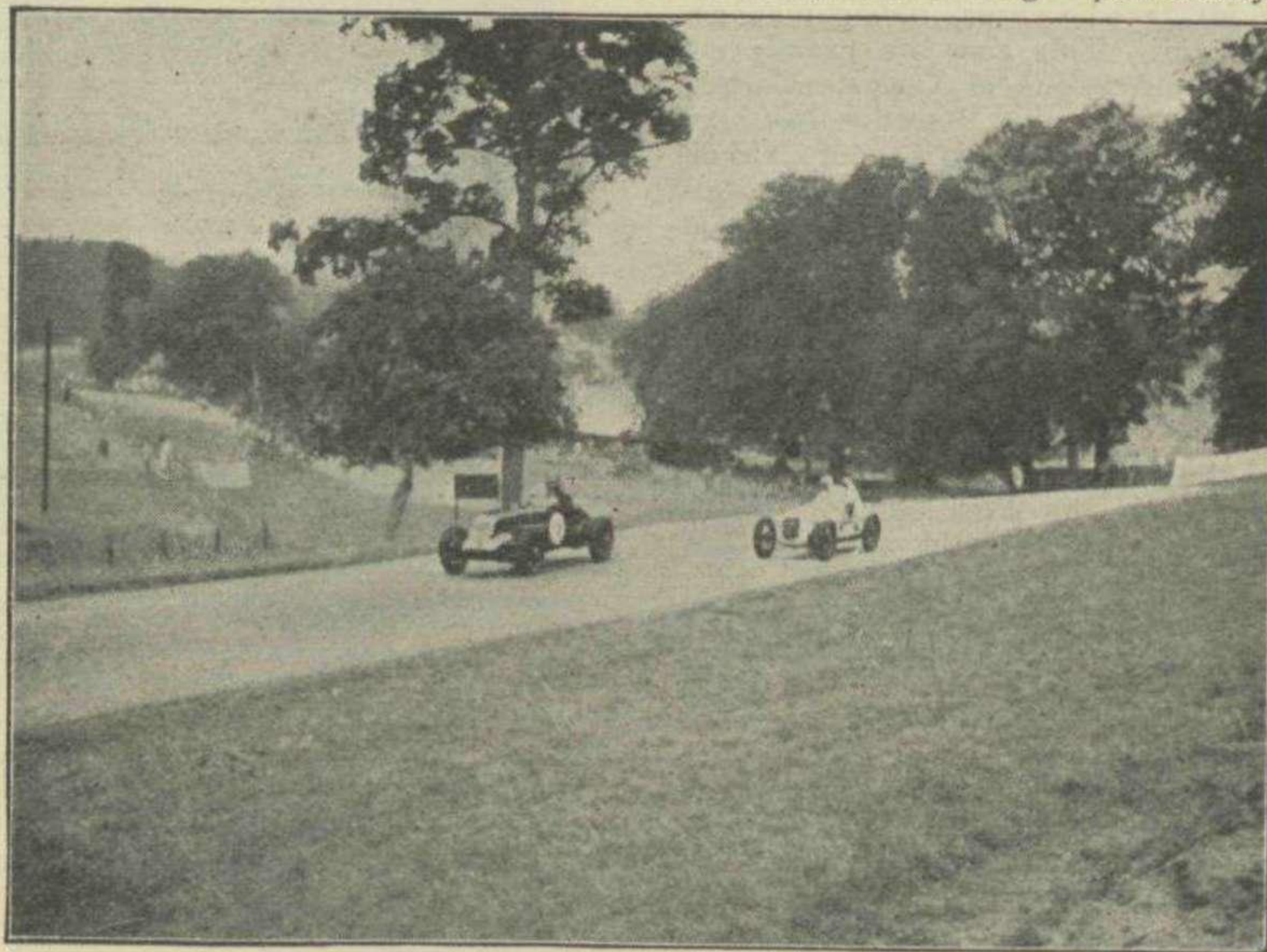
Being a scratch race, the next event provided the unfailingly entertaining spectacle of a massed start. There were ten cars on the line, and Dobbs immediately

Appleton (Appleton 1,089 S.); P. D. Walker (Alta 1,074 S.); R. Parnell (M.G. 1,087 S.) and A. J. Cormack (Alta 1,496 S.).

In spite of the usual non-starters who had blown themselves up in previous races, twelve cars lined up for the last event of the day, a 10 lap handicap.

The Ballila Fiats led for three laps, handling beautifully on the corners. Then J. F. Gee (Riley) took the lead for a couple of laps, but all the time R. Parnell (M.G. Magnette) was fairly streaking through the field. This time no one could possibly find fault with his driving, which was really quick and at the same time controlled. We shall hear a lot more of Parnell in the future, for he obviously has a flair for the game. On the 7th lap he took the lead, and was not headed for the rest of the race.

Dobson, still sliding "powerlessly" on



A keen tussle was waged in the first race by D. L. Briault R-type M.G. and G. E. Abecassis (Austin), Briault later ran out of petrol.

jumped to the fore, followed by Connell (Vale), Appleton (Special), Maclure (Riley), Walker (Alta) and Richards (Riley).

Dobbs was seven seconds ahead of Maclure at the end of lap one, the latter having just passed Appleton, whose Spécial was going well. Already there were two retirements, Cormack pulling in to the Paddock with his 1,500 c.c. Alta, which has yet to find its form, and P. F. Jucker, whose Frazer-Nash suffered plug disease.

The order settled down to Dobbs, Maclure, Appleton, Parnell, Connell and Walker, but on the third lap Parnell dropped out of the race. He was followed by Appleton on the next lap, with the result that Connell and Walker moved up to third and fourth places respectively.

Dobbs looked a certain winner when his back axle suddenly gave out a short distance before the finish. He was forced to slow, and Maclure slipped past to win his second race of the meeting. Dobbs crawled home second with Connell third.

RESULT.

5 Lap Race. Up to 1,500 c.c.

About 12½ miles.

1. P. Maclure (Riley 1,087) 66.8 m.p.h.
2. H. G. Dobbs (Riley 1,496).
3. I. F. Connell (Vale 1,496 S.).

Also Ran: H. A. Richards (Riley 1,087); Hon. P. Mitchell-Thompson (Frazer-Nash 1,496); R. J.

the corners, got into second place two laps from the end and stood a great chance of winning. Like Dobbs, however, his back axle let him down at the crucial moment and he had to retire. Really bad luck!

With Parnell secure, the interest centred on a struggle for second place which was being waged by J. H. Smith (M.G. Magnette) and D. L. Briault (R-type Midget). The former wiped out his handicap and passed Briault at Starkey's Corner on the last lap. The effort sent him wide, however, and Briault nipped in on the inside to win by the narrowest of narrow margins. P. N. Whitehead (Alta) had a sensational blow-up on the last lap, strewing the road with bits and pieces.

Altogether an enjoyable meeting. Thanks, Mr. Craner.

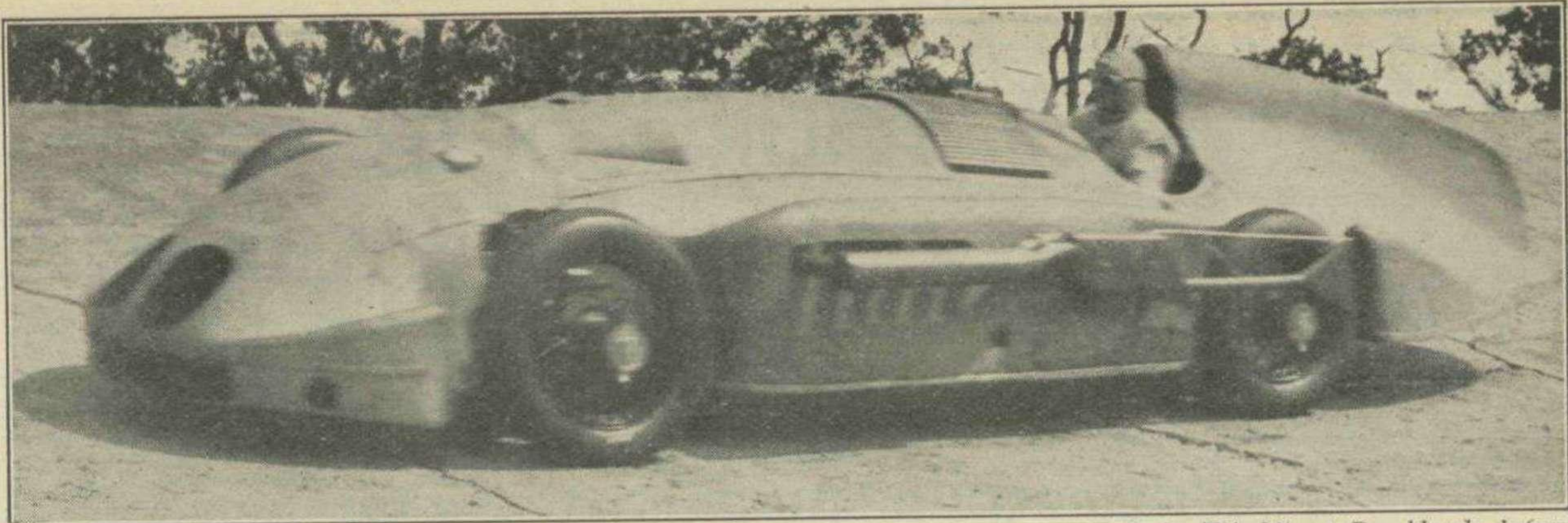
RESULT.

10 Lap Handicap. Up to 3,500 c.c.

About 25½ miles.

1. R. Parnell (M.G. 1,087 S.), 50s. 65.65 m.p.h.
2. D. L. Briault (M.G. 747 S.), 70s.
3. J. H. Smith (M.G. 1,087 S.), 50s.

Also Ran: M. P. Tenbosch (Fiat 995); J. E. P. Mellor (Fiat 995) and J. F. Gee (Riley 1,089), 150s.; A. Powys-Lybbe (Alvis 1,496), 140s.; H. Porter-Hargreaves (Frazer-Nash 1,496), 100s.; H. J. Williams (M.G. 1,087 S.); P. N. Whitehead (Alta 1,074 S.), I. F. Connell (Vale 1,496 S.), 30s.; A. Dobson (Alfa-Romeo 2,600 S.), scratch.



A potential record-breaker on trial. George Eyston tried out his new car "Speed of the Wind" at Brooklands before shipping it to the Utah Salt Flats, where he will attempt to break all World Records from 1 to 24 hours.

CAMPBELL AND EYSTON SAIL

Two great adventures have started. On the 21st of last month the Cunard-White Star liner "Majestic" sailed from Southampton for New York, carrying Sir Malcolm Campbell and George Eyston on the first stage of their long journey to Utah, U.S.A.

There they will unpack their two gigantic cars, "Bluebird" and "Speed of the Wind," and after a little preliminary tuning will set out about the business of record-breaking.

Sir Malcolm's Goal

It is an open secret that there is nothing on earth that Sir Malcolm wants so much as to be the first man to travel at 300 m.p.h. on land. At the Bonneville Salt Flats, Utah, he will have greater assistance from the track than he has ever had before. At Pendine, Verneuke, Daytona; always has he had to contend with

The Rapier

When the new Lagonda Company announced that they were going to concentrate on the 4½-litre and Rapide models, there were many of us who regretted the passing of the little 10 h.p. Rapier.

Now comes the good news that a company called Rapier Cars, Ltd., has been formed for the purpose of carrying on the manufacture of the car, which will in future be called the Rapier.

The Directors of the new concern are Maj. W. H. Oates, who has been associated with the original Lagonda Company for many years, Mr. I. T. Ashcroft, the designer of the car, and Mr. Neville Brocklebank.

The stocks, jigs, tools, patterns, drawings, etc., have all been transferred to the Company's premises at 195, Hammer-smith Road, London, W.6, and we understand that deliveries will commence in a few days.

Rapier Cars, Ltd., have agreed to honour the Maker's Guarantee on all Lagonda Rapiers already delivered.

Bugatti Club Speed Trials

The Annual speed trials on the Race Hill, Lewes, organised by the Bugatti Owners' Club will take place on Saturday, September 7.

almost insuperable difficulties of tides, surfaces and wheelspin.

At the dried up salt lake where Jenkins and Cobb have already accomplished miracles of speed, he will have a 13 mile (18 miles if need be) stretch of hard, rock-like salt, dead level and free from ripples. Flags will line his path as a guide to direction in the boundless wilderness of salt, and mile-boards will keep him informed of his progress. Down the centre will be a broad black line, in sharp relief against the dazzling white of the salt, serving as a compass for Sir Malcolm in his mighty task of steering the 5-ton projectile at 300 m.p.h.

At the same time, should some force of circumstance deflect "Bluebird" from her intended course, all the marking flags and ports are being constructed of paper-weight material, easily brushed aside without affecting the steering of the car.

The event will start at 2.30 p.m. and there will be classes for touring, sports and racing cars. In addition to the organising club, members of the Kent and Sussex Light Car Club will be eligible.

The Phoenix Park Race

On September 14 the Irish Motor Racing Club are holding their annual Phoenix Park Race, in Dublin.

The full distance will be 200 miles, or 47 laps of the 4½ mile circuit, and the entry list contains the names of many drivers well known in England and Ireland.

500 Miles Race Prospects

The big event of September in England is the B.R.D.C. 500 miles race, which will be held on September 21, at Brooklands.

The unrestricted speed of the cars in this race always has a strong appeal, and has justly made it one of the most popular events on the British calendar.

Some interesting entries have been received. John Cobb will be there with the record-breaking Napier-Railton, and Oliver Bertram with the Barnato-Hassan which recently deprived Cobb of his Brooklands lap record. Marker's 6½-litre Bentley will be extremely fast, as will the Duesenberg entered by J. Street and

Sir Malcolm has fitted two new instruments to "Bluebird." One is the Elliott Autographic Accelerometer, which records the relation between rolling and wind resistance, and the other is the Kodak Electric Instrument Recorder, which will make a cinematographic record of the instrument readings, thus relieving the driver of the burden of glancing at the instrument board while steering the car at uncharted speeds.

"Speed Of The Wind"

George Eyston's car has a stern task before it. Jenkins and Cobb have done wonders with some of the figures, as witness the covering of 152 miles in one hour. However Eyston and Eldridge, the co-designer, are confident that they can deal with the existing records, and the good wishes of all enthusiasts will go with them and their reserve drivers, C. S. Staniland and A. Denly.

R. L. Duller. This car has already lapped at 138 m.p.h. in the hands of Whitney Straight. E. R. Hall has entered a 3½-litre Bentley, which will no doubt be fitted with a single-seater body for the occasion. This is the first time that a 3½-litre Bentley has competed at Brooklands.

A welcome entry is that of Mrs. Gwenda Stewart, with a 4-cylinder Derby—not the Monthéry lap-record holder.

Here is the full list at the time of going to press.

- M.G. 747 c.c. S.—Denis Evans (two); Miss D. and K. D. Evans (one); D. L. Briault.
- M.G. 1,087 c.c. S.—A. T. G. Gardner; G. F. A. Manby-Colegrave.
- Cuthbert Special, 1,089 c.c.—W. A. Cuthbert.
- McEvoy Special, 1,086 c.c. S.—Henry Laird.
- Riley 1,089 c.c.—Billy Cotton; F. W. Dixon.
- Frazer-Nash 1,496 c.c. S.—Hon. P. Mitchell-Thompson; T. A. W. Thorpe and "Tim D. Davies."
- Vale 1,496 c.c. S.—I. F. Connell.
- Derby 1,496 c.c. S.—W. D. Hawkes.
- Thomas Special, 1,496 c.c.—E. A. Bradley.
- Squire 1,496 c.c.—L. Fontes.
- Riley 1,936 c.c.—Victor Riley (two); F. W. Dixon.
- Riley 1,808 c.c.—F. W. Dixon; H. C. Dobbs.
- Alfa-Romeo 2,632 c.c. S.—Dr. J. D. Benjafield.
- Alvis 2,511 c.c.—C. G. H. Dunham.
- Bugatti 2,263 c.c. S.—R. C. Vickers.
- Alfa-Romeo 2,336 c.c. S.—A. P. Hamilton.
- Duesenberg 4,376 c.c.—J. Street and R. L. Duller.
- Bentley 3,669 c.c.—E. R. Hall.
- Maserati 3,700 c.c. S.—G. Rovere.
- Bentley 6,663 c.c.—R. R. K. Marker.
- Barnato-Hassan Special 7,963 c.c.—Capt. Woolf Barnato.
- Napier-Railton 23,890 c.c.—John Cobb.

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Continental Notes and News

By

HAROLD NOCKOLDS

The G.P. of Lorraine

Owing to pressure on our space we were unable to include full accounts of the Grand Prix races of Lorraine and Frontières in our last issue. Below we give a summary of the proceedings at these two events.

The Frontières race took place on the Chimay circuit, on June 9. Thirteen cars came to the starting line, and the race was as usual run in classes. Among them were two British drivers, Richard Seaman with his E.R.A. and Cholmondeley-Tapper on a 1½-litre Bugatti. Hartmann (Maserati) led off the mark, but Seaman caught him on the first lap, only to retire on the following circuit. The Hungarian now led once more, but he was soon passed by the German Bugatti driver, Steinweg, who thereafter was not challenged. Hartmann lost second place through having to stop for fuel right at the end, and both Veyron and Mme. Itier roared past the pits before he got going again. Cholmondeley-Tapper retired.

GENERAL CLASSIFICATION

20 laps : 217 km. 400.

1. Steinweg (Bugatti 2,000), 1 h. 43 m. 30 secs., 125.968 k.p.h.
2. Veyron (Bugatti 1,500), 1 h. 49 m. 21.4 secs.
3. Mme. Itier (Bugatti 1,500), 1 h. 49 m. 23.4 secs.
4. Hartmann (Maserati 3,600), 1 h. 51 m. 52 secs.
5. Barowski (Bugatti 1,500), 1 h. 55 m. 24 secs.
6. Dubois (Bugatti 1,500), 1 h. 58 m. 24 secs.
7. Matozza (Alfa-Romeo 2,300), 2 h. 3 m. 24 secs.
8. Herkuleyns (M.G. 750), 2 h. 7 m. 52 secs.

1,100 c.c. Class.

1. Herkuleyns (M.G.), 2 h. 7 m. 52 secs. 91.799 k.p.h.

2,000 c.c. Class.

1. Steinweg (Bugatti), 1 h. 43 m. 30 secs. 125.968 k.p.h.
2. Veyron (Bugatti), 1 h. 45 m. 10.4 secs.
3. Mme. Itier (Bugatti), 1 h. 49 m. 21.4 secs.
4. Barowski (Bugatti), 1 h. 55 m. 52 secs.

Also Ran : Sofka (Bugatti), Schmidt (Bugatti), Seaman (E.R.A.), Février (Bugatti), Cholmondeley-Tapper (Bugatti).

Unlimited Class.

1. Hartmann (Maserati), 1 h. 51 m. 32.4 secs.
 2. Matozza (Alfa-Romeo), 2 h. 3 m. 24 secs.
- Also Ran : Legat (Bugatti).

The Lorraine Meeting, held on the Seichamps circuit, consisted of touring car races as well as the 3-hour Grand Prix. The course is just outside Nancy, and is 5½-kilometres in length. The first production car race was limited to 1,100 c.c. and 1,500 c.c. cars, running in two classes. The result was an easy victory for some French-built Balilla Fiats, which were much too good for the opposition. Then the heavy metal took the field, cars of 2, 3 and 5 litres. From start to finish this race was a great duel between Schell (Delahaye) and Descollas (4.9 Bugatti), victory going to the former by a margin of 200 yards after 1½ hours.

RESULTS.

1,100 c.c. RACE (1½ hours).

1. Gordini (Fiat), 130 k.m. 411 (86.940 k.p.h.);
2. Mme. Itier (Fiat), 127 k.m. 971; 3. Sarret (Fiat), 123 k.m. 608; 4. Savoye (Singer) 120 k.m. 665;
5. Lapchln (Singer), 117 k.m. 113.

Also Ran : Nebout (M.G.) and Mme. Roux (Fiat).

1,500 c.c. RACE (1½ hours).

1. Scordel (Rally-Salmson), 102 k.m. 680 (68.453 k.p.h.).

Also Ran : Rés (Singer).

2,000 c.c. CLASS (1½ hours).

1. Arnould (Bugatti), 129 k.m. 036 (86.004 k.p.h.);
2. Polledry (Alfa-Romeo), 125 k.m. 973; 3. Pousset (Citroen), 125 k.m. 223; 4. Merkel (Citroen), 123 k.m. 841.

3,000 c.c. CLASS (1½ hours).

1. Mestivier (Amilcar), 135 k.m. 069 (90.046 k.p.h.)

5,000 c.c. CLASS (1½ hours).

1. Schell (Delahaye), 144 k.m. 897 (96.528 k.p.h.);
2. Descollas (Bugatti), 144 k.m. 700; 3. Mme. Roualt (Delahaye); 4. Girod (Delahaye), 121 k.m. 242.

Also Ran : Mlle. Lamberjack (Ford) and Grandvarlet (Delahaye).

There were 16 starters in the Grand Prix, among them Dudley Froy on his 4.9 Bugatti, Cholmondeley-Tapper and Miss Ellison on 1½-litre Bugattis. From the start a terrific scrap was waged between Wimille (Bugatti) and Chiron (Alfa-Romeo). The former led for four laps, but then the Ferrari assumed command, holding it for the rest of the race. There was a universal dislike of the *chicanes* used on the circuit, some of which were placed on curves. Chiron had a nasty moment once or twice, and Wimille did a terrific tête-à-queue on one occasion. Both Chiron and Wimille had to stop for brake adjustment, and the latter lost second place for a short time to the second Ferrari driver, Comotti. He regained it before the end, however.

Of the British drivers, Froy retired and Cholmondeley-Tapper and Miss Ellison finished 11th and 12th. The former would have been sixth had he not run out of petrol and been forced to push his car to the pits.

After the race Février (2.3 Bugatti) lodged a protest against Sommer (Alfa-Romeo) on the grounds that the latter had had a push-start from the pits, instead of using the starting-handle. Sommer was fined 500 francs, although Février pressed for his disqualification.

G.P. de LORRAINE.

General Classification (3 hours).

1. Chiron (Alfa-Romeo 3,650), 325 k.m. 503 (108.500 k.p.h.); 2. Wimille (Bugatti 3,300), 920 k.m. 900; 3. Comotti (Alfa-Romeo 3,650), 315 k.m. 462; 4. Lehoux (Maserati 3,000), 308 k.m. 265; 5. Sommer (Alfa-Romeo 3,250), 300 k.m. 254; 6. Ralph (Alfa-Romeo 2,900), 298 k.m. 069; 7. Février (Bugatti 2,300), 290 k.m. 405; 8. Delorme (Bugatti 2,300), 278 k.m. 550; 9. Veyron (Bugatti 1,500), 267 k.m. 602; 10. Montier (Ford 3,640), 261 k.m. 286; 11. Cholmondeley-Tapper (Bugatti 1,500), 256 k.m. 459; 12. Miss Ellison (Bugatti 1,500), 199 k.m. 160.

Also Ran : Chambost (Maserati 3,000), Girod (Salmson 1,500), Mestivier (Amilcar 1,100), Froy (Bugatti 4,900).

The Deciding Race

It looks as though the Italian Grand Prix at Monza on September 8 will be the greatest race of a wonderful season.

The Italians are straining every nerve to win their national Grand Prix, and the Germans are equally determined to wipe out their defeat at Nurburg Ring. The Mercedes-Benz seem to be in perfect form, as witness their victory at Bern, and will start favourites for the race. Four cars have been entered, to be driven by Caracciola, Fagioli, von Brauchitsch and Lang. Auto-Unions have also entered

four cars, to be handled by Stuck, Varzi, Rosemeyer and Pietsch.

Four Maseratis have been entered by the Scuderia Subalpina, with Etancelin, Zehender, Farina, Ghersi or Siena as drivers. Some of the cars will be the new V-8s, probably those of Etancelin and Zehender.

Two Bugattis are also listed, with engines of "about 4-litres." These will be the type which Benoist drove in the French G.P. It looked a good car, then, and I hope Wimille and Taruffi will receive their mounts in good time from Molsheim.

That completes the entry list at the time of writing, but the Scuderia Ferrari entries are no doubt on the way. Nuvolari has been trying the new 4-litre 8-cylinder engine at Monza, and it is this car which will probably defend the Alfa colours on September 8. At Montlhéry it performed admirably, and with strengthened transmission it will no doubt give the Germans a good run.

The new 12-cylinder engine is not yet "au point," although there is an outside chance that it may be raced at Monza. At the moment I am told that it is suffering from carburation troubles, always a difficult point with a new power unit. It is just possible that the 12-cylinder car may be held back for next season.

Trossi's New Car

I have just seen a photograph of Trossi's new car, which may be entered for the Italian Grand Prix, in which case it would be the dark horse of the race.

It is about the most nose-heavy thing on four-wheels I have ever seen. Right forward, in front of the front wheels, is a 16-cylinder radial engine, heavily finned, with the exhaust manifold leading to a ring in front, from which two main pipes lead the gasses beneath the car to the rear. The engine is air-cooled. In the centre of the circle of exhaust manifold protrudes the starting handle driving shaft.

The driver's cockpit is placed in a slightly forward position, and the rest of the car tapers down to an insignificant tail.

Mechanical details of the construction of the car are being closely guarded. I am given to understand that the engine turns over at 6,000 r.p.m., that the system of front wheel drive is entirely new, that Trossi hopes to have a maximum speed of over 185 m.p.h. at his disposal, and that the supercharger is identical with that used on aero-engines.

The car has been designed by an engineer named Monaco, and the coachwork by Count Revelli. The body is made in such a way that whole pieces of it can be detached, thus giving easy access to the "works." The complete body weighs only half the amount of the Auto-Union coachwork.

Auto-Union Plans

I understand that the Auto-Union people are determined to finish off the season in good style. So far they have only won one race, the Tunis G.P. in which Varzi beat a rather feeble opposition.

CONTINENTAL NOTES AND NEWS—continued

Since the débacle of the French G.P. the cars have been considerably improved. They now develop round about 450 h.p. with a 6-litre engine, and have more powerful brakes. The road holding has been improved by using torsion-bars at the rear as well as in front.

The programme of races announced is as follows:—September 1, Fribourg hill-climb and Stelvio hill-climb; September 8, G.P. of Italy at Monza; September 22, G.P. of Spain at San Sebastian; September 29, Circuit of Masaryk; October 5, G.P. of England at Donington.

All these are of course subject to satisfactory arrangements being made. I am very sceptical of their competing at Donington, several of the drivers have said that they are coming over, but the final decision rests with Walb and Porsche.

It is the old story of money. Foreign teams will not pay their own expenses so that organisers can reap the full benefit of having them in their race. But the organisers forget that they will not get the crowd without the right cars.

Rosemeyer's Career

The most remarkable driving progress of the season has been made by Bernd Rosemeyer, the young Auto-Union driver.

Rosemeyer recently gave an interesting interview to the foreign press, containing the following details of his career.

It appears that he manifested a keen interest in automobiles from a very early age. His father owned a garage in a small town near Bad Ems, and in the yard of this garage Bernd used to crawl about when he was an infant, watching the mechanics dismantling, repairing and assembling cars.

Day by day there grew in him the desire to hold a steering wheel in his hands. He used to study every movement of his father when they drove anywhere, and kept up a systematic plea to be allowed to drive. At last his weary father allowed him to sit in the driving seat, but nine-year-old legs do not reach the pedals!

One of the mechanics soon put this right by fixing blocks of wood on the pedals, and in a few days young Bernd was driving his proud father along the promenade. However, they had to be careful that no one was about, for he was much too young to obtain his licence.

After years of hoarding his pocket-money he was able to subscribe, with school-friends, for a 200 c.c. D.K.W. motor-cycle, with which he quickly became proficient. He was 16 at that time. At 19 he purchased, not without having to overcome terrific difficulties, a bigger machine. In the following year he took part in many trials, gaining 10 prizes.

His first speed event was the Hohensyburg hill-climb, where he won his class by 4 minutes. From that moment his one ambition was to become a racing driver. Up to the year 1933 he took part in all sorts of races and hill-climbs, on a variety of motor-cycles.

In the Spring of 1934 he was invited to become a member of the Auto-Union motor-cycle team, driving a 500 c.c. D.K.W. He accepted, and was immediately successful. In the Autumn of that year he took part in the car trials at Nurburg Ring, and was afterwards admitted to the Auto-Union car team.

His debut in the Eifel race at Nurburg Ring, when he was narrowly beaten by Caracciola, is still fresh in our minds. Germany has discovered a great driver.

Records at Montlhéry

The French driver Raph, in company with Chinetti, Pesato and Bodoignet, attempted to beat the World's 48-hour record at Montlhéry last month. The car was a 2.3-litre Alfa-Romeo, prepared by Chinetti, who took the first turn at the wheel. 118 miles were covered in the first hour, and the same average was maintained in the next.

Drivers were changed every two hours, and Raph was the next to take a trick. The refuelling stop had taken longer than was anticipated, and another stop for a wheel put the average down to 114 m.p.h. Raph got it up to 115 m.p.h. by the end of his spell. Then Pesato took over, and after 5 hours 55 minutes 53.35 seconds the first class "D" record fell, the 1,000 kilometres previously held by Lewis and Hindmarsh on a Talbot.

When Pesato pulled up at the end of six hours the record for that distance had also been beaten, the previous best being made by the Talbot. A stop of 6 minutes during the seventh hour lowered the average a little, but shortly before the end of the eighth hour the third record was taken, that for 1,000 miles, held since 1926 by a 3-litre Bentley driven by Barnato, Benjafield and Clement.

Less than a minute short of eleven hours running brought the fourth record, the 2,000 kilometres also held by the Bentley, and finally the 12 hours held by the same car was also beaten.

Three-quarters of an hour later, at 3 o'clock in the morning, a piston broke and the attempt had to be abandoned.

Still, five records were in the bag, and they have since been officially confirmed:

- 1,000 kms. 114.28 m.p.h. (Talbot 104.76 m.p.h.)
- 1,000 miles 112.95 m.p.h. (Bentley 101.56 m.p.h.)
- 2,000 kms. 113.10 m.p.h. (Bentley 100.23 m.p.h.)
- 6 hours 113.94 m.p.h. (Talbot 104.77 m.p.h.)
- 12 hours 112.47 m.p.h. (Bentley 100.96 m.p.h.)

César Marchand's latest long-distance run lasted for a week. His car was, as usual, a Citroen specially prepared by himself on behalf of the Yacco Oil Company. This time the engine size was 2,650 c.c. and the car was called Rosalie VIII.

The lapping of Montlhéry was carried on day and night without a hitch, and in the course of the run eight world's records and eleven class "D" records were beaten. Here is the full list, which has received official confirmation:—

World's Records.

- 10,000 miles 89.71 m.p.h. (Voisin 85.85 m.p.h.)
- 15,000 kms. 89.93 m.p.h. (Voisin 88.03 m.p.h.)
- 20,000 kms. 87.77 m.p.h. (Voisin 85.08 m.p.h.)
- 3 days 90.43 m.p.h. (Voisin 88.54 m.p.h.)
- 4 days 89.97 m.p.h. (Voisin 89.35 m.p.h.)
- 5 days 89.69 m.p.h. (Voisin 85.83 m.p.h.)
- 6 days 87.83 m.p.h. (Voisin 85 m.p.h.)
- 7 days 86.49 m.p.h. (Voisin 85.94 m.p.h.)

International Class "D"

- 5,000 miles 90.63 m.p.h. (Citroen 81.78 m.p.h.)
- 10,000 kms. 90.48 m.p.h. (Citroen 81.02 m.p.h.)
- 10,000 miles 89.71 m.p.h. (Citroen 81.88 m.p.h.)
- 15,000 kms. 89.93 m.p.h. (Citroen 81.87 m.p.h.)
- 20,000 kms. 87.77 m.p.h. (Citroen 81.97 m.p.h.)
- 2 days 90.58 m.p.h. (Citroen 81.31 m.p.h.)
- 3 days 90.43 m.p.h. (Citroen 81.18 m.p.h.)
- 4 days 89.97 m.p.h. (Citroen 81.57 m.p.h.)
- 5 days 89.69 m.p.h. (Citroen 81.88 m.p.h.)
- 6 days 87.83 m.p.h. (Citroen 81.89 m.p.h.)
- 7 days 86.49 m.p.h. (Citroen 81.29 m.p.h.)

Italian Organisation

The organising of Italian races is usually quite good, but the Pescara race was marked by incredible confusion. Everyone seemed to be in a panic before the start. As a friend of mine described it: "Even when I thought I had lost my passport and would be arrested, I was still the calmest man there!"

Seaman's victory in the Junior Race was so unexpected that the gramophone record of the British Anthem they played at the end got stuck in a groove—it was so old. And no one made a move to take it off until at least a painful minute of "grump-grump-grump-grump" had gone by.

Rosemeyer was lucky to get away with his skid on the second lap. His delay was stated to be due to a burst tyre, but this was actually caused by contact with a bank, which also dented the tail of the car.

The course was not in such good condition as last year. The really fast straight down from the hills to the sea was in fine condition, but the straight along by the sea was not at all good.

The Moll Memorial ceremony was deeply impressive. The Ferrari people were in great distress, particularly Varzi, who was a team-mate of the dead driver last year. As for his ex-mechanic, the poor fellow was completely overcome, and staggered away in tears in the middle of the ceremony.

Moll's accident must have been the most appalling affair in racing history. He was travelling at over 150 m.p.h. at the time, and the car leaped clean over a house as it bounced along, finishing up in a little square some distance from the road.

Varzi at Monza

Talking of Varzi reminds me that there is every possibility that we shall see Achille back at the wheel of a Maserati next year. He is far from satisfied with the handling of the Auto-Union.

Last month he went down to Monza and had a trial run on the new 8-cylinder Maserati, with the Vee 4.3-litre engine and independent springing. The brothers Bindo and Ernesti Maserati were present, and a group of experts including Luigi Della Chiesa, Pietro Dusio, Georgio Ambrosini and Siena. Varzi's two brothers Angelo and Anacleto, were also there.

He covered 15 laps of last year's G.P. circuit, and was particularly impressed by the acceleration and braking, road holding and springing of the new Maserati, and gave the Maserati brothers his opinion on a few minor points which he thought might be improved.

France Expects . . .

Bugatti is in what is known as a "tough spot." The A.C.F. has announced that they will not hold the French Grand Prix next year unless the French Automobile industry is represented. This is as much as to say that Bugatti has got to compete, otherwise France will make an ignominious withdrawal from G.P. racing.

But racing is an expensive business, and Bugatti does not receive an iota of State assistance as Mercs and the others do.

CONTINENTAL NOTES AND NEWS—continued.

The National Subscription will probably save the situation, small as it is. But why don't they give it to Ettore now, so that he can prepare his cars in good time?

Shuttleworth at Nice

Shuttleworth thoroughly impressed the foreigners at Nice. They paid particular attention to the fact that his Alfa was the fastest of the independent Alfa-Romeos. They do not appear to know that he has bored his engine out to 3.6-litres, while Sommer's was only a 3.2 and Raph's a 3-litre. The Ferrari cars were "three-twos."

Chiron's New Honour

In the Paris "Journal Officiel" last month appeared the announcement that Louis Chiron has been made a chevalier of the Legion d'honneur.

Congratulations from us all!

M.G. Successes Abroad

In the Penha hill-climb, near Lisbon, M.G.s and a Railton did well.

Results: Sports: 1. J. M. Real (M.G.) 57.091 k.p.h.; 2. Ribeiro Ferreira (Railton) 56.460 k.p.h. Racing: 1. J. M. Real (M.G.) 57.572 k.p.h. 2. Antonio Heredia (M.G.) 57.301 k.p.h.

Lehoux Wins Hill-Climb

The hill-climb of Eymontiers was won by Marcel Lehoux, with his 3-litre Maserati. The proceedings were marred by an accident to petite little Anne Itier, who crashed with her Bugatti. The car turned right round and skidded into a telegraph pole. Then it bounced off into the ditch. Mme. Itier escaped with bruises and a shaking.

RESULTS.

Sports: 750 c.c.—1. Barroid (Salmson) 3m. 26s.; 1,100 c.c.—1. Billa (Fiat) 2m. 45.6s.; 1,500 c.c.—1. Barroid (Bugatti) 3m. 36.2s.; 3,000 c.c.—1. Mlle. Lamberjack (Fiat) 2m. 55s.
Racing: 750 c.c. unblown.—1. Vilhet (Darmont) 3m. 10.4s.; 1,100 c.c. unblown.—1. Vilhet (Darmont) 2m. 44s.; 1,100 c.c. blown.—1. Blot (Amilcar) 2m. 43.6s.; 1,500 c.c.—Tie, Lobre (Bugatti) and Barowsky (Bugatti) 2m. 28.4s.; 2,000 c.c.—1. Vazille (Bugatti) 2m. 35s.; 3,000 c.c.—1. Hartmann (Maserati) 2m. 34.4s.; Over 3,000 c.c.—1. Lehoux (Maserati) 2m. 18.6s., fastest time of the day.

LADIES' LAP RECORD BATTLE

Some remarkable performances were achieved at Brooklands last month in a duel between Mrs. K. Petre (Delage) and Mrs. Stewart (Derby) for the honour of holding the Ladies' Lap Record.

In practice for their "Match Race" at the August Bank Holiday Meeting Mrs. Stewart improved on Mrs. Petre's previous record of 129.58 m.p.h. by covering a lap at 130.17 m.p.h. The same afternoon, however, Mrs. Petre regained the coveted record by clocking a marvellous lap at 134.75 m.p.h.

The match race saw no improvement on this figure, but on the following day Mrs. Stewart went out once more and eclipsed all previous figures by covering a lap in 1 minute 13.27 seconds at a speed of 135.95 m.p.h.

There the matter rests at the moment. Mrs. Petre cannot hope to beat this speed with the old Delage, and until she can secure the use of a faster machine the last word will remain with Mrs. Stewart. The Derby, incidentally, has been left at

Round the Circuits

The Mont Ventoux hill-climb, due to take place on September 15, has been abandoned. Entries have fallen off in recent years.

* * *

The G.P. of Spain will take place on September 22 on the Lasarte Circuit at San Sebastian. 30 laps of 17 km. 315 will be covered, 519 km. 450 in all. First prize 20,000 pesetas.

* * *

The projected G.P. de Biarritz will not take place after all. An application was made to allow foreign drivers to compete in the race on September 1, thus giving the event the title "international." All the national clubs agreed to this except the Italian, who said that the proposed race would clash with their Stelvio hill-climb, in spite of the fact that the Biarritz race was to take the place of the abandoned Vichy G.P. It is hoped to hold the Biarritz race next year.

* * *

The Stelvio hill-climb takes place on September 1. The hill has been improved this year. All the corners are now surfaced with concrete and the length of the climb will be exactly 14 kms.

The G.P. of Geneva is now certain to take place next year. The organisers have now received the sanction of the Government to hold a sweepstake on the result of the race, and this will therefore defray the cost of preparing the road, etc.

* * *

A big speed event has been arranged to take place at Braser, in Roumania, on September 1. The organisers hope to have a big entry, and say that they have been promised the appearance of a G.P. Mercedes-Benz racing car.

* * *

The usual rumour that the Monaco G.P. will not take place next year has just received its annual denial by M. Noghes.

* * *

The regulations for the Masaryk Circuit show that two races will be held.

The first will unite the cars in classes for over 8-litre, under 8-litre, 5-litre, 3-litre and 2-litre cars, while Group two will include 1,500 c.c., 1,100 c.c., 750 c.c. and 500 c.c. machines. The big cars will cover 17 laps (495 kms. 414), and the small ones 15 laps (437kms. 130).

* * *

Yet another Italian "round the houses" race, the Coppa Sila, once a hill-climb, has been changed into a circuit race through the streets of Cosenza. The race will take place in October, with two heats and a final. Prize money 60,000 lira.

* * *

There is a movement on foot to hold a Grand Prix at Lugano next year. A motor-cycle race was held on a circuit outside the town last month, and this has put the idea into the heads of the local authorities to hold a G.P. race there next year. The circuit would measure about 7 kms. but is too narrow in its present form for fast cars to pass.

* * *

The French driver Raph, who has had quite a successful season with a 3-litre monosposto Alfa-Romeo fitted with De Ram shock absorbers, is trying to find a faster mount for next season. He is not the first person to come up against this difficulty, which may not exist next year if some of the rumours one hears are true.

* * *

The Marne G.P. will next year be confined to independent drivers, and will be run in two events, over and under 1,500 c.c. The A.C. de Champagne has had two disappointing years. In the first they gave too much prize money and crippled themselves that way, and this year they had difficulty in getting official teams to enter—and what is more, actually start.

British drivers should stand a good chance of success in these races, and might very well provide the winner of both events.

Brooklands, and there is little doubt that the fastest woman driver in the world can still further improve on her present record.

JENKINS GETS BACK THREE RECORDS

Soon after John Cobb and his Napier-Railton returned to England from Utah, Ab Jenkins went out to see what he could do about regaining some of his lost records.

He drove a Duesenberg "Union Special," and the first record to fall was the coveted World's One Hour, which he took at 152.145 m.p.h. He followed this up with the 200 miles and 500 kilometres, but then a bearing ran on the Duesenberg and he had to stop. Official confirmation has not been received of the records at the time of writing, but here are the figures claimed:—

1 hour 152.145 m.p.h. (Napier-Railton 152.116 m.p.h.)
200 miles 151.721 m.p.h. (Napier-Railton 146.50 m.p.h.)
500 kms. 151.316 m.p.h. (Napier-Railton 146.80 m.p.h.)

The confirmation sheets have now been received of previous records by Jenkins, made on June 30.

Class "B" Records.

5 kms. 141.56 m.p.h. (Panhard 139.84 m.p.h.)
5 miles 140.95 m.p.h. (Panhard 138.78 m.p.h.)
10 kms. 140.72 m.p.h. (Panhard 138.95 m.p.h.)
10 miles 142.13 m.p.h. (Leyland-Thomas 126.03 m.p.h.)
50 kms. 135.58 m.p.h. (Panhard 133.64 m.p.h.)
50 miles 137.94 m.p.h. (Panhard 134.62 m.p.h.)
100 kms. 138.94 m.p.h. (Panhard 134.73 m.p.h.)

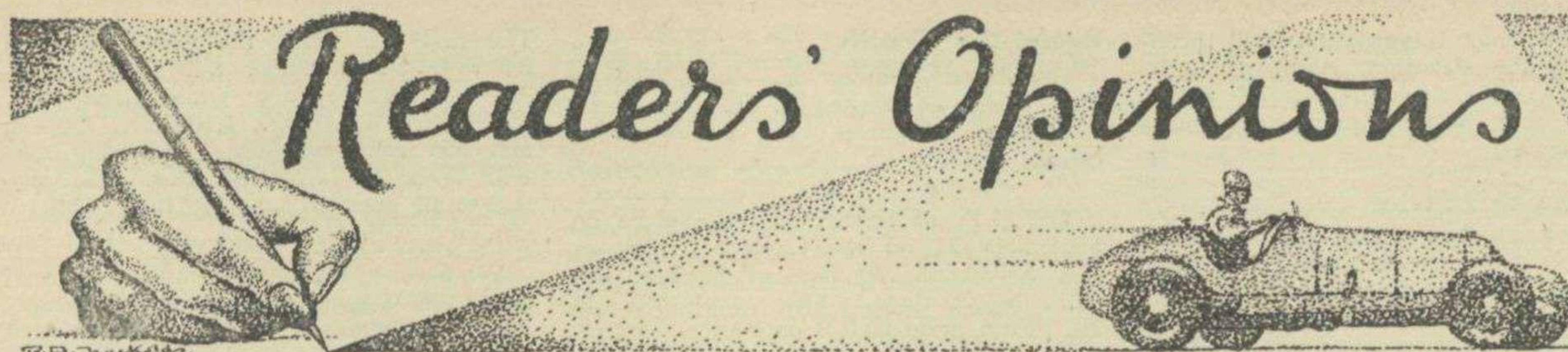
Two days later Jenkins tried again, still with the Duesenberg Special. This time he improved on four of the above records, and made three new Class B records which also ranked as World's Records. Here are the official figures:—

World's Records.

100 miles 142.69 m.p.h. (Auto-Union 134.76 m.p.h.)
200 kms. 143.27 m.p.h. (Auto-Union 134.89 m.p.h.)
1 hour 143.43 m.p.h. (Auto-Union 134.90 m.p.h.)

Class "B" Records.

10 miles 146.26 m.p.h. (Duesenberg 142.13 m.p.h.)
50 kms. 137.54 m.p.h. (Duesenberg 135.58 m.p.h.)
50 miles 140.18 m.p.h. (Duesenberg 137.94 m.p.h.)
100 kms. 141.11 m.p.h. (Duesenberg 138.94 m.p.h.)
100 miles 142.69 m.p.h. (Panhard 132.98 m.p.h.)
200 kms. 143.27 m.p.h. (Panhard 133.04 m.p.h.)
1 hour 143.43 m.p.h. (Panhard 133.01 m.p.h.)



"HEAVY METAL"

Sir,—I have just read your July Editorial and report of the B.A.R.C. Whitsun Meeting, and beg to comment further on the subject, in view of the publication in the same issue of my letter advocating a return of the "Heavy Metal" at Brooklands—and the fact that it is not much use advocating the return of big cars if, as you maintain, they cannot race at the track in safety!

Surely the only way to tackle the grave problem of safe passing in outer-circuit racing is to keep a strict watch on the small fry? I imagine that if cars can be taken safely round Brooklands above the "limit" of 120 m.p.h. by driving them as on a road-circuit, then in the same way it should be possible to keep small cars reasonably low down on the banking, even though they may not then be travelling in the theoretically correct place for their speed. Point is given to this reasoning by the photograph on page 407 which shows the Barnato-Hassen passing Seyd's Magnette and Dunham's Alvis comfortably, the Barnato itself being on the "100 m.p.h." line and the others well below, though everyone is presumably travelling at well over 100 m.p.h. In your report of the Whitsun Meeting you state: ". . . prudence forbade the dangerous hazard of nosing past at the very top of the banking and she (Mrs. Petre on the Delage) very properly held back." Why? I seem to recall that Parry Thomas used to go right to the rim of the banking to get past in the Leyland-Thomas, removing a small shrub on one occasion with the front wheels. Indeed, did he not keep a very high position all round the bankings, probably to avoid making continual swerves up and down, and perhaps to give other drivers ample warning that he was coming through? The danger of the path being suddenly obscured hardly exists, for no driver is going to swerve blindly upwards when he knows that the scratch cars are coming up behind at anything up to 145 m.p.h.! It must be most unpleasant to drive right at the rim, with the trees flying past and the village of Byfleet some 20 feet below, but there is no reason to criticise the Brooklands authorities or the construction of the track, just because the standard of driving of the very fast cars is falling.

The "passing problem" is a difficult one, but I think it could be partially solved by keeping a strict watch on the slow large cars and on the small fry generally. The old "100 m.p.h." line might well be regarded as the outside limit, even when passing, for certain types of cars.

I don't like your suggestion that the "over 130 m.p.h. brigade" should be subsidised to run as permanent back-markers. It savours too much of similar

principles which are put forward by people who apparently wish motor-racing to become a sort of national pastime with endless meetings on dirt-track lines. Finally, your idealistic views on keeping spectators in hand by appealing to their honour and common-sense, falls down when it is remembered how people used to get on to the course at Brooklands before the wire-mesh era, quite apart from the fact that, even when the crowd "stays-put," the cars sometimes take it on themselves to invade the enclosures.

This continual criticism of Brooklands is annoying to some of us, but I am not sure that it will not do the track a power of good—for the public will roll up in huge numbers if they think there is any chance of seeing cars squeezed over the top of the bankings at anything up to 150 m.p.h.

Hoping that you will be sporting enough to publish these views,

I am, yours, etc.,

W. BODDY.

43, Broxholm Road,
London, S.E.27.

[Mr. Boddy appears to have overlooked the fact that the cars racing at Brooklands to-day are considerably faster, as a whole, than those of a decade ago. It is therefore beside the point to say that the standard of driving very fast cars has fallen.

With regard to Mrs. Petre's handling of the Delage, we stand by our original opinion that she was wise to hold back. The incident to which Mr. Boddy refers of the late Parry Thomas carrying away a small shrub when passing another competitor was an isolated one in that driver's career. We venture to think that if Thomas were alive to-day he would not recommend it as a procedure to be followed normally. Mr. Boddy is apparently not aware that Thomas' fastest lap speed was 129 m.p.h., and that his habit of keeping to the extreme edge of the track, right and proper as it was at a time when his fastest rivals were many m.p.h. slower, would greatly inconvenience the faster cars of to-day. Also, it would not have solved the passing problem for him in a race of thirteen cars, all capable of lapping at more than 100 m.p.h.

Mr. Boddy's conception of "small fry" is apparently based on the cars of ten years ago, which lapped at 80-100 m.p.h. Nowadays their speed is 100-120 m.p.h.

Ed.]

* * *

A JUVENILE RIDER

Sir.—In Mr. S. F. Edge's book, "My Motoring Reminiscences" he relates a comical incident which occurred in the Summer of 1900, when I drove his 6-h.p. racing De Dion tricycle from No. 14 Regent Street, London, to Godstone in order that he might use it there in a hill-climbing contest

organised by the long-since defunct English Motor Club. He describes the absurd spectacle of myself—then fourteen years of age—being knocked about on this huge machine as though I were a cork in a rough sea.

By a series of innuendoes and insinuations, both expressed and unexpressed, Grahame-White, in his recently published book, casts doubt on the accuracy of the whole story. He states that such a feat attributed to a youth of 14 "requires very deep conception" (whatever that is supposed to mean), and that to pedal a 6 h.p. engine against its compression taxed the ability of Mr. Edge's physique to the utmost, whilst the skill and strength to control it even on the open road is very accurately described by Mr. Edge when he says, "If a photograph of the juvenile rider making his way across Piccadilly Circus in July, 1900, had appeared in Mr. Edge's book, in place of that showing Mr. St. John Nixon mounted on 1½-h.p. tricycle crossing the same spot 33 years later.

Shorn of all veneer, the whole story is pure romance either on my, or on Mr. Edge's part, and I therefore venture to claim the hospitality of your columns to refute this suggestion and to give a few further details which will, I trust, convince your readers that everything Mr. Edge stated is strictly accurate and in accordance with facts.

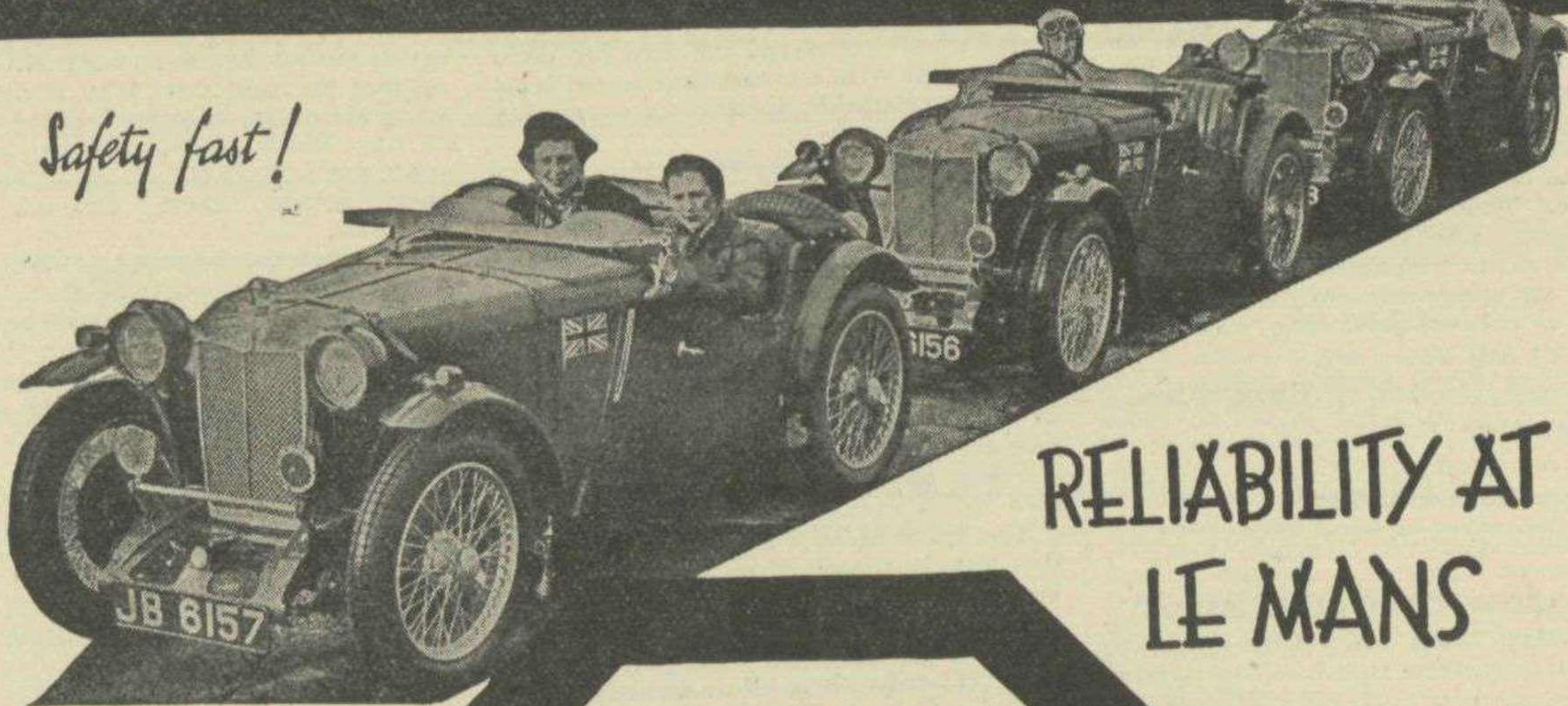
Firstly, I would point out that Piccadilly Circus does not lie between No. 14 Regent Street, where I started, and Waterloo Place; to the best of my recollection, I never drove this machine across Piccadilly Circus in my life, and certainly not on the day in question, as I was bound for Godstone, not the north.

Secondly, it was only possible for me to start the machine, with its fixed engine and absence of clutch and gear-box, on a downward grade as I did not possess the necessary physical strength to pedal it even on the flat. During my exciting journey to Godstone, I was held up by traffic on a few occasions, and when this took place I had to appeal to pedestrians to give me a push, in order to start the machine, while I pedalled for dear life. Nevertheless, it was never necessary to start the engine against its compression as Mr. Edge had had an exhaust valve lifter fitted in place of the then common compression tap, and this was actually the first occasion on which I had driven a motor tricycle so equipped.

By the Summer of 1900, Mr. Edge had largely lost interest in motor tricycles, and he was by no means punctilious about them; I had the run of his small fleet of machines which included a Clement, which I drove for some thousands of miles, an Ariel, Phoebus Aster and this racing De

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Safety fast!



**RELIABILITY AT
LE MANS**

A team of three P type M.G. Midgets which competed in the 24 Hours Race at Le Mans, all three finished at an average speed of over 50 m.p.h. after an absolutely trouble-free run.

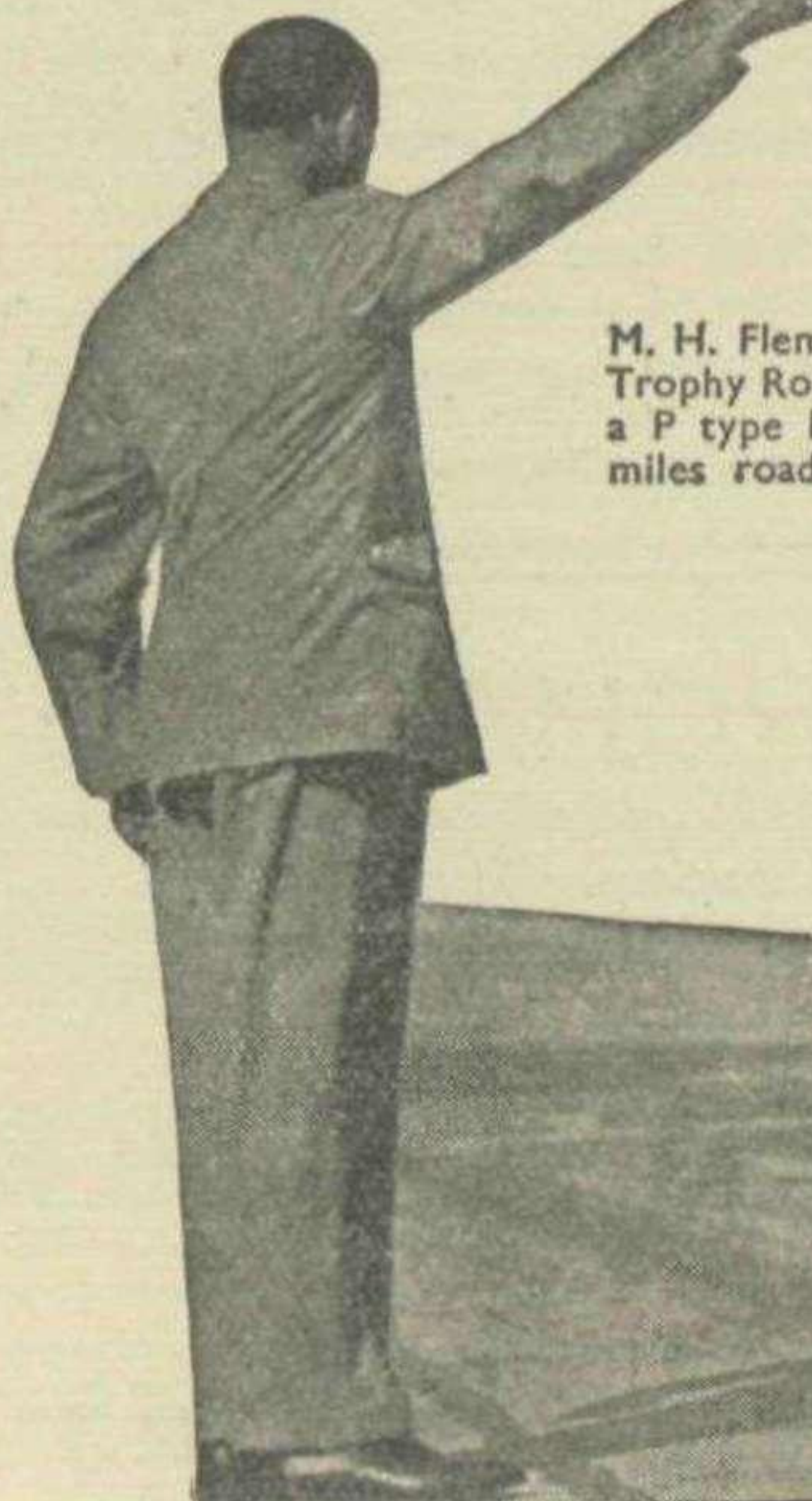


M.G. owners read the "Sports Car."

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YOU CAN BUY A SIMILAR M.G. MIDGET FOR £222 ex works

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READERS' OPINIONS—continued.

Dion tricycle, and it was shortly after this run to Godstone that I bought the machine from him and used it until one of the engine-brackets broke, and I sold it, in a weak and foolish moment.

I regret I have no photographic record of the episode; I can only refer Grahame-White to Mr. Edge, the then owner of the machine. There is clearly not much hope for a person who seriously asserts that a De Dion motor tricycle had to be pedalled against the compression of its engine even though an exhaust valve lifter was fitted.

I am, Yours, etc.,

G. ST. JOHN NIXON.

Summerdown Cottage,
Firtree Road,
Epsom Downs, Surrey.

* * *

CRITICISM OF "BLUE BIRD"

Sir,—May I ask for a little space to set down a question that has long puzzled me?

In recent articles that have appeared in various papers, both Sir Malcolm Campbell and Mr. Reid Railton have stressed the need for colossal horse-power if the World's Speed Record is to be raised to 300 m.p.h.

Hence the huge frame, massive gear-box and transmission required, lead to a car of Blue Bird's weight and size.

They are so emphatic (as are all English designers) on this tremendous power output being required that I am tempted to suspect that Blue Bird is about 10 years out of date.

When the late Sir Henry Segrave achieved 200 m.p.h. we were told that 1,000 h.p. was imperative for this speed.

Now there are cars doing 200 m.p.h. every week, with a brake horsepower of 350-500, and weighing 15 cwt.

The bi-motor Alfa-Romeo in road racing trim is capable of 225 m.p.h., so for record work, pulling a higher gear, etc., she would get around 250 m.p.h.

If Auto-Union ever fit two engines into a single chassis weighing about 25 cwt., heaven help Sir Malcolm's record.

Finally I would stress that I have a profound admiration for Sir Malcolm Campbell as a driver, while holding the definite view that he is blindly following an out-of-date myth; and that our designers are trying to drag down better men to their own antiquated level (witness the

G.P. formula trouble in this country), rather than follow in the foot-steps of those who have paved the way for ultra high speeds with engines that are at least within measurable distance of every day size.

I am, Yours, etc.,

JOHN V. HEWES.

"Greengates,"
Burnett Wood Lane,
Ashted, Surrey.

* * *

DOES THIS MEAN YOU?

Sir,—May I say "en passant," that I am in perfect agreement with Mr. W. Boddy, who thrills to the spectacle of a "big-'un" hurtling round the outer circuit of our own Brooklands.

The patronising, sympathetic glances that are bestowed upon our old friends, the Bentleys, as they gamely strive to maintain the leadership handicapping has provided them with, make one's blood boil. If only these "moderately interested" people would realise that the good old warriors have been constantly travelling around the hundred mark for five years and more, whereas the baby "buzz-box," wonderful little machine though it is, gives up the ghost after a couple of season's really hard work. Furthermore, from an aspect of sheer, flat-out speed, it is significant that with a race like the "500," the speeds are now much lower than in the days of "Tim" Birkin, Clive Dunfee, "Sammy" Davis, and the rest of the "Bentley boys."

Are their deeds at Le Mans to go unsung, or rather, unrecognised, because I am sure that we of the sport have never failed to spread the "glory that was England's" among the uninitiated.

The point is, however, have we met with success? I think not.

What does the lay man know of Le Mans and the long, green, bonnets? Precious little, I am afraid.

What can be done, then, to ensure that cars such as these go down to posterity as the "greatest cars in the world?"

Let us do something, please, so that those "patronising, sympathetic glances," are changed to looks of awed reverence.

I am, yours, etc.,

WILLIAM RUMBLE.

"Sillwood,"
Alfred Road,
Kingston, Surrey.

A WARNING

Sir,—We should like, through the courtesy of your columns, to warn M.G. owners against an individual who is apparently going about the country claiming to be one of our Testers, and offering to obtain spare parts for M.G. cars at a cheaper rate than getting them through normal channels.

If the victim becomes at all interested in any particular parts he then, a day or two later, receives a wire stating that the parts are ready, and asking for the money to be wired to a Poste Restante address in London. The address he gives in Abingdon, in an attempt to establish his bona fides, is a bogus one.

According to the information we have received, this particular man speaks with a pronounced Scotch accent, has red hair, and has one or two front teeth missing.

Hoping this information will be the means of preventing any other owners being victimised,

I am, Yours, etc.,

CECIL KIMBER,

Director & General Manager,
The M.G. Car Company,
Abingdon-on-Thames.

WE welcome letters for publication in these columns. Letters intended for publication must be written on one side of the paper only and they may be signed with a nom-de-plume, but the name and address of the writer must be enclosed as a guarantee of good faith. No responsibility is taken by us for the views expressed by the writers. Letters intended for publication should be addressed to the Editor, Motor Sport (1929) Ltd., 39, Victoria Street, London S.W.1.

For Sports-Car Owners

With the idea of catering particularly for the needs of those who run "vintage" sports-cars, such as 3-litre Bentleys, 30/98 Vauxhalls, 12/50 Alvis, old Bugattis, Amilcars, etc. A new concern known as Vintage Sports-Cars has been started at 55, Porchester Mews, London, W.2.

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chrome cowl. £40 spent on rebore, new Pistons,
timing wheels etc. in 1934. Aero and V screens,
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spares including steering box, cruising speed 45-50
m.p.h., good acceleration and road holding. Only
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- £87-10—Aston-Martin, 1 1/2-litre ex-racing, 2-seater.

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- Racing Suits, made from the wonderful Grenfell cloth, in 20 different shades, Zip front, Zip pockets, etc., rainproof, windproof, fast colours ... 65/-
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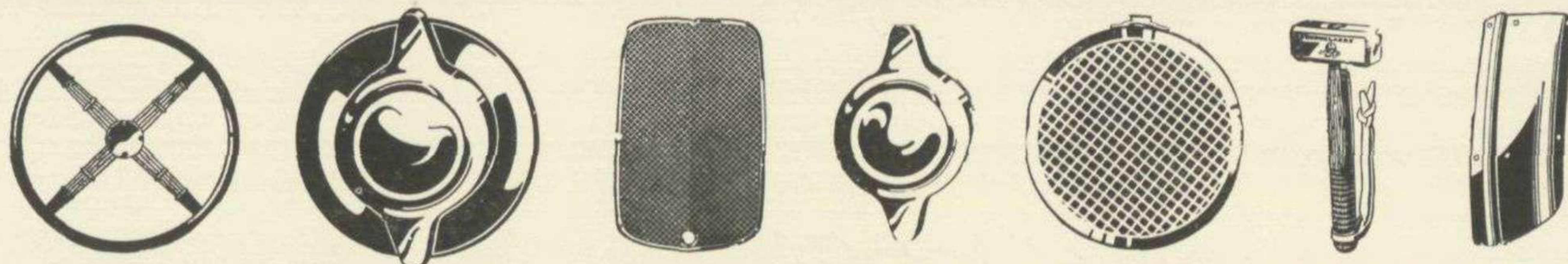
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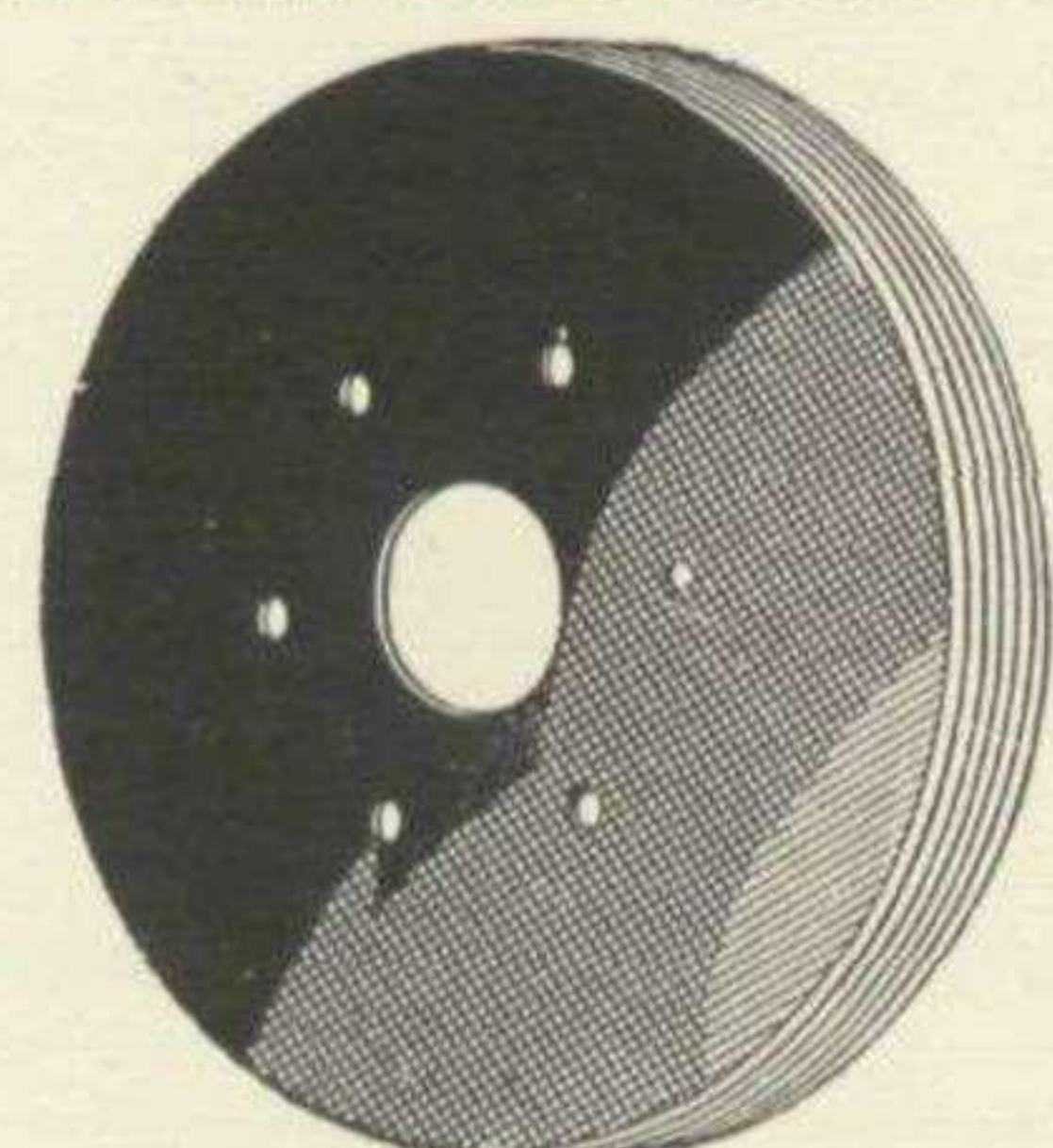
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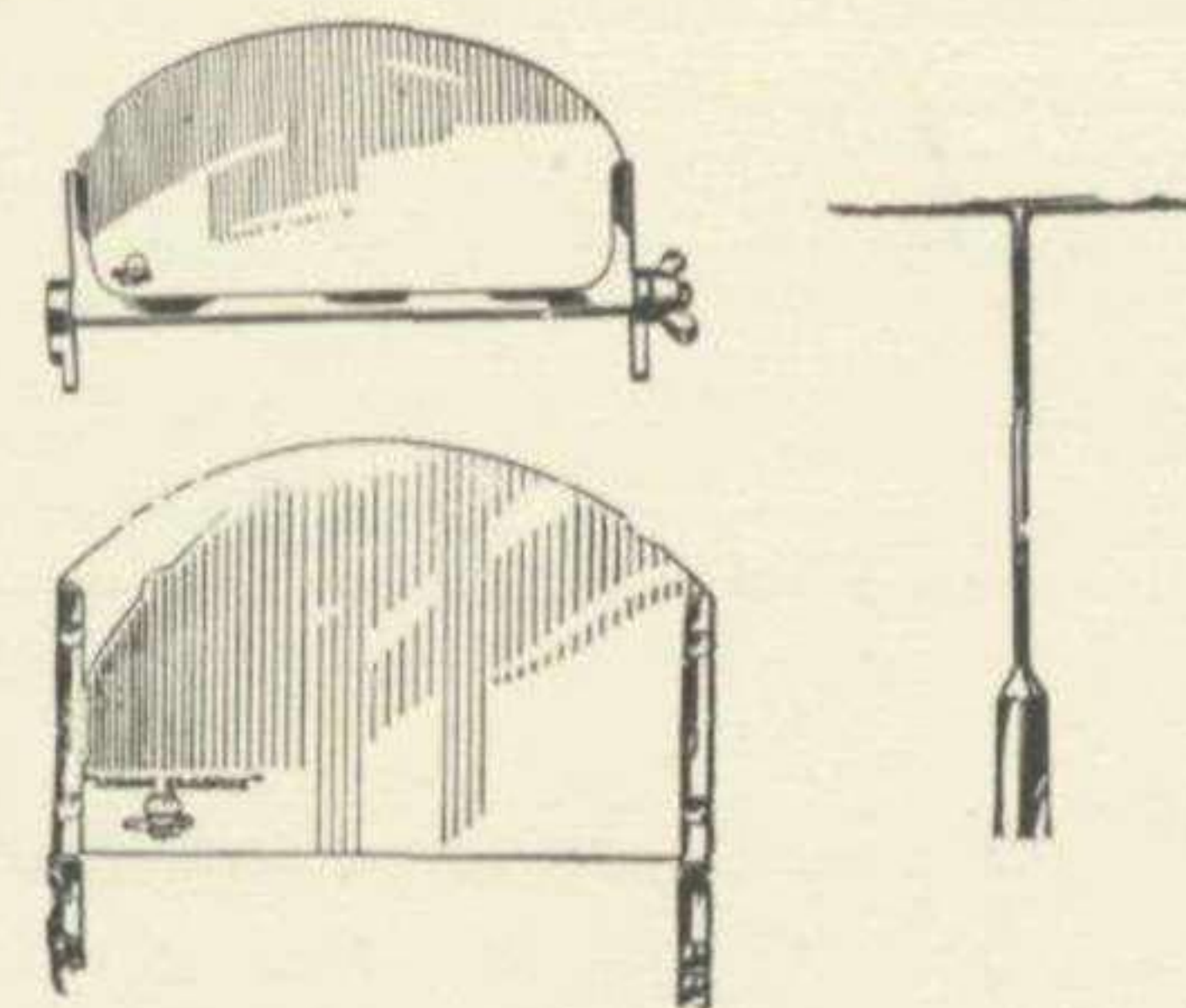


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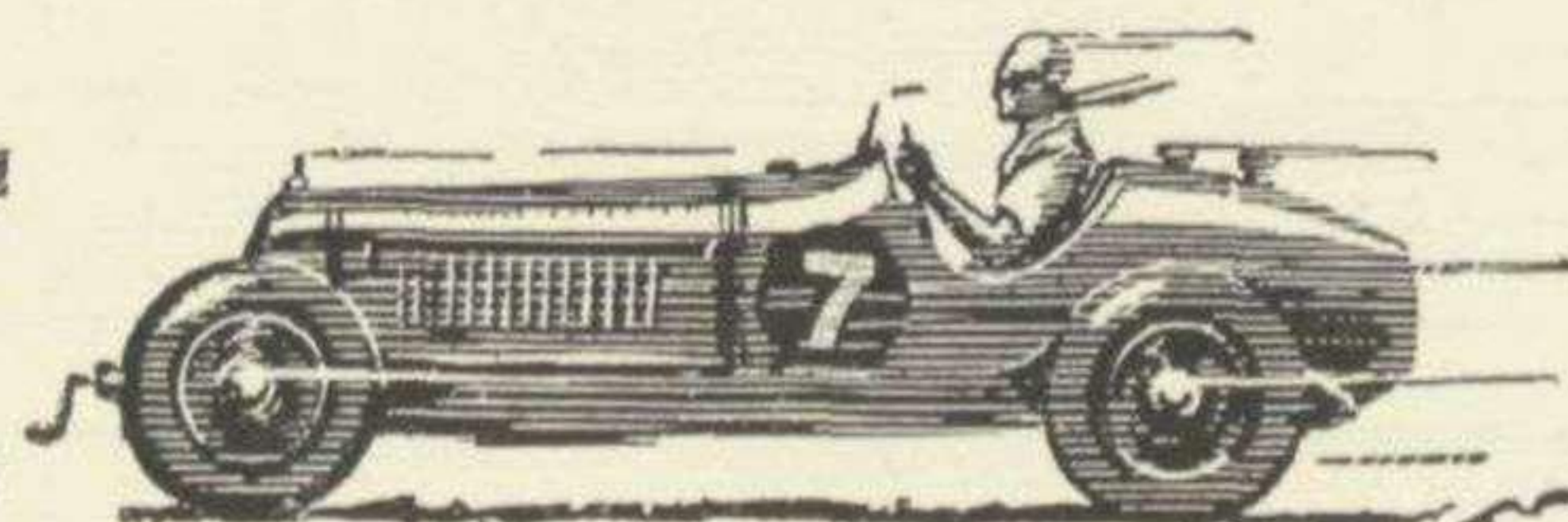
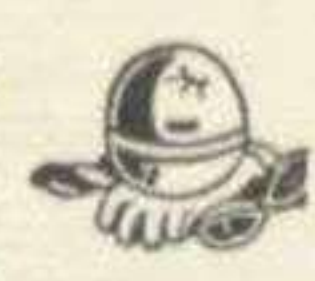


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Latest successes secured with cars equipped with “Brooklands” Steering Wheels include :- Mannin Beg 1st. Shelsley 1st (Record), Nurburg 1st, Le Mans 1st (1,000 c.c. Class), Nuffield Trophy 1st, Empire Trophy 1st (1,500 c.c. Class), Brooklands “Mountain” Lap Records 2,000 c.c.; 1,500 c.c.; 1,100 c.c.; 750 c.c. Follow the lead of the Experts—they know.

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