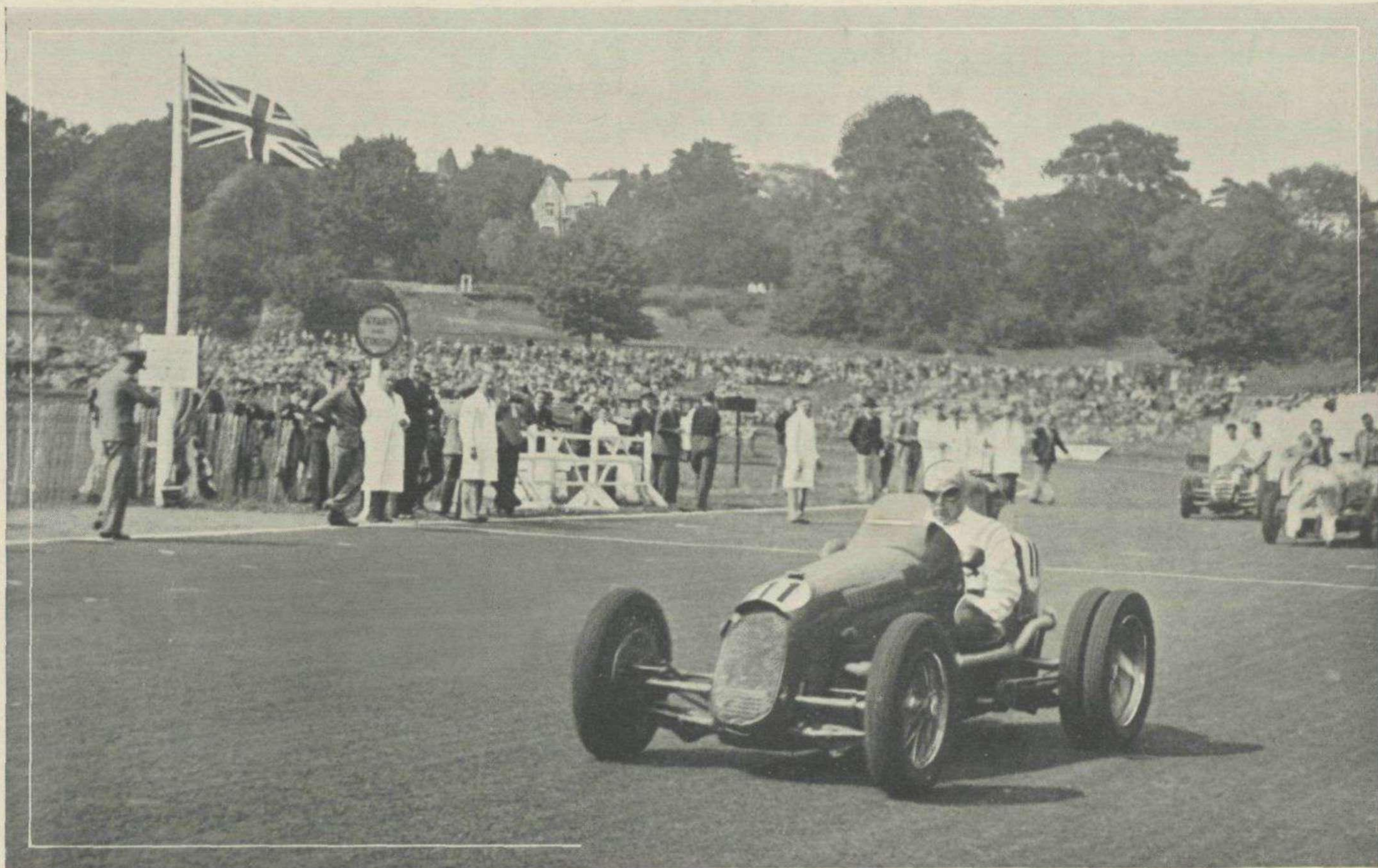


MOTOR SPORT

INCORPORATING
Speed

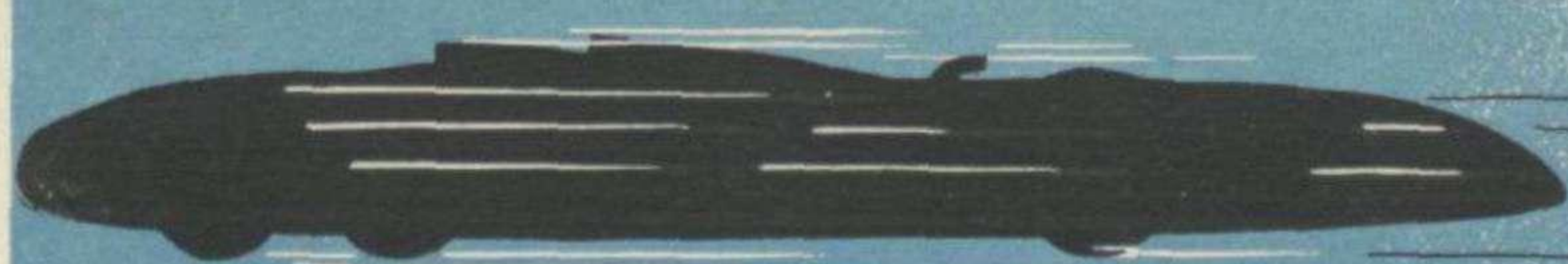
SIXPENCE MONTHLY



[Motor Sport Photograph]

The Crystal Palace Cup Meeting—H. Hadley (Austin 7) gets away in Heat 2 and leads from start to finish.

SPEED FULLY CONTROLLED...



The brakes and clutches of Capt. G. E. T. Eyston's THUNDERBOLT—which holds the world's land speed record at 357.50 m.p.h.—are fitted with FERODO Linings.

If you are not sure of *your* brakes, have them tested at a FERODO Brake Testing Service Station.

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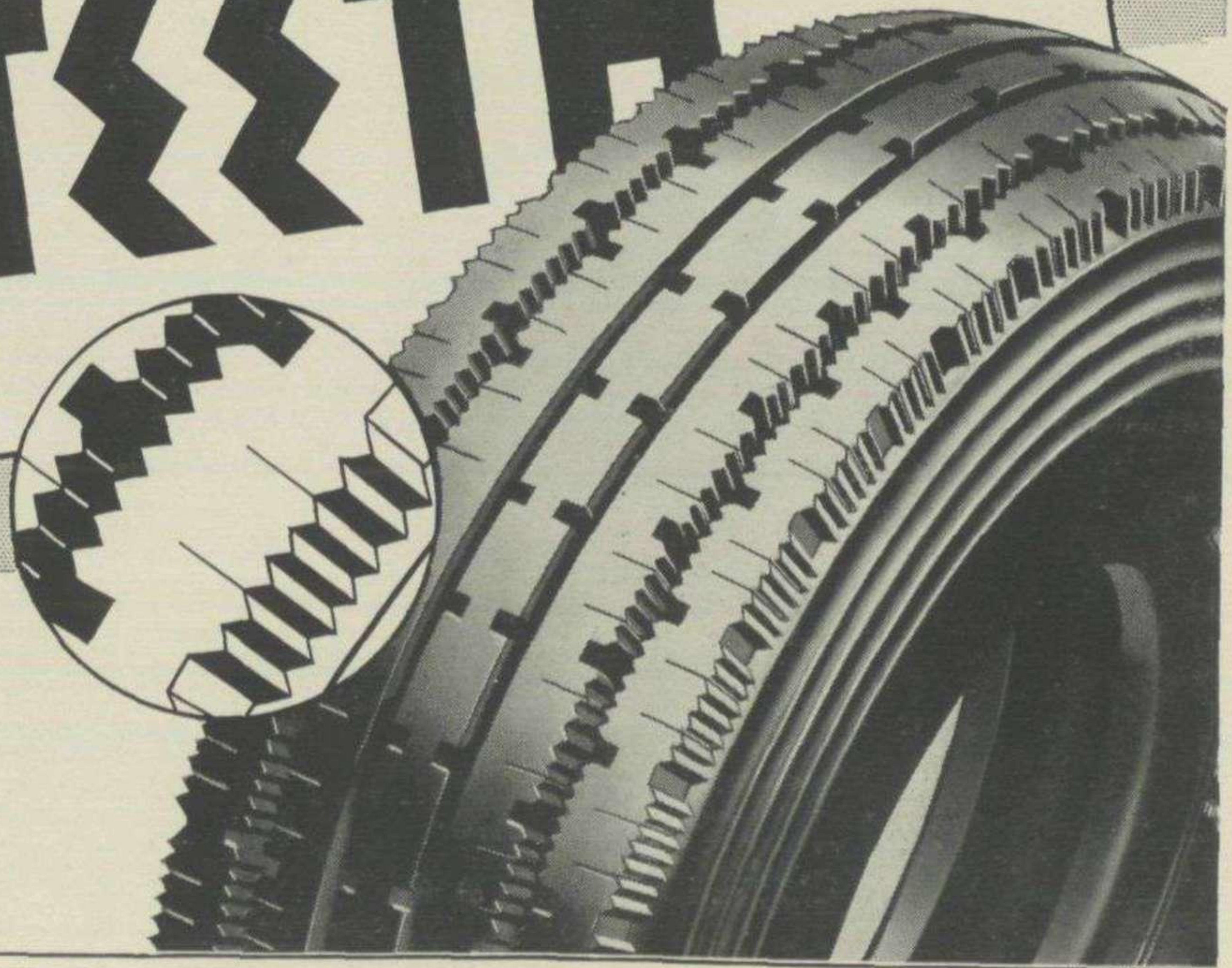
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BRAKE LININGS

News for Motorists!

**DUNLOP
'STANDARD'
TYRES now have
TEETH**



THEY COST NO MORE THAN ORDINARY TYRES

READERS' SPARE PARTS FOR SALE AND WANTED

FOR SALE

Alta engine 9 h.p. crankshaft, main bearings, camshafts, timing wheels, cylinder head, sump etc., engine complete except for two lines, one con rod, one piston, which are broken, and there is a hole in the crankcase.....

Alvis, 1926-30, front axle, brakes drums, hubs, etc. perfect. Gear box bits, crown wheel pinion, steering wheel, Bosch magneto clockwise, 5 wirewheels 20" runs, 5 stud

Austin Seven, Crown bevel and shaft. Cylinder block, rebored and polished, 30 thou. oversize, complete with valves and springs

" Chassis, with flattened springs, front and back axles, with new wheel bearings, all round

" Ulster, 5.6 rear axle, gearbox, close ratio, blown type radiator with quick filler. Pair new Zenith 30 mm. downdraught carburetters new tulip valves, 1930-32 starter motor and 1935 radiator.....

Austin Cylinder head, flywheel, clutch plate with fingers and thrust, front half propshaft 2 Ferodo clutch linings with rivets (new) "chock-blocks" with pin (new), set king-pins and bushes (new), crankshaft with main bearing.....

Ball Races, 4 Hoffman, type M.S.9, brand new in original boxes

Badge Bar, Desmo from Austin Seven.....

Bentley, set of hour glass pistons, 20", oversize complete with rings.....

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

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

" 3-litre, Blue Label engine, complete, and gearbox, etc.

" 3-litre, Blue Label, camshaft, 1925 3-litre Blue Label chassis, F.W.B., complete with scrap saloon body, less engine.....

" 1923, 16 h.p., 3-litre engine, complete with magneto, carburetter, clutch, etc.....

Body, 1927, open four-seater, complete hood, wings, side curtains, seats etc.....

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

" Type 37 and 40 cylinder blocks, complete

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

" Brescia, con rods, crankcase, sump, gearbox parts, valves, springs, etc.....

" 1922, 12 H racing camshaft assembly, fit 1924/5 type.....

Carburetter, one S.U. 48 mm.....

" one 3/4" S.U. for No. 9 Powerplus Super-charger

" set 4 racing S.U.s, 30 mm., with top feed, suitable Riley Nine.....

" Track racing Amal, twin float, suitable 500 c.c. motor-cycle, horizontal clip fitting, with flange adapter.....

Car Muff, off 1938 Austin Seven.....

" off 1938 Standard 14.....

Chassis, ex front wheel drive racing car, with rear wheels, Springs and brakes, full length undershield. Would make ideal trailer...

Crankshaft, Special racing Laystall, 71 mm. stroke, for 6 cylinder M.G. Magna (giving 1087 c.c. capacity), also special camshaft, designed for good power at low revs. as well as high, good for trials. 5 racing conn. rods and pistons.....

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

" aluminium, for Austin Seven "G.P." type.....

Dynamo, 12 volt, for direct drive off crankshaft hose, with built in starting handle

Engine, 1928 2-litre Lagonda

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

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

" very specially modified 2 litre Lagonda, Laystall crankshaft, special head, designed to produce over 130 b.h.p. Really good order. Present pistons suitable for 15lbs. blower pressure, but could easily change.

" Bugatti, 16 valve (12 h.p.), with water pump, magneto, clutch and self starter. Starter ring unmarked and whole engine in good order, has not been used since fitted with "Brico" rings

" complete Austin Seven, partly dismantled with gearbox, magneto and dynamo

Engine, 1938, 8-80 twin cylinder racing JAP. Twin magnetos and carburetters.....

" Austin Seven, 1928 new bearing throughout and spare cylinder head 1932 minus 30 thou. Twin carburetters, new rings and double valve springs throughout and one new piston

" 1 1/2-litre, racing, ex Le Mans Tracta, unused since complete overhaul, new pistons, bearings, etc

" 4 dirt track Rudge motor cycle. In first class condition, with special Martlett pistons, hardened cylinder liners, polished flywheels and rods, and are completely ready to race, with carbs. and mags. (recently overhauled). At present they have 9 1/2 to 1 C.R. but 14 1/2 to 1 is available by removing compression plates

Excelsior, 250 c.c. Manxman, racing spares, etc. 2/3 gallon sprint tank, twin feed, recessed for rev counter

Gears, rear axle, for 3-litre Bentley, giving ratios of 3.92 to 1.....

Gearbox, 4 speed, complete with remote control, from 1 1/2-litre Singer.....

" Morris 1930 o.h.c.....

Gearbox, E.N.V. self change, type 110, pre-selective overdrive on all ratios.....

" 4 speed for Austin 7.....

H.E. 1923, 14 h.p., rebuilt wheels to take oversize tyres.....

Headlamps, 8" chromium, two.....

Heater, one "Hades" air conditioning, complete with all fittings.....

" 250 hour, under sump.....

Horn, 6 volt Bosch, (trumpet type).....

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

Inlet Manifold, for blowing Magna or Magnette, with blow-off valve, also outside exhaust manifold for Magna.....

Lagonda, 3-litre, frame and body, complete with wheels, tyres, axles, gearbox, hood, bonnet, radiator, etc., less engine.....

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

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

Lea-Francis 12/40 back axle, 5 Rudge wheels, and large amount of other spares.....

" 12/40 or 12/50. Two complete engines, cylinder head and rockers (single carburetter) 2 cylinder blocks and pistons, one crankshaft, one camshaft, 3 flywheels (2 for cone, one for plate clutch). Three Lucas anti-clock magnetos, two complete 4 speed gearboxes, 2 Solex carburetters, 3 complete front axles, 2 complete rear axles, 6 4.50x19 Rudge wheels (large fitting) 2 sets of hubs and half shafts, one set of brake drums, one set of brake shoes, 2 steering columns, 4 crown wheels and pinions, 2 complete sets of front and rear springs.....

Magneto M.L. racing, single cylinder motor-cycle...

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

" special racing 6 cylinder Scintilla, for Magna Magnette etc, recently tested by Messrs. Scintilla, also set of racing valves and Springs for Magna.....

M.G. J.2. frame, less springs, brake cross shaft, complete with hand brake, needle bearing etc., 4 brake drums, 4 sets brake shoes, 2 pair shock absorbers, front and rear, back axle casing, with back plates and spring anchorages, 2 rear, one front road spring, intact, front, 3 leaves broken. Bulkhead with throttle pedal. Fittings, etc., petrol pipes, foot brake pedal, bracket etc.....

M.G. M type 3 speed gearbox, complete with hand-brake

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

Motorcycle speedometer, front wheel drive.....

Norton, 500 International racing spares, sprockets, etc.

Plugs, L.B.I.

Rev. Counter, Smith's, cable drive and casing.....

Riley 9, half shafts with 5 stud hubs (two), cone clutch type gearbox, mark 4 type gearbox mark 1, crankshaft, mark 1, cone clutch, complete with flywheel.....

Supercharger No. 9 Powerplus reconditioned with reduction gear, (will blow 1,100 c.c. motor at 14lb. per square inch).....

Self starter brand new for M.G. Magna, lever used, also dynamo.....

Supercharger Cozette.....

Supercharger, large Amhurst-Villiers (Roots type) just been completely overhauled, ribbed case in light Alloy.....

Springs, special flattened rear, for Austin

Stoneguard, suit M type M.O.....

" Starter 12 volt, ex 2 litre Lagonda, with bendix.....

" Steering wheel, Austin Seven, special sprung.

Sunbeam 14/40 cylinder-head, cylinder block, 3 pistons, gearbox, clutch (relined).....

" 14/40 complete power unit.....

Tecalemit, automatic chassis lubrication outfit Complete with chromium plated pipe lines.....

Transmission complete front wheel drive assembly, crash-type gearbox (overhauled) differential Lancia type independent suspension wheels

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

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

Tyres, 2 new India 720 x 120 (beaded edge).....

Tyres, two 3.25x19, Dunlop universal, scarcely used, with inner tubes, unused.....

Wheel, front track racing motor-cycle, 27"x3 (no brake) with good Dunlop type.....

" New Ashby spring steering.....

" Dunlop Magna 5 1/2" section comp. tyre (L & W off Morgan 3-wheeler.....

Wheels, 5 Rudge 5"x20", complete with tyres.....

Wheels, 5 heavy wire for Triumph 8.....

" 5 Various for Morris Minor or Hornet.....

" set of 5, 19in. chromium plated for M.G. knock on type.....

Wolseley Hornet, 1932, crankshaft, cylinder head and rods

Wolseley Hornet, 3 speed gearbox, front and rear axles, with springs, crown, bevel and half shafts as new, with new brake linings.....

WANTED

Carburetters, two road racing type Amal.....

Cozette, supercharger and fittings for Hyper Lea-Francis

Cylinder Head and block for 6 cylinder, 1,100 c.c. S/c Amilcar

Deflector head for Meadows engine, 1,496 c.c.....

Flywheel bell housing for P.I M.G. engine, also several clutch parts.....

Flywheel housing F.1 type.....

F.1. type engine cross member.....

Fold Flat Windscreen complete with Triplex for 1934 Singer Le Mans 2-str.

Front Axle, wings, etc., for K.I 4-seater M.G. Magnette

Handbook for 18-80 Mark I M.G., 1931.....

Instruction Book for Bugatti Type 51, twin o.h.c. 2.3

Instruction Books for 5th series Lancia Lamba, 1923 Rolls-Royce, 3 litre Red Label Bentley types, 13, 23, 37, 40, Bugattis.....

J.2. engine and gearbox, complete.....

Lea Francis, 1500 c.c. Hyper, 4 speed gearbox and gears in good condition

M. G. Engine,—P. model.....

M.G. F.1 type steering wheel column and box.....

M.G. Radiator suitable for F.1 type.....

Propeller Shaft dog end and dog shaft taper end for for Morgan 1930 Aero Sports, 1,096 c.c. o.h.v.....

Remote Control for Austin "Speedy" 4-speed and reverse gearbox.....

" for Austin Speedy 4-speed and reverse gearbox.....

" for 3-speed Wolseley Hornet.....

Speed 20 Alvis, engine, gearbox and brake parts.....

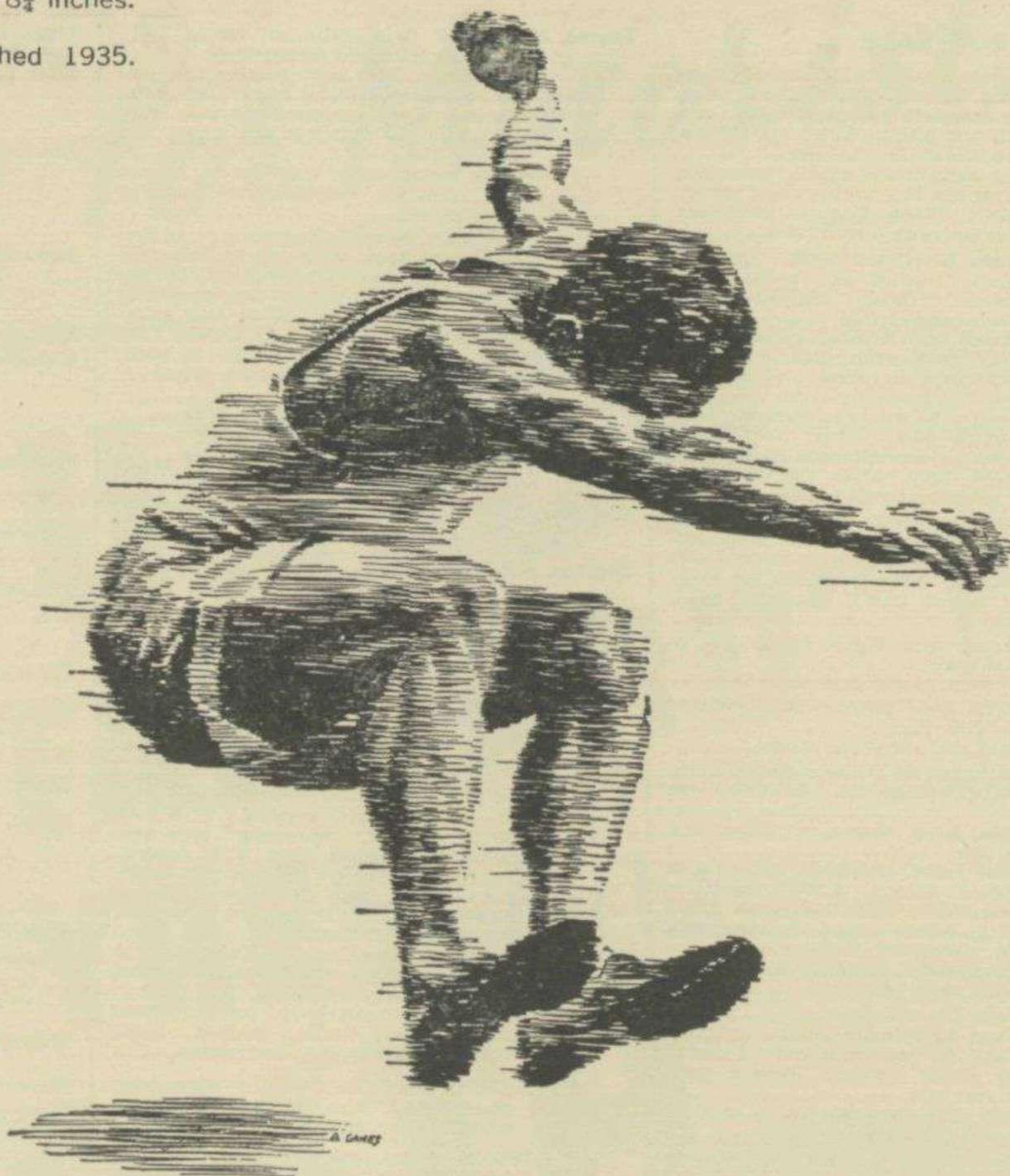
Two or 4, 20x5.25 tyres.....

Two Racing Dunlop and tubes, suitable for hill climbs, size 4.00x19.....

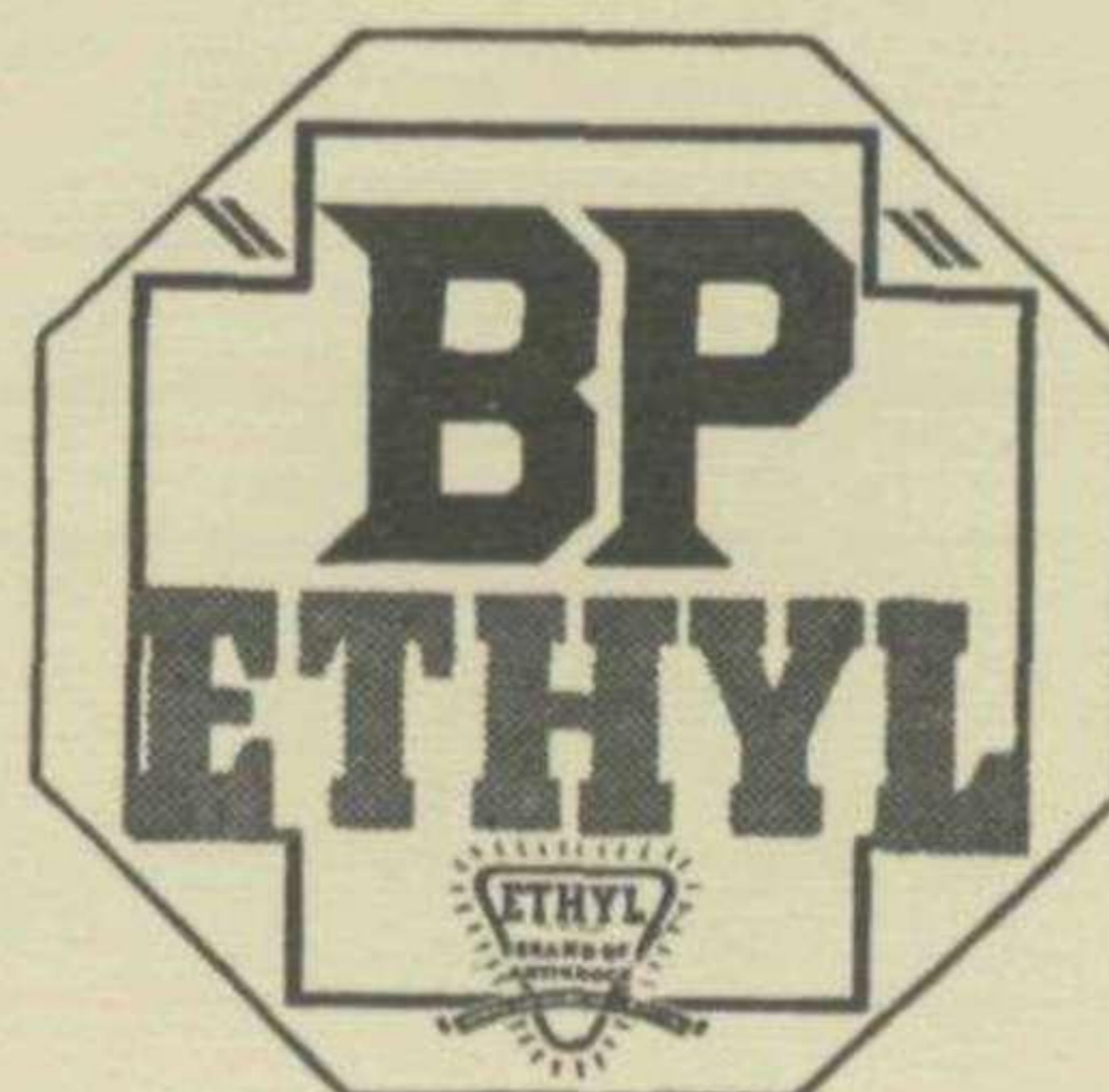
Wolseley Hornet, 1931, Instruction Book.....

LONGEST JUMP. 26 feet 8½ inches.

Held by U.S.A. Established 1935.



The Sportsman's Ethyl



PLUS A LITTLE SOMETHING

MOTOR SPORT



OFFICIAL JOURNAL OF THE BRITISH RACING DRIVERS' CLUB

INCORPORATING **SPEED** AND
THE **BROOKLANDS GAZETTE**

ADVERTISING AND EDITORIAL OFFICES

21, CITY ROAD, LONDON, E.C.1

Telephone: NATIONAL 3045

ANNOUNCEMENT

This issue, August 1939, marks a milestone in the history of "MOTOR SPORT." For, from now onwards, this journal will be the official organ of the British Racing Drivers' Club, and that is a fact of which we feel justly proud.

At the same time, we have acquired the goodwill of our contemporary, "SPEED," which now ceases to exist as a separate publication and is incorporated in "MOTOR SPORT."

First of all, then, we should like to welcome the B.R.D.C. to our pages on our own behalf and in the name of our readers. In future every issue of this journal will contain a special section devoted exclusively to the B.R.D.C., and its many activities, and we believe that this will be a feature of interest and importance.

The B.R.D.C. fills a very valuable place in British motor-racing. As an organiser of long-distance races it has many fine accomplishments to its credit, notably the 500 Miles Race and the British Empire Trophy. It has also been of great value as a means of bringing together the racing drivers of this and other countries, and in representing drivers' interests in their dealings with the R.A.C. Appeals Committee. Membership of the B.R.D.C. cannot be acquired by any other qualification but actual participation in motor-racing, with the result that it carries with it a positive distinction. It is a good thing that this rule has never been relaxed.

Membership of the B.R.D.C. has also come to be regarded as an invaluable passport to goodwill on the Continent and in the U.S.A.—indeed many famous Racing drivers abroad have been deeply gratified at being made honorary members. For example, we believe we are correct in saying that the B.R.D.C. badge is one of the two badges carried on the front of Rudolf Caracciola's private Mercedes-Benz.

There is a third function which the B.R.D.C.—under its distinguished President, Lord Howe, and its able Secretary, Mr. D. J. Scannell—has fulfilled with conspicuous success. It is that of welcoming and serving as cicerone and friend to any foreign racing drivers visiting this country, and thus fostering the bonds of international sportsmanship. The party given to the German drivers after last year's Donington Grand Prix was a notable example of this excellent work.

And now perhaps we shall be forgiven if we say a few words about ourselves. "MOTOR SPORT" is fifteen years old—still a youngster in terms of publishing, but a wise old man in terms of motor-racing. Its aim is now, as it has always been, to cater for the motor-racing enthusiast. Not just the motorist who occasionally visits Brooklands, Donington or the Crystal Palace, but the man—and woman, too—who takes a real interest in what we consider to be the finest sport in the world. It is for this reason that in the pages of this journal you will find all the inside news there is to be had about motor-racing and the people associated with it. "MOTOR SPORT" is written by enthusiasts for enthusiasts.

And fifteen years of continuous publication have taught us that this plain unvarnished recounting of the details of motor-racing is what people like.

We do not pretend to publish the perfect journal. There are certain ways—unfortunately, expensive ways,—in which we realise our paper could be improved. But we do our best according to the economic factors which govern this materialistic world.

In the meantime, it is with pleasure and pride that we announce our association with the British Racing Drivers' Club, because we believe that the news in the section devoted to the Club every month will add considerably to the interest of our journal.

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MERCEDES-BENZ HAT TRICK

MANY RETIREMENTS IN GERMAN GRAND PRIX. SLIPPERY COURSE AT NURBURG RING

At the end of one of the strangest races ever held at the Nürburg Ring, only one Mercedes-Benz and one Auto-Union was left running in the German Grand Prix, out of the nine cars in the two teams which had started.

Caracciola ended his long run of bad luck by a masterly victory for Mercedes. He not only drove with all his old skill on the slippery course, but won his victory by splendid tactics, using only just sufficient speed to keep his rivals at bay. Quite early in the race all his team mates had fallen out, and he was fighting alone battle against three Auto-Unions. When the 22 laps (about 300 miles) were over, only Müller survived in the latter team.

Caracciola thus completed a hat trick in the German Grand Prix for Mercedes. He himself won in 1937, and last year was the occasion of the late R. J. B. Seaman's famous victory.

Rain fell at intervals during the race, and none other than Nuvolari himself stated that he had never known the track so slippery, as the showers were never sufficient to make the surface really wet. During practice, on the other hand, the weather had been warm, and carburation, set for different conditions, was badly affected.

There had been some really terrific speeds in practice, during which Hermann Lang lapped the 14-mile course, the most tricky in Europe, with more than 120 corners, at no less than 87½ m.p.h. With a time of 9 min. 43½ sec., he beat Rosemeyer's unofficial practice record, set up in 1936 with one of the 6-litre cars by 3 sec.

During the actual race, however, these speeds were not reached, and Caracciola's winning average of 75.14 m.p.h. was the lowest on record since the modern formula cars began in 1934. Caracciola himself made the fastest lap at 81.65 m.p.h., and the official record thus remains in the hands of Lang, who set up a speed of exactly 86 m.p.h. during the recent Eifel races, and averaged 84.14 m.p.h. for ten laps.

Fast practice laps by Lang (9 min. 43½ sec.), Von Brauchitsch (9 min. 51 sec.), and Caracciola (9 min. 56 sec.) had given the three Mercedes aces the front positions on the starting grid.

The best Auto-Union lap had been 9 min. 59½ sec. by Müller, for Nuvolari had been handicapped through his car catching fire during practice, and it was only just repaired in time.

The skies were dull and threatening when the maroon went off, and the seventeen cars were let loose. Besides the five Auto-Unions and the four Mercedes, there were three Delahayes, Sommer's Alfa-Romeo, two of the 3-litre Maseratis, and two 1½-litre Maseratis.

Lang and Von Brauchitsch shot away in the lead, while both Caracciola and Nuvolari made a slow start. The long procession of white, red, and blue cars snaked off into the hills, and the crowd, not quite so large as usual, settled down to await news from the announcers dotted round the course. At the Karussell hairpin the order was Lang, von Brauchitsch, Müller, Caracciola, and

Pietsch, with one of the 3-litre Maseratis.

When they reached the grandstand at the end of the first lap, Lang was out on his own, with a lead of 27 sec., having averaged 79.92 m.p.h. from a standing start. As the others drove by, there was a murmur of surprise, for Pietsch was now fourth, having passed Caracciola, and Nuvolari had picked up to sixth place.

On the next lap came a series of sensations, bringing gasp after gasp from the crowd. Lang was signalled first, as expected, on the indicator board giving the order of cars approaching along the straight, but as he appeared he was slowing for his pit, and a red car was close behind, about to flash by and take the lead! It was Pietsch in his Maserati, showing a terrific turn of speed.

No von Brauchitsch! It was Nuvolari who came next, having passed Caracciola. At last the missing Mercedes appeared, and von Brauchitsch joined Lang at the pits. Plugs were changed on both cars, and they got away, fallen from their proud position.

Nuvolari and Caracciola had been close behind Pietsch, the former, indeed, shaking his fist as he tried to pass. Before the Karussell Nuvolari had taken the lead, but Caracciola had fallen back a little and Müller had passed him. Pietsch's car was beginning to feel the effects of his great dash, and at the end of the third lap he was fourth, behind Nuvolari, Müller, and "Caratsch."

Meanwhile the other 3-litre Maserati, driven by Villoresi, was stopping almost every lap at its pit, while Stuck retired with a broken petrol pipe, and was brought in to the pits seated on the tail of Sommer's Alfa-Romeo, which was misfiring badly, and also retired.

Worse still, Lang came in again to his pit. His carburettor setting was hopelessly amiss, and as it would take half an hour to alter it, he withdrew.

Last place in the Mercedes team had been given to Brendel, the young cadet driver, and on the third lap he showed his paces by averaging no less than 81.10 m.p.h., which for a long time stood as the fastest lap of the race. This effort had brought him up to fifth place, but, as the rain was beginning, and the experienced Lang was now idle in the pits, Neubauer, the Mercedes team manager, signalled to him to come in for Lang to take over.

Brendel, elated at having passed Müller on the fourth lap, tore by the stands and failed to come in, despite further signals. Then a few minutes later, the speakers announced that Brendel was in the ditch at the Wehrseifer S-bend, and was unable to continue! Lang threw down the seat-cushion which he had been holding in readiness, Neubauer threw down his famous flag, and there was consternation in the Mercedes pits. A little later Brendel telephoned innocently asking for a car to fetch him back. This was the last straw. Seizing the telephone, Neubauer roared down it that he could—well walk back!

Caracciola, at any rate, was moving up, and on the sixth lap took the lead when

Nuvolari made a momentary stop at his pit. Von Brauchitsch, however, came in also, and though the wheels were changed and the car refilled, it was decided to withdraw it, because the auxiliary fuel tank was leaking on to the magneto, and there was risk of fire.

This left one Mercedes against four Auto-Unions, lying second, third, fourth, and seventh. The odds were lessened slightly when Nuvolari made another stop, this time for about 2 min. while plugs were changed, but on Caracciola's car the engine was beginning to sound none too good, and Müller was gaining ground.

At nine laps the leader stopped for refuelling and fresh tyres, and plugs were also changed. Amid excitement Müller followed to his pit, and got away in 44 sec. while "Caratsch's" car was still stationary! Hasse now led for Auto-Union, with Müller second, Caracciola third, and Nuvolari fourth. Pietsch had stopped twice at his pit, but was still fifth. Hasse's car was refuelled on the following lap so quickly that he did not lose the lead, and so the same order prevailed at half distance (eleven laps).

Caracciola's car was now going much better, and on the twelfth lap he moved up ahead of Müller. Next lap Hasse solved the question of the lead by running off the road during another shower of rain, and thereafter "Caratsch" had matters his own way. Meier also retired with his Auto-Union, the reason given being that the front axle had broken, though after the race this appeared to be quite intact.

Pietsch was another to run off the road, but he recovered and arrived at his pit, going off again with his beautiful car undamaged and as hearty as ever. These Maseratis have only to find more reliability to be a power in racing.

Caracciola made a lightning stop on the eighteenth lap, refuelling in only 18 sec., but next lap Nuvolari came in with steam pouring from his engine, and without delay the car was pushed away. Müller's last refuel was even quicker than Caracciola's, taking a mere 15 sec., but the old master now had a secure lead, and went on to victory. The Delahayes had been running consistently, though at no great speed, behind Pietsch, and were fourth, fifth, and sixth.

THE SPORTS-CAR HOUR RUN

S. C. H. Davis certainly set a fashion that has been widely followed since he asked the R.A.C. to officially observe an hour's running of Aldington's original, white Frazer-Nash-B.M.W. round and round Brooklands. At Brooklands last month Mrs. Jill Thomas took out her Type 328 B.M.W., fully equipped—the car she and her husband so often race—and, timed by the B.A.R.C., averaged 101.22 m.p.h. for the hour's lappery. This is excellent testimony to the real speed which you buy when you invest in a Type 328 Frazer-Nash-B.M.W. This run compares with Davis's original 102.2 m.p.h. and with the fastest stock-car hour run yet observed—Benoists' 112 m.p.h. with a Type 57SC Bugatti saloon.



MONTHLY BULLETIN

THE LATE R. J. B. SEAMAN

THE death of Richard John Beattie Seaman as the result of an accident during the Belgian Grand Prix has robbed Great Britain of her premier driver, while the whole motoring community still feels a sense of loss in the passing of so modest and gallant a sportsman.

Dick Seaman was a member of the committee of the British Racing Drivers Club, and in 1938 was awarded a special Gold Star for his feat in winning the German Grand Prix with a Mercedes. This was the first occasion since 1929, the year in which the Gold Stars were instituted, that a Star had been awarded for an individual feat.

Seaman never won one of the regular Road or Track Stars, in spite of his many successes, though he only just missed winning the Road Star in 1936, when he won six races. Possibly this was because he seldom took part in Brooklands meetings, where so many valuable points may be amassed.

Seaman's love was always for road racing. He began his career in 1933 with a 2-litre Bugatti, while still at Cambridge, and in the following year joined in partnership with Whitney Straight, then also a Cambridge undergraduate. Another member of the team was the famous Hugh Hamilton, who was killed in the Swiss Grand Prix when he was bidding fair to become one of Britain's finest drivers.

With an M.G. Magnette, later raced by R. E. Tongue, Seaman won the Prix de Berne, the 1½-litre race which precedes the Swiss Grand Prix, and was third in the Coppa Acerbo in Italy.

When Whitney Straight's équipe was disbanded, Seaman bought an E.R.A., and was actually one of the first private owners of this make. He was one of the four drivers who went over to the Eifel races in 1935 for the triumphant debut of the E.R.A., Raymond Mays was the winner, and Seaman came in fourth.

Seaman soon set up his own tuning shop, aided by G. Ramponi, the Italian, and his preparation of his E.R.A., was so good that he won the Prix de Berne again, and also the Coppa Acerbo and the Masaryk Grand Prix. He also showed some talent as a hill-climb driver by making second fastest time in the Grossglockner Hill Climb. He was only fractionally slower than Hans Stuck, who broke the record for the hill, and, with a faster time than many of the Grand Prix cars, won his class easily.

Then he acquired one of the famous straight-eight Grand Prix Delages, which in their heyday had been almost invincible. Seaman and Ramponi set to work to modernise the car, and in 1936 descended upon the up-to-date 1½-litre cars, and massacred them. Victory after victory fell to Seaman—in three weeks he won the Prix de Berne (for the third successive



In a Club like the B.R.D.C., individuals are not always able to maintain as close personal contact as they would wish. And for this reason, I have always felt that the need exists for some well established medium to which Members may turn for intimate news of their friends' activities, both racing and social.

"Motor Sport," which has done good work for the greatest of all sports over a number of years is obviously well fitted to serve as this medium and today begins an association which I hope and believe will be long and harmonious.

(Signed)

Korr.

year), the Coppa Acerbo, and the 200 miles Race at Donington. He also won the R.A.C. 1½-litre race in the Isle of Man with the Delage, and with a Maserati won the British Empire Trophy. Finally, he shared the victory in the Donington Grand Prix in 1936 with Hans Ruesch in the latter's Alfa-Romeo.

After this amazing record it was small wonder that the foreign Grand Prix teams should begin to take notice, for drivers of Dick Seaman's calibre have never grown on bushes. Mercedes-Benz invited the

British driver to join their team for 1937. Some have criticised Seaman for thus driving a foreign car, just as the late Sir Henry Birkin and others have been criticised. But Seaman, and indeed the other drivers so criticised, always made it clear that if there were an opportunity to drive a British Grand Prix car, they would be the first to avail themselves of it.

After joining Mercedes Seaman had one or two minor crashes in practice, as was only to be expected with the formidable 6-litre formula cars, to which he was unaccustomed. But he soon settled down, and was seventh in the Tripoli Grand Prix and fifth in the Avus races, the two fastest events in the world.

In that year, 1937, the Mercedes team was split up for the Belgian Grand Prix and the Vanderbilt Cup in the U.S.A., occurring on adjacent dates. Seaman went to America with Caracciola, and finished second at the Roosevelt Field to Bernd Rosemeyer, at the peak of his meteoric career.

Seaman had a remarkable escape in the German Grand Prix on his return to Europe, when on the long straight at the Nürburg Ring he was involved in the tragic accident in which von Delius lost his life. Seaman, on the other hand, was scarcely hurt. It was the luck of the game.

In 1938 Seaman was well pleased by the new 3-litre formula cars, low and squat, like the Delage, and with immensely fast revving engines. Almost at his first opportunity, he rose to the greatest heights, winning the German Grand Prix in faultless style. "As God Save the King" echoed over the Nürburg Ring, we were proud of Richard Seaman, and our thoughts went back to the only other Englishman ever to have won a classic Grand Prix race, the late Sir Henry Segrave.

Seaman followed this success by a second place in the Swiss Grand Prix, on his favourite circuit at Berne, where he also made the fastest lap. Finally he was third in the Donington Grand Prix, and might have won had it not been for that skid on the patch of oil. He was runner-up to Caracciola for the European Championship last year.

In 1939 the Belgian Grand Prix was practically his first race, and he was leading at the time of the accident, which was caused by the slippery state of the road owing to a deluge of rain.

As one looks forward to the races to come, it is sad to think that Dick Seaman will not be there. He was only 26 years of age, and in his short career had won not only fame but a host of friends. He will be sorely missed.

OBITUARY

It is with the greatest regret that we have to record the death of C. Penn Hughes as a result of an aeroplane accident. He had been a Member of the Club for a number of years and to his wife and parents we extend our sincere condolences.

THE B.R.D.C. MONTHLY NOTES—continued.

BONUS AWARDS

The Hon. Peter Aitken, with 57 marks, still retains his lead for the B.M.R.O.A. Bonus Awards. Details:— Hon. Peter Aitken 57; R. Parnell 48; H. L. Brooke 47; K. D. Evans 44; I. H. Nickols 43; P. Maclure 41; A. C. Dobson 38; F. R. Gerard 38; W. E. Wilkinson 33; R. E. Ansell 32; R. Hanson 31; H. L. Hadley 30; N. G. Wilson 28; G. E. Abecassis 26.

With the cancellation of the J.C.C. 200 and B.R.D.C. September Meeting there remains only seven events ranking for marking.

They are:—

- Aug. 7th. B.A.R.C. Bank Holiday Meeting.
- „ 26th. R.R.C. Imperial Trophy Race.
- Sept. 2nd. Tourist Trophy Race.
- „ 9th. Shelsley Walsh Hill Climb.
- „ 30th. Donington Grand Prix.
- Oct. 7th. R.R.C. London Grand Prix.
- „ 14th. Brooklands Autumn Meeting.

WILKINSON APPEAL

Arising out of W. E. Wilkinson's successful appeal against a decision of the Stewards of the recent Shelsley Walsh Meeting wherein he received the assistance of the B.R.D.C., Members are reminded that the Club is always willing to advise

or help on any points dealing with Competition Law. In any such cases, however, it is important that full details are communicated to the Club with the least possible delay.

STAR AND BONUS MARKINGS

J. P. Wakefield's convincing win at Albi and second in the A.C.F. Cup following upon his successes at Naples and Peronne have given him a commanding lead for the Gold Star.

He now has 41 points to his credit as compared with the 20 of his nearest rival—the Hon. Peter Aitken. Other scores are:—A. C. Dobson 19; H. L. Hadley 16; R. Mays 16; R. E. Tongue 14; A. P. R. Rolt 11; A. B. Hyde 8; K. D. Evans 7; R. Hanson 5; and I. H. Nickols 5.

For the Track Star, two drivers—I. F. Connell and C. G. H. Dunham—share the lead with 12 points each. Next in order are F. R. Gerard with 8 points and H. J. Aldington with 6.

NEW MEMBERS

At a recent Meeting of the General Committee, the following were elected full Members:—

- H. L. Hadley.
- G. B. Sumner.
- R. M. Cowell.

A MEMORIAL TO THE LATE R. J. B. SEAMAN

The Committee of the British Racing Drivers' Club have decided to erect a Memorial to the late R. J. B. Seaman. The proposed Memorial will be in the form of a bronze tablet which will be erected at Brooklands, and will be similar to the one in memory of the late Sir Henry Birkin, Bart.

A Fund has now been opened to which Seaman's many former friends and fellow Members of the B.R.D.C., are invited to contribute. Three Trustees are being appointed to administer the Fund one of whom is our President, the Rt. Hon. Earl Howe, P.C., C.B.E., V.D., as representing the Club.

"B. Bira," who was responsible for the very fine Memorial at Donington to the late Pat Fairfield, has been invited to design and execute the bronze tablet.

Donations should be sent to: The Secretary, The British Racing Drivers' Club, 12, Queen's Gate Terrace, London, S.W.7. Cheques should be made payable to the Seaman Memorial Fund and crossed "Midland Bank, Ltd."



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ON PERFORMANCE FOR SALE

AT which period in motoring history reliability or, if you prefer it, dependability, could be taken for granted so far as the general run of cars was concerned, is a puzzle which quite often obsesses us. Not, perhaps, in pre-war times. And yet, even before the European dispute of 1914-18 there were a lot of extremely reliable touring cars, some of them quite inexpensive. After all, I imagine that the 1913 Mors and 1913 Enfield-Alldays which Shakespeare uses for vintage events would constitute quite reasonably reliable touring vehicles, and I know that Col. Clutton's old Fafnir and Forrest Lycett's "Alphonso" Hispano-Suiza are used in this way, to good purpose. We once accompanied Marcus Chambers to Shelsley and home again to London on the 1907 42 h.p. Renault which Lavender drove in the Vintage Cup Race at Crystal Palace last month, without serious disabilities arising. So it would be unfair to write down all pre-war cars as unhappily lacking in reliability. Perhaps, however, it will be granted that in those times, and for a long time after 1918, attempts to inbuild extremely interesting performance into ordinary cars very often, if not always, undermined the reliability and ease-of-servicing factors. For, even some time after the Armistice, the sports-car was one thing and the touring car quite another animal. As a small, but thus early a very dyed-in-the-wool motoring enthusiast, I used to ride at times in luxury cars of the immediate post-war period, such as the Austin Twenty, the Armstrong Siddeley Thirty, the big six-cylinder Wolseleys and the 40/50 Napier and so on, and believe me, mostly if such cars ran at 50 m.p.h. you were doing very nicely. Consider what is expected of a modern Rolls-Royce, Daimler, Packard, Armstrong or any other luxury closed carriage in the matter of speed and acceleration and you see how things have altered. I grant you that potent performance and joyful urge could be had when you and I were mainly concerned with smuggling copies of the "Autocar" into our school-desks, without dire disaster following in their wake, as the 3-litre Bentley and 30/98 Vauxhall and 12/50 Alvis and other good cars testified. But most certainly this wasn't always the case. There was, and not so long ago either, a certain quite desirable motor-car which performed very outstandingly indeed, but which, in so doing, would melt the copper rings incorporated in its cylinder head with dire results. There was another sports job, from a very famous house, in which the cooling water went funny places and corroded the head and another car with urge that captivated the sportsmen and the clutch of which refused to disengage if it became at all wet. Back axles used to give up the struggle quite frequently in the nineteen-twenties with engines proudly boasting Brooklands' urge and there was one small car, quite familiar in trials, which had a delightfully simple lubrication system so that you could profitably bet on the likelihood of No. 1 big end going after climbing any hill steeper than about 1 in 6. Apart from actual unreliability,

many of these early cars, which seemed so desirable judged on road-test figures, could prove appallingly expensive to service, due to eccentricities of design and construction.

Do not imagine that we are "anti-vintage." Very much the contrary! And if you know anything of the Vintage S.C.C. you will know that these enthusiasts who rave over old sports-cars, understand just which were, and which were not, good cars when they were new.

Nowadays, with a very few exceptions, motor-cars are largely taken for granted when it comes to matters of reliability, ease-of-servicing, and completeness of equipment. No matter how rapid your 1939 car, you never contemplate failing to complete a given journey, on account of mechanical mis-adventure. So far as servicing is concerned, in spite of all

which is mainly attributable to better road-clinging, and the excellent performance charts of French sports-cars falling within the £600-£1,000 cost-category.

Alvis, with their 4.3-litre sports job, offer a car that is essentially modern, possessed of a very easily manipulated all-synchro four-speed gearbox and which the acceleration figures are really immense, notwithstanding a maximum speed of some 103 m.p.h.

The 4½-litre Bentley is every bit what we wished our so-called luxury cars and town-carriages of an earlier decade to be, yet it contrives to comfortably better 93 m.p.h. and to leave the best American tin-ware on acceleration. And, talking of cars built primarily as luxury vehicles and certainly not as sports jobs, the 4½-litre Daimler touring limousine, by contriv-



The new four seater Allard which has just been supplied to the order of Mr. V. A. S. Biggs.

that is said and written about sheets of tin concealing vital things, and generally rendering the works inaccessible, automatic chassis lubrication and built-in jacks help quite a lot and the car goes for tens of thousands of miles without going sick, and, when it does, it is ministered to quite effectively by the modern service station. Nearly every modern sports-car has reasonable bodywork and decent equipment—indeed, it is remarkable how spartan a car priced at four figures ten years ago looks beside a £300 sports-car of to-day. And specialist coachwork is a so much cheaper proposition than it used to be, so that you can always suit your own, individual requirements when you have come upon a chassis which performs just as you wish—the Allards of D. G. Silcock and V. S. A. Biggs are truly excellent examples of the specialist coachbuilders' abilities. In short, cars are sold to-day chiefly on performance comparisons. Happily, in this direction this country has little to fear; always admitting the apparently greater point-to-point speed of Continental babies

ing to do over 70 m.p.h. and 0-50 m.p.h. in under 18 secs., shows just how far we have progressed with this type, especially as the price is about £1,000 down on many of the back braked and back-breaking equivalents of the early nineteen twenties. Incidentally, the recently introduced Daimler "Dolphin" 2½-litre manages 82 m.p.h. and 0-50 in under 12 secs. "0-50" by the way, is a good test, if it doesn't tell the whole story, and any car which records around 17 secs. is going to get along very nicely, particularly on congested roads, other factors being of a like standard, while if your particular *bolide* does this test in 12 secs. or less, you should try your luck at Lewes.

The 1½-litre H.R.G. has become quite a standard by which other small sports-cars are discussed, having a maximum of over 85 m.p.h. besides extreme acceleration.

The big Humber Snipe and Humber Imperial and the Wolseley Special Drop-head coupé are ordinary cars encroaching into the realm of true sports-car per-

ON PERFORMANCE FOR SALE—continued.

formance, and the remarkable V12 Lagonda can claim to be at once both a very formidable *sportswagen* and the finest of luxury carriages, at one and the same time. I rather think its 4½-litre engine, by running safely up to 5,500 r.p.m., has upset many old-timers and it has certainly resulted in a maximum of 100 m.p.h. even in 11 ft. wheelbase saloon form, allied to a maximum of over 80 m.p.h. in third gear, and acceleration which rivals that of the fiercest small sports cars. Space prohibits mention of all our outstanding high-performance cars, but one cannot overlook the present-day S.S. which has grown out of being an ideal Jewish promenade-car and now combines really excellent appearance with performance which is astonishing in this price class. The 3½-litre S.S. 100 two-seater must be the lowest-priced 100 m.p.h. car ever offered to the public as a production line and even the 2½-litre

S.S. saloon knocks up a cool 87 m.p.h. and does 0-50 m.p.h. in just over 10½ secs.—all at £395.

So far as Continentals are concerned, the ever-amazing 2-litre Type 328 Frazer-Nash-B.M.W. stands right out with a maximum of over 100 m.p.h. and stamina, control and getaway which win for it race after race, rally upon rally. The 16 h.p. Type 327 B.M.W. becomes a most irresistible proposition when you reflect that, sedate as it outwardly appears, it does nearly 97 m.p.h. flat-out, and shames such a lot of really quick stuff on getaway. Bugatti offers almost unapproachable performance with the Type 57SC, and Delahaye, Darracq, Delage and Hotchkiss are all pretty astounding.

Where purchase of a secondhand car is involved the factors mentioned at the opening of this outpouring become of importance and unfortunately it is not

nearly so easy to learn of snags and shortcomings peculiar to a given, obsolete type or make as it is to register with a stop watch the performance of a good modern, quite apart from the problem of discovering how well the particular specimen under consideration has weathered the passing years. Even so, performance cannot be entirely neglected and figures given in past road-test reports can be very informative; which is one reason why we publish an Index to the tests which this paper has conducted since 1924.

On this subject of performance for sale, praise must be given for the Ford V8, which goes astonishingly well in itself and which has formed the basis of many a specialised sports-car. Even in its somewhat swollen 1939 form, the 30 h.p. saloon does almost 85 m.p.h. and 0-50 in under 11½ secs.—and costs a mere £280.

THE BACKWELL HILL CLIMB

In a so far poor summer, rain was not unexpected at the Bristol M.C. and L.C.C. Backwell Hill Climb, and it fell in heavy showers, never allowing the road to dry. Which was a pity, for the crowd was extensive and the organisation first-class.

Several cars crashed at the top bend. Uglov (H.R.G.) found the bank but continued, but Burton had a front wheel slide in the Talbot and smashed the off side hub and brake, cursing his car right heartily. E. G. M. Wilkes slid right round in The Wilkes J.A.P., and though handling the situation exceedingly well, clouted the bank hard. The off rear hub snapped clean off as he attempted to drive away.

Sydney Allard made fastest time in his sports V8 Allard, experiencing considerable power-slides soon after starting, but looking complete master of the situation. He clocked 26.6 secs. on his first ascent and 26.2 secs. on his next run, winning both racing and sports car

categories, and so taking £25 and the Sports Car Cup. Incidentally, he drove down from London unaccompanied by mechanics and almost immediately after the event left with Mrs. Allard on a 120 mile pleasure run, so The Allard can justly claim to be a useable road motor. It made its ascents mostly in 2nd gear, reaching a maximum of perhaps 60 m.p.h. in a run averaging about 43 m.p.h. The sports car record, established on a dry road, remained intact by .1 of a sec. and no one approached Bolsters absolute record of 23.0 secs., set in 1938. Second fastest was Bagratounis sports 2.6 Alfa-Romeo, in 28.5 secs. and 27.8 secs., and next best was Neale with the A.C.N., which, now weighted at the rear by a body, climbed in 28.1 secs. on both runs. Burleigh's special late-type blown Morris 8 did 31.2 secs., Joe Fry's sports Delahaye clocked 31.0 secs., and in Thurn did a nice vintage Bentley ascent in 29.6 secs. The Boulter-Special, with 700 c.c. Douglas-type light aero motor, was not

on form, and the veteran class produced only Lawson's Turner Miesse steamer, a nicely kept car with tonneau body, which puffed up in 100 secs.

RESULTS

- Sports Cars up to 1½ litres unblown: 1st. G. D. Claridge (Frazer-Nash) 29.9 secs
- Sports Cars up to 1½ litres, blown: 1st. W. P. Uglov (H.R.D.) 30.6 secs.
- Sports Cars up to 3 litres: 1st. C. Bagratouni (Alfa-Romeo s/c) 27.8 secs.
- Sports Cars up to 4½ litres, unblown: 1st. S. H. Allard (Allard) 26.2 secs.
- Veteran Class: 1st. R. Lawson (Turner Miesse) 100.0 secs.
- Racing Cars up to 1,100 c.c., unblown: 1st. E. G. M. Wilkes (Wilkes-J.A.P.) 28.3 secs.
- Racing Cars up to 1½ litres, unblown: 1st. P. Neale (A.C.N.) 28.1 secs.
- Racing Cars up to 1½ litres, blown: 1st. R. E. Ansell (E.R.A. s/c) 28.8 secs.
- Racing Cars up to 4½ litres, unblown: 1st. S. H. Allard (Allard) 26.2 secs.
- Fastest Time of the Day: S. H. Allard (30 h.p. V8 Allard) 26.2 secs.
- Fastest Sports Car: S. H. Allard (30 h.p. V.8 Allard) 26.2 secs.
- Fastest Blown Car: C. Bagratouni (2.6 litre Alfa-Romeo) 27.8 secs.

VINTAGENTS AT LEWES

STUART WILTON'S M.G. MAKES FASTEST TIME OF THE DAY

VINTAGE S.C.C. Meetings are always well conducted, but on July 15th at Lewes, there was more interest to be had in the Paddock than on the course, because no loud-speaker discoursed on the results class by class and few wished to copy out the times from Eddie Wrigley's little blackboard, especially as by staying here one could not see the ministrings to the machinery in the Paddock—which had been moved to the top of the hill in an endeavour to cut down delays between runs, which this new arrangement did not altogether achieve. However, a threatening morning gave over to a beautiful afternoon and everyone seemed to enjoy themselves at this lovely spot.

G. H. Symonds, confused by the new Paddock location, waited patiently for some racing motors to arrive and then, when he had been directed to his R-type

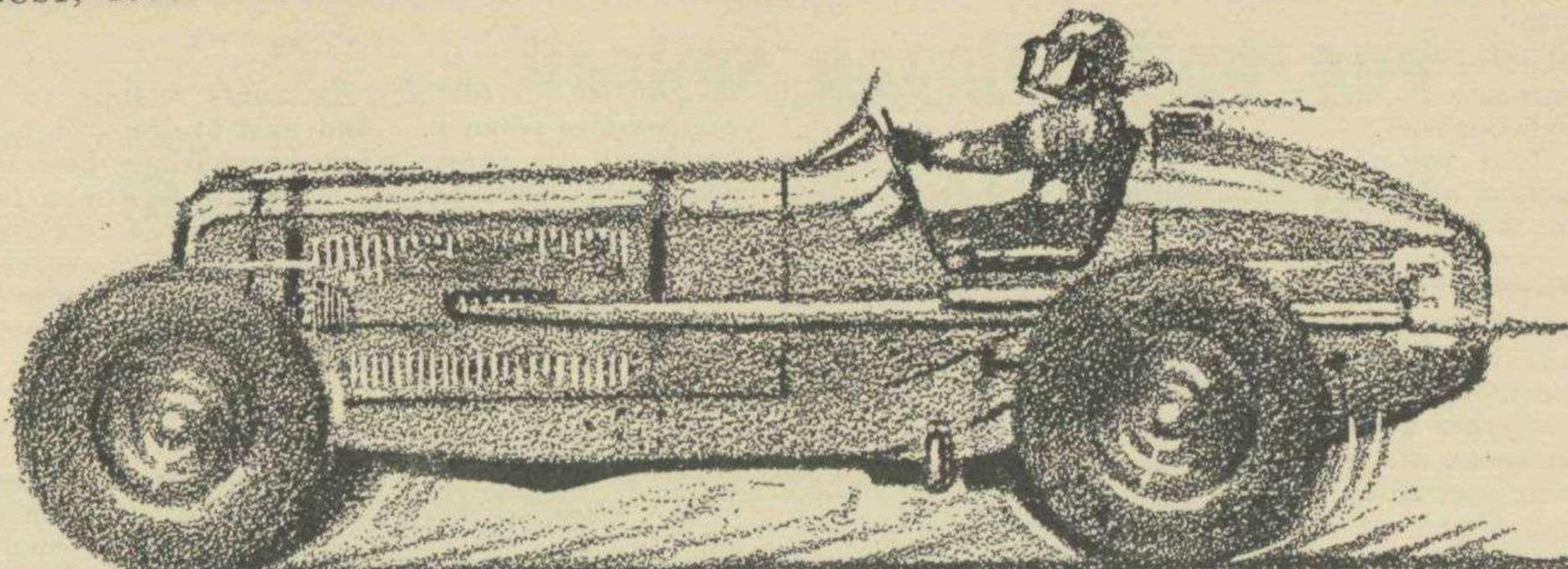
M.G., found it still inclined to misfire, although improving as the day wore on. N. Green, with the one-time Hutchison Zoller blown Ford Ten single-seater oiled a plug when an h.t. lead fell off and later experienced mysterious fading of the urge.

Stuart Wilton's M.G. made best time of all, in 21.6 secs. Anthony Heal, in yet another pair of unique trousers, as usual upheld the Edwardians, and proved them no joking matter. Getting the 1910 Fiat in a cloud of oil-haze, so fast that the rubber dust on the road almost caught fire, he actually clocked 23.52 secs. on his fastest run. John Morris and Raphael shared the Benz, which didn't much like starting, so that it had to be pushed along the King's Highway, the Lewes police sportingly staying out of the fun, as they always do. It is towed by a Big Six Bentley, and has a Ford V8 as an addition-

al tender. J. Lander drove his 1899 belt-drive New Orleans down from London and, front wheels juddering fearfully on the tick-over, got it off on a rousing climb occupying 156.67 secs. Hampton also drove the 1910 Bugatti down, as did Windsor-Richards the Itala (on those useful red and white plates) and Samuelson his Peugeot, which is used daily.

Results

- Classes I and II: H. Stuart Wilton (M.G. S), 21.6 secs. Class III (A): Miss Dobson (Frazer-Nash), 27.08 secs. Class III (B): G. Crozier (Bugatti), 25.57 secs. Class IV (A): B. Burton (Talbot), 24.59 secs. Class IV (B): G. Bagratouni (Alfa-Romeo) 22.44 secs. Classes III (C) and IV (C): G. Bagratouni (Alfa-Romeo), 22.24 secs. Class V (A): D. Silcock (Allard), 23.79 secs. Class V (B): S. Allard (Allard), 22.12 secs. Classes V (C) and VI: C. Windsor Richards (Delage), 23.33 secs. Class VII Miss Wilby (Atalanta), 25.86 secs. Class IX (consistency): Miss Dobson (Frazer-Nash), .02 secs. difference between first and second runs. Class X: H. Stuart Wilton (M.G.), 21.78 secs. Fastest time of the day: H. Stuart Wilton (M.G.), 21.6 secs.



RUMBLINGS

The Fastest Road Car

I BELIEVE that a writer of motor notes for one of the daily newspapers wrote of the Invitation Road-Car Race which took place at Brooklands on Whit-Monday that about all it proved was that the fastest road-equipped car was Arthur Dobson's. The majority of students of form with whom I have discussed the matter seem to share the view that this race, or to be more accurate, these two contests over Mountain and Campbell circuits, did not supply an adequate final answer to the query as to which is the fastest road-equipped car. At the risk of labouring the argument, I think perhaps the views of one who knows quite a lot of this subject may be of interest. His identity shall be concealed because when he expressed the views which follow he had no idea that they would be committed to print.

He says that he believes that Ian Connell's 4-litre Darracq has a big claim on the honours, if you include acceleration, stability, good braking and general convenience in any consideration of what constitutes the "fastest" sports-type car. This Darracq is essentially reliable, runs on a genuine pump fuel, never calls for a change of plugs (I believe the road plugs are employed at speed trials, but racing plugs are used for Brooklands racing) and uses only one rear axle (the ratio of which, by the way, is 3.1 to 1). It has beaten Lycett's famous 8-litre Bentley at Syston, and at Shelsley, and has climbed Shelsley in 43.76 secs. and clocked 20.6 secs. at Lewes. Spares are readily available from the factory, and the car has given a fine record of dependability. If, however, acceleration is taken as the primary means of settling this argument, my informant suggests that the Bentley has it, for it has been up the Lewes course in 20.2 secs.—incidentally, at the last Kent & Sussex L.C.C. Lewes meeting Lycett's gearbox trouble happened a long way before the finish, but, coasting to the line, he still managed second fastest sports-car time of the day! And the MOTOR SPORT test figures for this car, have to my knowledge, never been bettered, including, as they do, the standing quarter-mile in 15.0 secs., the standing half-mile in 26.2 secs., and 0-100 m.p.h. in under 20 secs.

However, indulging in a little permissible hair-splitting, my informer reminds me that on the occasion of our last test of the 8-litre it was running on a proportion of P.M.S. 2 (which Lycett pointed out himself at the time, quite openly), that changes of back axle-ratio are resorted to in order to achieve the best results and that he believes the ignition-control asks for some delicate attention in getting the Bentley going quickly from rest.

Passing to Hugh Hunter's famous supercharged 2.9-litre Alfa-Romeo, our friend says that he is pretty sure the Darracq was originally a match for it on acceleration and in the matter of maximum speed, but that recently high compression pistons have gone in, which, he believes, would enable the Alfa to show both the Darracq and the Bentley the way home. But, rather as if to preserve the complexity of the absorbing argument, he emphasises that this change necessitates running the Alfa on a 50/50 Benzole mixture and that the typical action of the Italian car's clutch sets it back some seconds in any standing-start duel. But the Alfa is now astoundingly rapid and has, I believe, actually passed Connell's Darracq along the Railway Straight at Brooklands on a lap which the latter turned at a cool 125.6 m.p.h. Moreover, whereas Connell could do with a rather lower axle-ratio for sprint work, the Alfa is not unduly high geared and could probably pull a higher ratio on Brooklands when it should be faster still—that is [to say, phenomenally fast.

Of the Delahaye with which Arthur Dobson won the honours in the Whitsun contest, which attempted to clean up all this argument but which only accentuated it, this same authority maintains that, wonderful car that it is, and splendidly as it ran at Le Mans (when Connell shared the handling of it) it has inferior performance to the Darracq, and only won at Brooklands on account of Dobson's truly masterful driving—and, in fairness to Connell, we should mention that the Darracq then had new brake linings which wanted bedding in so that it had to be braked early for the corners. In any case, I understand that this Delahaye now has a Cotal electric gearbox fitted, with a bottom

RUMBLINGS—continued

gear-ratio so high as to materially reduce its accelerative qualities.

That, you might think, almost puts all the essential facts in a nutshell, inasmuch as no production sports-car is likely to approach the potency of the cars just discussed, not even, I should imagine a Type 57 SC Bugatti. Certainly, cars such as the big Atalanta and Allard-Special cannot do so, a point which Sydney Allard, I know, appreciates, immense as such cars are in the lower speed ranges. They come in an altogether more favourable price category, of course. However, we have not yet exhausted the list of more specialised road-equipped cars. The Le Mans Lagonda must be really an outstanding vehicle, although a lot would seem to depend on how much it owes to its racing, virtually single-seater bodywork, which rather places it outside the realm of practical, everyday cars, which is what we now imply by "road-equipped" sports-cars. There is, however, the blown 3-litre Maserati recently owned by Lt. Torin and here our adviser suggests that it is probably a match for anyone—when we tested it last March it certainly equalled the Bentley's figure for the standing start quarter-mile, and on a wet track at that. In this instance, the debatable point is, can it equal the others in respect of tractability, reliability and general convenience? After all, this is really a racing-car with road gear tacked on, and the plugs were changed for our test.

Craig's supercharged "4.9" Bugatti hasn't been seen much of late and is not reckoned to be quick enough off the mark to rival the aforementioned cars. Still, one never knows Just as if the situation has not become sufficiently complex, Cowell, the Alta exponent has said he believes his blown 2-litre sports Alta is bettering the "Lycett figures" at Brooklands, and, as for speed, I believe this car does something like 125 m.p.h. on pump fuel. Then, a letter which we published last month from Denis Conan Doyle put forth a strong argument in favour of the S.S.K.L. Mercedes-Benz (although I do not know where this car is now) which reminds me that this discussion started in these very columns, years ago, when we suggested that either this Mercedes-Benz or the Blower Le Mans 4½-litre Bentley, in its original trim with the big port block which Robertson-Roger's car apparently has not got, must rank as the world's most formidable road car—and there is yet another possible contender for you! As a race apparently cannot settle the argument, timed tests of acceleration and maximum speed seem the only solution if settlement is to be reached. At the speeds which these cars attain, the official timing strips should be used if direct and invidious comparisons are to be made. Whether this will ever be done remains to be seen, especially as it has to be admitted that the matter is of academic rather than practical interest, because the cars involved are not exactly catalogue models, and only a few wealthy sportsmen are directly interested and likely to stay their hands in purchasing replicas until one such car emerges as the Crowned King of all the road-equipped, pump-fuel-burning cars. We hope from time to time to be able to publish performance data and details of some of the cars which I have been discussing, but on account of their individual interest rather than

to provoke, or further, arguments relating to their comparative potency. And, just to drop you a final bombshell, the person whose views I have been quoting, closes by remarking that he wouldn't be surprised if the new sports 4½-litre Darracq or 3-litre Delage (or V12 Delahaye?—Ed.) would not leave everything else standing and that perhaps the result of the T.T. next month will automatically and decisively put all the existing claimants out of the running . . .

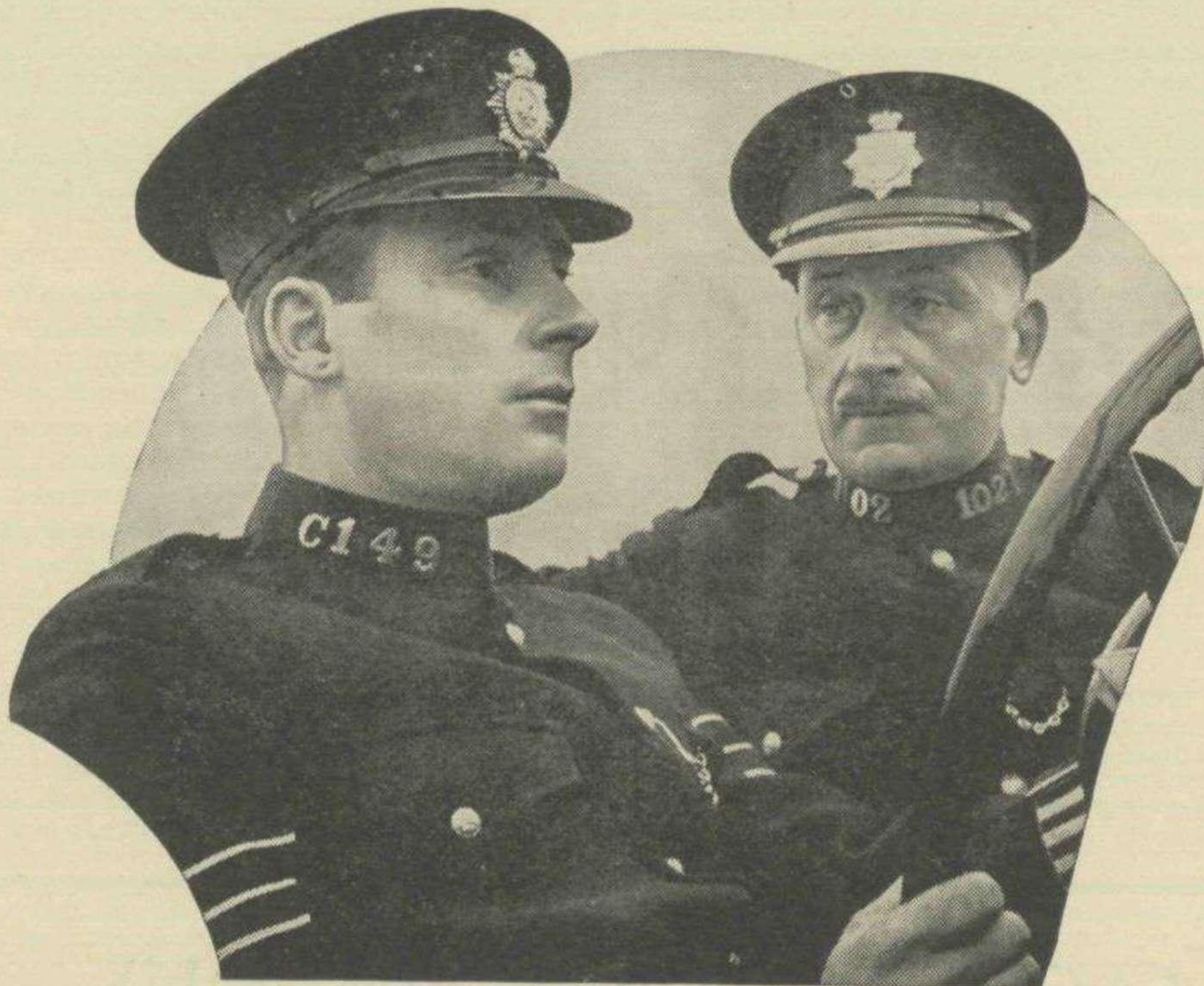
A Race to Revive

The level headed young men or young women of to-day would probably be quite justified in dealing forcibly with anyone who prates about "the good old days" without being able to claim any very clear idea as to why the old days were so very good. Not, of course, that I would ask Sam Clutton or Dick Nash to second me on this subject at a public debate. But, be this as it may, it does pay, at times, to cast back to lessons of old times in any serious consideration of the future health of motoring sport. When nearly everyone was clamouring for a team of British Grand Prix cars, we asked that the future health of classic British races should not be entirely neglected and published a leading article on some factors affecting the future. Now it is clearly time to put out a few observations relating to the health of the amateur side of the sport—remembering that we have not yet got our G.P. team, nor our 1½-litre team, and that at least two big British races have been cancelled this season. You may say that the amateur is as keen as ever and has more speed events to attend than has ever been the case previously. A glimpse at reports of club speed events of yesteryear will leave you less complaisant. Entries for the J.C.C. High Speed Trial, for instance, were once far larger than they are to-day and competitors with comparatively untuned machinery seemed to have more fun than is possible in these times. Going up the scale a bit, but not by any means into the realm of big National fixtures, races such as the J.C.C. Sporting Car Race and Production Car Race, and the old Surbiton M.C. and Essex M.C. club days at Brooklands, got all the support in the world. Moreover, there was quite a lot of prestige going, for, believe it or not, the evening and Sunday newspapers of those times gave quite a decent bit of space to an event like a Brookland's High Speed Trial, and the weekly motor papers gave you something really worth sticking in the Album-of-Personal Achievement. You know how different are these things in 1939. You know, too, how entries have dwindled. And you know, or for your sake I hope you know, just how far you will get with a standard, inexpensive motor in club speed events.

One thing which has reduced the appeal of such events is the widespread hotting-up of modern cars, so that organisers have to raise schedule speeds in duration speed events to a figure which completely defeats the impecunious owner. Another factor is the growing business element, which makes owners of fast cars demand money prizes before they will play and the organiser, in turn, to ask quite large entry fees. I think that possibly the balance between events which matter and events which do not, has much to

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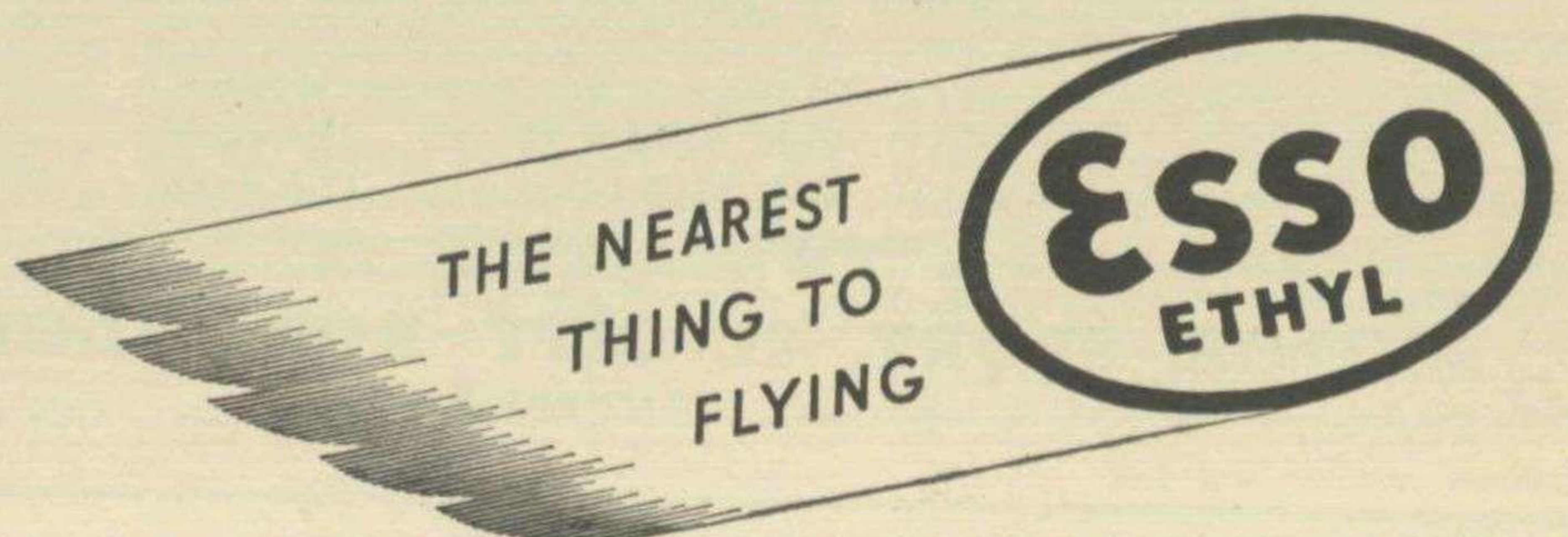
said the Sergeant

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LOOK FOR THE OVAL GLOBE
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RUMBLINGS—continued

do with it. The J.C.C. gives us a High Speed Trial which is excellent fun, excellent value-for-money, and which calls for a good car if a Special Award is to be achieved. The same afternoon it stages a series of rather expensive short handicaps which are still great fun, but which prove very little and which are not remembered for very long. The club Donington meetings are in every way excellent, but achievements thereat live for not more than a week, except in the organising club's particular circle. Speed trials and speed hill-climbs seem the next step and then the owner of an only-fairly-fast car is at once hopelessly out-classed. Far from it to suggest that your enthusiast craves only Press publicity and a pot, but he does seek worthwhile competition and some fairly concrete recognition of his abilities as a tuning-wizard. One of our greatest and most respected authorities has often advised beginners that it is preferable to concentrate on one fairly important event than on a series of less significant fixtures. Bearing this in mind, might one be excused for bewailing the demise of the Relay Race and for suggesting that this 100 per cent. sporting contest, in which three persons shared the expense and combined attributes of each team, could very profitably be revived in 1940? I would like to see the Frazer-Nash and B.M.W. M.C. or the J.C.C. or the M.C.C. as organisers. Also a High Speed Trial put over by the B.A.R.C. and run as an open event,

or as a closed invitation event open to five good clubs, might achieve something of the lost atmosphere and support of the J.C.C. equivalent as it was constituted some eight or more years ago.

The sad state of the game is evident on all sides—by the political interference and influence in G.P. racing, by the cancellation of big British races, and by the small entries for once well-supported meetings. When the "Double Twelve" was run it attracted a very big field and quite a lot of amateur or semi-amateur support. This year the L.C.C. planned an excellent 3 Hour Sports-Car Race and found wealthy sports-car owners quite disinterested, not on account of any flaw in the regulations, but because the T.T. was only six weeks hence and whereas the R.A.C. can offer substantial money prizes the L.C.C. cannot. At least let us save the amateur aspect of the Sport from this commercialised outlook. Trials should be fairly immune, and should continue to flourish if the M.O.T. does not stop them entirely, but even in this sphere a return to the old scheme of allowing competitors to compete against the organiser, for gold and silver medals, instead of against each other for special cups and individual awards, might clean things up a whole lot, and materially strengthen the position in general. Anyway, please bear in mind that Sport and Commerce are bad mixers.

W. O. BENTLEY HONOURED

Lord Craigmyle gave a private luncheon at the Savoy on July 10th to celebrate the showing of the V12 Lagondas at Le Mans. W. O. Bentley was presented with a gold fountain pen.

AN APPEAL WON

W. E. Wilkinson was excluded at Shelsley Walsh, where he made fastest time with an unblown car, handling Whitworth's Riley, on the grounds

that he had not entered the car. He was permitted to drive by the Stewards, but afterwards excluded. Assisted by the B.R.D.C., Wilkinson appealed to the A.I.A.C.R. and has won his appeal.

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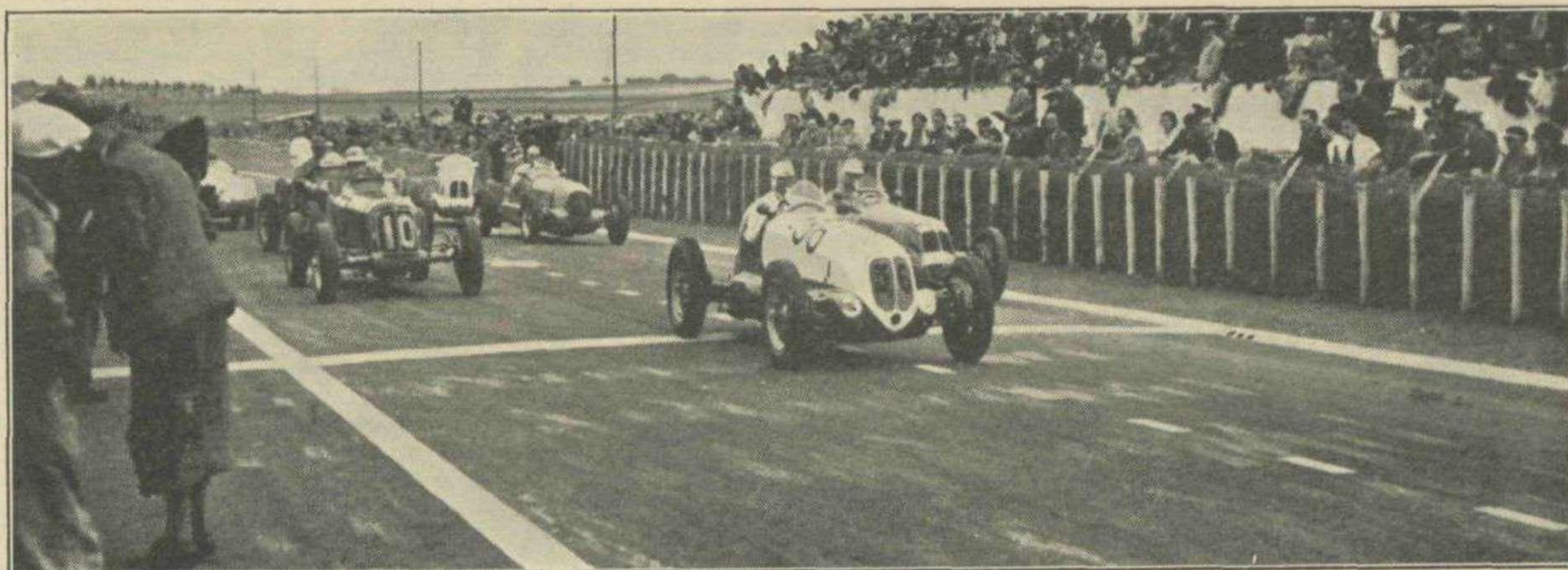
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A. Hug (Maserati) gets away well at the start of the 1,500 c.c. race. He was the eventual winner.

EUROPE'S FASTEST ROAD RACE

MULLER (AUTO-UNION) WINS FRENCH GRAND PRIX. BRITISH DEBACLE IN 1,500 c.c. RACE.

TERRIFIC speeds in the French Grand Prix thrilled a huge crowd at Rheims, where the triangular road circuit is now the fastest in Europe. Indeed, the speeds reached this year at Rheims almost vied with those in the Tripoli Grand Prix, in spite of three sharp corners on the French circuit.

Hermann Lang in his Mercedes actually lapped the 4 $\frac{3}{4}$ mile course at 114.8 m.p.h., and was averaging 110 m.p.h. when at about three-quarter distance he had to retire with engine trouble.

For the first time since the famous French Grand Prix of 1934, all the Mercedes drivers had to retire, leaving the rival Auto-Unions masters of the field. Muller scored his first big victory, and Georg Meier, the new recruit to the Auto-Union team was second. Both Muller and Meier have been brought on in the hard school of motor-cycle racing, and only recently Meier won the Senior T.T. on a B.M.W.

The Grand Prix, which was run over a distance of 51 laps, or about 250 miles, was preceded by the 1 $\frac{1}{2}$ -litre race for the Sporting Commission Cup. This event was over 38 laps, or 185 miles.

The 1 $\frac{1}{2}$ -litre race might have been one of the best contests of the year, had not a variety of reasons caused many absentees and non-starters. As it was, it was most disappointing.

Mercedes did not run their 1 $\frac{1}{2}$ -litres because of their declared policy of not running the small cars over the same circuits on which the 3-litre formula machines are engaged. Political reasons kept away the works Alfa-Romeo and Maserati drivers, as the Italians are not playing in France this year.

So the race ought to have been a good thing for England, offering indeed such a hollow victory that our boasted supremacy in the 1 $\frac{1}{2}$ -litre class should have been more sufficient.

But, to the disappointment of the hundreds of English enthusiasts who had gone over to see the new E.R.A., this elusive machine was again absent, and is rapidly challenging the reputation of the well known non-starter, the S.E.F.A.C. Incidentally, this French car was in the

list of entries for the Grand Prix, with the words added in the programme (humorously intended, or not?) "*depart improbable!*" Should English programmes copy?

However, joking apart, it can at least be recorded that the new E.R.A. put up a promising display in practice, showing a fine turn of speed and remarkable road-holding. Arthur Dobson lapped at nearly 101 m.p.h., though it seemed that he still had something in hand. He is believed to have been reaching about 150 m.p.h. on the downhill straight from the Virage de la Garenne to the Virage Thillois.

Then overheating developed, caused by the pressure of air entering through the radiator, and unable to escape sufficiently quickly even when additional vents were cut. The engine was damaged, and, with no spare unit available, the car had to be withdrawn.

Raymond Mays was without an entry, since he is now an independent, and at the time that entries closed, as long ago as last March, it was thought that he would be able to drive one of the two cars entered by the works. As it was, the second works entry was handed over to Robin Hanson, whose old type E.R.A. was in none too good form, having a main bearing partly in its proper place and partly in the oil filter.

"B. Bira" had crashed in practice, and had had an extraordinary escape. On a fast bend between the Virage de Gueux and the Virage de la Garenne (this stretch, once narrow and full of bends, has now been widened and straightened out) "Bira" went off the road at 100 m.p.h. His E.R.A. overturned, and the Siamese was thrown clear, nor was the somersaulting car was able to catch him up, though it tried to roll on him. "Bira" suffered only a deep cut in his thigh, and was brought back to the pits, quite cheerful, in one of the Simca Fiats.

So all that was left for the race, over which, for British eyes, a veil may be drawn, were Hanson and Con Pollock, with old type E.R.A.'s, Abecassis's Alta, several independent Maseratis (one driven

by Johnny Wakefield,) and three Simca Fiats, of Le Mans type.

The struggle evidently lay between Wakefield and Hug, the Swiss driver, who had one of the new type sixteen-valve four-cylinder engines (like Wakefield's, in his Maserati), Hug's engine was still new and stiff, and Wakefield took the lead. Soon, however, his brakes began to fail, and he overshot the corner at Thillois, before calling at his pit for adjustments.

Hug now took the lead, with a lap of 99.27 m.p.h., and Wakefield chased him. So far it seemed that prophecies that Hug and Wakefield would break one another up might be fulfilled, in which case Pollock had been advised to keep back and step in later. Unfortunately gearbox trouble on the E.R.A. spoilt this plan, and when Hanson also retired, not with the suspected bearing, but owing to running out of fuel with only 14 laps (about 68 miles) covered, the British challenge was over. Abecassis had retired on the first lap with a big-end gone.

Wakefield was never able to catch Hug again, and both kept going, Hug increasing his speed steadily as his engine became run in. Third place remained in the hands of the German driver of a Maserati, Dipper, while the three Simca Fiats ran merrily along behind.

RESULTS

1. A. Hug (Maserati), 99.55 m.p.h.
2. J. P. Wakefield (Maserati), 1m. 57s. behind.
3. A. Dipper (Maserati), 2 laps behind.
4. C. Gordini (Simca), 6 laps behind.
5. C. Contet (Simca), 7 laps behind.
6. J. Paul (Simca), 7 laps behind.

The 1,500 c.c. race had been run for the most part in pleasant sunshine, but in the interval before the big race, which seemed unnecessarily prolonged, a shower of rain fell, and clouds began to gather ominously.

By the time that the Grand Prix cars lined up, the crowd had almost doubled its size. Auto-Unions had four cars against three Mercedes-Benz, for Seaman's place in the latter team had not been filled.

Mercedes had the practice honours, with laps at 117.5 m.p.h. by Lang and 116.7 m.p.h. by Caracciola, but Nuvolari

THE FRENCH GRAND PRIX—continued

(Auto-Union) was not far behind with 116.6 m.p.h. Practice times do not rank officially for records, and the record lap thus remained in Lang's hands at 105.97 m.p.h., set up during the race last year.

The rest of the field was made up of three 4½-litre unsupercharged Talbot-Darracqs, two Delahayes of similar type, and three 3-litre blown Alfa-Romeos. Two of the Alfas belonged to C. Kautz, and were driven by Chinetti and Martin, while the third was handled by Raymond Sommer. Sommer had already driven a Maserati in the 1,500 c.c. race, and was the only driver to take part in both races.

The Talbot Darracqs driven by Le Begue and Etancelin were really of two-seater type, with off-set single-seater bodies, but the third car, driven by Raymond Mays, had a new chassis with the propeller shaft set at an angle, and a central seat for the driver. It also had a five-speed preselector gearbox, but was about 1½ cwt. heavier than the other two. It was the experimental chassis designed for the sixteen-cylinder blown engine, if and when this materialises.

Lang, Caracciola, and Nuvolari had the front rank, and at the fall of the flag Nuvolari made a meteoric start, leaping ahead of the field. The seven German cars swept down upon the first corner between the start and the hairpin at Gueux in one fighting bunch, all striving for position before the narrow bottleneck.

Last year it was one of the Auto-Unions which came to grief at Gueux on the first lap; but now it was none other than the old campaigner, Caracciola himself, who met disaster thus early in the struggle. "Caratsch" put his foot down hard on the corner, and the tail of the Mercedes swung round and struck a wall. The tank was damaged, and fuel gushed out. Caracciola was quite unhurt, and sprang from his car, but a mere glance showed him that to proceed was impossible.

Lang had hesitated at the start, but on the second lap was hot on Nuvolari's heels. Muller on his Auto-Union was third, and Meier's Auto-Union fourth, with von Brauchitsch (Mercedes) fifth, and Stuck (Auto-Union) sixth. Already there was a big gap between the white cars and the rest of the field, headed by the three Talbot-Darracqs, in the order Etancelin, Mays, Le Begue.

Nuvolari broke the lap record at over 113 m.p.h. on the third lap, but Lang was not to be shaken off, and was fractionally faster still! On the same lap von Brauchitsch moved up ahead of Meier, but was still some way behind Muller.

On the fourth lap Nuvolari still led, but on the fifth there was a murmur of excitement, as the Auto-Union and the Mercedes were seen across the cornfields streaking down towards Thillois at 185 m.p.h. neck and neck! As the two cars left the turn, Lang just drew ahead, and the two came hurtling along the straight towards the stands almost level. At the stands Lang led the *maestro* by $\frac{3}{10}$ secs.!

For two more laps the great duel continued, but then Nuvolari sadly drew into his pit with something broken in the engine, and, covered with oil, had to retire.

This left Muller second, but at ten laps he was already 44 secs. behind Lang, who, in the stress of his battle with Nuvolari, had been averaging 110 m.p.h. Brauchitsch was still third, and Stuck had gone up to fourth place, in front of Meier.

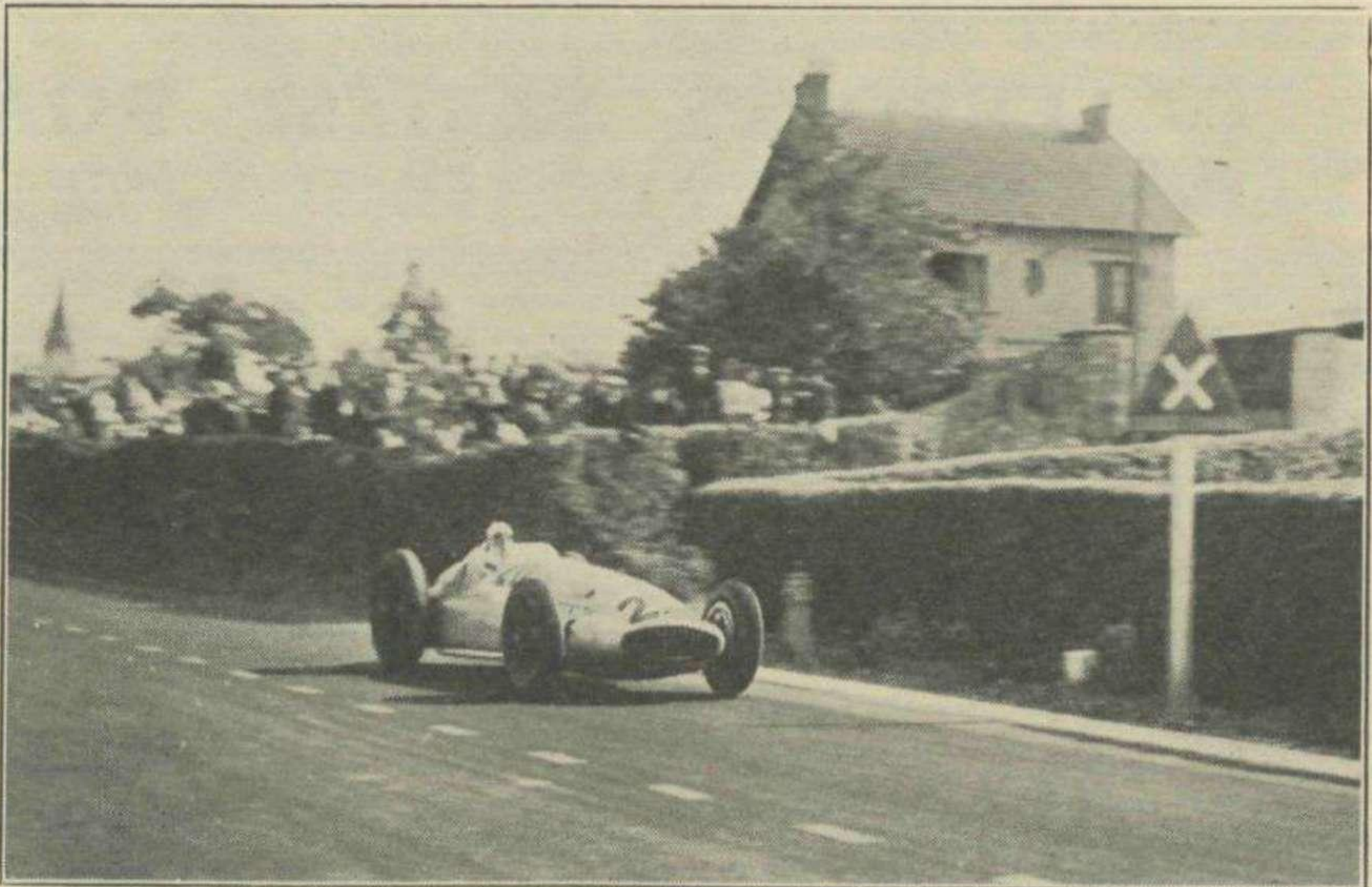
Such was the pace that the leaders had already lapped the Talbots, though Etancelin and Le Begue were actually averaging 97.5 m.p.h.! These two were travelling in close company, and were putting up a great show. In practice Le Begue had shown the speed of his car by lapping at 105 m.p.h., quick enough for anyone. Mays had had to retire with a split fuel tank, and he, too, had been making a creditable show.

Von Brauchitsch scarcely seemed in his usual dashing form, and his engine

of disaster, the fire was over. Meier, who had only been slightly burned, leapt back into his seat, and drove off amid applause, actually with little time lost.

Lang had refuelled in a mere 35 secs., and was thus still strongly entrenched at the head of affairs. At thirty laps he was leading Muller by 1 min. 35 secs., and had averaged just over 109 m.p.h. But then his engine began to emit clouds of smoke. The pace that he had set had been too much, and he began to slow. Nothing could be done, and on the thirty-sixth lap the last Mercedes driver retired.

Muller was averaging 107 m.p.h., and Stuck was now second, about 2 mins. behind. Yet Stuck did not enjoy this



H. Lang accelerating away from the Virage de Gueux with his Mercedes-Benz, which nearly lapped at 115 m.p.h.

began to sound less healthy. Stuck began to catch him up, and then after seventeen laps Brauchitsch drew in to the paddock without bothering to stop at his pit. Piston trouble was said to be the cause. Now there were only four German cars left, three Auto-Unions against one Mercedes!

Lang showed no signs of discouragement, and indeed at once set about raising the lap record still higher, preparatory to refuelling. On the nineteenth lap he got round at 114.28 m.p.h., and on the twentieth was three-quarters of a second quicker, at 114.8 m.p.h.

The Auto-Unions were the first to refuel, coming in on successive laps. When Meier's turn came, the mechanics were so anxious to get him away that they forgot to shut off the fuel hose, and fuel flooded the cockpit. As the engine fired, flames sprang up. Meier, receiving his baptism of fire with a vengeance, seemed penned in his seat, wildly flapping his arms.

No one lost their heads. Meier was hauled from his seat and rolled on the ground to extinguish his burning overalls. More men brought out a huge extinguisher in a trice, and almost before the excited crowd realised the imminence

position for long, as his engine, too, began to misfire, and soon Meier passed him.

Only two German cars were running properly, and one of these had been on fire! The Talbots were still running beautifully, and had not stopped at all, keeping up their average of over 97 m.p.h. Before long Stuck's crippled Auto-Union had been eaten up, and the Talbots were third and fourth. Was it to be the case of the hare and the tortoise? The French crowd cheered on their favourites every lap.

But Muller and Meier made no mistake, and the Talbots had to be content with third and fourth places. Stuck was eventually passed also by Sommer's Alfa-Romeo, which had been leading the remainder of the field, but which had been altogether outpaced.

RESULTS

1. H. Muller (Auto-Union), 105.25 m.p.h. 51 laps in 2h. 2m. 11s.
2. G. Meier (Auto-Union), 50 laps.
3. R. Le Begue (Talbot-Darracq), 48 laps.
4. P. Etancelin (Talbot-Darracq), 48 laps.
5. R. Sommer (Alfa-Romeo), 47 laps.
6. H. Stuck (Auto-Union), 47 laps.
7. R. Dreyfus (Delahaye), 45 laps.
8. L. Chinetti (Alfa-Romeo), 45 laps.
9. P. Ralph (Delahaye), 44 laps.

Club News

HERTS COUNTY A & A.C.

Speed Trials were held at Beechwood, near Markyate on June 25th. Fastest time of the day went to R. M. Cowell, whose racing 1½-litre Alta clocked 18.6 secs., a time just outside the course record. The best club member was J. F. Clowes, who recorded 19.8 secs. with a McEvoy-Special. Bowles's Austin Seven won the 850 c.c. sports class, Willis (blown 747 c.c. M.G.) the 1,100 c.c. sports class, E. J. Haesendonck (blown PB M.G.) the 1½-litre sports class, while a Standard was victorious in the category for 10 h.p. cars and racing-driver Dunham (Alvis) won the unlimited class in 21.3 secs. Collings (K.P.L.) won the 850 c.c. racing class in 22.6 secs., Wilkes the 1,100 c.c. racing class with his 981 c.c. J.A.P.-Special, in 22.0 secs., and Haesendonck's M.G. took the 1½-litre racing class in 20.0 secs. The team award went to the Fitt, Johnson and Kay team of two B.M.W.s and a Frazer-Nash. There will be another meeting at Markyate on September 17th.

FRAZER-NASH AND FRAZER-NASH B.M.W. C.C.

The postponed speed hill-climb up the private drive of Neil Gardner's house at Burghfield Common happened on June 24th, complete with adjacent fun-fair and Lord Nuffield to present the prizes. The quarter-mile course involved some curious corners, where the artificial banking hindered rather than helped competitors. The A.C.N.-Special had previously sounded very potent at the exhaust stubs of its A.C. Six engine, but has appeared too light about its G.N.-type chassis to clock good times. However, it now came into its own and, driven by P. W. Neale, set up fastest time of the day, in 27.0 secs., winning the 2-litre racing class from Fane's B.M.W., which was second fastest with a climb occupying 27.03 secs. The 1½-litre sports class was won by Roy Cutler's Frazer-Nash, in 27.57 secs., from Clarke's well known, Dubonnet-suspended Frazer-Nash. Murray's B.M.W. netted the 2-litre sports class from H. J. Aldington's B.M.W., and in the 3½-litre sports class—the R.A.C. imposed a capacity limit on the Burghfield course—"H.J." turned the tables on Murray. There was .29 of a sec. in it in the previous class, and .42 of a sec. separated them this time. The 1,100 c.c. racing class saw the Appleton-Special victorious, in 28.8 secs.—slower than the sports car times. Cutler's Frazer-Nash won the 1½-litre racing class in 27.08 secs. from a Salmson, and the A.C.N. pipped Fane in the 2-litre class. Baron's Bugatti took the 3½-litre racing class in 27.22 secs. from Hugh Hunter's road-equipped Alfa-Romeo, which now has a higher compression-ratio than when it first came to this country. Mrs. Jill Thomas's

B.M.W. won her the Ladies' Prize. All gate money was handed to the Royal Berkshire Hospital.

M.C.C.

Donington, apart from being our most important road-course, is also a very busy amateur's playground. Following the excellent C.U.A.C. meeting the M.C.C. monopolised the manufacturer's circuit. In the Team Relay Race the Gibson-Alexander-Truett team of S.S. 100s proved easy victors—Gibson's car, by the way, lives at Hodgkinson & Crossley's garage at Clapham Common. Terry's S.S. won the First 5-lap Handicap from Alexander's S.S. and Melly's Singer, at 70.22 m.p.h., and Truett's S.S. the Second 5-lap Handicap from Morgan's Morgan and Gibson's S.S., averaging 70.59 m.p.h. The First 20-lap Handicap was won by Hill's Riley at 65.08 m.p.h. from Crossley's B.M.W. and Alexander's S.S. The last race was another 20-lap handicap, which C. J. Gibson's S.S. won at 69.61 m.p.h. from Terry's S.S. and Shattock's Austin. Burton had a crash with his Talbot at Coppice, but was unhurt. "Ebbey" conducted the starting. The modern S.S. owner certainly supports the right events, and one wonders how long it will be before someone supercharges the already extremely potent 3½-litre . . . ?

LANCASHIRE A.C.

Thirty-five competitors started in the Davis Trial and thirty-three finished. J. B. Terras (M.G.) won the whole thing, J. Hothersall (M.G.) was leader of the touring class, and T. Poole (Wolseley) was best in the class for cars over five years of age, while Knight (M.G.) won the Novices' class. Smith's B.M.W. was the outstanding closed car.

ROYAL SCOTTISH A.C.

A recent run for veteran cars attracted an entry of twelve carriages all built prior to 1915. Runners included Gregory, of 6½-litre Bentley association, with an early De Dion, a 1900 Arrol, a De Dion tricycle, a Humberette, a 1903 Peugeot and a Panhard. When are the Vintage S.C.C. road-events for Edwardians to commence?

750 CLUB

The 750 Club—the new club catering for Austin Seven owners and other small car folk of modest means—held its first Committee Cup Trial in Kent on June 25th. The excellent entry of twenty-seven was obtained, comprised of twenty-one full members and six Austins and these comprised five "Nippy" two-seaters, three "Ulsters," Brown's curious Special (looking very "Paris-Madrid" seen head-on, from afar), Gibson's smart Williams-Special, E. G. Smith's well known, twin-gearbox Special

Miss Spanser's four-seater, a "Ruby" saloon, an Austin Eight saloon, two A.E.W.s, an Arrow, a Brooklands two-seater, Head's converted Army two-seater and the elderly Chummy models of O. N. Perren and W. Boddy. The associates drove a Ford Eight saloon, an F-type M.G. Magna, a Fiat 500, a Singer, a Morris Eight and an M.W. Rover respectively. Thus, while the entry was by no means the monopoly of freak, home-brewed "specials," competition was much fairer than in many other trials, where 7 h.p. cars have to compete against late-type and very frequently highly tuned M.G.s, and similar cars, and these, in turn, against V8s and V12s with no distinctions. The hills were Drane, Hognore, White Horse, South Street and Bucklands Bank, and they were very easy. Actually, a novel marking system was borrowed from the C.S.M.A., whereby failures were docked one mark for every clean climb—possibly a fairer method would be one mark for every success, but this is a system which should be given careful consideration, and might well be developed into a handicap scheme for the improvement of trials in general. Apart from the hills there was a downhill brake test on Coldharbour, a secret check, a restart test on Beechy Lees, and a parking test to be completed, and on South Street only one reverse was permissible at the a hairpin approach. Much trouble was evident, Birkett's Ulster Austin running out of fuel and misfiring, another Ulster retiring, Perren's Chummy oiling plugs, and Frigout's M.G. breaking a piston. We believe the winning Nippy ran an end, which Capt. Kipps certainly did in the course-patrolling Standard, and Chiles had severe engine trouble with his Nippy. Official results are not yet to hand—but provisionally the winner is G. D. Cole (Austin Nippy) with L. Williams (A.E.W. Austin) second, A. W. Butler (Austin Ruby saloon) third and D. J. Kevis (Austin Arrow) fourth. Brymer (M.W. Rover) easily won the Associates Cup, although failing the last test, and E. G. Smith's (Austin Special) made best time in the brake test. This Club is doing great things for the more impecunious enthusiast and merits support, which it already has to the extent of some sixty members. It is now receiving invitations to several events and will run its own Knatt's Valley hill-storm on September 10th and a speed trial later on. The subscription is 7/6 per annum, with no entry fee, and the "750 Express" is mailed to all members. Hon. Secretary: P. H. Hunter, 39, Warland Road, S.E.18.

J.C.C.

The J.C.C. Party to America did not prevent the Club running its annual Evening Trial, for which it received the excellent entry of fifty. Once again, those

CLUB NEWS—continued

who say that trials hills can never be any use in summer were confounded, as in the case of the Brighton-Beer, by what a British summer can do. Heavy rain on the previous day resulted in the third hill being cut-out completely and the fourth hill abandoned after continual failures following Hield's clean climb in an M.G. Two cars retired, but special tests decided the day, and D. G. Silcock's V12 Allard made best performance, although beaten in the second re-start test by the L.N. Special, Hugh Hunter's Frazer-Nash-B.M.W. and Price's Ford, by a small margin. First-class awards were won by Hield, Jackson, Rushbrook, Boutle, Frey, Gibbs, Bacon, and Clare (M.G.s), Lines (L.N. Special), Silcock (Allard), Temple (Standard), Morley (A.C.) and Price (Ford). The trial was discussed over an excellent supper but, for our part, we found the proprietress of "Benacre" at Milford, quite agreeable to preparing us an excellent meal at 10.30 p.m., as last year, and we celebrated the fifth Evening Trial very satisfactorily.

VINTAGE S.C.C.

There is absolutely no need to advertise events by run the Vintage S.C.C., and we would merely remind readers that the Donington meeting happens on August 12th and the Prescott hill-climb on August 26th. There is certain to be an excellent entry and attendance. Another "Bulletin" is due. Sam Clutton now keeps his Edwardians out of Town and has a very interesting Daimler as well as his Itala. He has also brought a beautifully preserved, 1922 type E 30/98 Vauxhall.

Hon. Secretary: Tim Carson, "Egarston," Park Lane, Basingstoke, Hants.

BUGATTI OWNERS' CLUB

The B.O.C. rests on its laurels after the International Fixture at Prescott at the end of last month, until September 24th, when it will organise the Open Autumn Hill Climb at that venue.

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

GENERAL NOTES

The Rover Ten Special, loaned by R. E. Richards, provided a truly exhilarating fortnight and now, the car having been returned, one finds oneself looking back on the experience with very happy memories. This Rover certainly comes into the category of a car one would like to retain in the home garage and, if its sponsors can produce Replicas at the figure they name, they are "onto something" with a vengeance. British summer weather prevailed most of the time we had the car, but somehow drenchings and rapid dryings do not seem to harm one nearly so much as stewing all the while in a travelling glasshouse. We loaned the car to a friend on the occasion of a small trial in Kent, through which we optimistically took a "Chummy" Austin with its dynamo out of action and a coil-ignition engine in situ. The only partially-charged battery stood up until the very end of the day, the engine finally dying while the garage doors were being opened, and that trial was great fun, because, although pipped

by the brake test, a secret check and a reversing test, the little Austin climbed every hill, even though it rammed the bank very hard on one hairpin, showers of piston rings and old fuse-box covers raining from the cubby holes into the occupants' laps at the moment of impact.

Some more excellent fun resulted when we decided to support charity and win a car for a shilling at one and the same time, by entering for the Vauxhall fuel consumption contest. The first attempt—the cars are, of course, Vauxhall Ten saloons—was round a very well known local course, which the writer lapped solemnly at about 12 m.p.h., getting a consumption figure of 49.6 m.p.g. for his pains. A friend then tried his hand at the job, and got a figure of 52.8 m.p.g. Inspired, we tried again, albeit on another car, over another and much more difficult course, and, in spite of twice losing the engine to hostile traffic lamps, this time managed 56.8 m.p.g., effectively turning the tables on our friend. Actually, we are not advertising an unused Vauxhall Ten for sale, for the simple reason that others did much better; something like 64 m.p.g. All of which makes one reflect once again on the possible economy of a really, small engine, say a Fiat "Mouse," running with wide-gap ignition, and it also makes one wonder how much one car varies from another, inasmuch as we were much more casual and heavy-footed on the second and, for us, more successful, test. Incidentally, a friend caused something of a sensation by announcing that he believed that 40 m.p.h. was the most economical gait for a Vauxhall Ten and thereupon going out on the local circuit, accompanied by a horrified salesman and tailed by the trials Rover, to lap in most gratifying manner, sliding wide on every bend of the wet road. His figure came out at 36.8 m.p.g. . . .

Heavy rain fell on the day when we returned the Rover to its birthplace at Chalfont, and F. J. Brymer, in charge, got steadily wetter and wetter while we observed him from the fuggy security of a glasshouse. Actually, Brymer minds the elements very little and the cold in particular, not at all, as his cheery countenance during long spells of Leica work on some bleak trials' activity may have suggested to you. What you may not know about this familiar figure in the trials' world is that his interest in motoring was aroused by a family Delaunay-Belleville, Sheffield-Simplex and later Wolseley Twelve. He commenced motoring with a Chater-Lea Blackburn and then began to appear as a competitor in M.C.C. trials, which he still regards as some of the best trials of all, with a Riley Nine Monaco saloon. This car came in for some arduous use in connection with photographic work, though later it was replaced by a four-valve Rudge motor-cycle and then by a Morris-Oxford, until the present twin-carburettor Riley "Gamecock" came into the stable. This car does an immense mileage following almost all the bigger motoring fixtures and it carries a very complete stock of tools so as to render it independent of the home workshops for weeks on end. Very methodical, Brymer keeps a careful log of all his

journeys and motoring experiences. Another hobby of his, apart from map-reading and various aspects of photography, is a study of railways, both model and full-size, and he is definitely an authority on British locomotives and rolling stock. In spite of his long association with motoring he is never adverse to trying a fresh car or coming on a journey,—that is, when you can tear him away from his films. The only exercise he seems to take, apart from essential work in the garage, is tennis, at which he is quite reasonably a top ranker. It was Brymer who came with us, along with two other dyed-in-the-wool enthusiasts, to try a type TE 12/50 Alvis tourer, loaned by a friendly reader, H. Whiteside, when he was going over to France for the Grand Prix and leaving his car in London after driving down from Hull. The 12/50 Alvis is one of the classic vintage motors and this particular example was especially interesting, being an early 1926 tourer in very fair fettle, with engine very recently overhauled by Alvis themselves, and with "Firefly" front axle and prop. shaft. Very soon we had mastered the gearbox, with its right hand control, and become accustomed to the heavy very direct and entirely accurate steering. It was stimulating to use once again, truly rigid control, to work beautifully acting switches and minor controls and to hear a real exhaust burble as the car accelerated. Stimulating, too, to experience the gear whine of the indirects, to clear a way through traffic with the flywheel-driven wind horn actuated by a bowden-lever—or, when stationary, to observe the rugged lines of the old tourer and to examine its very clean power-unit—typical 1926 plumbing from a polished brass-bodied carburettor on the off-side, components set low down beside the big cover-plate on the near side of the cylinder block. So fascinated did we all become with this 12/50 that we set off for nowhere in particular that very night and promptly tackled quite a few useful test hills, certainly not to the car's discredit. Succumbs in Surrey (gradient 1 in 4) it negotiated in second gear, Saltbox it managed in third and second, while Crown Ash it climbed strongly in second and bottom. Coming home, it did a most cheerful 65 m.p.h. along the Croydon By-Pass and at 45-50 m.p.h., nothing seemed to be working at all. The brakes were spongy, but very reasonable, the steering typically old-school and very pleasing withall. The gearbox was a most beautiful thing to play with, with or without the clutch (it slipped somewhat on engagement) and simply asked for rapid manipulation of the lever. The change from third to second was especially rapid, and from top to third involved a double double-declutch action at high speeds, if the clutch was used at all. On corners the car needed considerable hauling round, and one became a little conscious of the rather unusual length of wheelbase, although the steering lock was ample and castor action vigorous. But road-holding was excellent and springing of a very high standard, although the owner said the rear shock-absorbers needed attention. It was grand fun to stop alongside a modern car to

'MY HAT!

*fine feathers do make
fine motorists!*

says Mr. Mercury



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More M.P.G.

CLUB NEWS—continued

be gazed at with incredulity, then, as the amber came on, to take the Alvis with all the urge it possessed, leaving the closed car, nowhere. A rough check showed the 0-30 m.p.h. acceleration to be 9.6 secs. and she would do 30, and 45 m.p.h., respectively on second and third, without any feeling that things would disintegrate. At 45-50 all exhaust noise and engine noise dwindled and she rolled along without any effort at all. Retarding the ignition killed performance to an almost imperceptible extent, but in any case, she never so much as pinked, running on National Benzole. After a little tickling of the low-set carburetter from the facia control she started easily enough and idled at nearly zero revs., and in top she would go along at a slow walking pace. On occasion the starter would miss the mark, and at times it would set up a clicking sound, which you cured by a smart tap on its button. The big screen, low wood facia with spread-out instruments, the small doors, coconut mats and wide front seat squab, all smacked of 1926 right enough, but there could not have been much wrong with such bodywork when the fair

passenger who made up the third member of the crew announced without hesitation that "open cars are far the best, after all." It is to our lasting discredit that we judged the Alvis just a trifle slow for a run up to Wetherby and back on the Sunday, some 400 miles in a morning and evening. It shamed us the very next day, when we ran out of fuel through our own carelessness—there is a reserve tap in the driving compartment—and realised, rather late, the predicament of the passenger who was to appear on the stage that evening and for whom no understudy had been appointed. This happened at Horsham, in Sussex, and the London road was already well stocked with homeward-bound coastal traffic, mostly well in the middle of the highway and inclined to wave in a curious and unbecoming manner when asked to draw in by our aforementioned wind-horn. Nevertheless, this old Alvis went really well, never being passed once, and in something like 75 mins., we were where we wished to be in the North of the Metropolis. Incidentally, any worry we might have had about tyres was saved by the sanity of the car's later

owners, as large, modern and well-treaded boots graced the artillery wheels; there were also excellent, long-armed direction indicators and efficient dipping headlamps and dual dashlamps. This brief experience of a good "12/50" fully explained the enthusiasm which still exists for these fine old cars, whether you carve them up into trials specials like Don Kirkman and Co., or preserve them as good and useful specimens of one of the better vintage cars, as Whiteside does, in company with quite a number of members of the Vintage S.C.C. Returning the car on the Monday morning, still eyed sorrowfully by office-going glass-house occupants, we would have argued for ages with any of them that a good vintage car is essentially serviceable, and a real possession into the bargain. How we wished we could slip back to the time when our Alvis was a brand new car and Capt. Twelvetrees was testing such motors in the palmy days when this paper still bore the title of "The Brooklands Gazette . . ." Times do certainly change. The present value of the Alvis? Oh, about £25 I suppose . . .

THE B. A. R. C. AUGUST MEETING.

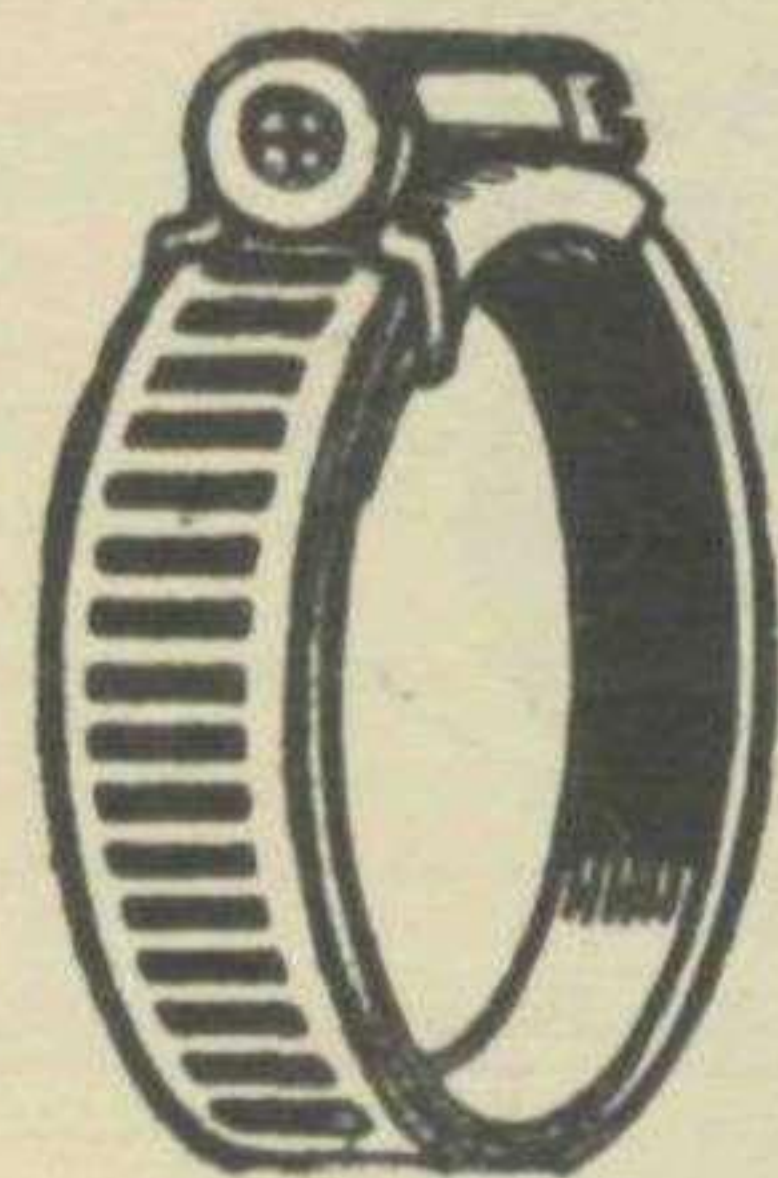
The chief race at the Brooklands August Bank Holiday Meeting will be the scratch race over the Campbell road course for cars of all sizes. This Campbell Trophy Race will be over 10 laps, for a first prize of £100, and will be confined to sixteen selected entries. The remainder of the programme will comprise 5 lap Campbell circuit handicaps, 5 lap Mountain handicaps and 3 lap outer-circuit handicaps, each race carrying a

first prize of £25. In addition, there will be handicap races for pre-1905 cars, in conjunction with the Veteran Car Club. The Veteran Car Club is staging a rally under its usual rules to Brooklands on this day, cars arriving at the main entrance at 12 noon—we imagine rather restricting the free flow of modern vehicle which will be entering at this hour. The Veteran C.C. has put over far more road events for veterans this year than the

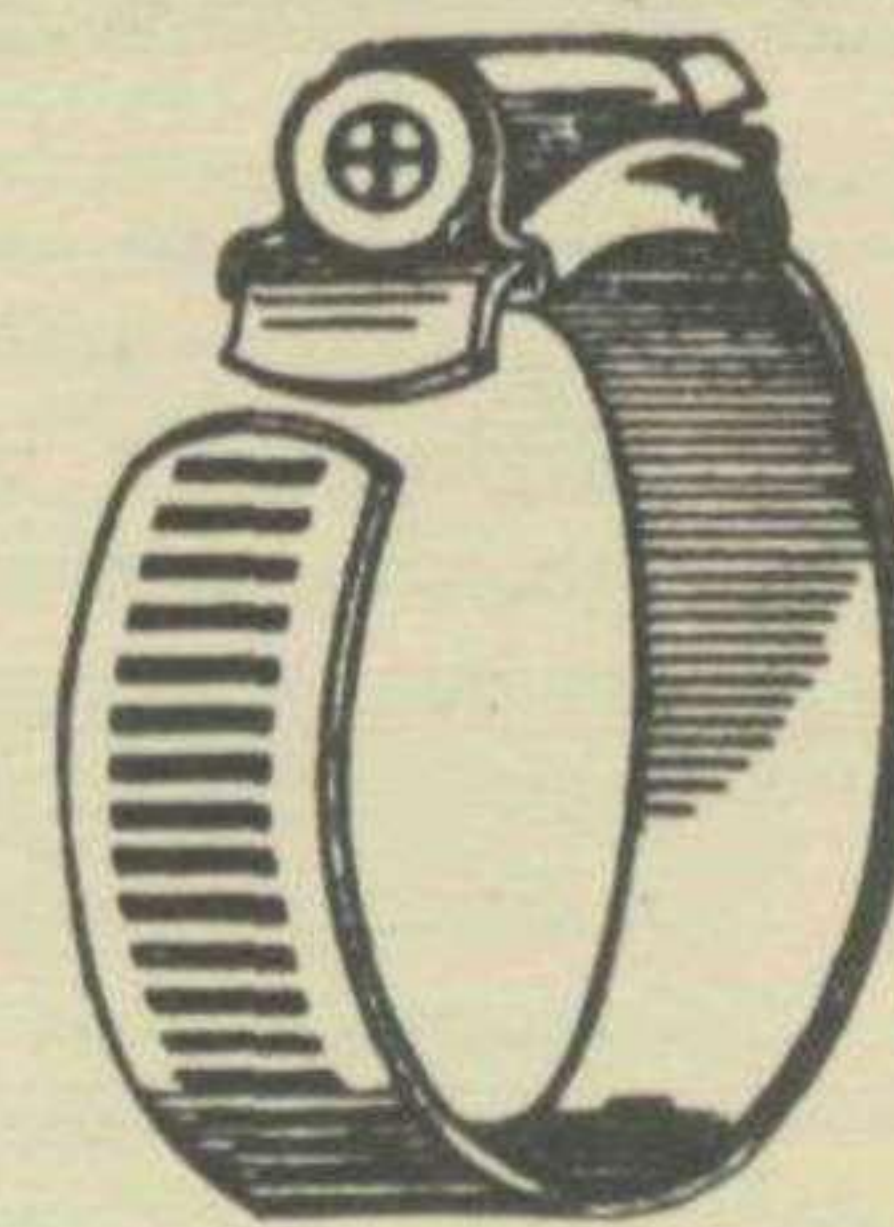
Vintage S.C.C. has so far managed. Entries for the B.A.R.C. events closed finally by the end of last month. Practice will take place over the outer-circuit from July 31st to August 5th, except on August 3rd, 4th and 5th, on which days the Campbell circuit will be open from 2 p.m. to 3 p.m. and the Mountain circuit from 3.30 p.m. to 4.30 p.m. Veteran cars practise on August 5th, from 11 a.m. to 12 noon.

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VETERAN TYPES

THE 5-LITRE TYPE BUGATTI KNOWN AS "BLACK BESS"

THE motoring world is sharply divided into those to whom antique vehicles appeal, and those to whom their attraction is quite incomprehensible. Even among the former, I think their enthusiasm may spring from quite a variety of different reasons. To some, the appeal is almost entirely historical; others enjoy getting the machinery back to its original condition; another type may enjoy exercising the skill and sensitiveness necessary to coax the older veterans along, while the appeal of the Edwardian touring car is quite different. At its best it had a refined and easy performance bred of big engines and flywheels, very high gear ratios and low compression-ratios, coupled with extremely comfortable springing and coachwork. Lastly there is the thrill of the pre-war sports and racing-cars. First developed by Panhard in 1901 or thereabouts there grew a race of giants that reigned supreme till 1912, when the 15-litre Lorraine-Dietrich was beaten by the Peugeot "Voiturette" of a mere 6 or 7 litres. From that Peugeot developed the relatively super-efficient Grand Prix cars of 1914 with overhead camshafts, multi-valves and practically everything that was regarded as advanced design until the late '20s. These machines must have developed around 23 b.h.p. per litre. Indeed, this is quite understandable when their advanced design and top engine speed of around 3,000 r.p.m. is recollected. As against this, the giants seldom offered more than 10 b.h.p. per litre at peak revs. of around 1,600.

There were, however, premonitions of the high-efficiency engine. As early as 1898 the De Dion tricycle engine was capable of 3,500 r.p.m. though why, and for how long I have not been able to discover.

A less fortuitous effort was the Austro-Daimler designed by Herr Porsche of Auto-Union fame, for the 1910 Alpine Trial. One of the most handsome cars ever made, it had a 5-litre engine with overhead camshaft, exposed and inclined valves. Final drive was by chain as was then customary with large cars owing to the difficulty of persuading universal joints to carry any considerable load without disaster. A curiously obsolete feature of the design was the air cooled exhaust valves, working in the old-fashioned detachable cages; but appar-

ently they gave no trouble; anyway, the Austro-Daimler team swept the board and I imagine they were quite the talk of the day. What a find it would be if one came to light at the present time.

At an even earlier period a perhaps more remarkable car still was under construction by none other than M. Ettore Bugatti. I do not know exactly when he set up on his own, but it must have been around '08, previous to which he had, of course, been a designer with de Dietrich. In this year, he built his first 5-litre touring car, but for one reason or another he never exploited it, and the model was not put on the market till 1912, after which a few were sold up to the outbreak of war. No type number was even assigned to the 5-litre, and Bugatti's staple product before the war was the delightful little type 13, a four-cylinder, 1,327 c.c. o.h.c. eight valve, four-speed, shaft-driven model of which C. W. P. Hampton has recently magnificently restored a 1910 example. These phenomenal machines pulled a really practical two-seater body along at 60 m.p.h. and were entirely reliable—this, at a time when 35 m.p.h. was considered a really sharp speed for anything under 1,500 c.c. Following on this, in 1913 came the Type 22 with sixteen valves and the slightly greater capacity of 1,453 c.c. From this was developed the Brescia type 23, of early post-war fame. In passing, it is interesting to observe the magnificently plotted gear-ratios of the type 22—a feature of design whose mastery seems to have escaped so many otherwise gifted designers, but in which le Patron has so very seldom gone astray. They were 10.16, 6.29, 4.50 and 3.46 to 1, giving speed at 3,000 r.p.m. of 24, 38, 54 and 70, a proportioning so satisfactory that it is still used, almost verbatim, on the modern 57 series.

To return to the 5-litre type (the 1927 5-litre type 46 is, of course, quite different, and has eight-cylinders) only two are still known to exist. One is in the Bugatti museum and the other is the famous car owned by Col. G. M. Giles, M.C., T.D., and known as "Black Bess." There was, until recently, a third, in Switzerland, but it was somewhat fragmentary, and Col. Giles bought it, for spares.

The car was first sold to a French airman called Garros who was killed in the

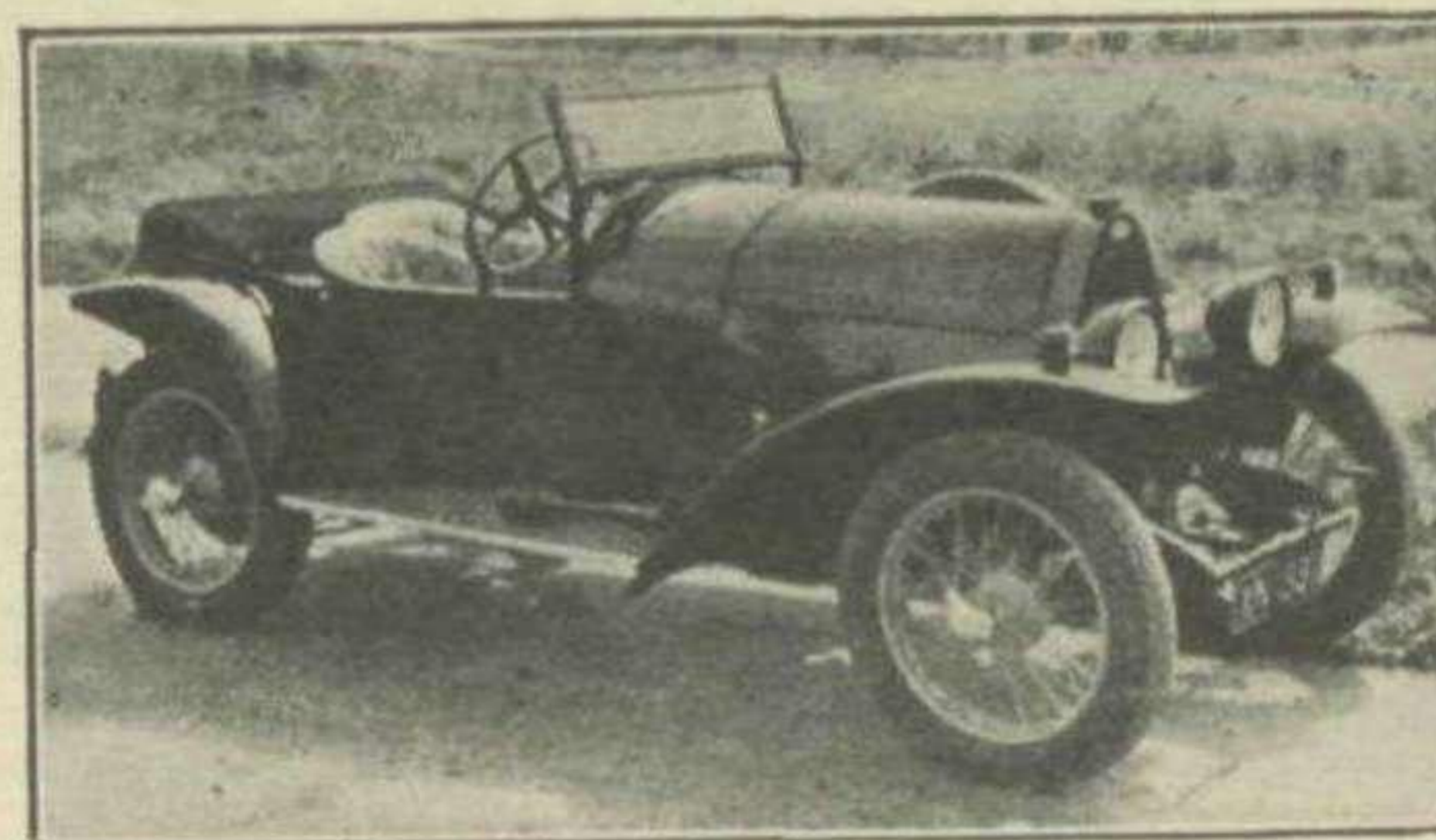
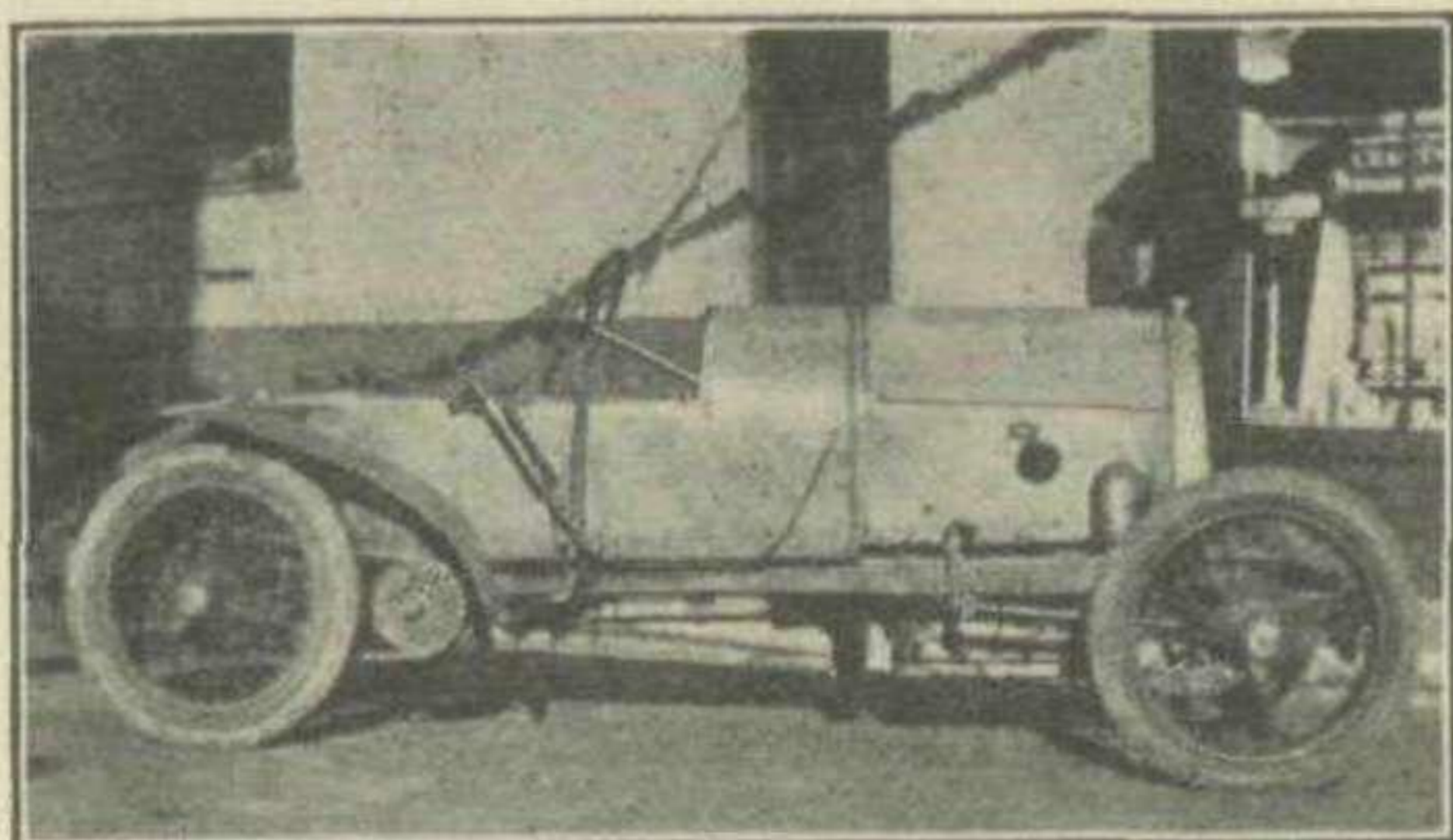
war, but he left it to a friend who subsequently sold it to Louis Coatelen, the famous Sunbeam designer. In 1923 he in turn sold it to Ivy Cummings who had it tuned and used it extensively in sprints during 1923 and 24. During this time it put up several fastest times of day in the hands of this spirited lady driver, though racing starts, sometimes broke different parts of the transmission. I believe "Black Bess" never visited Brooklands in anger at this time, but during an unofficial canter she exceeded the hundred mark. This is really staggering from a car designed in 1908 as a touring car of only 5-litres at which date nothing short of a racing machine of 10-litres was considered adequate to reach three figure velocities.

Even at a time when unbraced chassis etc. were the order of the day "Black Bess" was regarded as a handful, for she had no shock absorbers, only snubbers, she was high built and very short, and the weight distribution was not extra special. Front wheel skidding and sideways motoring were favourite pastimes, as S. C. H. Davis, who sometimes drove her, will bear witness.

Still, she would go up to 78 m.p.h. in second with a rare rush and this, combined with determined manipulation, made her an exceedingly formidable figure in competition. In passing, it should be noted that she was invariably driven to meetings and frequently competed in full touring trim, with the sweeping mudguards and tiny lamps she then effected. It was Miss Cummings who christened her "Black Bess."

In 1925 a Mr. H. L. Preston bought her and drove her in one or two events, including the Inter-Varsity speed trials and the Brooklands Bank Holiday meeting, before he sold her to an unknown individual who, in turn, passed her onto a Mr. James Justice. He apparently, had great ideas as to the things he would do with her, and handed her over to Mr. McEvoy to tune. However, her gearbox split beyond the aid of any system of welding then known and the brave car was wilfully allowed to sink into a shameful state of neglect and decay until rediscovered by Mr. Aylward.

Finally, during 1935, Col. Giles took pity on her and bought the battered remains. Then started a long period of



Two side views of "Black Bess" showing before and after restoration of this famous Car

VETERAN TYPES "BLACK BESS"—continued

reconstruction; gradually, missing parts were replaced and the body brought back to its present condition. The early knock-off 8 wheels were rebuilt to take 5.25 section tyres, friction shock-absorbers, modern electrics and instruments also installed, were new hood and upholstery and at last after a really terrifying expenditure "Black Bess" stood up once again in her full beauty and strength, a monument to the early pre-eminence of M. Bugatti, and to the enthusiasm of Col. Giles in so lavishly restoring her.

But still the troubles were not over. Lubrication was by a most mysterious system of mechanical pumps. It may have worked once, but it had become very confused during the years of neglect and nothing would make it operate properly. Finally, the bearings exploded at Lewes and a new system of low pressure and splash lubrication, in conjunction with white metal was installed. Now, "Black Bess" is a 100 per cent. reliable touring car with every amenity except front brakes, side curtains and a self-starter.

Mechanically the engine has four-cylinders, measuring 100 x 160 and having a swept capacity of 5,026 c.c. The overhead camshaft is driven by a shaft from the front end, runs in five roller bearings and prods three valves per cylinder through a somewhat unusual system of rockers. The valves are not inclined in the head; M. Bugatti only has inclined valves with two camshafts. The magneto is driven from the base of the vertical shaft and advance and retard is effected by the famous Bugatti quick thread arrangement, which insures the fattest possible spark, whatever the position of the ignition lever. There is no decompressor, but a most ingenious system of compression taps allows the gas to escape through them, so lowering the compression, but not permitting air to be drawn in through them on the induction stroke, which would weaken the mixture and make starting difficult. I doubt if anyone could swing the engine, certainly from cold, but a sharp two-handed pull-up is generally effective.

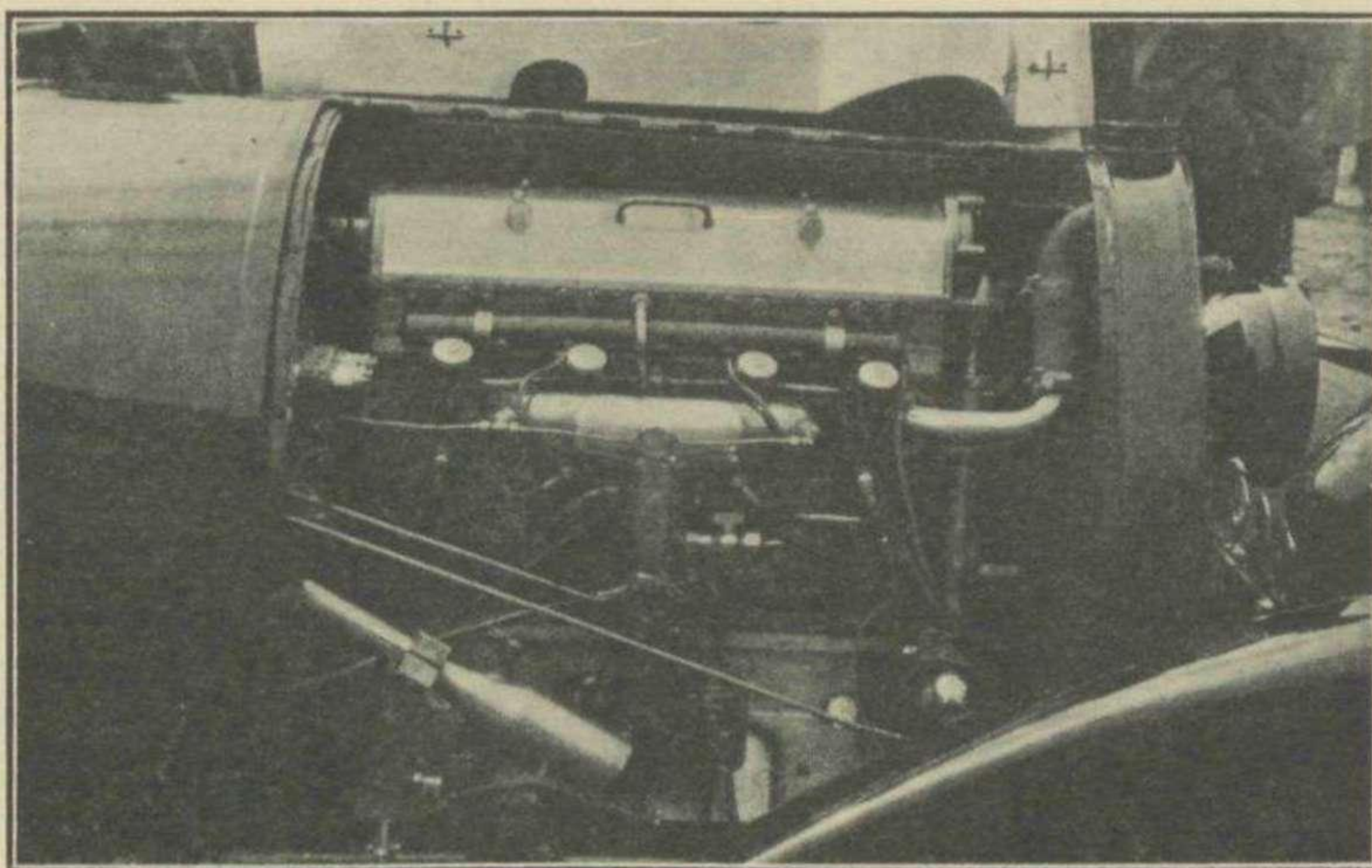
The drive is transmitted through the famous Bugatti clutch, that was used in all models until the 57 series, to a four-speed gearbox and thence by chains to the road wheels. The hand brake works on the large back drums and the foot brake has a drum on the countershaft. I imagine the racing sprockets are still in place, because the ratios are incredibly high for such a relatively small engine. Working them out by winding the starting handle with the respective gears engaged gave figures of 5, 3.25, 2.2 and 1.8 to 1. Actually, this rough and ready method made third and top seem identical—about 2 to 1, but I find difficulty in believing this, even of the occasionally whimsical M. Bugatti, but they are certainly very close, and the figures I have given are probably about right. Unfortunately, the car has no rev.-counter, and no one now seems to know the safe rev. limit, but the afore-mentioned 78 in second must have been equivalent to about 2,800 r.p.m. which would give about 46 m.p.h. in bottom and theoretical 120 in third and an even more theoretical

150 in top! For use on the road, therefore, all the ratios would be made much more useful by sprockets giving a final ratio 50 per cent. lower than at present—i.e., about 7.5, 4.9, 3.3 and 2.7 to 1. The performance would then be terrific since, even now, it is really impressive. After all, the engine must give something approaching 100 b.h.p., and the whole car to-day only weighs 23½ cwt. Third gear is the direct ratio, and first, second and fourth emit a powerful low-pitched growl.

The rear suspension is by the customary Bugatti reversed quarter-elliptics, and there is no doubt that these go a long way towards mitigating the potential evils of such a very short wheelbase. The front suspension is most odd. On each side there are two complete sets of very narrow semi-elliptic springs, side by side. M. Bugatti makes the guarded remark that they are "very original" but ventures no reason for the peculiarity. The front axle is square in section and, like the rest of the chassis, machined to a

top gear, reserving top for real *autobahn* cruising, but Col. Giles is very properly anxious to spare the old engine wherever possible and uses fourth as normal top, engaging it at about 50 m.p.h. The gear lever can be moved to and fro between third and fourth in the best synchromesh manner with a single declutch, but third to second etc. requires double declutching. Even in top the car still gathers way around the 50s and 60s in a very determined manner. This is now regarded as its cruising speed, but if its original performance has not been overstated it would hardly be possible to overdrive it in this country! Actually, Col. Giles tells me that it becomes very frisky at about 70, despite the double Hartfords, so that one respects Miss Cummings the more for driving it at 100 m.p.h. with only snubbers and narrow tyres.

I should dearly have liked to take acceleration figures, but the speedometer cable broke and so put accurate calculations out of the question. The foot brake is smooth and powerful



The Engine view of the 5-Litre Bugatti

magnificent surface. The steering box is of modern Bugatti pattern.

It will thus be seen that the whole car is in all essentials a modern Bugatti, or, more accurately perhaps, a greatly enlarged Brescia.

Such a machine, with such a history, is one that most people would give a good deal to have driven, so that a recent invitation from Col. Giles was eagerly accepted.

The getaway is smooth and easy despite the high gear, but the engine must not be accelerated until the clutch is fully engaged. Speed gathers quickly until a short pause in neutral bring us to second. This ratio still gives vivid acceleration, though a modern driver, used to a second gear four times as low, might be misled by not hearing the revs. rising in a rapid glissando. The direct drive third is joyfully silent after the howling of first and second, and one has time to appreciate the leisurely beat of the engine and the gentle thrashing of the chains. I think this ratio is meant to be the normal

and does not readily catch fire, while the absence of universal joints or differential makes its general use permissible. The back brakes swing the car about in a petrifying manner, and it is inadvisable to use them with more than finger pressure to augment the foot brake.

The steering is true Bugatti—a sheer joy. The wheel does not vibrate at all, yet by gentle tremors the driver is kept informed of every movement of the road wheels. At ordinary speed, at least, the cornering is splendid, being effected with perfect balance between the sliding of the front and rear wheels.

Altogether, this is a very wonderful car, both on account of its advanced design and honourable history.

Since its completion, Col. Giles has had less and less time for pleasure motoring and he has finally come to the sad conclusion that he can make so little use of the car that he would part with it to a kind home. Despite the vast sums he has spent on it I think he would sell it for what is really a small figure, all things considered, if he could be sure it would be well treated.

THE J.C.C. HIGH SPEED TRIAL

BEST PERFORMANCE BY FRAZER-NASH B.M.W.

ONLY a few days before the 11th J.C.C. Members' Day at Brooklands Track, we were looking through the scrap book of a great enthusiast, who used to figure prominently in these and similar events some eight to a dozen years ago—when the road up under the tunnel and the Test Hill, taken as a descent, used to be the course for the J.C.C. High Speed Trial. There is no question but that amateurs had all the fun they wanted in those times and the entry was notably large and delightfully varied. Nowadays things are rather changed, and on July 8th the J.C.C. only found it necessary to run one One Hour Trial, having an entry of thirty-four cars. Nevertheless, this is still a most entertaining event, and the course, with its *chicane* in the finishing straight and the bend at the Fork, coupled with set minimum averages ranging from 60 m.p.h. for 850 c.c. cars to 72 m.p.h. for blown cars over 3-litres, if Special awards were to be won, calls for good all-round car-qualities.

As the flag fell at 12 noon, Fane's B.M.W. led Gerard's Riley and Thomas's B.M.W., of the first group, into the bend, and Bagratouni's Alfa-Romeo headed Firth's S.S. and Miss Wilby's V12 Atalanta. Lusty (Riley) did a rather naughty bit of passing outside Smith's B.M.W. in the corner, and Smith tended to slide. The closed V12 Lagonda was passed by Watson's 4½-litre T.T. Lagonda on lap one, and Blackford's 4-litre Essex saloon and Gaze's big Hudson saloon brought up the rear. On lap 2 Mann, in vivid cricket cap, found that over-dicing does not pay and his blown M.G. slid round in the S bend and faced the barrier. We now had time to take stock of the strung-out field. Sutherland and his passenger, in the streamlined 2-litre Aston-Martin, favoured crash hats, the Atalanta cornered most stably, Fane's B.M.W. had a beautifully crisp exhaust note, Ian Mathieson's Lagonda V12 showed supple suspension and some oil-haze, the cheery Watson (W.J.) handled a new 12/70 Alvis tourer.

Blackford's Essex experienced immense brake judder and roll, but held Firth's S.S. through the bend. Later he was flagged-in and stopped very promptly to be told he was driving too fast for a Brooklands event. As one wag observed, it was a great pity the J.C.C. should stop such a patriotic drive, for this was a

great display of the comparative instability of the American automobile. Seriously, we never saw Blackford broadside or inconvenience another competitor and when Smith's B.M.W. locked a wheel on lap 5 and spun round in the corner, Blackford went behind the stationary B.M.W. and stopped before the flags, whereas Miss McOstrich, and Barker's Riley "Gamecock" were almost involved, and Miss Wilby had to sound her horn to ensure that Smith did not restart in her path. After all, Blackford had entered for a motor-racing event, but from an official's conversation we gather they thought of flagging in the Hudson as well. Retirements were fewer than usual, but before half-time Cleland's old Ford V8 was out, by the Fork, and Whitehead's Alfa-Romeo had finished. Fane's 328 Frazer-Nash-B.M.W. was going beautifully, entering the Fork bend at a prodigious speed, and to it went the prize for Best Performance of the Day. Hugh Hunter's Alfa-Romeo tied for fastest time, both these competitors completing their 20 laps of the 2.6 mile circuit in 38 mins. 10 secs., which was 8 mins. 40 secs. better than the required average for a Special Award in Fane's case, and 5 mins. 26 secs. up on Special Award schedule in the case of Hunter. The V12 Lagonda finished behind its 63 m.p.h. schedule.

The afternoon was devoted to one and two-lap outer circuit handicap races. The winners were:—Cleland (Ford V8), Doyle (Aston-Martin), Dunham (Rover Ten saloon), Miss Wilby (Atalanta), Fotheringham-Parker (Lancia Lambda), Gregory (Bentley), Hunter (Alfa-Romeo), Blackford (Essex), Hunter (Alfa-Romeo), Mann (S.S.), and again Hunter's Alfa-Romeo. Hunter actually won the 2-lap final at 108.63 m.p.h., doing his standing lap at 104.41 m.p.h. and his flying lap at 111.67 m.p.h. The One-Lap Final was won by Mann's S.S. at 85.57 m.p.h., and Gregory's remarkable 6½-litre Bentley saloon won its race at 83.0 m.p.h. On initial acceleration from the line we observed the L.N. Special to beat the V12 Atalanta, Gregory to beat Hughes's open 6½-litre Bentley, and Knights-Whittome's Arnott-blown Riley Nine saloon to vanquish a worthy rival. A blown A.C. Six beat a Frazer-Nash, and Firth's S.S. led Wood's S.S. and the V12 Lagonda. In one race Appleton borrowed Hunter's

B.M.W. as Hunter was handling his extremely successful Alfa-Romeo, and in another race Place's S.S. broke its axle on the line.

The meeting concluded with timed runs up the Test Hill, best time going to Cyril Mann's S.S. in 9.2 secs. Perhaps Silcock's smart Allard Special made the highest jump at the top, but it was skilfully held, the driver displaying the usual Silcock-smile.

RESULTS

High Speed Trial (best performance): A. F. P. Fane (1,971 c.c. Frazer-Nash-B.M.W.), time 38m. 10s.

Highest Speed: H. C. Hunter (2,905 c.c. Alfa-Romeo S), time 38m. 10s.

Special Awards: Miss P. McOstrich (1,496 c.c. Frazer-Nash); N. H. Mann (M.G. S); F. R. Gerard (1,496 c.c. Riley); W. J. Watson (1,842 c.c. Alvis); R. G. Sutherland (1,950 c.c. Aston-Martin); A. F. P. Fane (1,971 c.c. Frazer-Nash-B.M.W.); K. N. Smith (1,971 c.c. Frazer-Nash-B.M.W.); E. M. Thomas (1,971 c.c. Frazer-Nash-B.M.W.); G. Bagratouni (2,600 c.c. Alfa-Romeo S); H. C. Hunter (2,905 c.c. Alfa-Romeo S); M. W. B. May (Alvis); H. K. Place (2,664 c.c. SS); Miss M. Wilby (4,279 c.c. Atalanta); A. P. Watson (Lagonda); J. R. Lines (3,622 c.c. L.N. Special); J. D. Firth (3,485 c.c. SS.).

Standard Awards: J. H. Baker (Riley); C. A. Hempson (Aston-Martin); M. J. H. Major (Frazer-Nash-B.M.W.); C. F. Pope (1,767 c.c. Triumph).

No Award: Ian Mathieson (4,480 c.c. Lagonda).

First One-Lap Handicap.—Heat A: 1, J. Cleland (3,622 c.c. Ford), 74.89 m.p.h.; 2, Miss M. Wilby 3, J. D. Firth.

Heat B: 1, P. C. H. Doyle (1,495 c.c. Aston-Martin), 68.41 m.p.h.; 2, C. W. P. Hampton (1,497 c.c. Mercedes-Benz S); 3, R. Latimer (3,622 c.c. Ford).

Heat C: C. G. H. Dunham (2,147 c.c. Rover), 67.65 m.p.h.; 2, C. Mann (3,485 c.c. SS); 3, W. H. Lane (2,664 c.c. SS).

First Two-Lap Handicap.—Heat A: 1, Miss M. Wilby 84.99 m.p.h.; 2, W. J. Watson; 3, B. A. Blackford (3,990 c.c. Essex).

Heat B: 1, J. Fotheringham Parker (2,569 c.c. Lancia), 75.46 m.p.h.; 2, W. H. Lane; 3, H. C. Hunter (1,971 c.c. Frazer-Nash-B.M.W.).

Second One-Lap Handicap.—Heat A: 1, R. D. Gregory (6,597 c.c. Bentley), 83.00 m.p.h.; 2, J. D. Firth; 3, C. W. P. Hampton.

Heat B: 1, H. J. Hunter (2,905 c.c. Alfa-Romeo S), 95.78 m.p.h.; 2, C. P. Melly (1,496 c.c. Riley); 3, G. Murray Symons (1,292 c.c. M.G. S).

Second Two-Lap Handicap.—Heat A: 1, B. A. Blackford 73.67 m.p.h.; 2, R. G. Sutherland; 3, G. Bagratouni.

Heat B: 1, H. C. Hunter (2,905 c.c. Alfa-Romeo S), 104.41 m.p.h.; 2, G. Murray Symons; 3, C. Mann.

One-Lap Handicap Final: 1, C. Mann, 85.57 m.p.h.; 2, H. C. Hunter (2,905 c.c. Alfa-Romeo S); 3, G. Murray Symons; 4, C. G. H. Dunham.

Two-Lap Handicap Final: 1, H. C. Hunter (2,905 c.c. Alfa-Romeo S), 108.63 m.p.h.; 2, C. Mann; 3, Miss M. Wilby; 4, G. Murray Symons.

Test Hill Sweepstake.—Touring Cars: 1, (tie) B. A. Blackford and R. Latimer, 10½s.

Sports-Cars: 1, (tie), J. Cleland and J. R. Lines, 9½s.; 3, B. Burton (2,970 c.c. Talbot), 11½s.

Super Sports: 1, C. Mann, 9½s.; 2, H. C. Hunter (1,971 c.c. Frazer-Nash-B.M.W.), 9½s.; 3, D. G. Silcock (4,378 c.c. Allard Special), 9½s.

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LIGHT BLUES AT DONINGTON

FAST SPEEDS IN CAMBRIDGE UNIVERSITY A.C. MEETING: LAP RECORD BROKEN

SOME of the fastest cars ever seen on the inner circuit at Donington took part in the Cambridge University A.C. meeting at the end of June.

The lap record was broken several times, and racing throughout the day was most exciting, in spite of dull weather and a bitterly cold wind. There were fifty-two different cars entered.

Eventually the record was credited to R. Parnell with his 4.9-litre B.H.W., who was officially clocked by R.A.C. timekeeper P. B. Mayne in 1 min. 44 secs., equal to a speed of 86.38 m.p.h. However, during the last race of the day Robin Hanson was timed officially to cover a lap in 1 min. 42 secs. with his E.R.A. (88.07 m.p.h.).

This last event presented a terrific spectacle, for it was a ten-lap handicap race, and twenty-five cars had been entered, so that the circuit was crowded. To clock individual laps for each competitor in this event was scarcely possible without a large staff of timekeepers, but R. Parnell, who finished third with the B.H.W., had the remarkable average for the full distance of 84.11 m.p.h., while Ian Connell with his Darracq averaged 79.96 m.p.h., to finish sixth.

Parnell's was the best speed of the day for a racing car, and Connell's the best for a sports-car. The latter must have broken the sports-car record handsomely, and thus rounded off a good day, during which he had won several scratch races.

Robin Hanson had hard luck in this event, for, starting from scratch with the E.R.A., he was working his way through the large field splendidly, and has just passed both Parnell and Connell, when at the foot of Melbourne Hill his gearbox gave trouble, and he had to pull onto the grass, just as had occurred in the closing stages of the Nuffield Trophy Race.

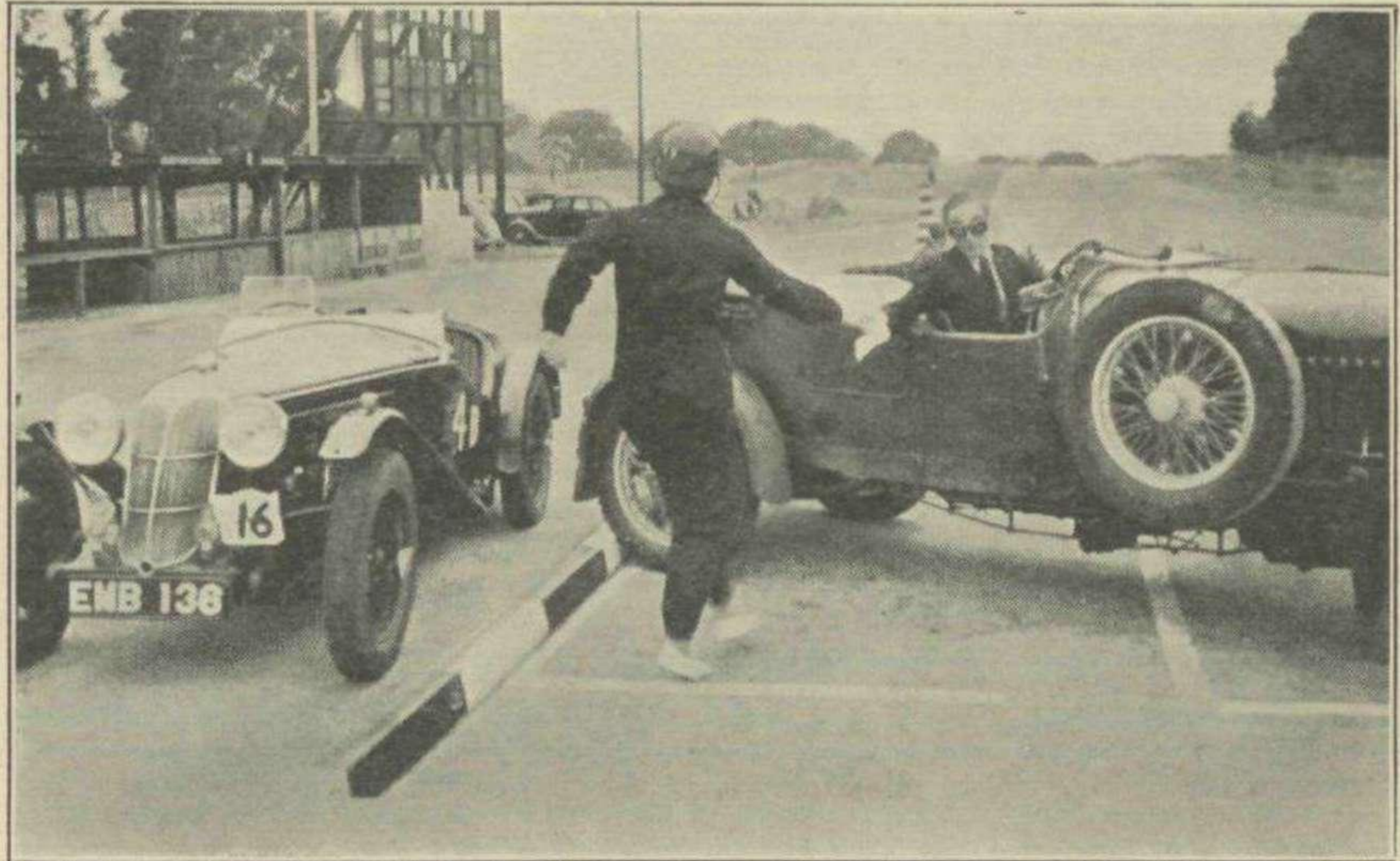
There was another E.R.A. also entered for the meeting, that of P. N. Whitehead, but after some fast practice laps in the morning the cylinder head cracked. Whitehead had another car entered, his Monza-type sports Alfa-Romeo, but it was not his lucky day, for after several good runs the Alfa's gasket blew, and the engine was filled with water.

Before this mishap Whitehead had done well in the 40-mile High Speed Trial which opened the proceedings. This event was not a race, but there was a cup for the fastest time. Whitehead led for half

the distance, but was then passed by G. Bagratouni on another Alfa-Romeo.

The two continued to scrap furiously, while behind another great battle was being waged between the S.S. Jaguar two-seaters driven by C. E. Truett, C. J. Gibson, and C. Mann. Eventually Gibson's car showed signs of seizing, and he fell out. Mann and Truett passed one another several times, till the former gained the advantage.

Fast running by the S.S.s was a feature of the day, and three of these cars, driven



Lady Mary Grosvenor (Riley) hands over the sash to C. Winstanley (Bentley) during the Relay Race in which their team finished second

by A. Goldman, C. E. Truett, and C. J. Gibson, won the Relay Race at the fine speed of 67.77 m.p.h., including two stops to change over the sash.

There was some amusement, since the limit cars, three ancient Austin Sevens, had a start of over 10 mins., and kept manfully ahead till the closing stages, helped by very smart work in changing the sash from one car to another.

The handicapping throughout was very skilfully judged by P. B. Mayne, and the organisation of the whole event reached a high standard, under the guidance of the Cambridge Secretary, C. N. S. Pringle.

RESULTS

Garnett Botfield Cup (fastest race speed): R. Parnell (B.H.W. S), 84.11 m.p.h.

De Rothschild Cup (fastest Cambridge resident): C. L. H. Dennis (SS), 70.08 m.p.h.

Silver Cup (fastest sports-car): I. F. Connell (Darracq), 79.96 m.p.h.

Silver Cup (fastest Vintage car): D. A. Hampshire (2-litre Bugatti S), 75.49 m.p.h.

High Speed Trial.—Silver Cup: G. Bagratouni (Alfa-Romeo), 73.39 m.p.h.

First-Class Awards: P. N. Whitehead (Alfa-Romeo); C. Mann (SS), P. J. N. Eve (H.R.G.), J. P. Hill (Riley).

One-Lap Scratch (1,500 c.c. sports): 1, P. J. N. Eve (H.R.G.) 64.17 m.p.h.; 2, Lady Mary Grosvenor (Riley); 3, D. C. Stenning (Lagonda Rapier).

One-Lap Scratch (over 1,500 c.c. sports): 1, I. F. Connell (Darracq), 72.45 m.p.h.; 2, P. N. Whitehead

(Alfa-Romeo S); 3, G. Bagratouni (Alfa-Romeo S).

Three-Lap Scratch (unlimited sports): 1, I. F. Connell (Darracq), 76.97 m.p.h.; 2, C. E. Truett (SS) and C. L. H. Dennis (SS), tie.

Three-Lap Relay: 1, A. Goldman, C. E. Truett, and C. J. Gibson (SS.s), 67.39 m.p.h.; 2, Miss M. Wilby (Atalanta), Lady Mary Grosvenor (Riley), and T. Winstanley (Bentley).

Five-Lap Handicap (unlimited sports): Heat 1: 1, J. D. in Thurn (Bentley), 70.62 m.p.h.; 2, A. E. Moulton (Austin); 3, J. B. Jesty (Austin).

Heat 2: 1, T. M. Gay (Aston-Martin), 67.55 m.p.h.; 2, B. Burton (Talbot); 3, I. F. Connell (Darracq).

Final: 1, J. D. in Thurn; 2, A. E. Moulton; 3, T. M. Gay.

Five-Lap Scratch (sports and racing): 1, R. Hanson (E.R.A. S), 83.80 m.p.h.; 2, R. F. Parnell (B.H.W. S); 3, I. H. Nickols (M.G. S).

Ten-Lap Handicap: (sports and racing): 1, G. E. Lind Walker (Bugatti S); 73.39 m.p.h.; 2, W. J. Watson (Alvis); 3, R. Parnell (B.H.W. S); 4, I. H. Nickols (M.G. S).

ALVIS-SPECIAL WINS AT LEINSTER

Ireland has given us some excellent road races in which ordinary owners have had a particularly good opportunity of doing well and enjoying life, but this year these races have unfortunately failed to happen.

However, the Leinster Trophy race was an exception. It attracted twenty-two starters, but only eight finished. The race was run on handicap over the Tallaght circuit.

For a long time B.H. Talbot's 2-litre Aston-Martin ran well ahead of handicap, but Robb (Alvis) took the lead on

lap 15. Robb experienced loss of engine tune, but the Aston-Martin also had a pit visit and lost speed. The Aston-Martin picked up again towards the end, but finally it retired some 5 miles from the finish, after closing on the Alvis to the extent of 26 secs. in one lap. The Alvis won at 64.16 m.p.h. It had a 12/60 1927 Alvis engine in the Sullivan Special frame and used a Wilson box.

Welch's M.G. was second at 60.75 m.p.h. and Le Fanu's Meadows-engined I.E.R.A. was third, at 63.78 m.p.h. Fourth was David Yule's well known, supercharged,

Morris Eight-engined C.M.Y., which averaged 64.16 m.p.h., fifth, Macarthur's ex-E. R. Hall M.G. Magnette (70.37 m.p.h.), sixth D. C. Leechman (Ford Eight, 57.2 m.p.h.), seventh McCrea (Ulster Aston-Martin) and eighth "Hare" (Morgan 4/4).

Campbell's 1½-litre Aston-Martin and McQuillan's V8 Special were flagged in. The best lap was at 75.53 m.p.h., by Talbot's Aston-Martin. McClure (S.S. crashed on lap one and O'Kane (M.G.) on lap two. Stanley Woods's Morgan 4/4 was the first to exceed handicap schedule, but he retired with engine trouble.

A LONG TEST OF R. E. RICHARDS'S ROVER TEN SPECIAL

A VERY POTENT COMPETITION CAR, OF WHICH REPLICAS WILL BE AVAILABLE.

IT'S an ill-wind which blows no one any good. A spell of anti-aircraft training inflicted on R. E. Richards, led him to offer us for test his well-known Rover Ten Special, which has run in numerous trials and which went so well at the Stanley Cup Race meeting as to lead lots of people to believe that the car had the 20 h.p. Rover engine. This car is interesting for two reasons—it is about the only specially developed example of the *marque* in use, and it will shortly be available in Replica form, so that its qualities and performance are of more than passing interest. Richards would like to build two more of these Rovers and form a trials team. In view of the fact that he is prepared to build them for £200-£250 each, with bodywork and details to individual requirements, we imagine he should have no difficulty in realising this ambition. After a very extensive test of the original car, we can say that it is not only a remarkable performer, but it is a very fascinating car in every way, and one which is quite the equal of many production sports models we know of, costing up to £450.

It should be explained that the car is a product of Motorwork Chalfont Ltd., who are Rover Agents. G. W. Wuyts, of this concern, was with Rovers in the days when they used to race Poppe's 14/45 single-seater at B.A.R.C. meetings and he had such good service from a modern Rover Ten saloon used as a hack when he ran "Bira's" stable, that he was encouraged to develop a competition version. Accordingly, the saloon body was scrapped, and the chassis was cut down, and given new engine and radiator positions and a boxed-in cross member for stiffness. The engine (which is the four-cylinder 1,389 c.c. Rover Ten unit, with coil ignition, push-rod o.h. valves, inclined 14 mm. plugs and impeller cooling) was then dealt with. Actually, the modifications are surprisingly modest and a pertinent answer to those who regard the car as entirely re-built. As the unit had run over 60,000 hard miles, it was rebored 40 thou. and given new Specialoid pistons. The compression ratio was raised to 8.5 to 1 and stronger valve springs fitted. The crankshaft was reground and all bearings re-metalled with racing linings. The single carburettor was replaced by two downdraught S.U.s having horizontal mixing chambers and bolting direct to short external, separate pipes. The balance tube is neatly attached by two tiny hose-joints. The exhaust manifold is standard, but a flexible tube runs to the external silencer. Stronger clutch springs are used. And that is all that Wuyts has done. The result is a really excellent combination—startling performance, yet an engine which is so smooth, starts so readily and runs unconcernedly at 20 m.p.h. or so in top that one has no compunction about using it as a regular and dependable means of transport, even in London. Yet this Rover is really fierce to handle and holds its own in competition work. The high compression ratio is undoubtedly the secret of the available performance, but

it seems to have no effect on the smoothness of the engine. Pinking, even on Discol, is present at low speeds on the gears and right up to 35 m.p.h. on top when opening-up, but the hand ignition retard relieves this without appreciable loss of bite. Apart from its smoothness the engine starts very readily from stone cold without choke, has no vibration periods or flat-spots, and runs down to 15 or 20 m.p.h. in top. It also runs cool, at a normal temperature of 60 C., rising to 70-75 C. at Brooklands. The result is that, in spite of its very impressive performance, one feels entirely confident of using this Rover for long runs, or for local pottering in the same way as one would use a family saloon of proven dependability. These characteristics, in combination, are necessary to the success of modern sports cars, but are not always found in £250 versions which can be raced and run in trials as normal, satisfactory procedure.

The handling of the car is a real joy. The suspension is distinctly hard at low speed, and looks after the road clinging most effectively at higher speeds.

The steering is certainly rather low-gear, but then this was remarked to use before we drove the car, as something which will be altered in the Replicas. It is devoid of castor action, is fairly light, accurate, and has no return motion or undue column movement.

Acceleration is truly fierce, and in first or second gear power-slides are quite common on wet surfaces if full bore is given—in spite of "Freighters!" The engine can be taken up to 18, 38, and 56 m.p.h. respectively, on the indirect gears, although there are red lines on the speedometer at 35 and 51 m.p.h. for second and third and one normally changes at about 10, 15 and 35 m.p.h. respectively. This extreme acceleration makes negotiation of difficult traffic, or winding going, a very rapid and untiring business, but actually the Rover also performs very useful work in top gear, from about 30 m.p.h. upwards, the urge coming through clean and with no flat spots, the pleasant exhaust burble rising inspiringly, but never to an annoying degree. Some idea of the top gear performance can be had when we say that from a moderate approach in top at Tilburstow Hill, on the way to Lewes, three-up, she was doing over 55 m.p.h. at the crest, while Countess Weir, on the Exeter By-Pass, was negotiated at 65 m.p.h.

A car which is so full of life as this astonishing Ten and which also has good road-holding and steering, is remarkably good fun to drive, providing it has adequate brakes. The Rover has Girling anchors, which are extremely powerful under the lightest pedal action, and which play no tricks—a hard 600 miles produced some squeal, but no appreciable loss of power. As a rapid means of transport the Rover is the equal of the majority of bigger cars. It settles down very contentedly to a cruising speed of 60 m.p.h., and goes easily up to 70 on the straights. Rapid cornering is the

obvious mode, but the expert will find delight in checking tail slides in the wet when really throwing the car round—she is a car sufficiently "alive" at speed to satisfy the blasé enthusiast of long experience.

One of the few moderns to have a crash pattern gearbox, the Rover benefits by this feature of its specification in sports guise. The very rigid central lever has an effective press-button reverse stop and the ratios go in without much pressure. The box could be handled by anyone used to a non-synchro box, but skilful judgment enables absolutely quiet downward changes to be made, even without the clutch. Upward changes are rather slow unless punched in, but go through beautifully if unhurried and double-declutched. The clutch is extremely light, shows no sign of wanting to slip, and takes up smoothly once one is accustomed to the fairly considerable movement before it goes right home. That it takes heavy punishment is evident from the engine's ability to spin the 5.25" x 18" Dunlop Freighters on a dry surface—incidentally, the front tyres were 4.50" x 18" Michelin "Stop."

We covered a four figure mileage with the Rover and liked it more and more each day. It gave no trouble whatsoever, used very little oil, and averaged rather better than 21 m.p.g. of pump Discol, driven hard everywhere. The oil pressure remains steady at approximately 50 lb. per square inch. Experiment showed that a driver strange to the car, over not specially picked roads, never averaged under 40 m.p.h., without seriously trying.

We will not comment on the bodywork and details in full road-test fashion, because at Chalfont they were inclined to apologise for them, explaining that on production cars better bodywork to clients' specification would be fitted, and details arranged to suit individual requirements. Actually, the doorless two-seater on the original car strikes us as a most serviceable body, especially for regular trials work. It is very strongly made, very roomy and has nice lines, except when seen absolutely broadside on. Incidentally, the whole "frontworks" are notably rigid, except that the Rover-flexible radiator mounting is retained, nor does the car suffer from that rather too prevalent modern complaint—scuttle dither. There is a big rear tank, and ample space in the tail for trials or touring impedimenta, or a reasonably tough third passenger. In matters of lighting, rigidity of wing mounting, steering rake, filler cap action, spare wheel mounting, horn strength, etc., the sponsors show a complete understanding of the long-distance drivers' requirements. Naturally, production cars would be given full weather protection, which Richards's motor lacks, save for two Triplex aero screens. No amount of descriptive matter can portray to the enthusiast a car's worth as can performance figures taken at Brooklands. Unfortunately, torrential rain cramped our style in

Continued at foot of next page.

THE RECORD FALLS AT WETHERBY

FANE COVERS THE COURSE IN 27.42 SECS. WITH HIS FRAZER-NASH.

There are not very many "Shelsley" Frazer-Nash cars on the road, because this twin blower job is a specialised and expensive production, but those that are in use must be about the most potent 1½-litre sports-cars in existence. Fane showed the performance of the racing single-seater edition very effectively at Wetherby last month, when he smashed the course record on all his runs, finally clocking 27.42 secs. With his Frazer-Nash-B.M.W. Fane also broke the record for sports-cars up to 3-litres, with a run occupying 31.77 secs. and R. Robinson's M.G. managed to establish a new record for 1,300 c.c. sports-cars, in 35.94 secs. The only other record to fall was that for

sports-cars up to 5-litres, broken by S. H. Allard with his V8 Allard, with the excellent time of 31.02 secs., after he had gyrated at a bend on an earlier run. In this class Martin Soames was second with a V8 Allard and Bagratouni's blown 2.6 Alfa-Romeo third—will the tables have turned at Prescott?

Tyrer's M.G. Midget found that a blower enabled it to beat an H.R.G. and a Riley in the 1½-litre sports-car class, and the 3-litre sports class was a 2-litre B.M.W. monopoly. Burnand's Riley engined J.W.B. won the 1½-litre racing class in 31.95 secs. Hampshire's Maserati Six was second to Fane in the 3-litre

(or 1½-litre s/c) racing class, some 1½ secs. slower, and Allan Arnold's Riley was third. In the big racing class Baron got his beautiful "2.3" Bugatti really wound up, to clock 28.62 secs., winning by .1 of a sec. from the B.H.W., which Parnell wants to sell. Lemon Burton's 3.8-litre Bugatti was third, in 29.11 secs. Wetherby was the pioneer Sunday event and a good crowd attended. A big entry was dealt with on the principle of a slow first run putting paid to later runs. The course is half a mile in length, with two bends, 350 yds. of 1 in 12, 300 yds. of 1 in 30, a concrete starting area and a level run to the finish. The next fixture is September 10th.

FRAZER-NASH-B.M.W. OWNER'S GERMAN TOUR

W. H. ("Bill") Aldington is already planning another Continental holiday for twenty-five car loads of B.M.W. owners, to take place from September 14th-27th. We are glad to see that Germany is the chosen country and that "Aldy," who knows the country well, promises a genuinely friendly welcome everywhere. The party will sail on the 50,000 ton liner "Europa" of the Norddeutscher Lloyd Shipping Co., from Southampton to Bremenhaven on September 14th. Special arrangements have resulted in first-class state rooms, with private bath, being reserved at a rate of £3/10/0 each way, instead of the usual £6/10/0, while B.M.W. cars will be loaded and garaged on the outward and homeward trips for

£10/10/0 inclusive, in place of the normal charge of £24. Bremen City, one of the ancient Hanseatic cities, is reached at lunchtime on September 15th. Thereafter the party will probably run N.E. to Hamburg and Lubeck, sea-towns, and then south to Hanover, to stay at Eisenacp, home of the B.M.W., in country aptly named "the green heart of Germany." The tour will then proceed to Rothenburg via old Wurzburg, along quite little used routes. Going via the old Imperial towns of Dinkelsbuhl and Nordlingen to Augsburg the *autobahn* will take the cars into Munich, and on into Salzburg. Here Wolfgangsee, Berchtesgaden, the Konigsee and Chiemsee

will be visited and probably the Grossglockner Pass—highest motor road in Europe—will be stormed.

Members will have the option of breaking apart at Munich, or of journeying together along the *autobahn* to board the "S.S. Bremen" on September 26th. This rally should be a splendid informal holiday, and we wish it well. Private aviation folk do a lot of this kind of fraternising, so why shouldn't owners of good, fast cars enjoy life in much the same way? Frazer-Nash-B.M.W. owners who are interested should write at once for information in greater detail to W. H. Aldington, Falcon Works, London Road, Isleworth, Middlesex.

A LONG TEST OF R. E. RICHARDS'S ROVER TEN SPECIAL—continued from preceding page.

obtaining data of this nature, but even so, the figures speak for themselves, and speak loudly.

Wheelspin spoiled the getaway very appreciably, but the standing quarter-mile occupied 21.2 secs. 0-50 m.p.h. consistently took 12.7 secs., two up, and under 12 secs. should be easy on a dry surface. 0-60 m.p.h. took 19.6 secs., and from 10-20 m.p.h. was reached in 2.5 secs., 30 m.p.h. in 6.0 secs., 40 m.p.h. in 9.2 secs., 50 m.p.h. in 13.0 secs., and 60 m.p.h. in 20.4 secs. The flying half-mile, still with two persons in the car, and under horrible conditions, was done at 85 m.p.h. by both watch and speedometer—the speedometer was also almost accurate lower down the scale.

Three flying laps were committed. The first, two up, at 78½ m.p.h., the second, driver only at 79½ m.p.h. and the last, using the banking, at 79 m.p.h. On the 79½ m.p.h. lap as much grass clipping as possible was done, but the car liked the bankings. It bounced a good deal, the shock absorbers having slacked off, but rode extremely well. A casual brake test, from 40 m.p.h., gave us a stopping distance of 60 ft., including a considerable slide.

From the foregoing it will be seen that not only is this Rover Ten Special a completely dependable, individualistic everyday motor-car, but one which can outperform other cars of its price class. This being so, Richards should have little

difficulty of realising his ambition of a trials team for next season. We returned the car very reluctantly, feeling that the proverbial hot-cakes will have nothing on these Rover Replicas once they become well known. The low rating of the engine is a strong point, although clients may have the 12 h.p. 1,496 c.c. engine, in place of the 10 h.p. 1,389 c.c. unit, should they so desire. It is very evident that the standard Rover Ten and Twelve are very popular cars with discerning Britishers. Those who like the idea of a really well-converted sports edition will find R. E. Richards or Motorwork of Chalfont, enthusiastic to demonstrate. Mr. Richards's address is: "Iffley," Loudhams Wood Lane, Chalfont St. Giles, Bucks.

MOTOR SPORT CALENDAR

Grossglockner, Hill Climb, Germany	AUGUST 26th	Imperial Trophy Race, Crystal Palace	SEPT. 10th	Le 12 Heures de Paris
AUGUST 6th G.P. du Comminges			14th-15th	Rally—Berlin—Rome
7th Brooklands August Monday Meeting	SEPT. 2nd	R.A.C. T.T. Race	17th	Circuit a Vienne
13th Coppa Acerbo	3rd	Grand Prix de la Baule	23rd	Brighton Speed Trials
15th Targa Abruzzo	4th	Pontedecimo Giovi	24th	Prescott Hill Climb
20th Swiss G.P. & Prix de Berne	9th	Phoenix Park Grand Prix	24th	Grand Prix Masaryk
	9th	Shelsley Walsh, Hill Climb	30th	International Donington Grand Prix
	10th	Grand Prix of Italy		

WAKEFIELD WINS AGAIN

WAKEFIELD WINS AT 93.91 M.P.H.

NEW E.R.A. DAMAGES ITS PETROL TANK IN A SKID AND RETIRES

J. P. WAKEFIELD scored his third Continental victory with his new four-cylinder sixteen-valve Maserati when he won the Albi Grand Prix on Sunday, July 16th. A similar car, driven by R. E. Tongue, finished second, and "Bira's" four year old E.R.A. was a gallant third.

Great surprise was caused by the appearance of the new E.R.A. at the practice session on Friday. After the regrettable scratching of the car from Rheims race the previous week-end, Mr. Cook had told several people that he would not start at Albi—and that it was doubtful, in fact, whether he would race the car again this year. It was understood that the car would proceed to Montlhéry for really searching tests at maximum speed in an effort to bring to light as quickly as possible the manifold minor faults which still existed in the car.

In actual fact the car did go to Montlhéry, but its "tests" there consisted of a one-hour run at 100 m.p.h.—obviously a quick way of running in the new pistons and rings which were probably fitted after the trouble at Rheims.

At the first practice session, in addition to Dobson and the new E.R.A., were Hug and Tongue on Maseratis, Raymond Mays with his new 1938 E.R.A., Brooke and Abecassis with Altas, and Herkuleyn's M.G. Marcel Contet, winner of the Bol d'Or, was present with his Maserati but was unable to drive owing to his petrol supply not having arrived. Dipper was also there, but his car developed a leaking radiator. Wakefield's car was at the course, but he himself was not there to drive it. A good crowd turned out to watch the fun. The fastest lap was made by Dobson at 97.13 m.p.h., which, however, was not 4 secs. slower than the lap-record established by Raymond Mays on an older E.R.A. two years ago at 99.06 m.p.h. Hug (Maserati) and Mays (E.R.A.) both did 96.65 m.p.h., with Tongue (Maserati) a shade slower. Brooke was next with 79.23 m.p.h., then came Abecassis with 77.17 m.p.h., and finally Herkuleyns with 65.71 m.p.h.

The Saturday practice was a most unhappy affair. It was raining hard all the morning, and continued throughout the practice session. At the very beginning there was a catastrophe. On his second lap Arnaud Hug got into a terrible skid on his Maserati, crashed into a telegraph pole, and was hurled into a ditch. The car careered along into a field, Poor Hug was quickly taken to a clinic, where he was found to have fractured his skull at the base. While I write these lines his condition is still "tres tres sérieux," according to the doctor who is attending him, but there is at least a hope that he may recover. Hug is an extremely likeable young man, as well as being a fine driver, and his accident put a distinct damper on the proceedings. The speeds were naturally not so high as the day before, owing to the wet road, and in the end it was Wakefield who made the fastest lap at 95.27 m.p.h. Dobson was one second slower; Mays 13 seconds slower

than Wakefield, and "Bira" 9 seconds slower than Mays.

The day of the race started badly with more heavy rain, through which the wretched motor-cyclists fought their way during the morning. These races, incidentally, provided a fine double victory for an old friend in Fergus Anderson, riding a 350 c.c. D.K.W. After lunch, however, the rain stopped and the road dried, so that all was well when the fifteen cars lined up for the start of the first race. It is a misnomer to call it a heat, because the Albi winner is found by adding together the times of each competitor in two races of 20 laps each. The starters were: Dipper, Sommer, Loyer, Tongue, de Graffenreid, Wakefield, Horvilleur and Contet on Maseratis of various types, Dobson, "Bira" and Mays on E.R.A.s also of different types; Abecassis and Brooke on Altas; Delorme's Bugatti and Herkuleyns' M.G.

Dobson made a fine start and was leading at the end of the first lap from Wakefield, Tongue, "Bira" and Mays. After the second lap it was announced that the new E.R.A. had got round in 3 minutes 27 seconds, at an average speed of 96.19 m.p.h. The leading group were setting a terrific pace, and after four laps had lapped Delorme and Herkuleyns.

On the next circuit Raymond Mays encountered the bad luck which so often spoils his chances when he lost first a hub cap and then a wheel and had to retire. Behind the leaders at some distance Sommer and de Graffenreid were having a close scrap, as were Dipper and Abecassis, while Brooke amused himself by skidding the corners in a hectic manner which thoroughly terrified the officials—on one occasion skidding right round in front of the stands.

Just when Dobson seemed all set for a good win, the green E.R.A. developed an irregularity in its exhaust note. It may have only been a plug, but whatever it was the E.R.A. pit decided to call him in immediately. Now this is a very tricky thing to do at Albi, where the pits are situated just after a corner. If you want your man to come in you must do one of two things: send a signaller back round the corner, so that the driver has time to read the signal before he gets to the corner, or else signal him from the pit to come in on the next lap. The E.R.A. did neither of these things. Instead, they waited for Dobson to come round the corner and accelerate hard before stepping into the road with a notice asking him to stop immediately. Dobson did his best to obey orders, but it was quite impossible. No driver on earth could have pulled the car up so quickly. As it was the E.R.A. skidded sideways under the excessive application of the brakes, and went slam into the straw barricades. The petrol tank was split, and the possible winner of the race was out—through no fault of his own.

This left Wakefield in the lead, and although he had to stop for fuel—which he took on smartly in 18 secs.—he ran home an easy winner from Reggie Tongue

by 1 min. 30 secs. "Bira" was third, and Abecassis beat Dipper for fourth place by one second.

The twelve remaining competitors lined up for the second race at 4.40 p.m., and when the flag fell it was Wakefield's red Maserati that went to the front once more. Behind him, at the end of the first lap, came Tongue, "Bira," Abecassis, Dipper, Brooke, Contet, Sommer and de Graffenreid. Horvilleur drew into his pit to repair a sheared magneto drive.

Wakefield pulled steadily ahead, and after five laps was 18 secs. in front of Tongue, who was 43 secs. in front of "Bira" in turn 22 secs. in front of Abecassis, leading Dipper by 5 secs. Contet went out with brake trouble, and Dipper dropped back so that Brooke began to close on in Abecassis. These two were having a terrific scrap when Abecassis's engine seized solid as they were tearing along at high speed. Brooke could not avoid the sliding Alta and both cars went out of control. It was a miracle that neither driver was hurt, for Brooke's car turned right over several times. This let Dipper back into fourth place behind "Bira," who was driving steadily and obviously getting himself acclimatised again after his bad shaking at Rheims.

After 15 laps, Wakefield, whose Maserati seems to have a very heavy fuel consumption, had to stop at the pits, but as he was by this time 1 min. 7 secs. in front of Tongue this did not cause him to worry—until the engine showed the same unwillingness to re-start as it did at Rheims. Forty-four seconds had gone by before it fired once more, and Wakefield's lead had been reduced to 14 seconds by the time he got going again. Tongue actually got within 11 seconds of his rival on one lap, but Wakefield had the situation well in hand and was able to put on a spurt which gave him a lead of 20 seconds at the end of the 20th lap.

COMPLETE RESULTS

RESULT OF FIRST RACE

1. J. P. Wakefield (Maserati), 20 laps in 1h. 10m. 22s., speed 94.32 m.p.h.;
2. R. E. Tongue (Maserati), 1h. 11m. 52s.;
3. "B. Bira" (E.R.A.), 1h. 13m. 42s.;
4. G. E. Abecassis (Alta), 19 laps in 1h. 11m. 47s.;
5. H. Dipper (Maserati), 19 laps in 1h. 11m. 48s.;
6. H. L. Brooke (Alta), 19 laps in 1h. 12m. 22s.;
7. R. Sommer (Maserati), 18 laps in 1h. 10m. 41s.;
8. de Graffenreid (Maserati), 18 laps in 1h. 11m. 14s.;
9. Horvilleur (Maserati), 18 laps in 1h. 12m. 11s.;
10. Contet (Maserati), 18 laps in 1h. 13m. 57s.;
11. Herkuleyns (M.G.), 16 laps in 1h. 13m. 28s.;
12. Delorme (Bugatti), 14 laps in 1h. 10m. 47s.

RESULT OF SECOND RACE

1. J. P. Wakefield (Maserati), 20 laps in 1h. 10m. 58s., speed 93.50 m.p.h.;
2. R. E. Tongue (Maserati), 20 laps in 1h. 11m. 18s.;
3. "B. Bira" (E.R.A.), 19 laps in 1h. 11m. 2s.;
4. H. Dipper (Maserati), 19 laps in 1h. 12m. 29s.;
5. R. Sommer (Maserati), 19 laps in 1h. 14m. 15s.;
6. de Graffenreid (Maserati), 18 laps in 1h. 12m. 21s.;
7. Herkuleyns (M.G.), 15 laps in 1h. 11m. 44s.;
8. Delorme (Bugatti), 15 laps in 1h. 15m. 5s.;
9. Horvilleur (Maserati), 14 laps in 1h. 12m. 1s.

GENERAL CLASSIFICATION

1. J. P. Wakefield (Maserati), 40 laps in 2h. 21m. 20s., speed 93.91 m.p.h.;
2. R. E. Tongue (Maserati), 40 laps in 2h. 23m. 10s.;
3. "B. Bira" (E.R.A.), 39 laps in 2h. 24m. 44s.;
4. H. Dipper (Maserati), 38 laps in 2h. 24m. 17s.;
5. R. Sommer (Maserati), 37 laps in 2h. 24m. 56s.;
6. de Graffenreid (Maserati), 36 laps in 2h. 23m. 35s.;
7. Horvilleur (Maserati), 32 laps in 2h. 24m. 12s.;
8. Herkuleyns (M.G.), 31 laps in 2h. 25m. 12s.;
9. Delorme (Bugatti), 29 laps in 2h. 25m. 52s.

Letters from Readers

Sir,

I was very interested in the short article on the old s.v. Aston-Martin, published in *MOTOR SPORT*, as I have two of these cars, both 1925 Vintage. I bought the first in February 1938, a four-seater tourer with very heavy wings, high pressure tyres and enormous but inefficient head lamps. The engine had twin R.A.G. carbs. which gave quite good acceleration and an all out speed of about 62 m.p.h.

After 15,000 miles the bodywork began to fall to bits and would have been very expensive to repair, so I bought a single carburetter job which was slower but had a first-class body with cycle type wings. This, also is a four-seater but is much lighter and I have now replaced the cylinder block etc. with the old one. I have had to change the back axles as well after cracking the differential casing beyond repair.

Six months ago I fitted new piston rings and I now do about 2,500 to the gallon of oil, and 22-23 on petrol. The latter consumption is rather high, no doubt owing to the twin carbs. All out speed is now about 68 m.p.h. although I think it would do 70 with encouragement.

I have found the cars very reliable, the steering and gear-changing being a revelation, but I have noticed that the back axles are apt to get out of true as the springs are hung on loose shackles at each end.

Incidentally I have a fairly complete assortment of spares and I shall be only too pleased to help any of your readers who have difficulty in getting parts elsewhere.

I am, Yours etc.,
G. L. WEAVER.

Highgate, N.6.

* * *

Sir,

In your March issue you discussed fast road cars, asking at the same time which was the fastest. If I am not too late I would like to enter a 1934 Duesenburg into this discussion. This car was a five-passenger phaeton with a super-charged engine delivering 320 b.h.p. It has been driven 129 m.p.h. in top gear and 104 m.p.h. in second. Acceleration from a standing start to 100 m.p.h. was accomplished in 20 secs.

I found these statistics on page 286 of the January 1934 issue of "Motor," an American publication.

I am, Yours etc.,
W. S. COMER.

New Jersey,
U.S.A.

* * *

Sir,

In reply to Mr. A. J. Vicary's letter published in the June issue, here are a few particulars which may be of interest

to him. If memory serves me right, the Diana was built by the Moon Corp., and bore the same relation to the Moon as Hudson did to Essex.

It was built in 1924/6, was of 28.8 h.p., about 4-litres (I believe it was of 76 x 114 mm. bore and stroke) wheelbase about 10 ft. 5 ins. and was a fair specimen of the "middle class" American car of the period. It was discontinued about 1926, and the later Moon eight-cylinder car resembled it in many respects, so if Mr. Vicary looks up the 1929 Moon eight-cylinder he will find it is basically a later version of the Diana.

I remember that the Diatto of 1927 was available as 15/50 and 17/70 models, the latter being the 85 m.p.h. version mentioned by Mr. Ballamy. Mr. Teasdale resents the emphasis upon the DKW and Fiat in your comments—he should try one! The DKW is undoubtedly an outstanding design and provides a lesson on efficiency to our designers, though undoubtedly the general finish is not up to English standards and the price is somewhat higher than equivalent English cars.

I wonder if Motor Polo comes under the heading of "Motor Sport?" Some time ago, whilst "rooting about" in a pile of ancient magazines, I discovered a fully illustrated article on Motor Polo in the Strand or Harmsworth's magazine of 1902-3. Unfortunately I have not been able to rediscover the magazine, but the photographs of ancient Lanchesters with the low front and engine-under-seat arrangement and tiller steering were exceptionally interesting, and the article pointed out the suitability of electric cars for this game—I should imagine that the tiller steering would also be a great help.

It seems a pity that no one owns an Isotta Fraschini sports tourer of 1926 vintage, for its maximum speed of 106 m.p.h. with heavy body and full equipment would surely give it a prominent position in the "fastest road-car" controversy.

Can anyone tell me what has happened to the Moveo car, a very interesting sports-car built at Preston about 1931-2? and I am also interested in the fate of the Aries sports-car, built about 1937-8.

I am, Yours etc.,
K.C.

Co. Durham.

* * *

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.

Sir,

I am very interested in one or two articles and letters in connection with the construction of potent vehicles as using as a basis a Morgan three-wheeler chassis converted to run on four wheels, and using an 8/80 J.A.P. to provide the urge. At the present moment I am running a 1926 12/50 tourer and although she is a most exhilarating car to drive the drain on my very slender finances ought to cause many sleepless nights, and I am afraid the recent lapse on the part of the Chancellor of the Exchequer will necessitate her retirement.

Hence the interest, in converting three to four wheels. In the October 1938 copy of *MOTOR SPORT* you printed a letter from G.E.M. asking for details and snags which are encountered with a two-cylinder engine and chain drive. In February 1939 in an article you mention that Mr. Allard at one time used a converted three-wheeler with a 1½-litre gearbox and back axle, and I wondered whether you have any further details of conversions which have been satisfactorily carried out.

The 8/80 J.A.P. seems to be the most suitable engine to use, if it is possible to get one in fairly good condition at a reasonable price.

I am, Yours etc.,
J. A. BRAMLEY.

Hollinwood,
Oldham

[We shall be glad to forward any letter to the above.—Ed.]

* * *

AN UNAVOIDABLE POSTPONEMENT

The Light Car Club was obliged to postpone its Brookland's 3-Hour Sports-Car Race which was to have been held on July 22nd, on account of lack of entries—we believe only four were received. This is a reflection on the outlook of the present-day racing man, inasmuch as lots of possible entrants agreed that they thoroughly approved the Regulations, and would like to have run, but went on to point out the lack of money prizes and the danger of suffering mechanical failure in this race which would render them non-starters in the T.T. six weeks later, for which race substantial money-prizes are offered. It seems probable that the Light Car Club will hold the race on September 16th—after the T.T. has been contested. They should then get a reasonable entry, and it will be most interesting, should the race be held thus, to compare performances with those set up in the most less-restricted T.T. At all events, we wish the L.C.C. every success with its September venture.

Continental Notes and News

No One Really Cared

The tragedy of Seaman's accident was so overwhelming that it obscured an incident at Spa which might, in other circumstances, have caused the Belgian Grand Prix to be remembered as the most dramatic race of the year, instead of the most disastrous. When Lang, the leader, came in to refuel for a second time, a few laps from the end, the engine did not re-start properly. After he had gone a few yards it stopped, and so Lang decided to make use of the downhill grade. Again and again he gathered speed and let in the clutch, but the engine simply would not fire. On the re-designed Spa course, the road takes a big uphill sweep to the right after the left-hand bend past the pits, and Lang had reached the very bottom of the dip before his Mercedes picked up. Meanwhile Hasse was right on his tail with the Auto-Union. Another few yards and Lang would have been out of the race.

Actually, by that time no one really cared who won, least of all Lang, who was so appalled by the sight of Seaman's car on fire that he would have preferred to have retired.

At the risk of re-opening a sad subject, I feel that justice has not been done in the British motoring journals to the magnificent behaviour both of the Mercedes-Benz concern and the Royal Automobile Club of Belgium in honouring Seaman's passing. At the little memorial service in Spa on the day after the race, Herr Neubauer made a moving address, and in the Chapel were the German Ambassador from Brussels and the President of the R.A.C.B. Representatives of the Club were also present at the embarkation of the coffin at Ostend.

It was noticeable that there was no sign from Britain at the Spa service—not a wreath nor a message from the R.A.C., nor were any representatives of Britain's national motor club waiting on the quayside at Dover to receive home the body of Britain's greatest racing driver of recent years. It is perfectly true that Seaman was a member of a German team, but that was all the more reason why Britain—and the R.A.C.—should have been proud of him. A prophet is not without honour, save in his own country

In Germany and Belgium a Grand Prix driver is regarded as a sportsman of the highest importance, and this, I suppose, is a point of view that will never be properly understood in Great Britain. Perhaps it is best to leave it at that.

Le Mans and Lagonda

Most of us who saw the splendid show put up by the Lagondas at Le Mans commented on the fact that the cars seemed very long in the wheelbase as compared with the French sports-cars, and were consequently a bit unhandy on the corners.

In one way, of course, this was praiseworthy, for it meant that the cars could carry much more comfortable closed coachwork on the chassis, as raced, than the French machines could. But such

By
AUSLANDER

considerations do not count in racing. All that matters is to win.

It is good news, therefore, to hear that an ultra-short wheelbase model is being produced to carry two-seater sports coachwork and that this will be the model that Lagondas will race at Le Mans next year.

This modification, coupled with his past experience and the data he gathered at this year's event, should give "W.O." a very good chance of winning the Grand Prix d'Endurance in 1940. Why, if the cars prove to be as reliable as the two which ran in June, he might even get "one, two, three!"

Incidentally, the fact that a 3½-litre unblown Delahaye, with full sports coachwork, lapped the circuit at nearly 97 m.p.h. makes one wonder what one of the Formula German cars could do at Le Mans. Probably something like 115 m.p.h.

Tragedy at Monza

Another name was added last month to the long list of drivers who have been killed at Monza Autodrome when Emilio Villorosi met with a fatal accident at the wheel of an Alfa-Romeo.

Emilio was the brother of Luigi, the Maserati driver who has visited Britain on several occasions. He himself, I believe, started racing on a Maserati, but he first came into prominence last year as the leading driver of the 1,500 c.c. Alfa-Romeos. He won the Junior Coppa Acerbo and the 1½-litre race that preceded the Italian Grand Prix. This year he was the only driver to bring home his Alfette in the Tripoli race. As a driver he was obviously destined to do big things; and as a man he was liked by everybody.

Monza . . . what a fateful name that is! Campari, Borzacchini, Czaikowski, Arcangeli, Materassis—and wasn't Count Zborowski killed there too?

Incidentally, in the cafés of Milan and Turin they are talking about the possibility of the Italian Grand Prix being a 1,500 c.c. race this year. In which case, as it would replace a formula Grand Prix, Mercedes-Benz would presumably feel justified in bringing out their 1½-litre cars from their tantalising retirement.

It would only need the presence of the new E.R.A.—and of course a full contingent of Alfas and Maseratis—to make it a real party.

Round About Rheims

That was certainly a lucky escape of "Bira's" at Rheims. He was trying really hard for several preceding laps, and had actually equalled Dobson's fastest lap with the new E.R.A., which was a wonderful feat.

Then suddenly he was overdue. Prince Chula and Shura Rahm looked down the straight to Thillois, but the blue car did not appear. And all the while the seconds were ticking off on their stop-watches.

The next thing I knew—I was standing on the promenade above the pits, at the time, just over the Chula—"Bira" *equipe*—was an agitated voice on the loud-speakers asking the driver of the ambulance to go to his vehicle immediately. One or two mechanics and people started to walk and run down the straight, for no apparent reason.

We waited, Prince Chula and his staff exercised an admirable calm, although their anxiety must have been appalling. Then gradually the news came through, as other drivers pulled into their pits and reported that the E.R.A. had got into a series of skids and counter-skids (and not for the first time) on the fast curve as the road enters the wood before reaching La Garenne. Although there is no steep kerb there, the car eventually reached a point where it was checked suddenly in its skidding, with the result that it rolled right over, depositing "Bira" on the strip of sand which now lines the road where trees stood before.

Finally, "Bira" returned to the pits as a passenger in Contet's Simca-Fiat. He got out unaided, and walked with Prince Chula to the back of the pits where the White Mouse lorry stood. His overalls were torn on his hip, and he walked with a limp—due, in part, to his having lost one of his shoes. But it was a tremendous relief to see him comparatively unhurt.

The car continued for another two hundred yards or so after its first roll, finishing up in the road, but fortunately to one side, so that the following cars were not impeded. The engine would still run, but the rest of the car was wrecked, including the expensive and difficult-to-make front independent suspension.

One can only stand in respectful admiration of "Bira's" courage in racing again the following week-end at Albi. Of such stuff are heroes made.

British drivers had a justifiable moan about the tardiness of the A.C.F. officials at the weighing-in. They were kept waiting about for hours after the time they had been told to present themselves, and this part of the organisation seemed to go haywire. And the man who painted the numbers on the cars ought to have a lesson from his colleagues at Brooklands and Donington. He did his job neatly enough, but painfully slowly.

Rheims seems to be a difficult circuit for choosing the correct gear-ratio. It is easy to over-rev on the straights, but the sharp corners demand good acceleration. Wakefield was cutting out momentarily as he passed the stands, but even then he got the slow-down signal from his pit. Perhaps over-revving had something to do with the retirement of Lang and von Brauchitsch, both of whom had engine trouble, and of Nuvolari, too.

The no-pushing rule nearly caused the undoing of Wakefield when he went to re-start after his pit-stop. Both his mechanics swung the handle until they were exhausted, and then at last the engine fired. Hug had a portable electric starter, like the Germans. Abecassis was

CONTINENTAL NOTES AND NEWS—continued

in a quandary. There is no provision for a starting handle on his Alta, so that even if he had not run a big-end it is doubtful whether he would have finished the race. Once he had come in to refuel he could not have started again. Personally I think this rule is nonsense. Racing cars are not meant to be started by hand, any more than the ordinary motorist thinks of starting his 1939 saloon by the starting handle—if it's got one. If portable electric starters are allowed, I can't for the life of me see why a push start shouldn't be.

The Auto-Union party in Rheims after the race was a cheery show, because their motor-cyclists had scored successes in the Grand Prix de l'U.M.F. (that's not an American expression) in the morning, as well. Karl Kudorfer, the Press liaison officer, made one of his terrific speeches; grinning, quivering, and gesticulating all at the same time. It was rather nice of him, I thought, to say that their victory in the Grand Prix was due not only to their wonderful cars, and their marvellous driver in "*mein lieber Hermann*," but also to luck, which always plays a big part in motor-racing. Say what you like about Hitler, they are wonderful sportsmen, these Germans.

Meier, incidentally, had a bandaged neck as a result of his car catching fire at the pits, but judging by his high spirits he was not in any pain. That was a tense moment when the flames went "woof" and shot up higher than the promenade. For an appreciable pause Meier seemed to be paralysed. Then he frantically undid the steering wheel and was pulled out of the car by willing hands—so willingly, indeed, that he was flung on the ground. The French crowd applauded his pluck for continuing, but oddly enough they also applauded when the announcer told them that there were no more Mercédès left in the race.

But we were drinking champagne in Rheims, were we not? It was interesting to observe the almost patriarchal aura which surrounded Nuvolari. Not for nothing is he called the Maestro. The lean, brown-faced, grey-haired little man just sat there, smilingly accepting Kudorfer's compliments and the company's applause.

There were two visitors from the rival camp. Doctor Glaser sat near the door where the exuberant Kudorfer soon spotted him and gave him a welcome, and later on von Brauchitsch turned up.

And Chris Kautz was there, too, with his charming wife.

What of Alfas?

Talking of Kautz brings us to the Mystery of Modena. The two cars he ran at Rheims, and Sommer's similar machine, are queer sort of cars. In appearance they are like big Alfas. I understand that they are composite cars built up of bits and pieces of Alfas of various types. It is some time since Alfas raced a 3-litre eight-cylinder engine, and the cars certainly seemed to be no faster than the old 2.9-litre monoposto.

Kautz's cars had the Swiss cross painted on the scuttle, but I understand that he does not intend to keep them. They will either be sold or else find their way back to Modena.

I have seen it reported that these three cars are the only Grand Prix Alfa-Romeos now in existence. Surely this is wrong. The Corse may not intend to race the sixteen-cylinder car any more this season, but the machine that Farina drove at Spa, and with which he led at the start, must still be in existence.

In the French Grand Prix the Alfas were outpaced by the unblown Darracqs, which went extremely well. Le Bégue's car, which had a five-speed gearbox, was unofficially timed, with a one-hundredth of a second stop-watch, to be doing 153 m.p.h. down the Gueux-Thillois straight. In the same place Lang and Nuvolari were clocked at 192 m.p.h.!

Suddeutsche Renngemeinschaft

I expect you have seen the names Dipper and Joa fairly frequently lately as the drivers of Maseratis in Continental events.

Here is some information about them. They are two young Germans who race in partnership under the title *Suddeutsche Renngemeinschaft*, which, being interpreted, means South German Racing Association. They have an office at Erfurt, and their workshop is at Freiburg. Their Maseratis are six-cylinder jobs, painted silver with red numbers—exactly like Mercédès-Benz and Auto-Unions. Their badge is a shield on which there are rampant horses. They tow their cars about on open trailers behind saloon Mercédès.

Heinz Dipper comes from Stuttgart and drives a B.M.W. as well as his Maserati. Leonhard Joa concentrates on his Maserati.

Angoulême

A somewhat fantastic race was held at Angoulême last month. This magnificent old walled city has a road running round the top of its ramparts, and although it is only three-quarters of a mile round, someone decided that it would make a good circuit for a motor-race.

Of course it was tremendously hard work for both the cars and the drivers. In the first heat of 40 laps only two cars finished, but in the second race six managed to stay the course.

The 70 laps final was full of incident. Sommer (3-litre Alfa-Romeo) was chased a bit at the beginning by Roger Loyer, the motor-cyclist Maserati driver, but the latter had his usual bad luck—this time the car took fire. Sommer then went on safely in the lead, but the places were being fought out fiercely. Joseph Paul (Delahaye), the winner of the first heat, was in front of Horvilleur's 1½-litre Maserati for some time, but then he overdid it on a corner and crashed into a wall. This left Horvilleur in second place, with Durand on a 1,500 c.c. Bugatti third.

The result was:

1. R. Sommer (Alfa-Romeo), 70 laps in 1h 25m. 0s. Speed 39.2 m.p.h.
2. Horvilleur (Maserati), 3 laps behind.
3. Durand (Bugatti) 3 laps behind.
4. Contet (Delahaye), 4 laps behind.
5. Trintignant (Bugatti), 7 laps behind.
6. Herkuleyns (M.G.), 10 laps behind.

Albi Aftermath

Hug's accident at Albi brings up the old controversy once more as to whether crash-hats should be made compulsory.

His injuries were pretty well confined to the head, and there is no doubt that had he been wearing a helmet he would not have been so badly hurt.

That seemed to be the opinion of many of the drivers, too, for eight of the fifteen starters—an unusually high percentage—wore them in the race.

It is queer, when you come to think of it, that none of the Grand Prix drivers wear them. It is true, of course, that in some cases where extensive bodily injuries are sustained, for example—it is probably better to be killed outright than to linger on as a cripple, but on the other hand cases do occur where a crash helmet enables a driver to come out of an accident almost scot-free.

In motor-cycle races, of course, they are compulsory.

The racing conduct of some of the British drivers, I am afraid, created an unfavourable impression. The excessive skidding of one of them was described by a French journalist as "acrobatics," and two of them were advised by the same writer "to control their passion in order to avoid being a danger to other drivers," and "to take lessons before entering for another race."

No one can accuse the journalist in question of being anti-British, because he went on to castigate the local gendarmerie in no uncertain terms for their failure to salute while "God Save the King" was being played. The National Anthem, incidentally, was played three times at Albi, twice for Fergus Anderson, the motor-cyclist, and once for Wakefield.

And Now for Berne

There are radical alterations this year in the programme of the Swiss Grand Prix meeting to be held at Berne on August 20th. To begin with, the Prix de Berne for 1,500 c.c. cars ceases to exist as a separate race, and will be merged in the Grand Prix itself. The latter, instead of being one long race, is to be held in two heats and a final. I would like to make it clear, however, that the Prix de Berne will still be a race for 1,500 c.c. cars, although run concurrently with the Grand Prix. The 1,500 c.c. cars will compete in the 1st heat and the G.P. machines in the second. The best finishers in each heat will run together in the final competing for separate awards.

If the 1½-litre field were to be limited to cars like E.R.A.s and the latest Maseratis, it would not be so bad, but the chances are that there will be all sorts of sluggish machines there as well.

The programme at present consists of the following: Friday the 18th, practice from 2 p.m. to 6 p.m.; Saturday the 19th, practice from 2 p.m. to 5 p.m.; Sunday the 20th, at 10 a.m. the start of the Prix de Bremgarten (Swiss national drivers only), at 11.20 a.m. the start of the first heat of the Grand Prix, at 2 p.m. the start of the second heat, and at 3.40 p.m. the start of the final.

The heats will be over 20 laps, or 145.6 kilometres, and the final over 218.4 kilometres. First prize is roughly £500, second £250, and so on. For the 1,500 c.c. cars a separate first prize of roughly £200 will be given.

Time, gentlemen, please . . .

"BIRA" BEATEN AT LAST

RAYMOND MAYS WINS CRYSTAL PALACE CUP AND BREAKS LAP RECORD, WITH HIS 2-LITRE E.R.A. RILEY WINS SPORTS CAR RACE AND BUGATTI THE VINTAGE EVENT

"BIRA'S" recent winning spell collapsed on July 1st when Raymond Mays, using the 2-litre E.R.A. which he has bought from E.R.A. Ltd., won the race for the Crystal Palace Cup at 59.93 m.p.h. "Bira's" other great opponent, Hans Ruesch, was a non-runner, having sold his Alfa-Romeo to Robert Arbuthnot before the meeting—it is rumoured for a sum in the region of £800.

The weather remained fine for the duration of the racing and an excellent crowd attended. Certainly onlookers get value for money at London's road circuit and it is the only course at which we never mind watching from the public enclosures, if accompanied by a friend who hasn't the advantage of a Press pass. The scoreboards work well, but those watching from the Low Level side of the finishing line would appreciate it if cars could carry on for another lap after finishing, instead of going straight into the Paddock. The programme was, as usual, excellently done, but we preferred the caricatures in the Sydenham Trophy issue to the semi-humorous sketches in this number, and both Cecil Clutton and Dick Nash can rest assured that they are not quite so ugly as they are portrayed to be! These short races with classic entries grown on one, but someday we hope Harry Edwards will give us a full 200 mile contest—a sort of British survival of Monaco—over this circuit.

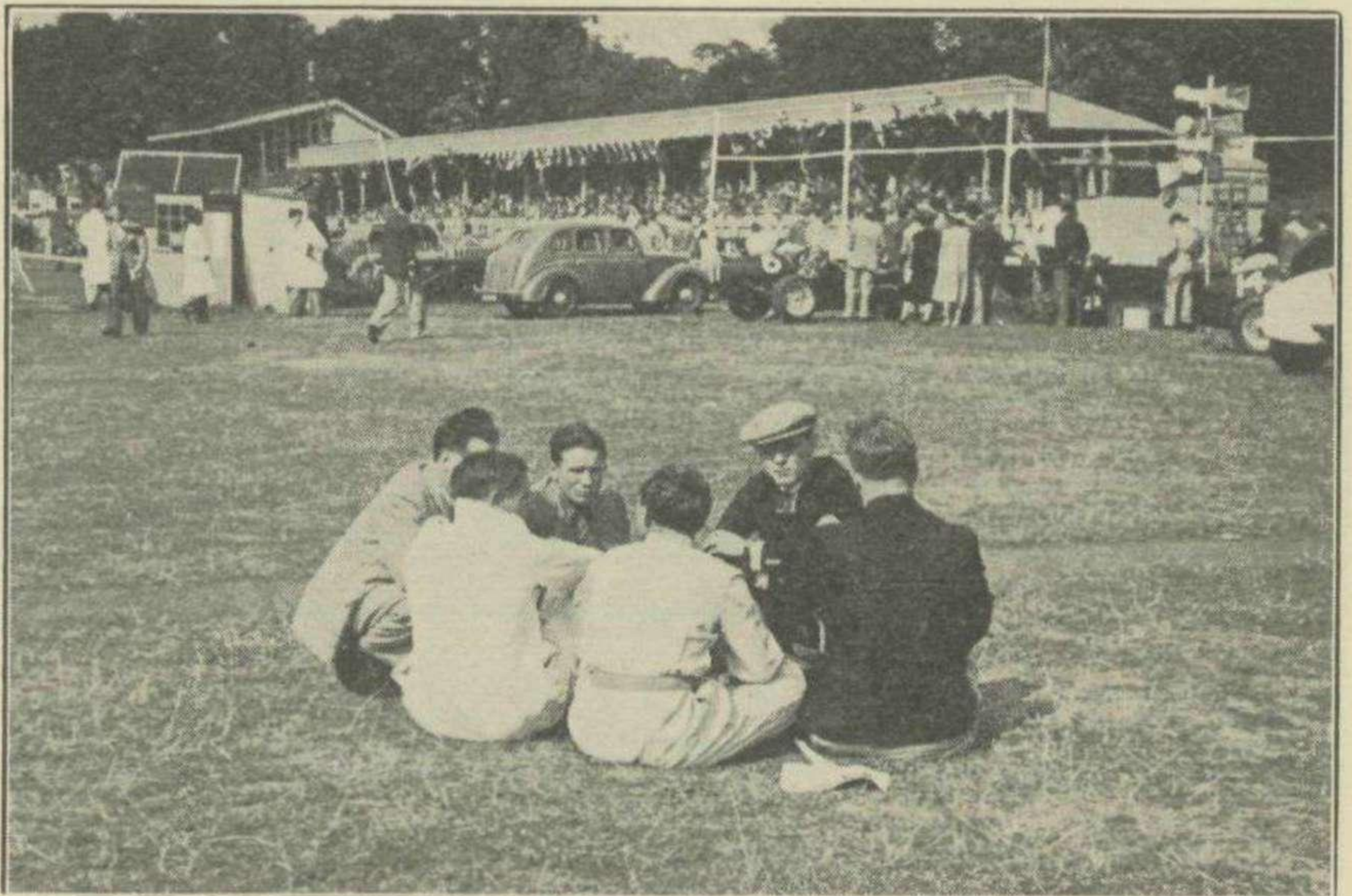
The first event on July 1st was Heat 1 for the Cup, over 20 miles. Nine started, only Rolt, detained on military duties, failing to appear. Nichols (M.G.) beat Hyde (Riley) on initial acceleration and Hyde's car soon fell sick. Mays stole a lead over his group, but after a lap "Bira" was out ahead, with Mays behind, followed by Abecassis in the Alta. "Bira" kept second place until right at the end, when he caught Nichols, winning at 59.07 m.p.h. with his old-style E.R.A. "Romulus" from Mays, with Nichols third. Mays finished 4.7 secs. to the bad, and his best lap was at 2 mins. .5 secs. against "Bira's" 1 min. 59.5 secs. Abecassis did a lap in 2 mins. .9 secs., Hampshire's Maserati retired and Hyde gave way nicely to faster cars during his trouble. "Bira" seemed right on form, cornering right over the kerb at Ramp Bend, a closeness equalled only by Wakefield, later in the day. Mays kept close in, but off the kerb, while Abecassis liked a central entry at this bend.

In the next 20 mile Heat the Grenfell-Special, which has a 4-litre Mercedes motor, Ruesch's big Alfa-Romeo and Parnell's Challenger, failed to run. Hadley got the little Austin off like a shell and no one could catch him. He won at 55.27 m.p.h., 1.2 secs. ahead of Maclure's blown Riley Six. Aitken's E.R.A. was third. For a while Wakefield, cornering very close indeed, went very rapidly with the Maserati, with which he won the Piedmont Cup and Picardie G.P. He lay third for 2 laps but eased up between Ramp Bend and Maxim Rise

to wave Aitken, and Arthur Dobson on his famous white E.R.A. past, later repassing Dobson. Hadley hit a sand-bank on lap 2 and slightly buckled a front wheel, but was in no wise perturbed. Maclure cut his corners nicely and Brooke managed a "Bira-kerb-clip" at Ramp Bend with his Alta-Brooke, though he finished last. Beadle's Alta retired. The best lap was Maclure's. He did 2 mins. 1.8 secs. on his second lap, against Aitken's 2 mins. 2 secs., and Wakefield and Dobson who both clocked 2 mins. 3 secs. Hadley's best was 2 mins. 7.4 secs.—the group handicap system was naturally in operation.

A 10 Miles sports-car race followed,

love to see these old cars in action again over the Brooklands outer-circuit, but "A.P.B." says that, in view of the Ten Year age limit, a fatal accident might result in an unsympathetic Press—Fleet Street would fail to grasp the idea and would have no sentimental understanding. However, the Vintage S.C.C. might well raise the matter now that the big veterans compete regularly at Shelsley, Prescott and the Palace. All nine started, but Hill's "Alphonso" Hispano, which we illustrated last June, did not last long. Most of the cars are well known to our readers, but Heal's Fiat, which baffled "Baladeur," is now said to have been built for M. Mathis as a sprint car,



Discussing their chances? P. Maclure, "Bira" and Charles Brackenbury with their backs to the camera, whilst Prince Chula faces them.

the Road Racing Club being noted for these interesting events. The cars had to carry equipment and run on pump fuel and were strictly scrutineered by Eason-Gibson. Twelve started, the only non-runner was Pelham-Burn's Rapier, which, we were told, was not run-in. Arthur Dobson, driving his 1½-litre Riley that brother "E.W.H." has so often put into the bank, got the lead on lap 2 and won easily at 50.14 m.p.h. from Fane's B.M.W. and Abecassis with an Alta that looked to us like Bennett's familiar car, though the Commentator told us that Abecassis goes to work in it every day. Crozier's blown Frazer-Nash retired on lap 2. Shakespeare's beautiful Type 55 Bugatti beat Aitken's Delage away, but finished nowhere. Aitken did the best lap, in 2 mins. 12.1 secs., followed by Fane, in 2 mins. 13 secs.—Dobson's best was lap 3, at 2 mins. 17 secs.

The handicap Vintage Cup Race followed, and, really, Edwards deserves great credit for recognising the strong appeal of the Edwardians and near-Edwardians. We should have liked four laps instead of only two. Incidentally, we would dearly

Hampton's little Bugatti was in use up to 1929, the 1913 Mors was owned by G. Willeby the Invicta designer, and the Enfield has four speeds and over-drive transmission—as the programme aptly said "What Redditch thinks to-day, Detroit thinks in twenty years time!" Nash started late in the Lorraine-Dietrich and though Heal, from scratch, was immense with the Fiat, he could only manage third place. Hampton's splendid little Bugatti won at 39.32 m.p.h. from Clutton's Itala (now with body in place). Nash is given as lapping in 2 mins. 19.3 secs., which is faster than five of the sports-cars and one racing-car; over 51 m.p.h. We should have liked to have seen Lycett's Hispano, Morris's Benz—now repaired—and Wilkes Fiat present. How astounding these Edwardians are is evident when you reflect that the Lorraine lapped at less than 10 m.p.h. below May's lap-record speed, on a course calling for 100 per cent. acceleration and brakes.

Asked what speed he reached along the straights, Nash told us he could not tell, but said he reckoned as fast as he has ever gone at the conclusion of a sprint course

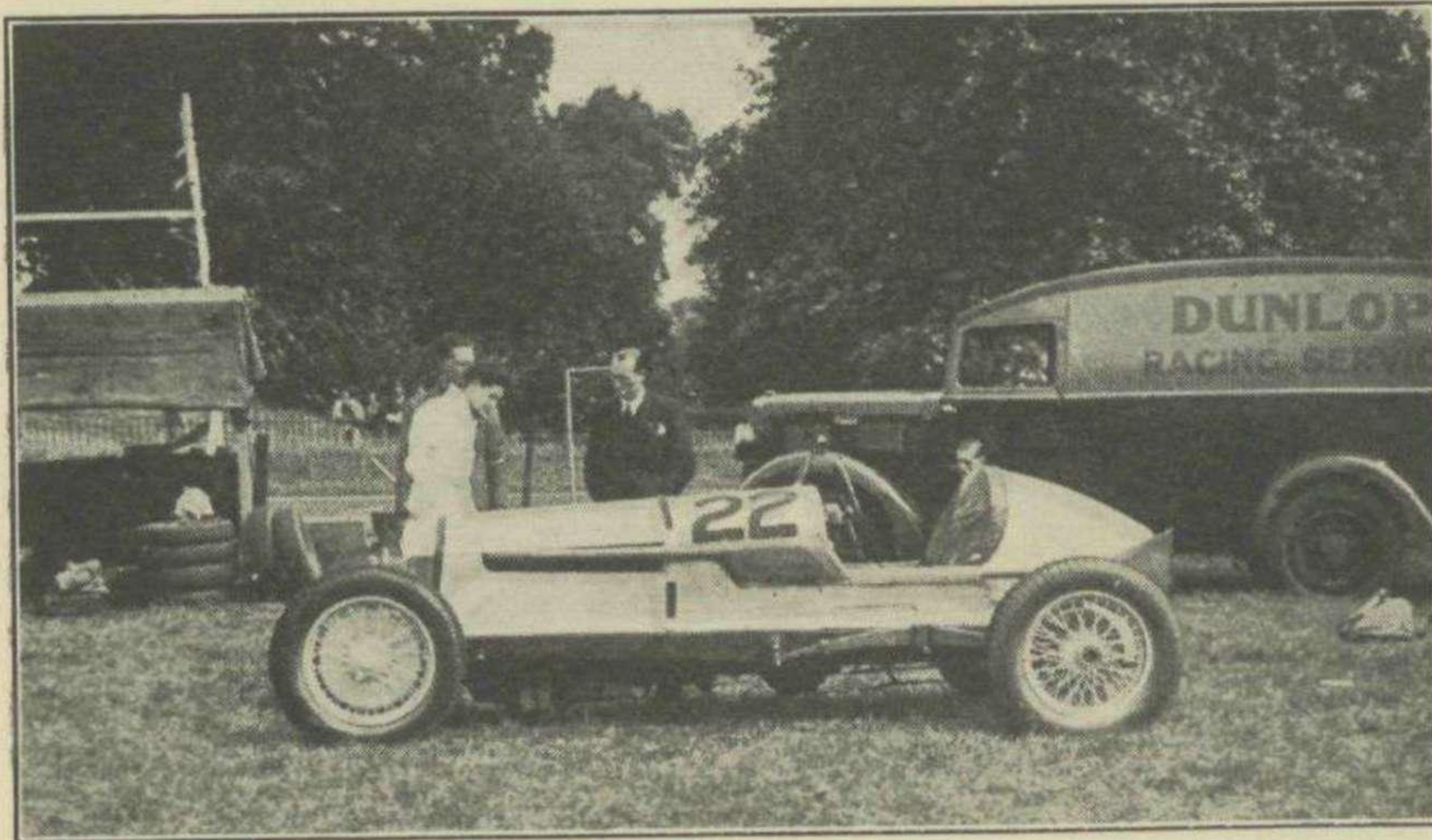
"BIRA" BEATEN AT LAST—continued.

in his Union-Special "Terror II"—and that must be over 100 m.p.h.

In the Final, Hadley got off like a bomb, in something of a smoke cloud, beating Nichols and Hyde. Of the bigger cars, Mays led from Abecassis and "Bira" and these three were soon lapping at a greater speed than the old lap record. Actually, Mays had set up a new lap record in practice on the Thursday, at 60.56 m.p.h., and on his second lap in the race he went round in 1 mins. 58.1 secs., or 60.97 m.p.h. Maclure's Riley soon retired, and Wilkinson landed the white Riley up the bank at Stadium Dip and cracked the sump. Walker wilder than ever, in his E.R.A., although running far back, slid round at the Ramp and took to the Bank, but he was able to restart, aided by officials, after he had leapt out to help push. Mays was drawing away from "Bira" leading by almost the length of

As the end drew near, Mays was obviously the winner, and, sure enough, he caught Hadley, to win at 59.93 m.p.h.—an average faster than the old, long-standing lap record. "Bira" closed on Hadley on the last lap and was right on his tail at Stidum bend, shaking his fist excitedly at the flag-marshalls. But the Austin proved too much for him, and Hadley finished in second place at 56.54 m.p.h., mere inches from the Siamese, "Bira" being third at 59.82 m.p.h. This was racing at its very best. When he addressed the spectators through the microphone, Hadley said he could do nothing short of driving through the wall, to give "Bira" more room.

The onlookers certainly had their money's worth for, apart from first-class racing, Major Gardner's 200 m.p.h. record-holding M.G. was on view until almost the end of the meeting, and



The Granville Grenfell Special seen in the Paddock. It was the biggest engined car entered for the Crystal Palace Cup Race, but did not start.

the short straight, and in a close pack behind "Bira" came Abecassis, Dobson, Wakefield, Aitken, and Beadle. It was extremely interesting to observe driving tactics as the cars took Ramp bend. Mays did a lot of wheel-sawing, "Bira" made one clean, insignificant corrective movement, and Arthur Dobson appeared to hold the wheel quite still, locked over, through the corner, his muscles taut.

By 8 laps Hadley had the little Austin 45 secs. in the lead, and Mays was third and "Bira" fourth, Hyde's Riley having been passed, by Mays on lap 7 and by "Bira" on this lap. Nichols had the M.G. still in second place. "Bira" was doing all he knew how to close with the 2-litre E.R.A. and from the 11th lap he began to reduce Mays's lead, although not becoming in the least bit unsteady or wild. Mays caught the M.G. on lap 13, and Wakefield, troubled by a locking front brake, left the course at Stadium Dip—his Maserati suffered brake trouble at Rheims.

Sir Malcolm Campbell, following a broadcast appeal for support of motorised units of the Territorial forces, led a parade of motorcycle volunteers for a lap, riding his Triumph motor-cycle—amongst the machines we noticed a Scott.

During the afternoon, Lord Howe, in an emotional speech, called for one minutes silence in memory of Dick Seaman.

The next meeting at London's road circuit will be held on August 26th, the date when the 200 Mile Race was to have been run. Again there will be sports-car and pre-war car races, and the race for the Imperial Trophy, the meeting starting at 3.30 p.m. Admission is extremely good value at 2/6; or 1/- for schoolboys, who represent quite a bulk of the intelligent section of our motor-racing gates.

We hope to see another Mays-"Bira" duel, and we hope the Vintage race will be of somewhat longer duration.

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Make of Car	Issue	Date
A.B.C. 11 h.p. 2-cyl., 2-seater.....	Feb. 1926	
A.C. 2-litre, short-chassis, 15.7 h.p. 2-seater	July 1936	
A.C. 2-litre, 16.40 h.p., 3-seater.....	Oct. 1927	
A.C. 2-litre, 16.66 h.p., 2-seater ...	March 1926	
A.C. 2-litre, 16.66 h.p., 4-seater.....	June 1934	
A.C. "Ace" 16/80 h.p.....	July 1937	
Alfa-Romeo, 1½-litre supercharged 6-cyl. Charles 2-seater (1929).....	March 1934	
Alfa-Romeo 1½-litre supercharged 8-cyl. "Zagato" 2-seater (1932)	July 1934	
Alfa-Romeo 2.3-litre supercharged 8-cyl. "Zagato" 2-seater (1933)	Aug. 1936	
Alfa-Romeo 2.3-litre supercharged 8-cyl. 4-seater (1931).....	Aug. 1932	
Alvis 11.9 h.p., 4-cyl., "Firefly" saloon	Feb. 1933	
Alvis 4-cyl., 12.60 h.p., 2-seater.....	July 1931	
Alvis 6-cyl., "Silver Eagle" 4-seater coupe (1929).....	Aug. 1931	
Alvis 6-cyl., "Silver Eagle" 4-seater	June 1930	
Alvis 3½-litre saloon.....	Feb. 1936	
Alvis Speed Twenty Vanden Plas saloon	Feb. 1935	
Alvis Speed Twenty Charlesworth saloon	Feb. 1934	
Alvis Speed Twenty 4-seater.....	June 1932	
Alvis 12/70 4-door saloon	July 1938	
Ansaldo 2-litre, 4-cyl., o.h.c., 4-str.....	Sept. 1924	
Armstrong-Siddeley 20 h.p., 6-cyl., 4-seater	July 1933	
Aston-Martin Mark II, 11.9 h.p., 2-4-seater	Jan. 1935	
Aston-Martin Ulster 11.9 h.p., T.T. 2-seater	Oct. 1935	
Aston-Martin Le Mans 11.9 h.p., 2-4-seater	June 1933	
Aston-Martin International 11.9h.p., 4-seater	Aug. 1932	
Aston-Martin T.T., 11.9 h.p., racing 2-seater	Dec. 1931	
Aston-Martin 11.9 h.p., 2-seater.....	Jan. 1930	
Aston-Martin, 2-litre Speed model... ..	May 1938	
Aston-Martin 1935 Ulster	Aug. 1937	
Auburn 30 h.p., 8-cyl., supercharged 2-seater	June 1935	
Austin Seven Boyd Carpenter 2-str.	Sept. 1930	
Austin Seven "65" 2-seater.....	Jan. 1934	
BENTLEY 3½-litre, 6-cyl., Vanden Plas, 4-seater.....	Nov. 1933	
Bentley, 4½-litre, 6-cyl., Park Ward saloon	June 1936	
Bentley 6½-litre, 6-cyl., long-chassis saloon (1928).....	Dec. 1936	
Bentley 4½-litre Vanden Plas coupe	Aug. 1938	
Bentley 8-litre sports 2-seater.....	April 1938	
Bugatti 3.3-litre 8-cyl., Type 57 saloon.....	May 1934	
Bugatti 2.3-litre 8-cyl., Type 55, supercharged, 2-seater.....	July 1932	
Bugatti 2.3-litre, 8-cyl., Type 43, supercharged 4-seater (1930).....	Dec. 1932	
Bugatti 2.3-litre 8-cyl., Type 43, supercharged 4-seater.....	May 1930	
Bugatti 3-litre, 8-cyl., Type 44, saloon	July 1928	
CITROEN , Twelve f.w.d. saloon.....	July 1938	
Crossley 20/70 h.p., 4-cyl., s.v. 4-str.	Nov. 1925	
Crossley Ten, 1½-litre "Regis" saloon	Jan. 1936	
Crossley Ten, 1,122 c.c. 4-seater.....	April 1932	
Crouch Anzani 12.30 h.p., 2-seater... ..	Aug. 1924	
DARRACQ 12.32 h.p., Weymann saloon	Sept. 1924	
Delage 14 h.p., 2-litre, 2-3-seater... ..	June 1927	
Delage 8-cyl., sports saloon.....	April 1930	
Delage D.8 120, drophead coupe.....	May 1938	
Delahaye 3.5-litre "Coupe des Alps" drophead coupe.....	Aug. 1936	
Delahaye 3½-litre drophead coupe... ..	Dec. 1937	
D.K.W. "Special" saloon.....	Feb. 1938	
ESSEX Terraplane 8-cyl. 4-seater... ..	Sept. 1935	
Excelsior 5½-litre, 6-cyl., super-sports test chassis.....	Sept. 1927	
FIAT 20.70 h.p., 6-cyl., 2-4-seater... ..	April 1933	
Fiat "Balilla" saloon.....	May 1934	
Fiat "Ardita" 17 h.p., 4-cyl., saloon	Feb. 1934	
Fiat "Balilla" 10 h.p., 2-seater.....	Jan. 1935	
Fiat 6 h.p., Type 500, coupe.....	March 1937	
Frazer-Nash 6-cyl., 1½-litre (Blackburn) 2-seater	July 1933	
Frazer-Nash 4-cyl., 1½-litre T.T. Replica push-rod o.h.v. 2-3-str.....	Nov. 1931	
INVICTA 4½-litre low chassis, 4-str.	March 1931	
Invicta 4½-litre Weymann saloon... ..	June 1929	
Invicta 4½-litre saloon.....	Dec. 1929	
Isotta-Fraschini 45 h.p., 4-seater... ..	Oct. 1926	
LAGONDA 2-litre 4-cyl., twin o.h.c. 4-seater	Jan.-Feb. 1928	
Lagonda 2-litre, 4-cyl., twin o.h.c. supercharged 4-seater.....	Oct. 1930	
Lagonda 4½-litre, 4-seater.....	May 1936	
Lagonda 4½-litre Rapide 4-seater... ..	May 1935	
Lagonda 4½-litre, 4-seater.....	Jan. 1934	
Lagonda Rapier 10 h.p., 4-seater... ..	Sept. 1934	
Lagonda 16.80 h.p., 6-cyl., 4-seater	Jan. 1933	
Lagonda 3-litre, 6-cyl., 4-seater.....	March 1932	
Lagonda 2-litre, 4-cyl., twin o.h.c., 4-seater (1928).....	March 1931	
Lancia Aprilia, Type 238, saloon.....	June 1938	
Lea-Francis 1½-litre supercharged T.T. 2-seater (1929).....	June 1934	
Lea-Francis 1½-litre supercharged special T.T. 2-seater.....	Sept. 1933	
Lea-Francis 1½-litre supercharged "Hyper" 4-seater.....	Aug. 1930	
Lea-Francis, 14 h.p., 6-light saloon... ..	Dec. 1938	
Leyland Eight (1929), 2-seater.....	Feb. 1938	
MERCEDES-BENZ Type 540K, 5.4-litre, 8-cyl., supercharged, 2-str....	April 1937	
Mercedes-Benz Type 500, 5-litre, 8-cyl., supercharged, 2-seater.....	Nov. 1934	
Mercedes-Benz 12.40 h.p., supercharged 2-seater.....	June 1925	
Mercedes-Benz 36.220 h.p. supercharged, 2-4-seater.....	April 1928	
Mercedes-Benz 33.180 h.p., supercharged, 4-seater.....	Aug. 1927	
Mercedes-Benz 2.3-litre, saloon.....	April 1938	
M.G., 6-cyl., Mark I, 4-seater.....	May 1931	
M.G. Magna, "L" 2-seater.....	Nov. 1933	
M.G. Midget "P" 2-seater.....	Aug. 1934	
M.G. Midget "J3" supercharged, 2-seater	May 1933	
M.G. Six Mark I, saloon.....	Aug. 1930	
M.G. Midget Double-Twelve racing 2-seater.....	June 1930 & Aug. 1930	
M.G. Midget "J1" 850 c.c. 2-str....	Sept. 1932	
M.G. Magnette "N" 4-seater.....	Feb. 1935	
M.G. Midget "PB" 2-seater.....	April 1936	
M.G. 14/40 4-cyl., 3-speed, 4-seater	Oct. 1925	
M.G. Midget "T" 2-seater.....	Jan. 1937	
M.G. 14/40 h.p., 4-cyl., super-sports, 2-seater.....	May 1927	
O.M. 6-cyl., 2-litre, 4-seater.....	Oct.-Nov. 1928	
PACKARD V12-cyl., 57 h.p. coupe... ..	Feb. 1934	
Peugeot "201" 4-cyl., 1,122 c.c. saloon	Sept. 1931	
RAILTON Terraplane 4-seater.....	Oct. 1934	
Railton Light Sports tourer.....	Dec. 1935	
Railton Cobham 28.8 h.p. saloon... ..	Sept. 1938	
Riley Nine "Gamecock" 2-seater... ..	March 1932	
Riley Nine "Monaco-Special," two-carb. saloon	March 1931	
Riley Nine, 4-seater.....	June 1931	
Riley 16 h.p., Big-four Kestral saloon	June 1938	
SINGER 1½-litre, 6-cyl., Le Mans 2-seater	March 1935	
Singer Nine, 4-seater	March 1933	
Squire 1½-litre, 4-cyl., 2-seater.....	Aug. 1935	
S.S. I special-bodied 2-seater (1933)	Feb. 1934	
S.S. I coupe	June 1933	
Steyr Type XII, 14.35 h.p., Weymann saloon.....	Aug.-Sept. 1928	
Stutz "Black Hawk" supercharged 4-seater	Jan. 1930	
Stutz 5-litre, 8-cyl., 4-seater.....	Dec. 1927	
Sunbeam 3-litre, 6-cyl. (twin o.h.c.) fabric saloon.....	Nov. 1927	
Sunbeam 6-cyl., 21 h.p., (push-rod) Speed Six saloon	Dec. 1933	
TALBOT "90" Brooklands-bodied 2-4-seater	April 1931	
Talbot "105" sports saloon.....	April 1934	
Talbot 3½-litre saloon	March 1936	
Talbot Ten "Rally" 4-str.....	Oct.-Nov. 1936	
Talbot "105" Vanden Plas 4-str....	Nov. 1932	
Talbot "90" 4-seater.....	Nov. 1930	
Talbot Ten sports coupe.....	June 1938	
Tatra 4-cyl., 1,154 c.c., coupe.....	Dec. 1932	
Terraplane, 8-cyl 29 h.p., 4-str.....	July 1935	
Triumph 2-litre "Vitesse Six" saloon	April 1935	
Triumph 10 h.p. "Gloria Southern Cross" 2-seater.....	June 1935	
Triumph 10 h.p. "Gloria" saloon... ..	Jan. 1934	
Triumph Nine "Southern Cross" 4-seater	June 1932	
Triumph Eight "Gnat" 2-seater... ..	Aug. 1931	
Triumph Eight, supercharged 2-str	Dec. 1929	
Triumph Dolomite 14/60 saloon	June 1937	
VALE-SPECIAL 832 c.c. 2-seater... ..	Aug. 1933	
Vauxhall 30/98 O.E. 4-seater (1925)	Jan. 1936	
Vauxhall 30/98 O.E. 4-seater (1924)	Dec. 1930	
Vauxhall 20/60 h.p. "Hurlingham" 2-seater	Feb. 1930	
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Vauxhall 14 h.p. "Stratford" 4-str.	Sept. 1933	
WINDSOR 4-cyl., 11 h.p., "Special" 2-3-seater	Nov. 1926	
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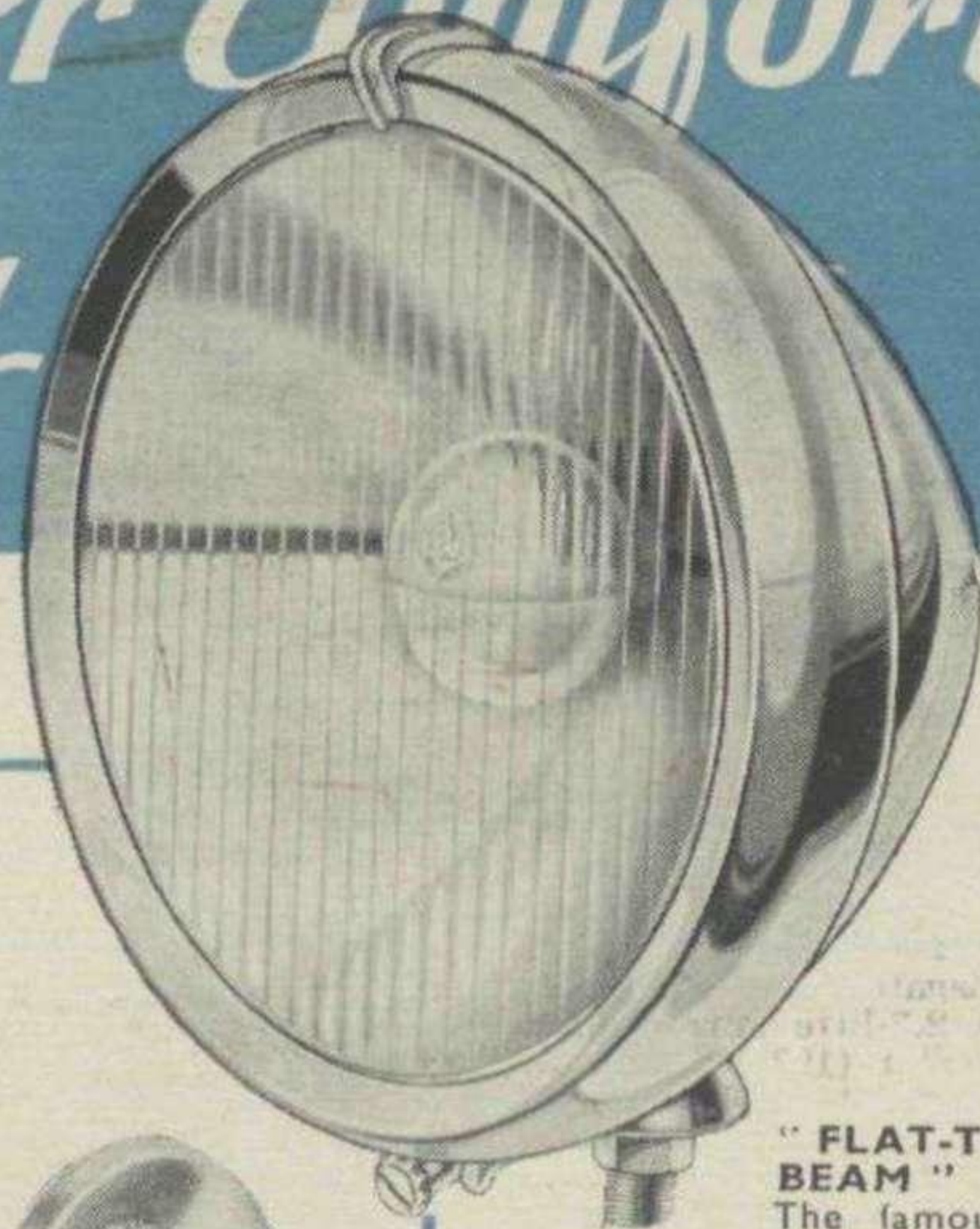
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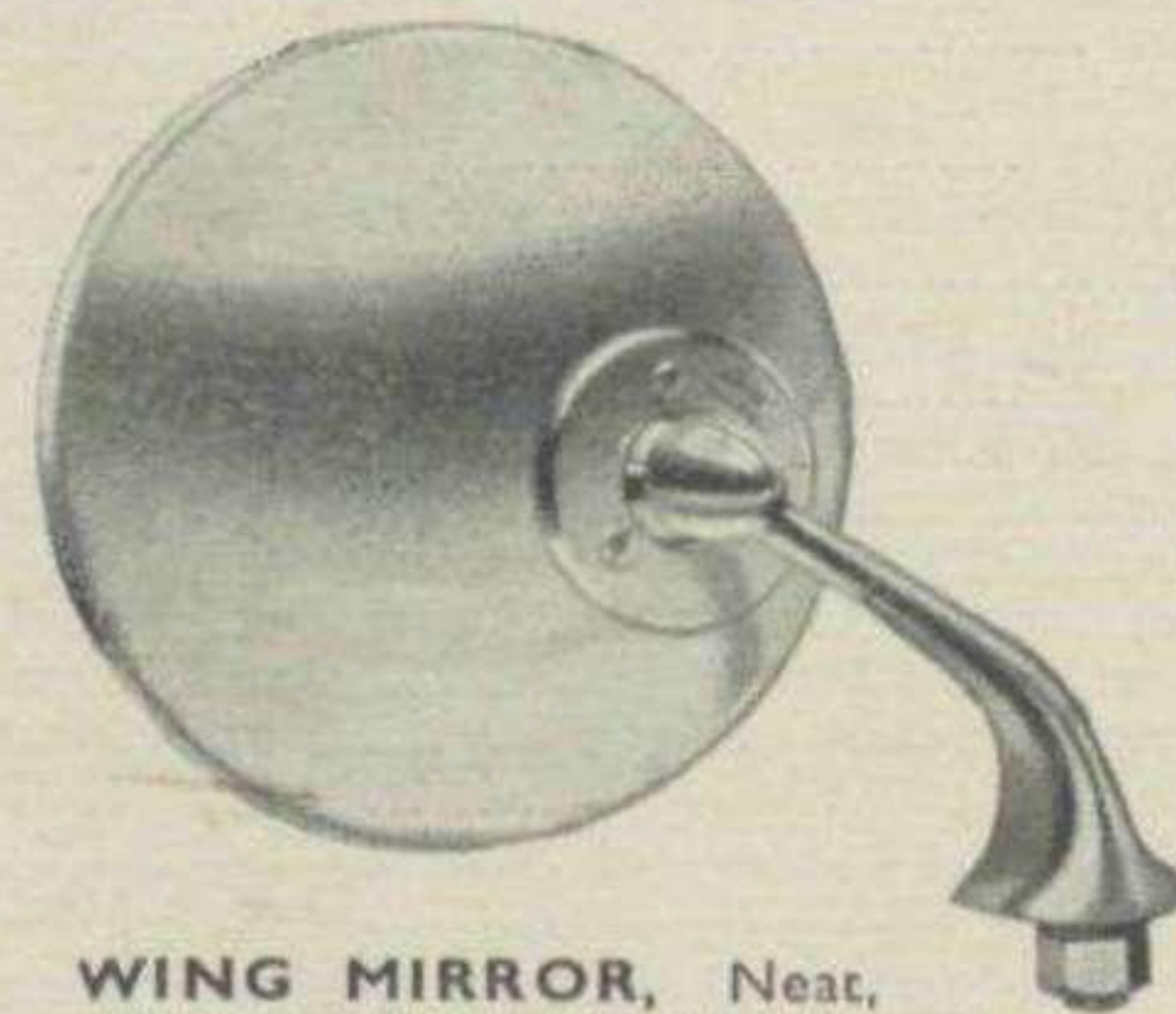
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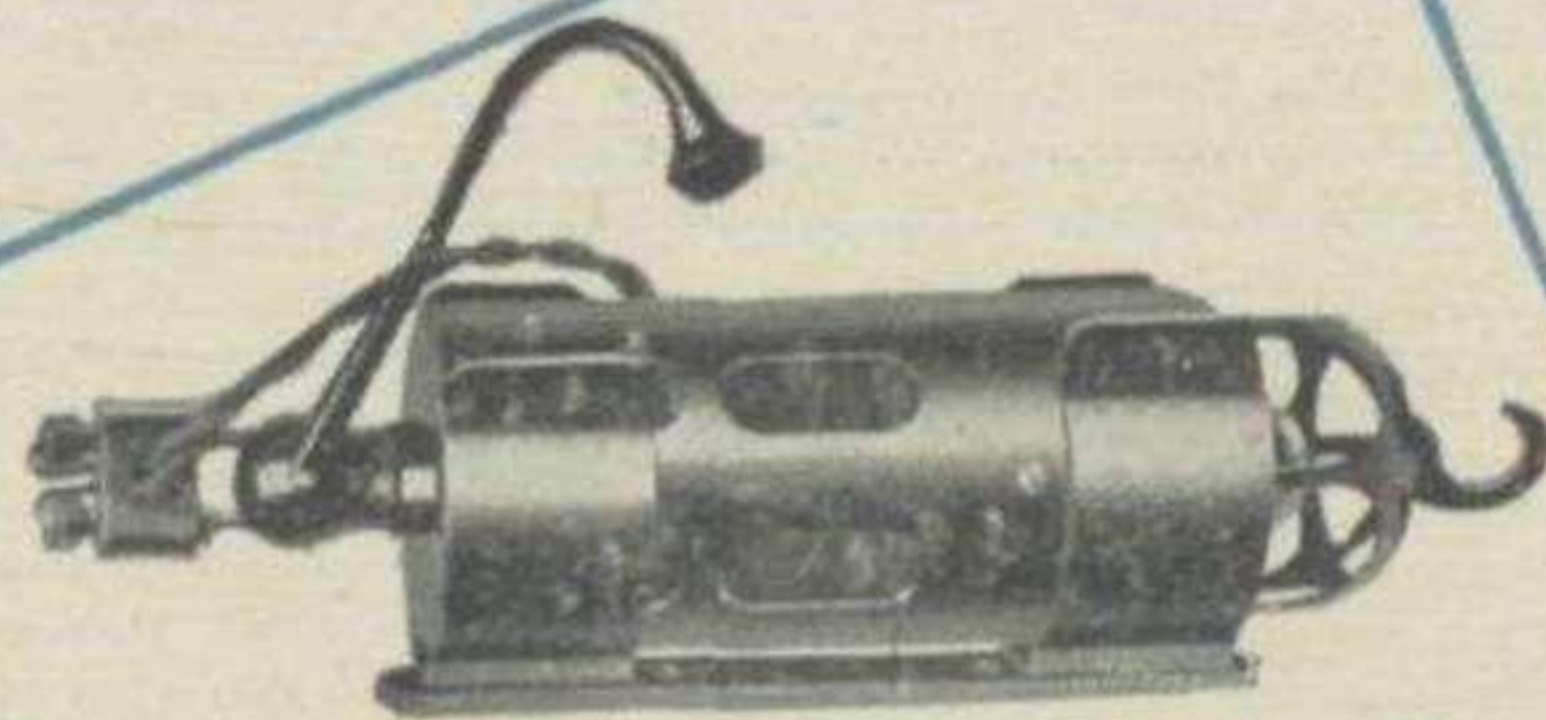
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