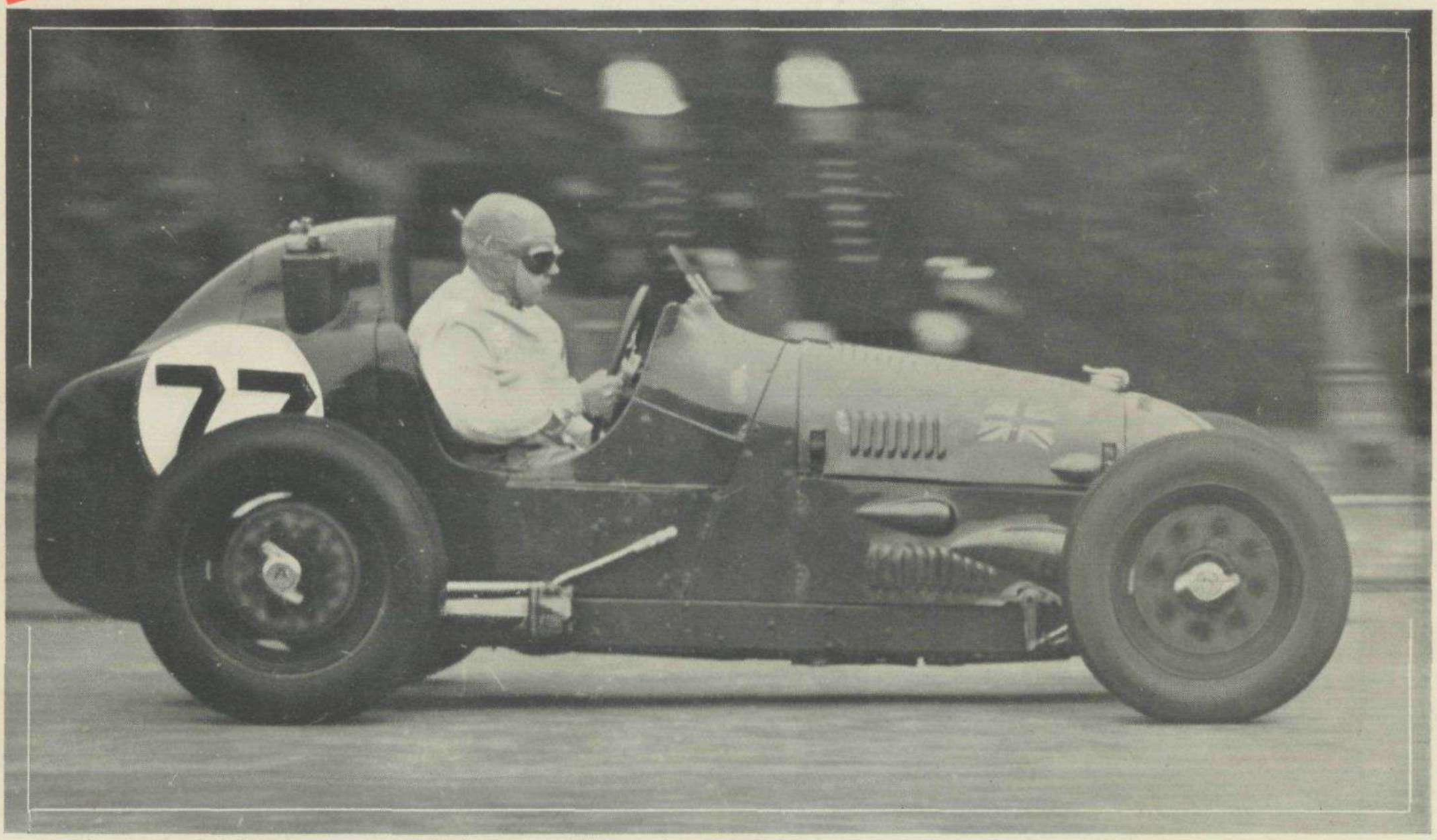
Vol. XIII. No. 11 **The Donington Grand Prix** *October, 1937*

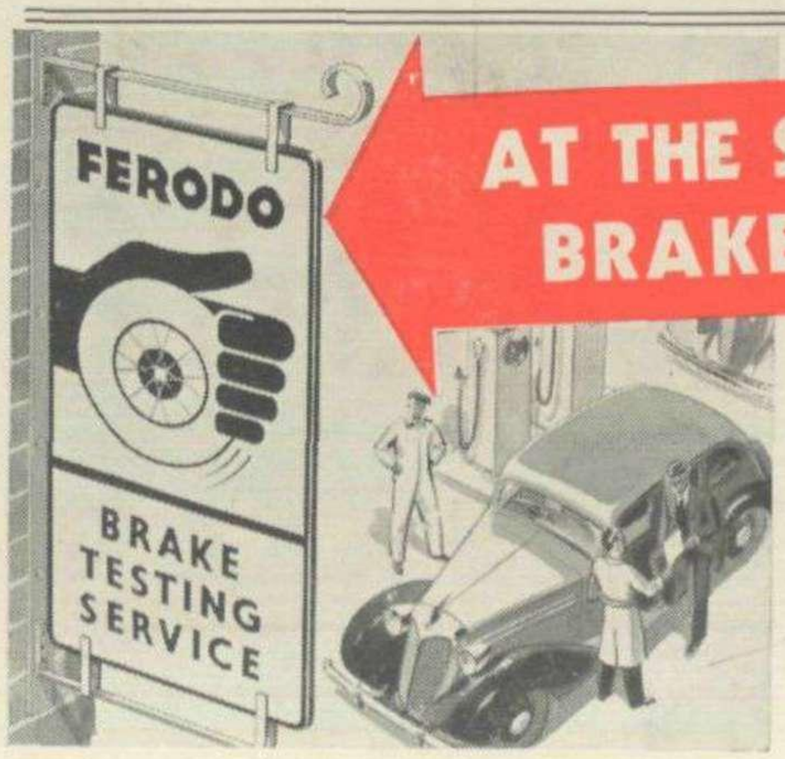
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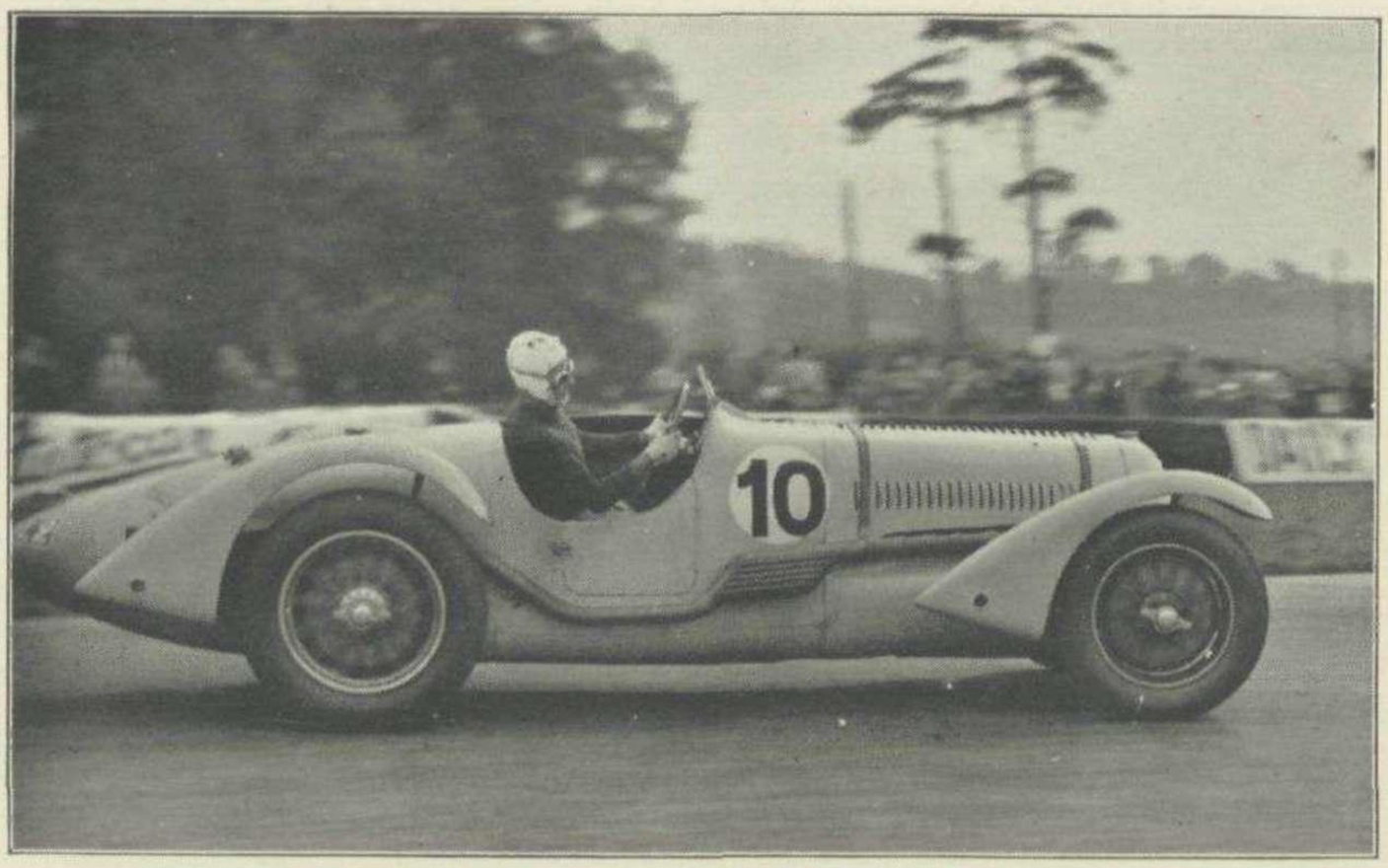
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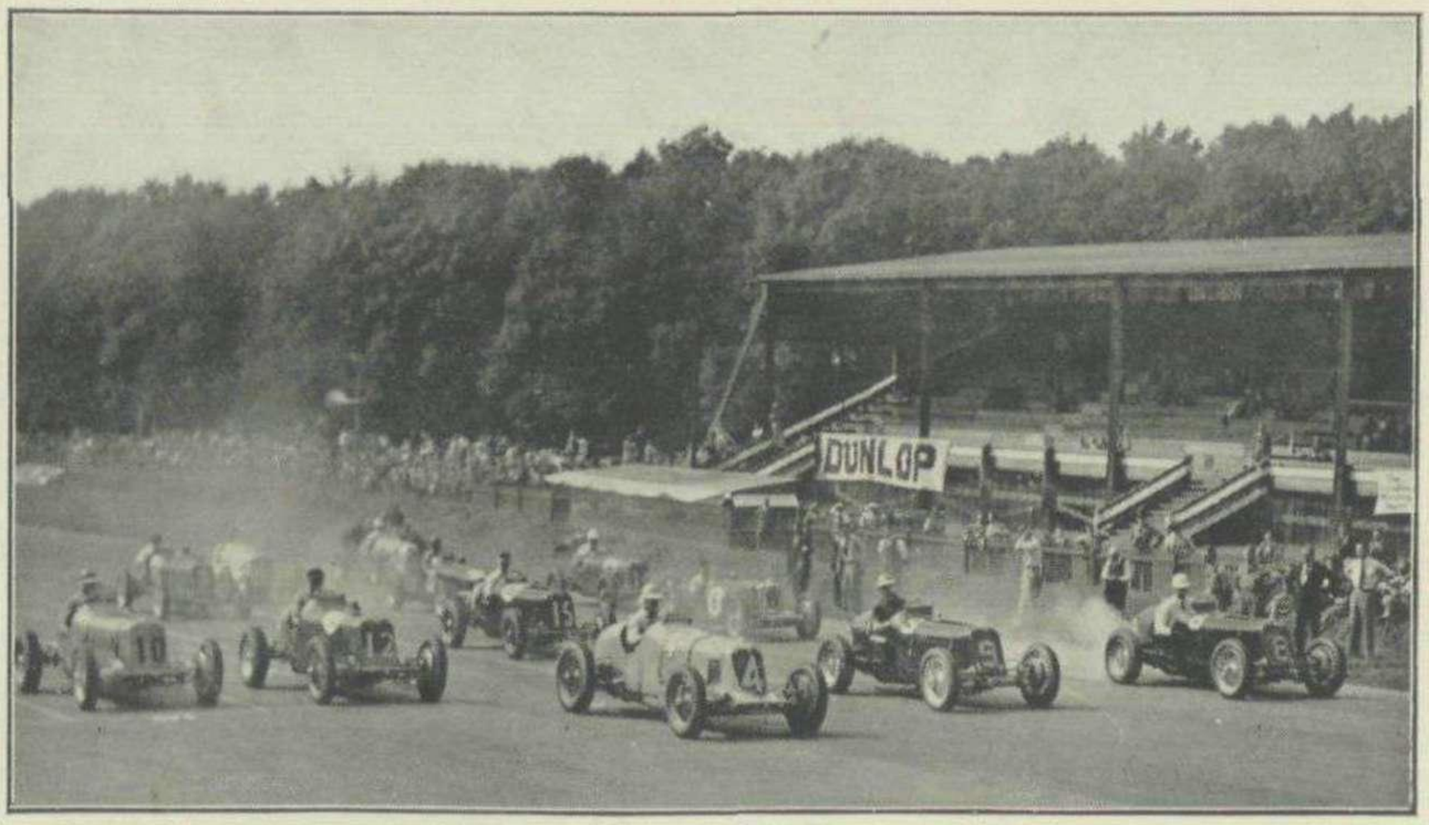


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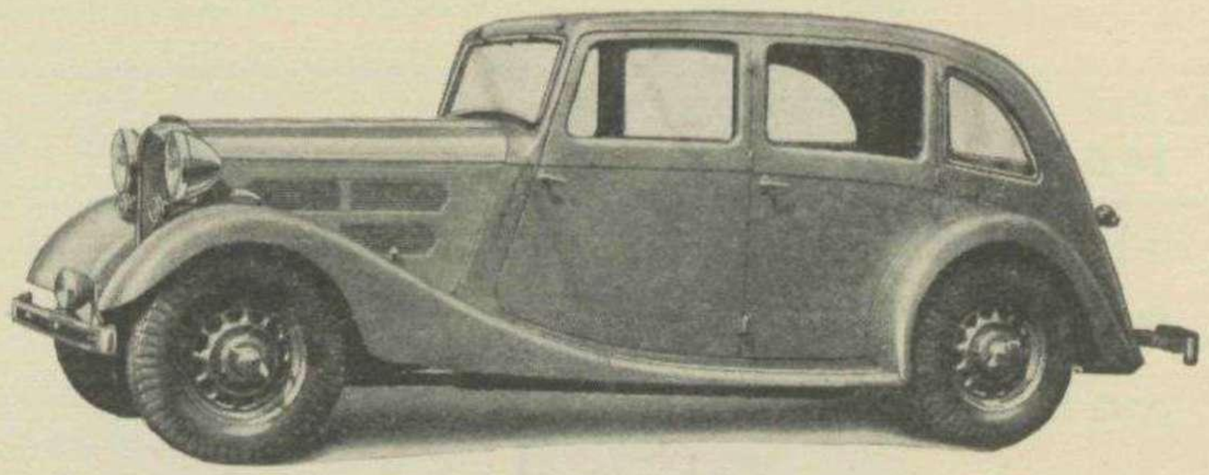
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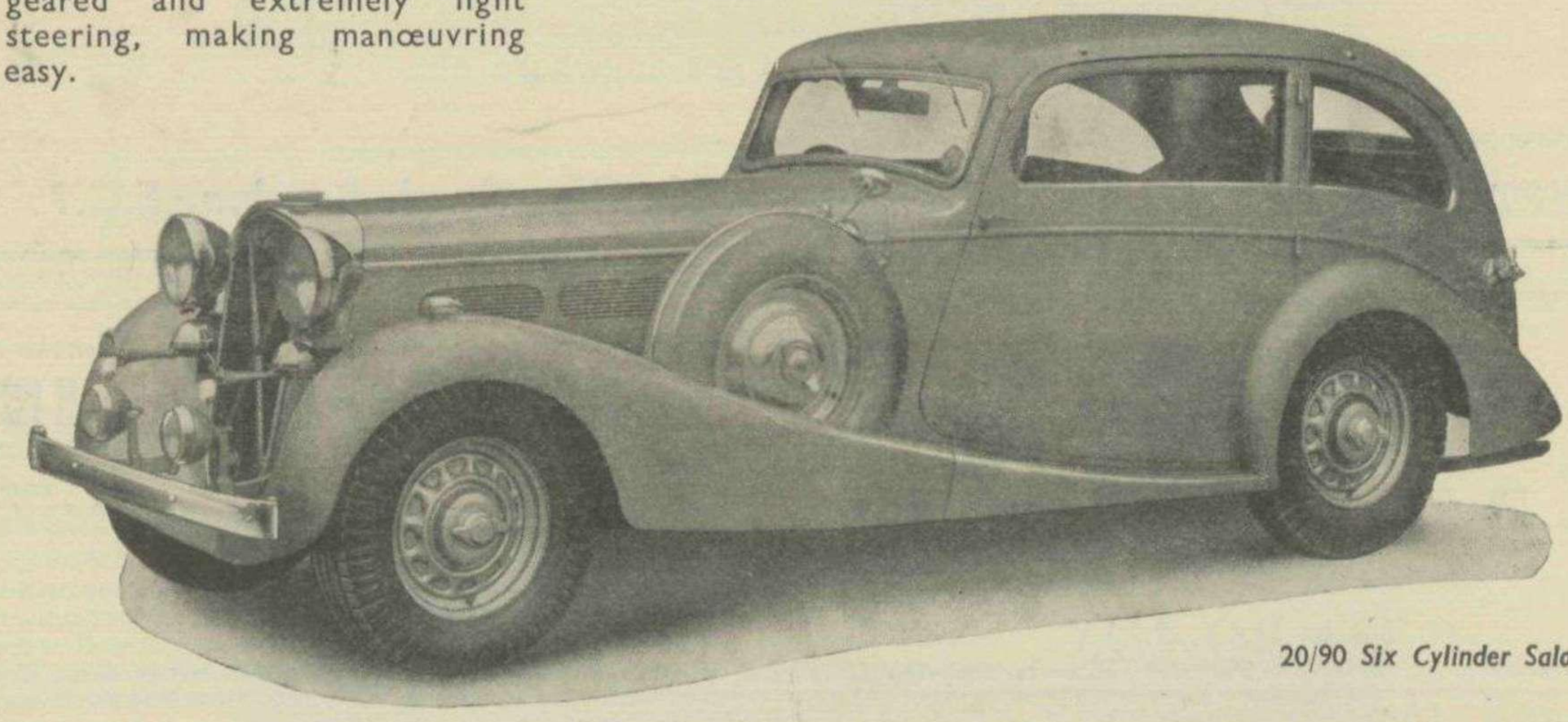
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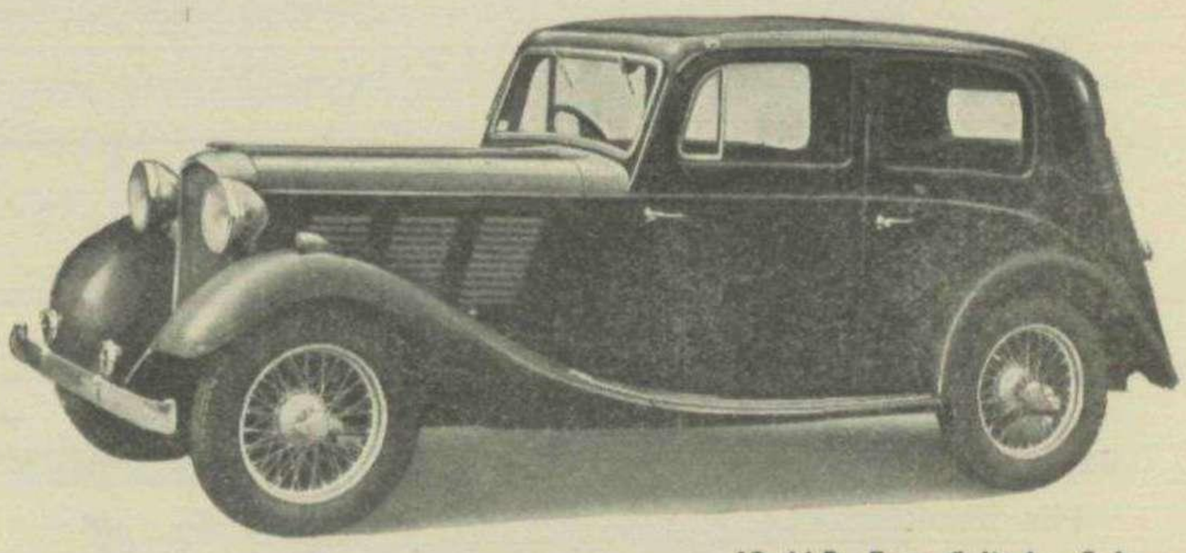


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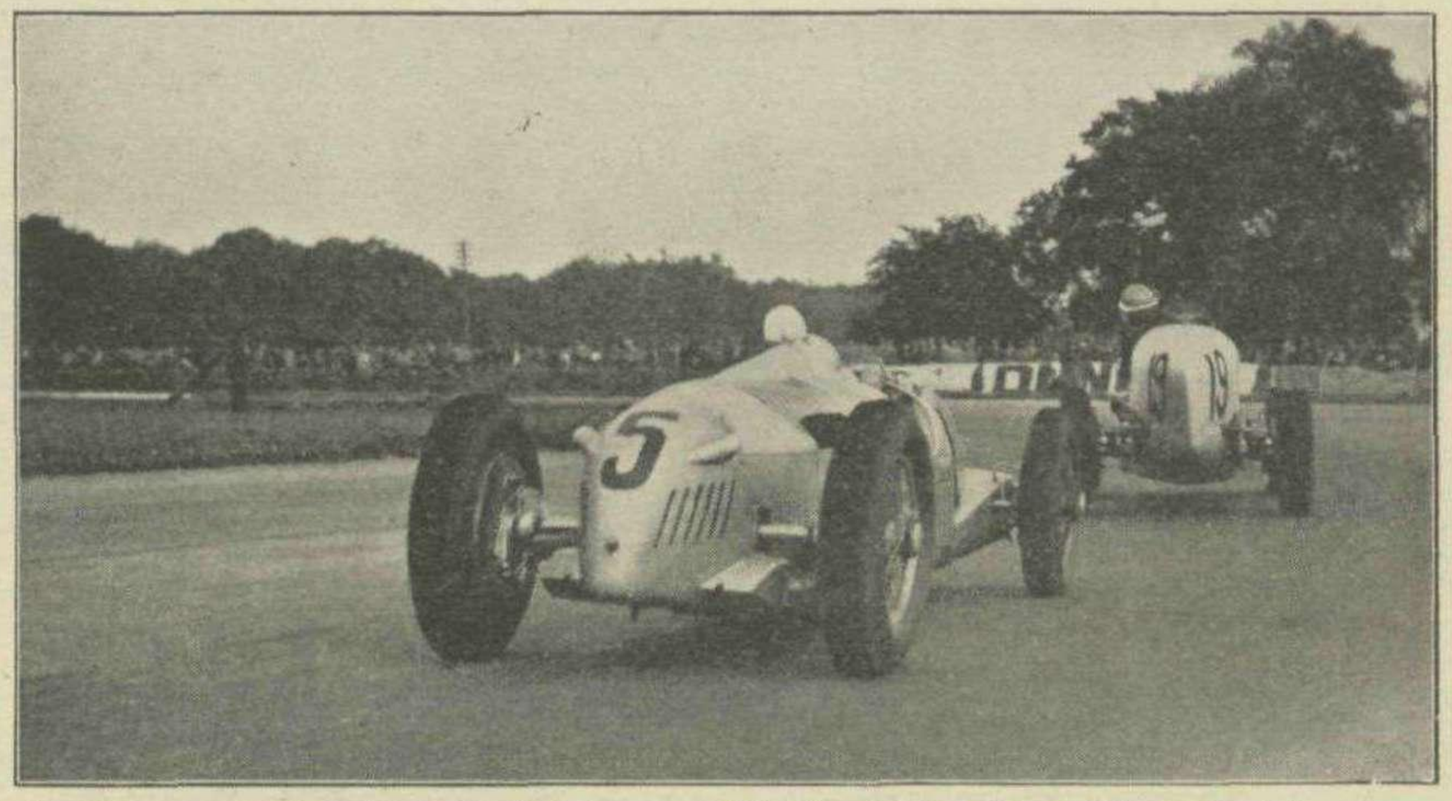
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THE GERMANS' GRAND PRIX AT DONINGTON

BERNDT ROSEMEYER WINS FOR AUTO-UNION AT 82.86 M.P.H.
MERCEDES-BENZ FILL SECOND AND THIRD PLACES. LANG AND SEAMAN RETIRE.

HISTORY was made at Donington on October 2nd. A record crowd, which looked like part of that on Epsom Downs for Derby Day, which the first reports give as 38,000 to 40,000 strong, lined the course to watch the Mercédès-Benz and Auto-Union teams battle for the first time in this country —and battle they most certainly did, amid a continuous high-pitched howl of sound and the pungent smell of "boot-polish" dope. In practice the record lap was lifted by Von Brauchitsch (Mercédès-Benz) to 86.01 m.p.h.—compared with the lap record of 74.31 m.p.h. made before the 200-Mile Race by R. Mays (E.R.A.) over the shorter, and admittedly slower, circuit. Mays's record, by the way, was not given in the programme of the Grand Prix. Definitely these German teams race each other, fight every inch of the way, the drivers taking heavy medicine. To suggest that they have got their cars to such a pitch of efficiency that racing becomes a mere pageant, a demonstration, is fallacious. Finality is never reached in motor-racing and despite the remarkable thoroughness of German preparation each new race brings its own problems. The Donington Grand Prix found weaknesses in the suspension of Lang's Mercédès and sorely tried the tyres.

As the mist lifted and gave way to brilliant sunshine we saw a moving sight at our premier road-racing circuit. Cars filled every park until finally they were left in the roads outside while their occupants hurried to the course. Mercédès-Benz models of all ages thundered into the grounds and owners of lesser marques moved their cars that these Mercs. might be parked in the front rows. Drivers of B.M.W.s, Adlers, D.W.K.s and Opels looked especially proud. Community singing occupied the packed mass at the rails, the grandstand filled, and Fred Craner's Ford V8 rushed about on divers errands. Programmes sold out and still the crowds poured in. The Auto-Unions came round to the pits early, Hasse doing a few preliminary laps. Then the Mercédès team arrived in formation, led by a 4½-litre Lagonda, whose driver gave a Hitler salute before withdrawing. Quickly the morning passed and at last we had the rather "throaty" spectacle of the two crack German teams drawn up to do battle on British soil. Crowds swarmed on the line, cameras clicked incessantly and the onlookers outside pressed forward to catch every move of the cars and their attendants.



B. Rosemeyer (Auto-Union), the winner of the Donington G.P., follows A. C. (E.R.A.) round the bend leading to Holly Wood.

The bonnets of Brauchitsch's, Lang's and Seaman's Mercédès were covered over but the Auto-Union bonnets were raised. The Mercédès-Benz cars were fitted with bonnet straps for the first time in order to comply with the British regulations. Rosemeyer's rear wheels were being changed on the line and chalked symbols were marked by Continental's man on the cars' tyres. The drivers took their places, Mercédès mechanics applied their portable electric starters, allowing only a few moments in which to get the last engine (Seaman's) running, and Ebby dropped the Union Jack . . . Brauchitsch (86.01), Rosemeyer (85.36), Lang (83.58) and Seaman (83.58) had occupied the front row (by reason of the lap times shown in brackets), with Müller, Caracciola and Hasse behind, then "Bira" (Maserati), Mays (1½-litre E.R.A.), Earl Howe (E.R.A.), Hanson (1½-litre Maserati), then A. C. Dobson (own E.R.A.), Charles Martin

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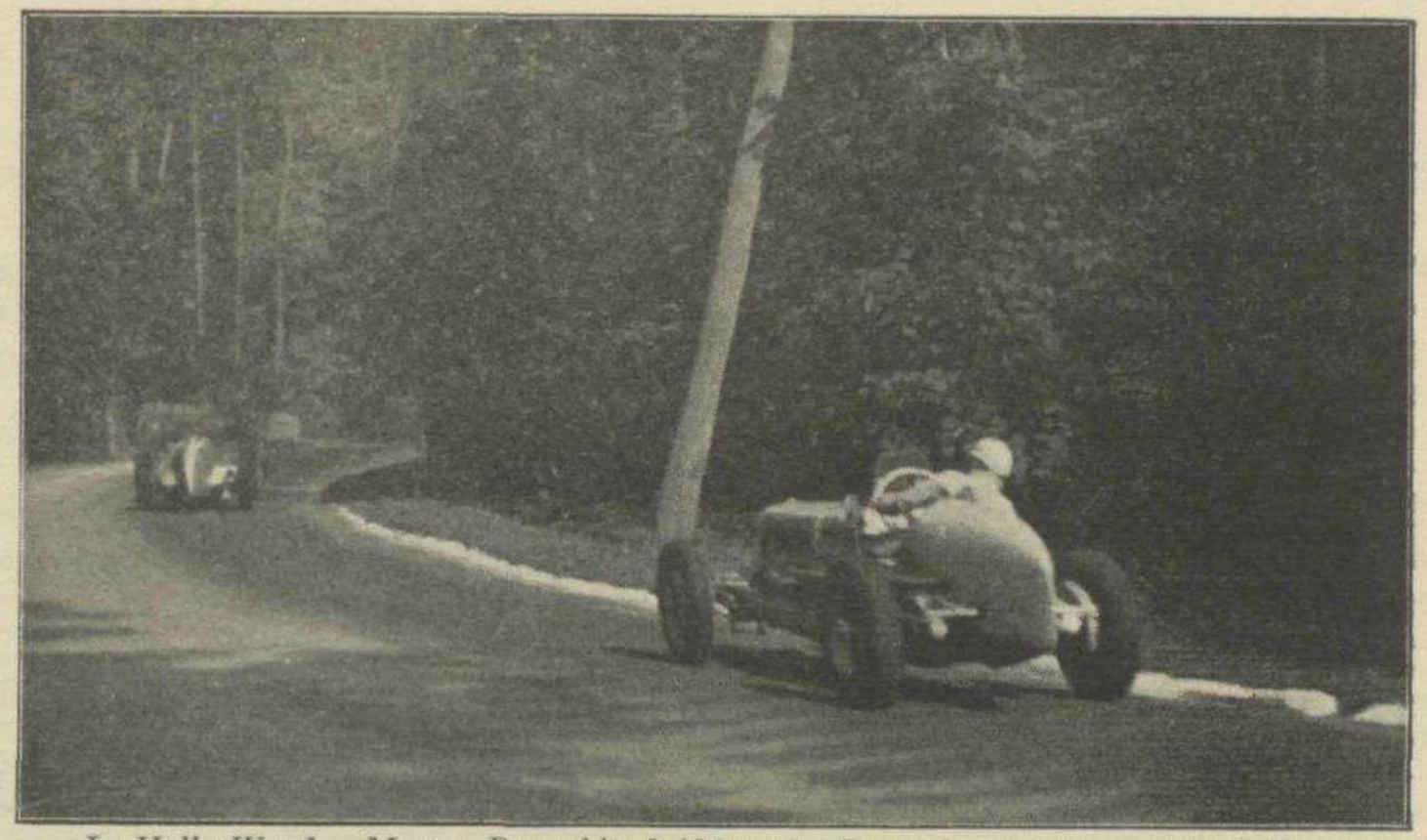
THE DONINGTON G.P.—continued

(E.R.A.), who practised with a 1½-litre Maserati as the E.R.A. had not arrived from Masaryk, Whitehead (E.R.A.), then, alone, Maclure's 1,750 c.c. unblown Riley.

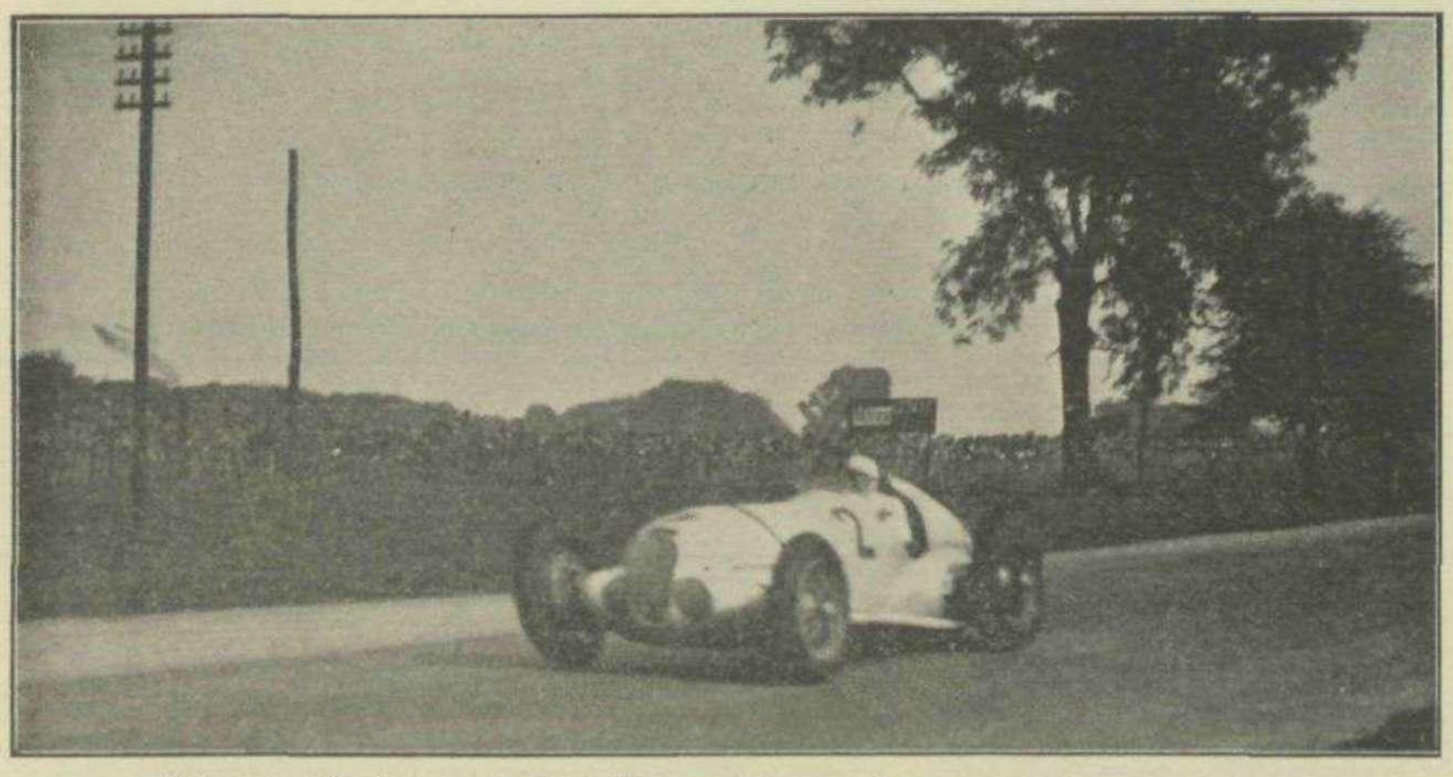
At the fall of the flag Lang led by about two lengths from Seaman with Caracciola swinging into third place in front of Rosemeyer. They got round Red Gate in a tightly-packed bunch. All eyes on the hill-crest, where Lang shot into view at some 170 m.p.h., with a useful lead. They passed in the following order: Lang (Mercédès), Caracciola (Mercédès), Brauchitsch (Mercédès), Seaman (Mercédès), Rosemeyer (Auto-Union), Müller (Auto-Union), Hasse (Auto-Union), "Bira" (Maserati), Martin (E.R.A.), Mays (E.R.A.), Howe (E.R.A.), Whitehead (E.R.A.), Dobson (E.R.A.), Hanson (Maserati) and Maclure (Riley). Another lap and the order was: Lang, Brauchitsch, Caracciola, Rosemeyer, Seaman, Müller, Hasse, "Bira," Martin, Mays, Howe, Dobson, Whitehead, Hanson, and Maclure. Rosemeyer patted the front of his Auto-Union as he passed the pits. On this second lap Müller rammed Seaman's Mercédès at Coppice Corner. Seaman took to the escape road but immediately returned to the course and both cars continued, though parts of the off rear suspension hung loose from the Mercédès. The leading cars were setting the astonishing lap speed of approximately 84 m.p.h., reaching 170 or so down to Melbourne Corner and leaping into the air at the crest of the sharp rise before the pits. Braking was commenced before the bump on the slope down to Melbourne. Müller, in particular, was driving sensationally in his Auto-Union and as Rosemeyer braked hard for Red Gate the whole car juddered furiously, steering column and wheel shaking, and the engine side panels flexing like so much aeroplane fabric!

After five laps Lang led at 82.6 m.p.h., 7.2 secs. ahead of Brauchitsch, who was 3.4 secs. in front of Rosemeyer's Auto-Union, the rear-engined car having passed Caracciola on the previous lap. At Red Gate the German cars would slide very slightly, hesitate as the spinning rear wheels got a grip, then accelerate with smoking tyres and a shattering howl and crash of sound into the wood. Down Holly Wood Hill they slid furiously, cutting the very verges of the grass back from the road-surface. Meanwhile Charlie Martin and Arthur Dobson were steadily drawing away from Mays and Howe, albeit his Lordship was handling the blue E.R.A. splendidly, being especially fast through the S-bend at Holly Wood Hill. "Bira" was holding his place behind the German cars. Whitehead now struck trouble, his E.R.A. stopping on the grass by Starkey's and finally restarting in sick condition, to retire in a smoke cloud on lap 11. After 10 laps the astounding average speed had risen a trifle, to 82.96 m.p.h., with Brauchitsch now a bare 3.4 secs. behind Lang and Rosemeyer 4.4 secs. behind the second Merc. Caracciola was fourth, Müller fifth and Seaman sixth. Neubauer and his assistants signalled from the track with long white boards on which the numerals were inscribed, held out very early, before the cars had breasted the rise. Müller was indulging in very heavy braking before Red Gate and Rosemeyer nearly as much, their Auto-Unions fighting them strongly. After seven laps the leading cars had lapped Hanson and Maclure and in another three laps the E.R.A.s were mingled with the German cars. Melbourne Corner provided the drivers with food for thought. Hanson on one lap took to the grass at this point. Excitement was at fever pitch, for Brauchitsch was closing to within twenty-five yards of Lang and Rosemeyer was catching the Mercédès. On lap fourteen Brauchitsch took the lead, having maintained an average of 83.21 m.p.h. to do so. At fifteen laps Lang was 3.2 secs. behind and at twenty laps 3.4 secs., but Rosemeyer was closing. Then Brauchitsch stopped for a tyre change. Fuel was put in and both rear wheels changed in an astounding pause occupying a mere 30 secs. Lang was in next, his position, as usual, indicated by Neubauer's little black and red flag, and a dead bird was cleared from the radiator-grille and an examination made of the suspension at Lang's request. These stops, rapid as they were, altered the placings and after twenty-five laps of the eighty had been completed Rosemeyer had a lead of 30.8 secs. for Auto-Union, at 83.27 m.p.h. —an average remarkably consistent with almost record time lappery. Caracciola lay second with Brauchitsch now 8.8 secs. behind him. Seaman was now fifth, behind Müller and ahead of Hasse. Martin now retired his E.R.A. with a broken piston and a detached carburetter after an epic drive in the 1½-litre category.

On lap twenty-six Lang drove slowly onto the grass before the pits and a tarpaulin was drawn over his Mercédès-Benz, which had succumbed to Donington's rough surface and was retired without emotion with suspension maladies. Then parts of the off rear suspension unit were seen to be hanging loose from Seaman's car and after twenty-nine laps his Mercédès was parked beside Lang's and similarly covered over. Seaman then did some time-keeping from his pit-roof. The collision at Red Gate was responsible for the damage, which apparently threatened to break up the bodywork. This let "Bira" up to sixth place while Arthur



In Holly Wood. M. von Brauchitsch (Mercedes Benz) has just passed Earl Howe and his E.R.A.



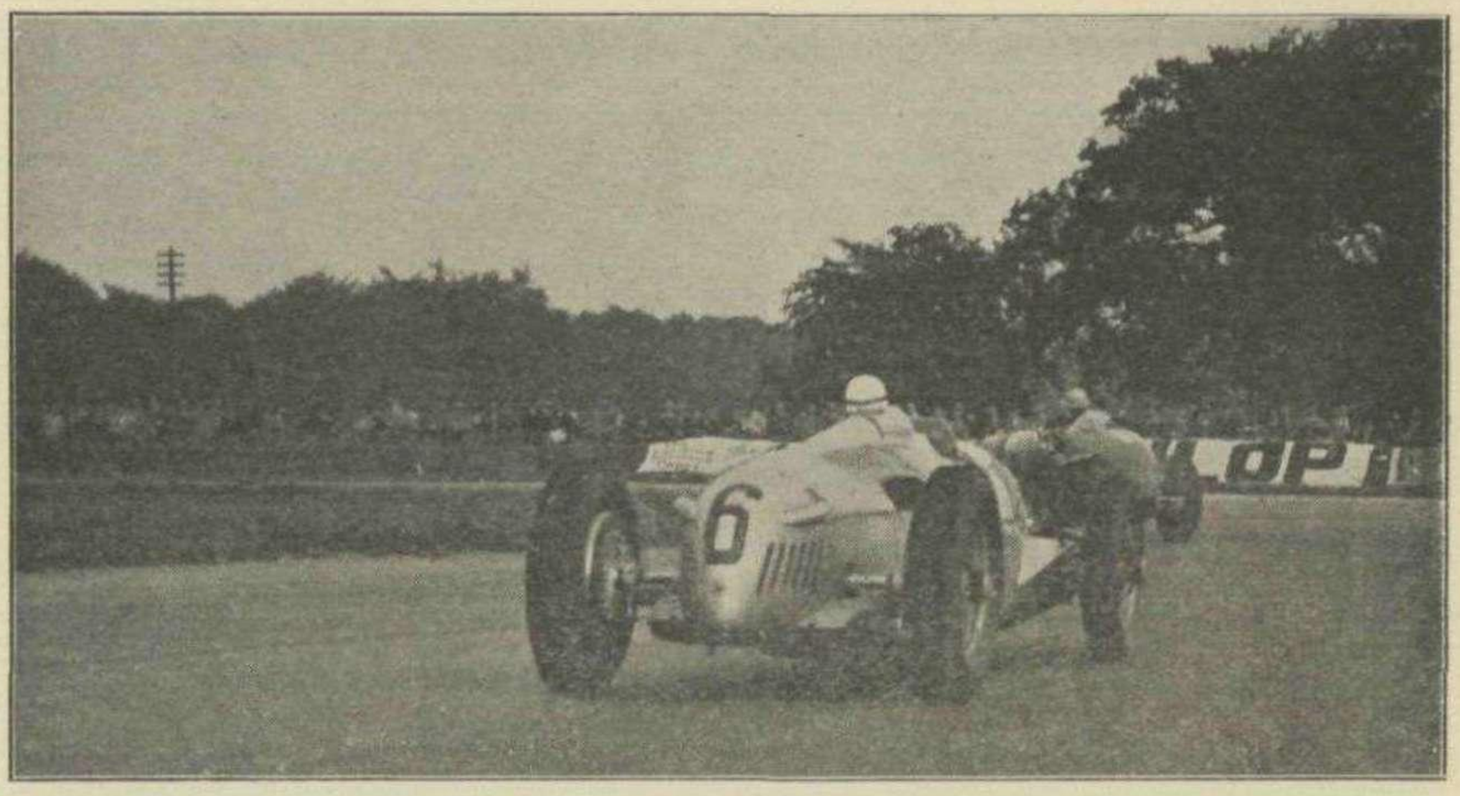
Flat out—R. Caracciola travelling at 170 m.p.h. down Starkey's Straight.

THE DONINGTON G.P.—continued

Dobson's old, white E.R.A. led the Bourne contingent. Müller and Hasse now visited their pits for fuel and fresh rear wheels, both rapid stops, one of which was officially timed at 28 secs. Mays seemed to find the works E.R.A.'s brakes weak, as he hit the off-side bank at the stone bridge, though Rosemeyer, now going all he knew, emulated the English car. By thirty laps, the leaders were in the same positions, but Caracciola was now only 25.2 secs. behind Rosemeyer and Brauchitsch was driving very fast indeed—Auto-Union versus Mercédès-Benz in earnest.

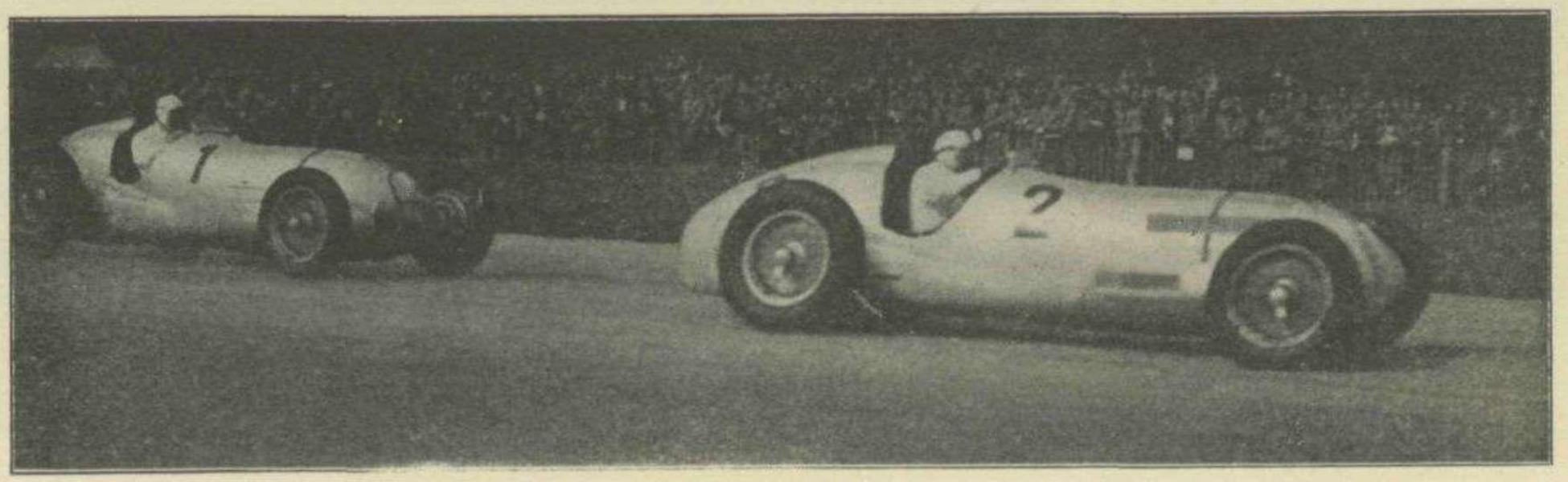
Then Rosemeyer made his routine pit-stop. He just had time to lift his goggles and wipe his face with his hands as both rear wheels were changed and fuel dashed in through the big hose, the tank filler covered with a cloth. Caracciola also came in. Neubauer had a brief talk with him as both rear tyres and fuel were attended to, "Caratsch" wiping the screen himself. During the previously mentioned stops of Müller and Hasse, when rear wheels were changed and fuel added, Hasse snatched a drink and Herr Feureisen held him for a moment as a Merc. screamed past.

Soon after these stops Rosemeyer, driving with great abandon, overhauled Caracciola, and whereas the latter led Brauchitsch by .6 of a second at thirty-five laps, by forty laps Brauchitsch led Caracciola by 12.8 secs. at 83.03 m.p.h. Arthur Dobson's fine drive was now broken as a result of trouble with the E.R.A.'s magneto rotor and 14 mins. were unfortunately lost before one was taken from Martin's retired E.R.A., refitted, and the white car restarted. Now Rosemeyer lay second, and after forty-five laps were run was only 24 secs. from the leading Merc., and 26.4 secs. away at fifty laps. Streams of smoke now showed from the Mércèdes brakes, while Rosemeyer's Auto-Union flexed appallingly as its pilot sought to reduce the gap. The spectators clapped every pit-stop quite audibly. Still the October sun shone down on this great scene and flags of various nationalities waved lazily over the busy pits. Howe had a pit-stop, the E.R.A.'s screen being cleaned, water added and the car refuelled, with bad overflow, and finally push-started, which took over a minute, although the wheels were not changed. "Bira" brought the 3-litre Maserati in for fuel only and restarted easily on the handle. Craner blew vigorously on a whistle to move the German mechanics from in front of the pit-counters, but they were conveniently as deaf as drivers! Poor Mays retired at fifty-one laps with useless brakes—a return of an old E.R.A. ailment—after a hectic moment at Melbourne Corner. Came sensation! At fifty-five laps Brauchitsch had brought his Mercédès up to 14.8 secs. of Rosemeyer's leading Auto-Union. Then, coming at 170 m.p.h. or so down to Melbourne the near front tyre flew to bits,



"B Bira" (Maserati) and R. Hasse (Auto-Union) rounding Red Gate Corner.

maybe on account of a locking brake, and Brauchitsch had a stern struggle. He held the car successfully, but the Mercédès pit had not seen the incident, apparently, although they had men spread out round the course to signal. The grandstand crowd clapped furiously, Brauchitsch lifted his goggles, the faulty wheel was exchanged by lightning movements and he got away before Caracciola had passed. But by sixty laps Rosemeyer, who had averaged 83.06 m.p.h., led by 30.2 secs., and Caracciola was only 12.6 secs. from Brauchitsch instead of 51.6 as he was five laps earlier—so much for a faulty front cover! Rosemeyer thus appeared to have eased up, or did Caracciola make a great bid to seize his chance? At all events, at seventy laps Rosemeyer led by 34 secs. at 82.81 m.p.h. and the third Merc. was 20 secs. from the second. Five laps later Rosemeyer was in front by a mere .8 of a second, but Caracciola was nearly 56 secs. away. Rosemeyer, you see, had stopped, quite by routine. The excitement was indescribable. Rear tyres were changed once more amid yells from the mechanics, and Rosemeyer lifted his goggles and looked desperately back. But he left ahead of Brauchitsch and won the greatest race yet seen in this country at 82.86 m.p.h., finishing 37.8 secs. ahead of Brauchitsch. Caracciola was third, Müller fourth, Hasse fifth, "Bira" sixth, Howe seventh, Dobson eighth, Hanson ninth, and Maclure tenth on general position, though actually only the German cars finished within the time-limit and the Riley stopped with serious trouble, condoned by clapping, after sixty-seven of the eighty laps. The British crowd actually cheered Rosemeyer as he was flagged, but the German National Anthem was not played as is the usual custom, and they clapped the next five finishers. Rosemeyer limped badly, was very sore, and his overalls, soaked in perspiration from head to foot, had to be taped up at the seat before he could meet Mrs. Shields and get his bouquet. According to the dailies, he had to toast his victory in lemonade, as the champagne was lost—though many spectators would gladly have handed him their all. A very disquieting noise was heard as Müller's Auto-Union passed away from the pit.



Opposite the pits—H. Lang closely followed by R. Caracciola on ***their*** *Mercedes-Benz.*

THE DONINGTON G.P.—continued

It was only the undershield which had been hit by a stone, and eventually had to be cut away with shears. He and Brauchitsch shook hands smilingly for the press cameras and the winning Auto-Union was driven away by a mechanic. It had been a proud day for Auto-Union; and for Mr. Shields, owner of Donington, and for Fred Craner. May the latter stage an equally International race in 1938. The crowd invaded the course rather badly towards the end, in spite of the appeals of F. L. M. Harris over the very efficient loud-speakers. Then remained only the vast trek back home, the road as far as Ashby-de-la-Zouch blocked for hours with a slowly moving stream of cars. That certain book-makers made off before the finish worried those who had backed Rosemeyer at 5 to 1. It was a bad thing and we hope the race-organisers paid the German mechanics as they expected the bookies would. Long after it was all over the Mercédès-Benz publicity man and an assistant typed reports in the open in the Press enclosure—our last glimpse of German thoroughness. A very great day in British motor sport. Our sympathies go out to the relatives and friends of the three persons who were killed near Ashby when trying to land in a small aeroplane in order to spectate. With aeroplanes at their present stage of development, landings away from aerodromes will always be risky and it would be interesting to know if there was a marked out ground at the course. Other arrivals by air got down and off again safely.

The full story is detailed herewith. Rosemeyer and Brauchitsch share the fastest race lap between the rival marques, at 85.62 m.p.h.—or .39 m.p.h. slower than Brauchitsch's lap of 86.01 m.p.h. in Friday's practice—which stands as a new Donington lap record, and is likely to stand for a very long while. The course was notably hard on the German cars' tyres, which were not made from synthetic rubber. The average compares extremely favourably with the lap record speed. No doubt much more of interest will arise when results and observations have been more fully analysed and we shall refer to the race again next month. Auto-Union took the Team Prize. "Bira" got the prize for the first car having a British entrant and driver, as Prince Chula and "Bira" hold British R.A.C. Competition Licences and have been for some time resident in this country.

RESULTS

1, B. Rosemeyer, (6,006 c.c. Auto Union, S.). 3h. 1m. 2.2s. 82.86 m.p.h.
2, M. von Brauchitsch, (5,660 c.c. Mercedes-Benz, S.). 3h. 1m. 40s. 82.57.
3, R. Caracciola, (5,660 c.c. Mercedes-Benz, S.). 3h. 2m. 18.8s. 82.28.
4, H. Muller, (6,006 c.c. Auto Union, S.). 3h. 4m. 50s. 81.16.
5, R. Hasse, (6,006 c.c. Auto Union, S.). 3h. 9m. 50s. 79.58.
6, "B. Bira," (2,992 c.c. Maserati, S.). 78 laps in 3h. 13m. 49.6s.
7, Earl Howe, (1,488 c.c. E.R.A., S.). 77 laps in 3h. 14m. 47s.
8, A. C. Dobson, (1,488 c.c. E.R.A., S.). 74 laps in 3h. 14m. 54.2s.
9, R. Hanson, (1,490 c.c. Maserati, S.). 72 laps in 3h. 14m. 54.2s.
10, P. Maclure, (1,486 c.c. Riley). 67 laps in 2h. 57m. 21.8s.

SPECIAL AWARDS

£100 for Fastest Lap: B. Rosemeyer (Auto Union) and M von Brauchitsch (Mercedes-Benz), 2m. 11.4s.; 85.62 m.p.h

£25 Awards: To Leader at 15 laps: M von Brauchitsch. Leader at 30 laps: B. Rosemeyer (Auto Union). Leader at 45 laps: M von Brauchitsch. Leader at 60 laps: B. Rosemeyer.

£100 (first car having a British entrant and driver): "B Bira" (Maserati).

Team Prize: Auto Union (Rosemeyer, Hasse and Muller)

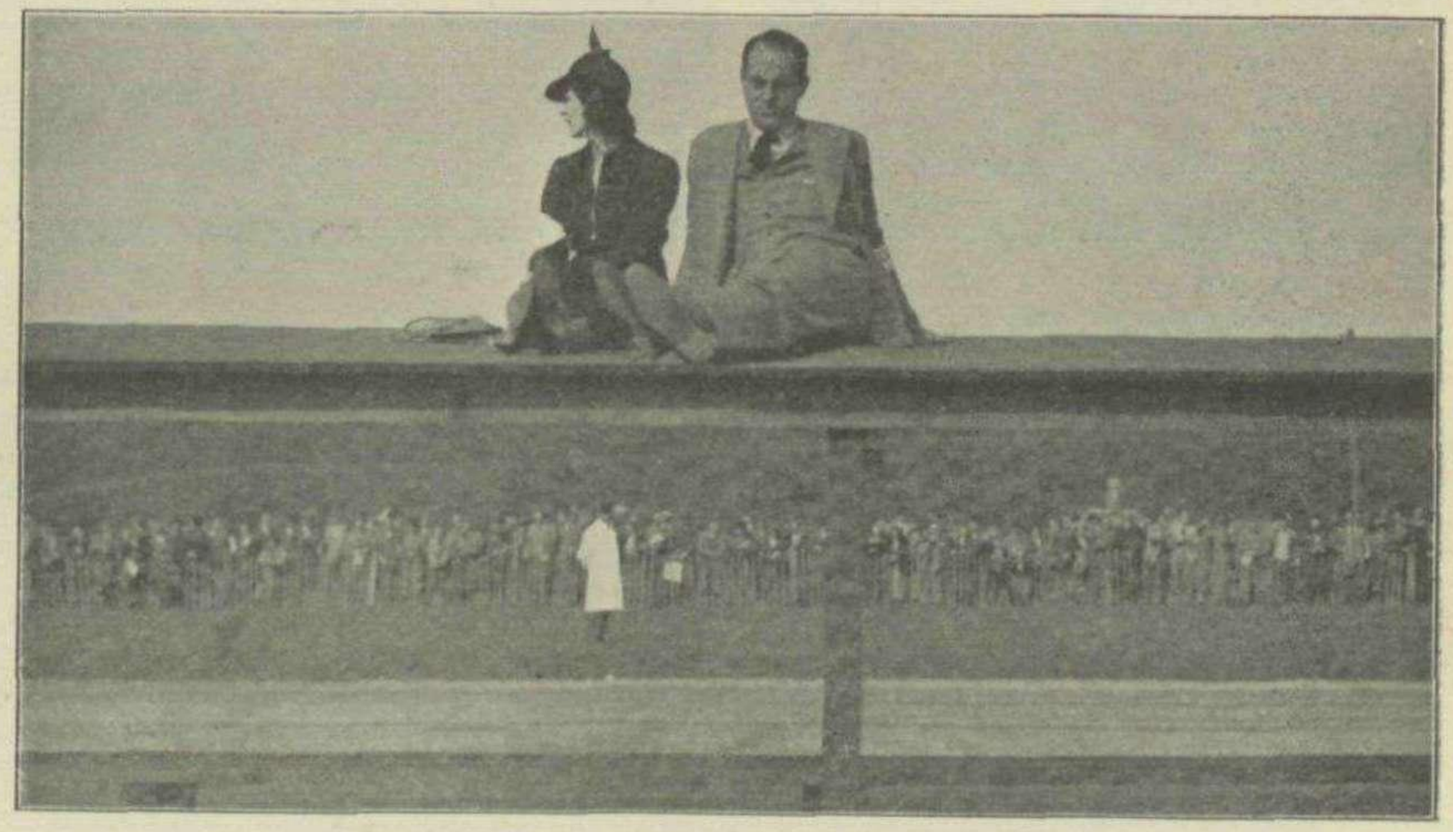
The non-starters were A. C. Dobson's works E.R.A., Dobson therefore driving his own car, Hyde's 3-litre Maserati, which practised but did not run, Powys-Lybbe's Alfa-Romeo and Tongue's E.R.A. The race distance was eighty laps of the $3\frac{1}{8}$ mile circuit, or approximately 250 miles, changed rather unconventionally from one hundred laps after the rules were issued.

AFTERMATH

Fortunately we woke up after the race and gave our German visitors some belated hospitality. A dinner and dance was held after the race, when the prizes and cheques were presented, and on the Monday evening the B.R.D.C. had a cocktail party for the German drivers at the Hotel Splendid, Piccadilly.

Rosemeyer's winning Auto-Union, officially a Type 22 Horch, was brought to London by truck on the Sunday and displayed at the Great Portland Street Showrooms of Auto-Union Sales Ltd. on the Monday. Marvellous to see an Auto-Union racing-car in a London showroom, but it might have been very much more impressively displayed. After all, other racing cars have been stuck half out on the pavement in the Street of Cars and an Auto-Union is—an Auto-Union! A background of photographs, similar to those excellent studies by George Monkhouse, which Mercédès-Benz displayed in their Park Lane showroom, would have helped, and I think a raised dais was indicated. The car was worth prolonged study. Weight saving is evident throughout. The body panels are very thin and the forward bonnet is held by light clips, wired on, and the rear bonnet by clips sprung with elastic. Insulating tape and aeroplane elastic feature in the rear suspension and the seat is well padded but has a thin back-rest. There is ample elbow room and a goggle-case is beside the seat. Even the radiator grille strips are drilled. The right-hand brake-lever is very slender and the stubby gear-lever works in a wide gate. The rev. counter reads to 5,000 r.p.m. safety-limit and the steering wheel detaches, and locks onto its column automatically. Rosemeyer has the coins of every country in which he has raced riveted to the steering wheel spokes, and the British sixpence, King's head uppermost, has been duly added. The exhaust ports were protected with a wide strip of adhesive tape and a registration plate had been attached to the starting crank protruding from the tail. The rear tyres, larger than those on the front wheels, measure 19"×7", as on the Merc. The small glass screen is astonishingly thick and the stone-guard is held by a flimsy spring-clip. The car was fairly clean, but the rear faces of the brake-drums were blackened by smoke! When these remarkable cars were introduced to an expectant world MOTOR SPORT published as much information as was then available and many unique photographs. Since then further details have been published in this paper as they came to hand. Suffice it, therefore, to say that they have V-sixteen-cylinder, 6,006 c.c. supercharged, rear-mounted engines in

Continued on page 442



There is no prize for the solution as to who this is. Whitney-Straight watches the race from the top of the pits. His Maserati is now owned by "B. Bira."

OUR GERMAN VISITORS

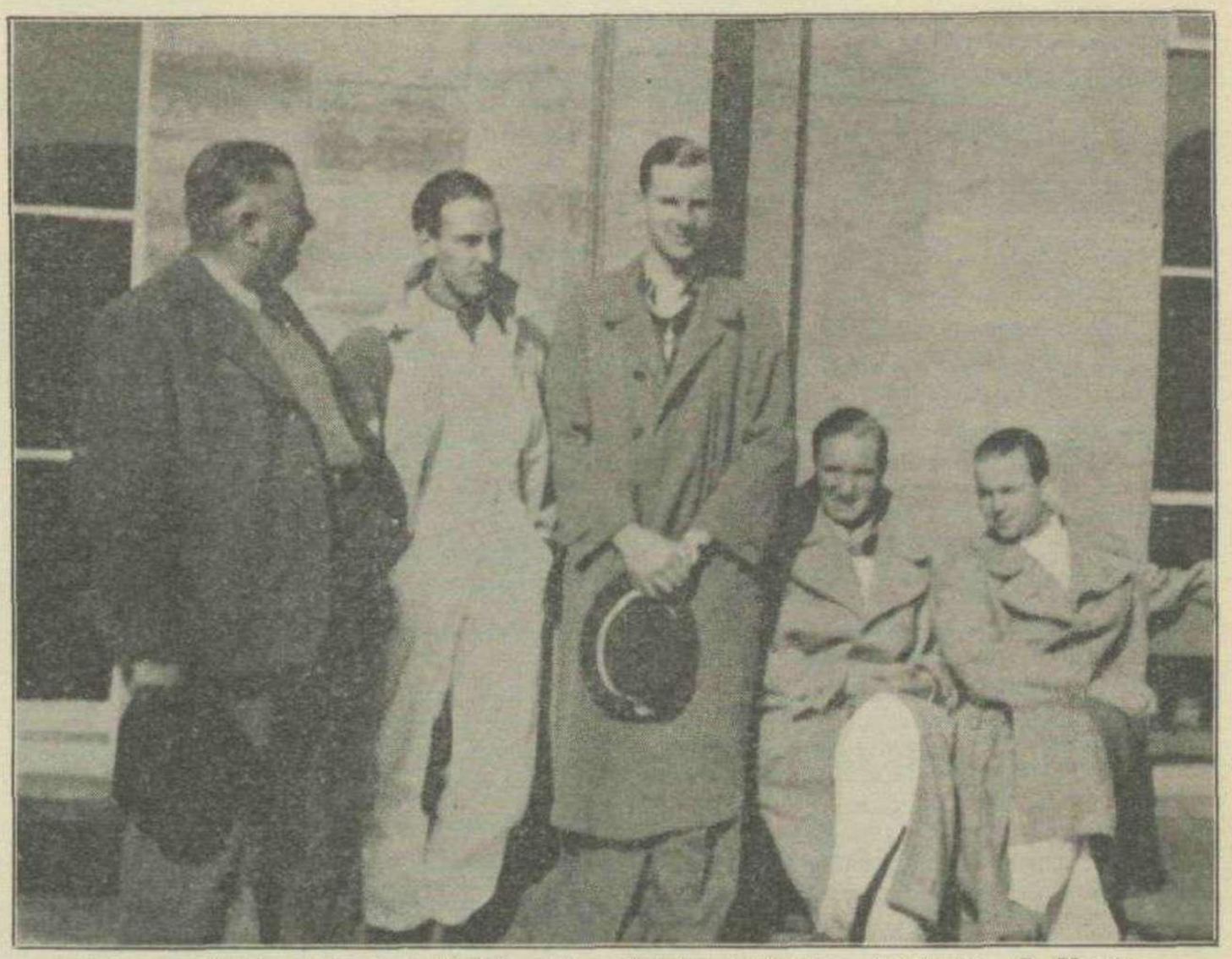
By OUR SPECIAL REPRESENTATIVE

The Arrivals

THOSE who have kept in close touch with the sport during October of this year have the satisfaction of knowing that they have witnessed the greatest show ever staged in this country I am referring not to Earl's Court, great exhibition though that will undoubtedly be, but to an exhibition of extreme thoroughness in motor-racing, staged so magnificently by the visit of the Mercédès-Benz and Auto-Union teams to competé in Mr. Craner's Grand Prix at Donington on October 2nd. Magnificent is the correct word! First of all, there was the arrival of the Mercédès drivers by air from Munich just before 8 p.m. on that dismal, wet evening of September 27th, under the care of the great Herr Neubauer—all save Caracciola, who doesn't trust aeroplanes and who came by boat and train.

That so few people were present to meet the 7.50 p.m. tri-motor Luft Hansa Junkers as it landed, a few minutes late, in the floodlights at Croydon, made me very sad. Charlie Martin, who had landed about half-an-hour earlier by D.H. Express, stayed with Mrs. Martin and some friends who had met him in his Aprilia Lancia, Tommy Wisdom was there, in spite of his story in *The People* that the drivers had arrived the day before, and I had gone out to meet several planes beforehand with John Eason-Gibson, as the Mercédès-Benz people in Park Lane could not, or would not, tell us when the team was due. I suppose one cannot hope that the British public will show the enthusiasm or curiosity for racing aces that they do for long-distance aviators or sex-appealing film-stars, but I do think the Mercédès racing team should have had a warmer reception on their first arrival at these shores. Apart from those just mentioned only the four drivers of the Type 230 Mercédès-Benz cars that parked outside the Aerodrome building to convey the drivers to town—cars specially imported with the racing cars for this purpose, mark you—and two representatives from the London branch of the company, were there to greet our visitors, and as they had not thought to obtain tarmac-passes we alone could go forward to the machine as it taxied in. I do think that our Royal Automobile Club or the British Racing Drivers' Club might have arranged some sort of official hand-shake and an escort to town—especially remembering how well our own drivers, of a far humbler capacity, are treated when they go abroad to race. The only recognition the drivers got, apart from the welcome of their friends, was the remark made, with a twinkle in his eye, of a fellow passenger, who said to the small crowd awaiting them in the Customs Hall "Are you here to meet *me*?"—his way of showing his appreciation of the team's arrival. Also, the Luft Hansa pilots shook hands and had a brief talk with each driver as he left the Hall.

Seaman was the last driver, I think, to step from the aeroplane. He has never looked fitter, and anyone meeting him would say, in all sincerity, what a charming young man he is. His great achievement, that of being the only British driver to drive officially for a great Continental racing-house, has left him entirely unspoiled. Dick has a cheery smile and acknowledgment for everyone he knows or remembers and there is not a trace of affectation in anything he says or does. He is the very finest ambassador that Britain could wish to have in all the many countries that he visits and where he is very much in the public eye. Lang, too, looked extremely well and cheery, and Von Brauchitsch was in extremely good spirits, even to performing a little dance out in the rain before taking his place in one of the waiting cars. Herr Neubauer joked with the Customs officers, called to his drivers as to children to bring their luggage forward—he calls them by their surnames, very clearly—and afterwards, coatless and ignoring the heavy rain, did not enter his cabriolet until he had seen every driver safely and comfortably accommodated with his baggage in the waiting cars. After which these four unobtrusive black and chromium Mercédès-Benz, three identical saloons and cabriolet, all bearing German registration marks and plaques, were driven through Streatham and over Clapham Common to the Dorchester, spread out at first, later in a most imposing line-ahead formation. No cheering crowds lined the route, our police did not urge the drivers to greater efforts to please masses of hysterical enthusiasts, indeed only when the four cars halted together at traffic lights did passers-by regard them with any interest, and then only on account of their dignified similarity and foreign numbers. If they gave them any further thought at all they probably associated them with that other great exhibition—at Earl's Court. Yet one bank-holiday mass lined this same route all day to catch a glimpse of Amy Johnson . . . It should be recorded that the cars were driven well within the legal limit, the only incident being when one driver—perhaps the Englishman who was sent to show the way—passed on the wrong side of an island along Purley Way, causing a coach-driver who was emerging from a side street to stall his big engine in horror. Or maybe it was one of the German chauffeurs not yet accustomed to two-track by-passes and tram-lined city streets after his native Autobahn. So the Mercédès-Benz team had arrived, and their very arrival was impressive, as reflecting how seriously they regard motor-racing. They did not seek any publicity from this, as is obvious from the secrecy surrounding the time of landing and the fact that only one Pressman and one motor-scribe were present, and they, I think, chiefly from personal enthusiasm. That only added to the impression created and made one regret all the more the lack of official reception. Our Opel alone followed them as far as its destination. Yet Charlie Martin, who has been described as "rugged," was excited as any schoolboy over the whole show, declaring it as the "greatest thing that happened since the Flood." If news had been properly circulated as to the time of arrival British enthusiasts themselves would doubtless have staged a fitting welcome.



Photographed outside their Hotel.—From left to right, Herr Neubauer, C. Kautz, R. Seaman, M. von Brauchitsch and R. Caracciola.

OUR GERMAN VISITORS—continued

On the following day, at about 1 p.m., a dozen or more Auto-Union engineers and the assistant engineer arrived at Croydon in another Junkers. They were met by Herr Hermann of Auto-Union Sales, Ltd., one Fleet Street cameraman who didn't know whether they were drivers or directors let alone to which team they belonged, the *Evening News* motor-man and our humble selves. Confusion was rife in the Customs, but at last their luggage was piled into a Schenkers Ltd. lorry and they waited for the arrival of the drivers, who were due at 2.20 p.m., but whose Sebena Junkers did not touch down until 2.55. On board were Hasse and Müller, with Dr. Feuereissen, Rosemeyer having decided to catch a later connection. Hasse, looking for all the world like a student, with neat overcoat, soft hat, horn-rim spectacles and stubby black shoes, told us Varzi would not be coming.

And we had heard the previous evening from Martin of Stuck's removal from the team. In the Customs Hall Hasse had his hat bashed in and everyone cheered up considerably. When Hasse, Müller and the Assistant Engineer posed for our camera they demanded three marks payment and were vastly amused when told we had no English money. At last they all left in a Leyland Coach of Imperial Airways, save for the surplus who went in Hermann's car. The other passengers had to be hastily transferred to an antiquated Daimler and probably blessed the Auto-Union invasion.

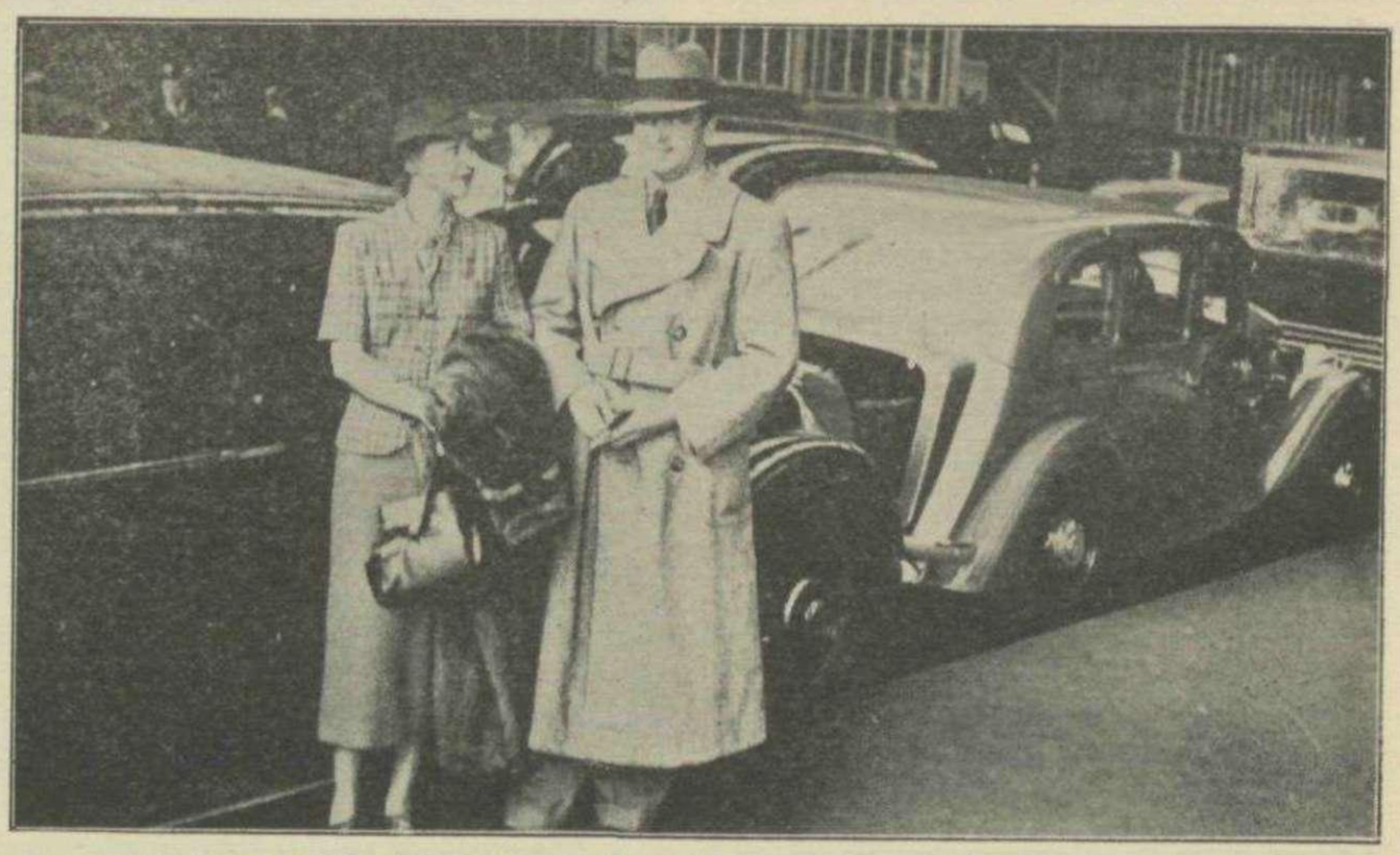
Then, fifteen minutes late, the Continental boat-train steamed into Victoria, at 4.35, bringing Rudolf Caracciola and his charming lady. They were met once more by ourselves, by the Mercédès-Benz representatives, a Press cameraman, and by A. C. Hess as sole representative of the B.R.D.C. Caracciola, in heavy coat and soft hat, walked lame and seemed tired, though he posed several times for the cameras. He brought so much luggage that it overflowed from his Mercédès-Benz big luggage container onto the back seat—the car was one of the left-drive saloons with German registration-letters, and a remarkably likable car. Finally, Rosemeyer arrived in a Dutch Air Lines Douglas at Croydon at 9.50 p.m., alone, in rather a dour mood, we thought, and a truly wonderful hat. He was met by Herr Hermann and conveyed to London in a closed D.K.W., to leave St. Pancras at 8.30 a.m on the Wednesday for the course—by train. Mercédès were certainly the more thorough in their travel organisation.

The Training

It is indeed difficult to write of "the training" in the space at my disposal, because it leaves one breathless and more than a little shaken. The outstanding impression after arriving at Donington Park in the Opel at 8.30 a.m. and watching the whole of Thursday's activities is one of profound respect for the thorough way in which Germany goes about this series business of motor-racing—and that, in turn, reflects very favourably on the entire outlook of the Germany of to-day.

We had heard already of the extremely careful preparation of the cars, of the intensive training undertaken when a new circuit is visited, and had gained some conception of what motor-racing means to Germany when those five big Mercédès-Benz lorries, the big Diesel workshop lorry and six private cars were unshipped in this country. But it is only after seeing Mercédès and Auto-Union preparing that one grasps the extent of their organisation—and, having seen, one is left with an admiration for their methods that defies expression.

It is not only the small details, such as the boxes of sparking plugs for each engine, the Mercédès method of testing for loss of compression with a gauge applied in turn to each cylinder while an electric motor turns the engine, the batteries of watches used to time practice laps, or the use of a flag to show a driver his position at the pit-counter every time he is called in. Above and beyond such details is the wonderful manner in which each team goes about its work. There appears to be an expert for each section of the organisation, who has authority over the work in his care.

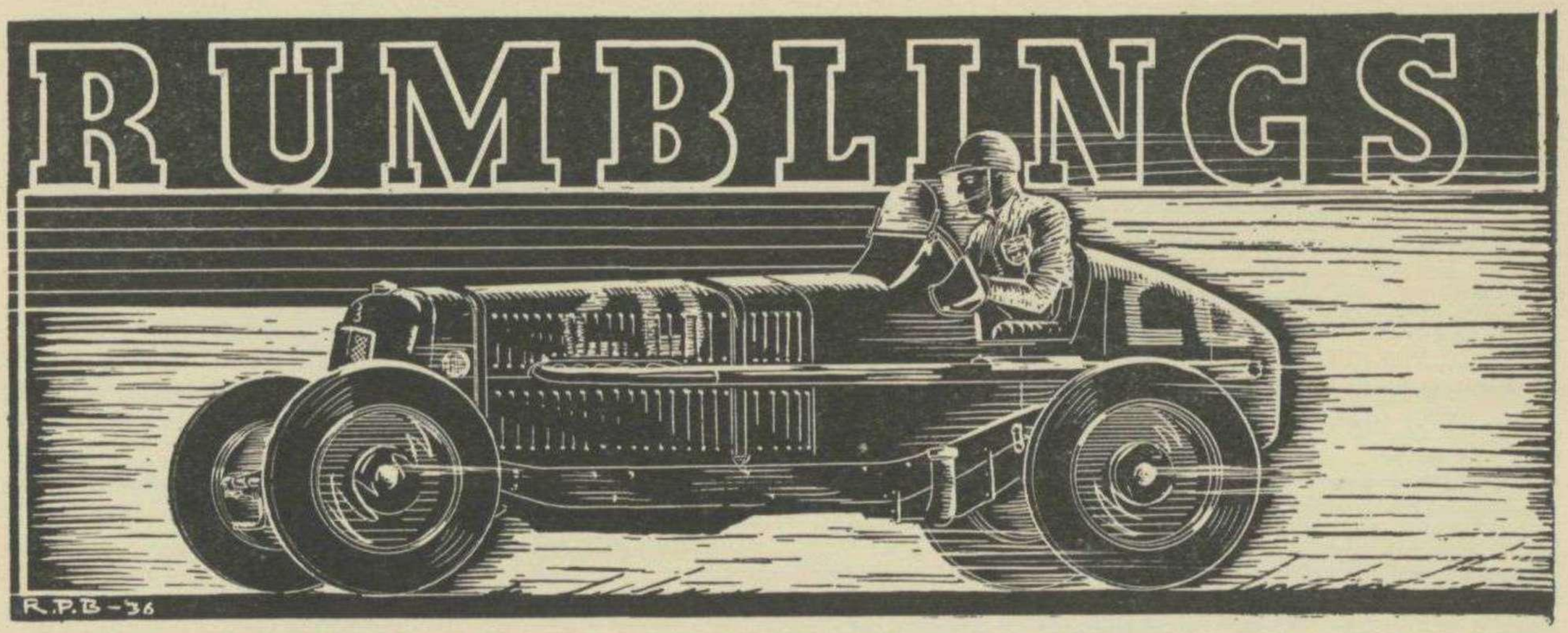


R. Caracciola and Frau Alice Caracciola outside Victoria Station after arriving by train.

All the German mechanics work with calm efficiency. They are a remarkably contented lot of men, who never "fool about," and seem to have only one desire—to serve the team in their particular capacity, as fully as possible. One only had to notice how one man would lend a hand to another without being asked to help, to see the look of child-like happiness on the face of those who were pushed off in one of the racing cars on a trial lap—a responsibility entrusted, it seemed, to any Mercédès mechanic—and the splendid relationship existing between Neubauer and each of these blue-overalled engineers, to have the profoundest admiration for the person who found these men, for the person who organises their work and for the engineers themselves. If you were at Donington for the training and saw these things, you will know why Germany wins Grand Prix races and is supreme in this sphere of activity. It was the same with Auto-Union. The cars were always brought from the garages and parked before the pits in formation, reversed into line, tails to the counter, at an angle. The cars were spotlessly clean and had their own numbers neatly painted on. An astounding supply of tyres was stacked in one garage; a wheel-balancing machine was erected outside. A mechanic would instinctively sweep the floor of a garage without instructions from his superiors. Instructions were taken with a smile; mistakes corrected without any show of ill-feeling. I could write a lot more about this German organisation that wins motor-races. The very first thing that we saw on arrival was Herr Neubauer and his be-spectacled chief engineer seated at a table in the yard of the barn at Coppice Farm where Mercédès were stabled, taking careful written notes of the proceedings. There was a typewriter in use at the pits, telephone calls came through from Berlin, both teams retained sump-drainings, presumably for analysis on their return, nearly every mechanic carried his own notebook and used it frequently, and at the end of the day Neubauer lectured a group of mechanics, who departed laughing happily—just a few glimpses of this organisation that makes such a deep impression on a British onlooker. I only wish I could feel that it would start a seed of enthusiasm germinating amongst the big motor-magnates in this country. Alas, it may be that the task will now seem too great for us ever to enter into it, even given the cars.

When one turns to the practice lappery itself, again it is very difficult adequately to express one's enthusiasm. Those of us who saw the German cars in action for the first time, sceptical of the talk of those who were there on the Wednesday, were soon almost raving with enthusiasm and astonishment. Over the brow of the hill up from Melbourne Corner the Mercs. and Auto-Unions would leap feet into the air, land snakily and pass the pits much faster than cars ever passed the Donington pits before. To see them

Continued on page **442**



CHATTING with a group of enthusiasts in the B.A.R.C. Clubhouse before the "500," many things of interest were touched upon. One member of the party waxed enthusiastic over the Continental Grand Prix; the thoroughness of the Germans and the amazing technique of the Master Nuvolari, who passes in the most impossible places without revealing his technique to the most wary watcher, who can merely say that the car does not seem to slide, yet is never for a moment in the correct line. Seaman, I heard, has been going as fast as his particular Mercédès-Benz will go, not having been specially instructed to go slowly. His crash at Monza was due to opening up in the wrong place, apparently, for the Merc. is tricky with the taps open for a newcomer, but his other accidents have been pure bad luck. The rumours that he is not too happy in Germany seem to have no foundation, but I believe his mother is not too pleased at his regular association with ultra-rapid motor-cars, for which reason he may return to this country next year unless he can persuade her that the 4½-litre cars will be quite safe motors. Parts of the Nürburg Ring were likened by our informer to Shelsley—up one side and down the other and he said that the cars reach 180 or so downhill, bends notwithstanding, and that it looks like 250! There is a beautiful story being told of the Mercédès-Benz team. They were invited to take part in one of the smaller races and duly arrived for practice. Before the event was run it was discovered that this was a national race and that the German cars were therefore not eligible. So they were asked to go home. To which Herr Naubauer is said to have retorted "We will require the starting money, for we were invited, and also the prize money we should have won . . ."

At this time none of us knew whether the team really would be at Donington or not, but hopes ran high and we heard that one Mercédès had arrived as early as September 19th for experiments with gear-ratios. Everyone was emphatic that a really well-staged official reception should be given to the Continental participants.

"500" Reflections

The only car to make its début in the "500" was the Bowler-Hofman-Special, which is virtually a 1922 3-litre Bentley chassis with a 4½-litre Bentley engine and a long-tailed, cream single-seater body. The radiator is special and cowled in the modern style, and not enclosed with an open cowl of the older style as on the Pacey-Hassan-Special. The Bowler-Hofman, as befits an outer-circuit car, is *sans* front brakes. The front springs are very carefully and neatly corded and there are friction shockers for the front axle and Luvax and Hartfords for the rear axle. Unlike the Pacey-Hassan the gear-lever is inside the body and the carburetters inside the bonnet. The radiator cap was of ordinary screw-pattern—the fuel tank in the tail. There did not seem much room for Dr. Beaver between steering wheel and seat-cushion, nor did we envy him the view of the immense front tyres dancing on each side of the narrow bonnet. The balloon-pattern track covers were used, 7.50″×20″ front and rear. In view of the age of the chassis it is interesting to learn on very good authority that 1922 Bentley front axles are of a material that has never been known to fracture through fatigue and that apparently the Brooklands scrutineers will pass them if they show no defects after polishing. The Pacey-Hassan is also basically a 1922 chassis.

Although the balloon Dunlops that appeared last season are now the fashionable wear for this race, the Sunbeam ran on the ordinary track-type covers of 32″×6.5″ and only one stop for changing was made. "Bira's" Delahaye put up a most impressive show for a stripped sports-type car, lapping at over 125 m.p.h. and having a trouble-free run.

You hear a lot about an outer-circuit race being tough on an engine because a driver does not lift his throttle foot and so the oil has little chance of going upstairs. Actually, there is a bit more in it than that, especially as Robin Jackson now says that the outer-circuit has to be driven like a road-course with super-fast small cars, and we know this is so in big 120 m.p.h. stuff. In a road-race you have a succession of upward

RUMBLINGS—continued

gear-changes after the corners, and however much a driver attempts to maintain constant revs., near to " peak," an engine must drop down momentarily after a change and accelerate up again, quite apart from the appreciable over-run periods. In a track race it is the almost full bore throughout that stresses things, as well as the very brief throttle-back periods. Certainly your track car may pull appreciably higher gear-ratios, which in small high-speed units may make for better balance between mechanical and pressure loadings, but even so engines will be giving maximum power, and pressures and heat-flow will be at their highest.

A Curious Experience

It transpires that at the Croydon Speed Trials Waddy's ramming of the bank with Fuzzi was largely brought about because as he changed ratio the forward unit took second gear but the rear unit stayed in first, Waddy getting an appreciable shock when the rev-counter, which is only connected to the rear engine, showed rising revs. out of keeping with the behaviour of the front engine—or is it all t'other way round ? Anyhow, things were in great order at Shelsley, and Miss Richmond did extremely well, considering she had only driven Fuzzi for a couple of Brooklands laps beforehand. We have long admired Joan's driving ability, which goes up considerably in our estimation now that she has entered the stick and string brigade. Fuzzi has H.R.G. style brakes and should be excellent in a Mountain Race—which we may see on October 16th. Waddy tells me that the very inextensive damage incurred in the Bristol smash should satisfy the scrutineers of Fuzzi's suitability, while he has the necessary official expansion-boxes. Fuzzi is transported on a most amusing trailer, one wheel of which has to be detached before the car can be stowed, while the electric starting apparatus in its doll's pram should become immortal.

I.A.E.

Let us become serious. The Institution of Automobile Engineers last month opened their imposing new headquarters at No. 12, Hobart Place, London, S.W.1—the fifth home of the I.A.E., which has previously been accommodated at Albemarle Street, Queen Anne's Gate, Victoria Street and Adelphi. The new premises, together with the Research Centre on the Great West Road, are admirably suited to a body which works in such useful and close liaison with a great industry.

This summer the I.A.E. visited Germany, following visits to U.S.A. in 1913, Belgium in 1914 and France in 1934. Amongst the important concerns inspected were Humbolt-Deutzmotoren A.G., Opel Motor Co., and the Bosch and Daimler-Benz works. At the I.A.E. Banquet at the Hotel Marquardt, Stuttgart, Capt. Irving paid tribute to German automobile engineering, with particular reference to tubular frames, independent suspension and unit construction of chassis and body-work. In his reply Dr. E. C. Rassbach emphasised that if the mission of transportation is to override existing barriers, real or fancied, then the motor-car is the foremost agency of this evolution and the automobile engineer one of its foremost servants.

The I.A.E. series of lectures will shortly re-commence and we intend to keep in close contact with what takes place and to publish a résumé in MOTOR SPORT of anything of interest.

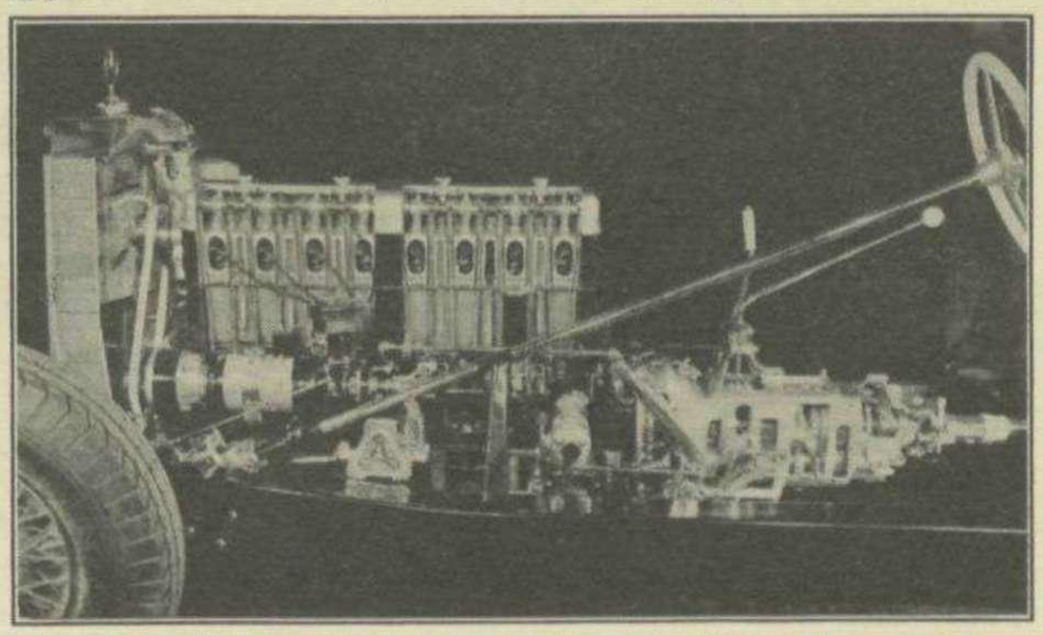
Heavy Metal

John Cobb's victory in the " 500 " was very popular, for the Brooklands crowd just loves that Napier-Railton. Driving the big car in a race of this sort is no light task, and Oliver Bertram seemed not quite at home with it at first, for he has done little rapid lappery this year, and confessed to feeling tired, so that he was rather glad when a tyre went on the Byfleet and Cobb took over. Cobb is having another big record-breaker built by T & Ts, for short-distance world's records work, and Oliver Bertram may acquire the Napier-Railton for Weybridge motoring next season. Jenkins, by the way, recently smashed Cobb's 100 kilo. record, taking figures from 50 kilos. to 500 kilos. at speeds of from 166.38 to 177.43 m.p.h. before floods at Utah stopped his Monmon Meteor. This raises the old figures by 1 to 6 m.p.h., Stuck (Auto-Union) holding two, Cobb one and Jenkins the rest.

In the " 500 " the Napier needed two stops for fresh tyres and finally finished, dramatically enough, with a rear cover in shreds. Its best lap was at 136.45 m.p.h. Taylor sat proudly in the driving seat as the big car was towed in after the winning ceremony.

A Bad Business

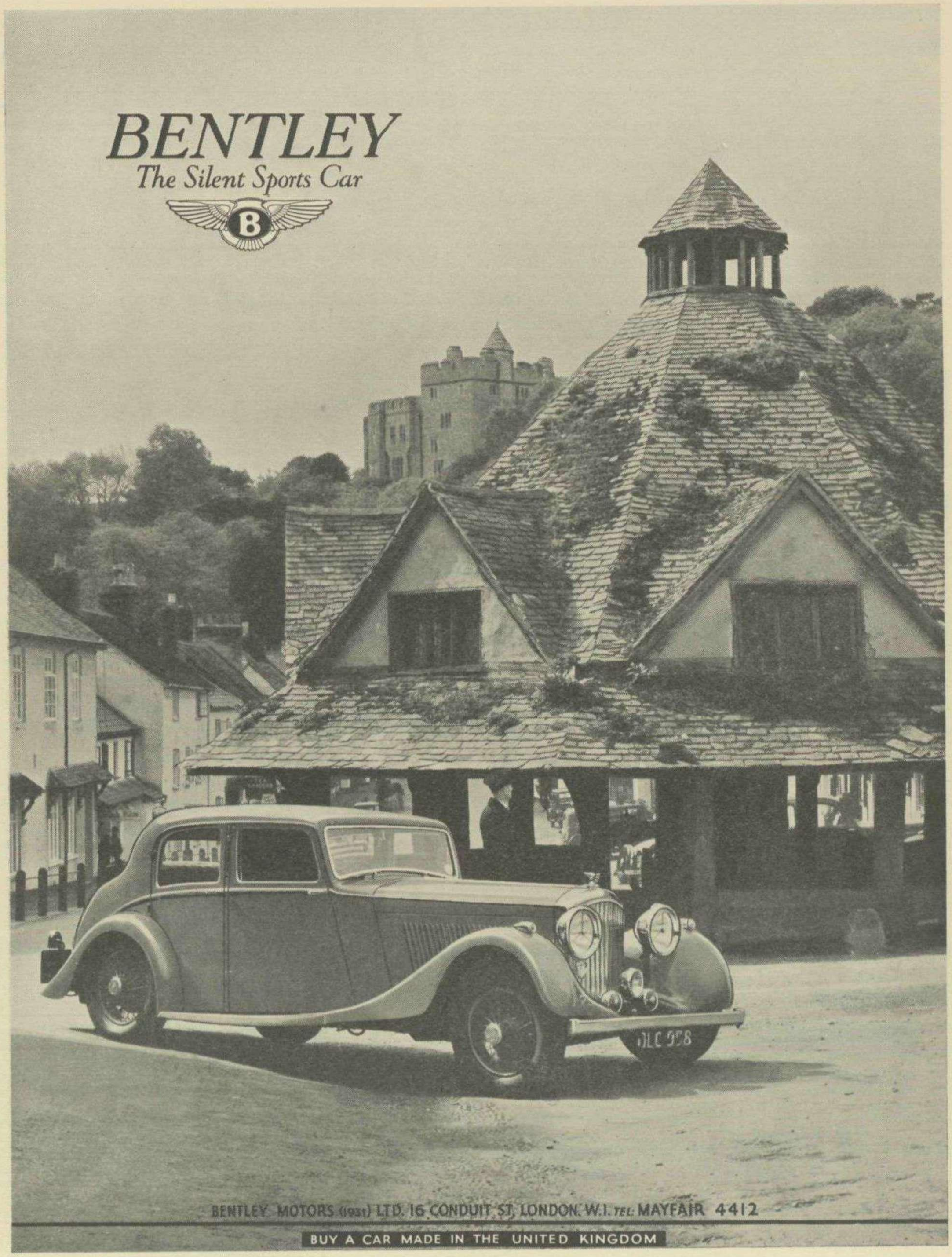
The Press Bulletins of the " 500 " were subsequently found to be incorrect, but not before the dailies and one motor paper had published incorrect reports. Our own report is in accordance with the corrected results. Mistakes will occur, but it is particularly unfortunate that these errors should have arisen over a race of such importance, organised by a body of the standing of the B.R.D.C.—though the Club was *not* responsible for the incorrect placings of the first three cars that appeared in the report by an eminent motoring correspondent, in one of the leading evening papers ! To avoid any misunderstanding, Cobb did win the race ! We believe the timing errors arose because of difficulties with the Leroy-Brillé timing apparatus loaned by the Road Racing Club.



The sectional view of the engine of the Type 540K Mercedes-Benz to be seen at the Motor Show.

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RUMBLINGS—continued

Vive Delahaye !

A very remarkable achievement was that of Rene Dreyfus and the 4½-litre V12 Delahaye, in winning the second of the big prizes offered by France this year. The Delahaye which, it is significant to note, conforms to the 1938-40 G.P. formula, covered 200 kilos. of the Montlhèry road-circuit at an average of 91.13 m.p.h., thus netting the 1,000,000 francs (£10,000) prize-money. The performance should still further enhance the marque's reputation in the eyes of those British sportsmen who feel covetous when the name of Delahaye is uttered. Bugatti made a desperate bid for the prize with an unblown 4.7-litre driven by Benoist, but troubles intervened and could not be rectified before the time-limit expired. It will be recalled that Wimille (3.3 Bugatti) won the 400,000 franc prize earlier in the year, averaging the same speed as the Delahaye for the same distance.

The Motor Ball

The eleventh annual Motor Ball in aid of the Motor and Cycle Trades Benevolent Fund will be held on October 19th (Motor Show week) at Grosvenor House, Park Lane, London, W.1. A competition has been arranged for which numerous prizes have been donated. These include a Hillman " Minx " car presented by Mr. W. E. Rootes and Mr. R. C. Rootes. Competitors are asked to estimate the attendance for the last day and for the whole period of the Motor Show, and the prizes will be awarded to those making the closest estimates. Tickets for the ball and full particulars may be obtained from Mr. A. H. Dawson, secretary and organiser, at 204/6, Great Portland Street, London, W.1.

Odd Spots

Freddie Dixon is disposing of the " Silver Bullet " for a very low sum. Its big Sunbeam 12-cylinder aero-motors might suit a boat—or one of them might be incorporated in a modern chassis, as outlined in MOTOR SPORT last December. It is unlikely that any humorist will run the car in speed trials, for transportation would prove a big item. Personally, we would rather have " Djelmo."

* * *

John Bolster, we hear, gets his Frazer-Nash hubs re-conditioned on a broach that suits the job, at the Tilling-Stevens works at Maidstone. This might be useful information to others who have to re-model F.N. hubs.

* * *

Oliver Bertram drove off in a 20-25 Rolls-Royce, after the " 500."

* * *

Seen at Brooklands—an early sports Beardmore.

* * *

Prince Chula and " Bira " return to Siam this autumn but there are high hopes that they will return for the 1938 season.

* * *

For the 1938 formula Mercédès-Benz will run 8-cylinder 3-litre blown and 12-cylinder 4½-litre unblown cars and Auto-Union 12-cylinder 3-litre blown and 24-cylinder 4½-litre unblown cars.

* * *

Raymond Sommer is French champion for this season.

* * *

The winner of the Crystal Palace Imperial Trophy race of October 9th will get £150 for the thirty mile race.

SCARBOROUGH'S SOCIAL PRESTIGE

As most followers of the Sport are aware, the Scarborough and District M.C. have a proposal afloat to establish a very ambitious 9½ mile road-course just outside Scarborough—a sort of British Nürburg Ring, in fact, though there will be time enough to publish full details when work begins, as we sincerely hope it will. The Scarborough Town Council recently held a special meeting to discuss the matter. Opposition was put forward on the grounds that the track would cost over £250,000, that the wrong class of people would be attracted to Scarborough (that in spite of the B.A.R.C. motto !) and that ratepayers did not approve of the scheme. Mr. J. T. Cowton moved that only mere day visitors would be attracted, although we imagine at least 5,000 people would go up from London and the South on the preceding day if really good racing were in prospect, nor would many face a 200 to 300 mile drive through the night after a day as spectators. Mr. Craner has shown that the Mercédès-Benz and Auto-Union teams *will* visit this country and Scarborough should be able to attract them, given adequate backing by the town's holiday-publicity board, or whatever body exists to attract visitors to the resort, and the promise of a fast course. Mr .Cowton also objected to the Council placing itself in the hands of the R.A.C. and A.C.U. and feared the cost of £250,000. Dr. N. Walsh, seconding, said he did not think the people wanted the course built, and Mr. E. Smith declared it " a gamble." Brooklands used to be one of the few tracks to pay its way : now Donington road course looks like doing equally well, so Mr. Cowton and his followers may regret losing an opportunity for Scarborough if they win the day. However, Mr. J. Kilburn, chairman of the Property Committee, was prepared to take a poll of the town on the scheme. Mr. H. Storry said the R.A.C. and A.C.U. did not originate the scheme, which was proposed by the Scarborough and District M.C., who were anxious to extend the town's holiday season. The Mayor had been to Donington for the T.T. to study conditions and had found race-goers good class people who would be welcome visitors to Scarborough. He felt the scheme had been confused with horse-racing. The Council was told there were 60,000 spectators and 25,000 cars at Donington for the T.T. (the official figure was 20,000 spectators—Ed.). The amendment that no further action be taken was lost by five votes to seventeen and the Council recommended that the Property Committee be empowered to proceed with negotiations with the motor-racing authorities. So there must be some sensible people in Scarborough. To the opposition we humbly suggest that if only 15,000 people attend each big meeting and are day visitors only, they would be likely to spend £7,500 in the town as a *very conservative* estimate. So the course should pay for itself within five seasons, which cannot be said of every municipal aerodrome. We are so glad we are not to be classed with horse-race goers and we urge the Scarborough and District M.C. to stick to its guns, which may go off with a report heard right down South one of these spring days.

THE SEPTEMBER SHELSLEY MEETING

A. F. P. FANE (SHELSLEY FRAZER-NASH) ESTABLISHES A NEW HILL RECORD. LADIES' RECORD SHATTERED BY MRS. PETRE (AUSTIN). FASTEST UNBLOWN TIME BY J. G. FRY (FREIKAISERWAGEN). FASTEST T.T. SPORTS-CAR, PAUL HEINEMANN'S B.M.W.

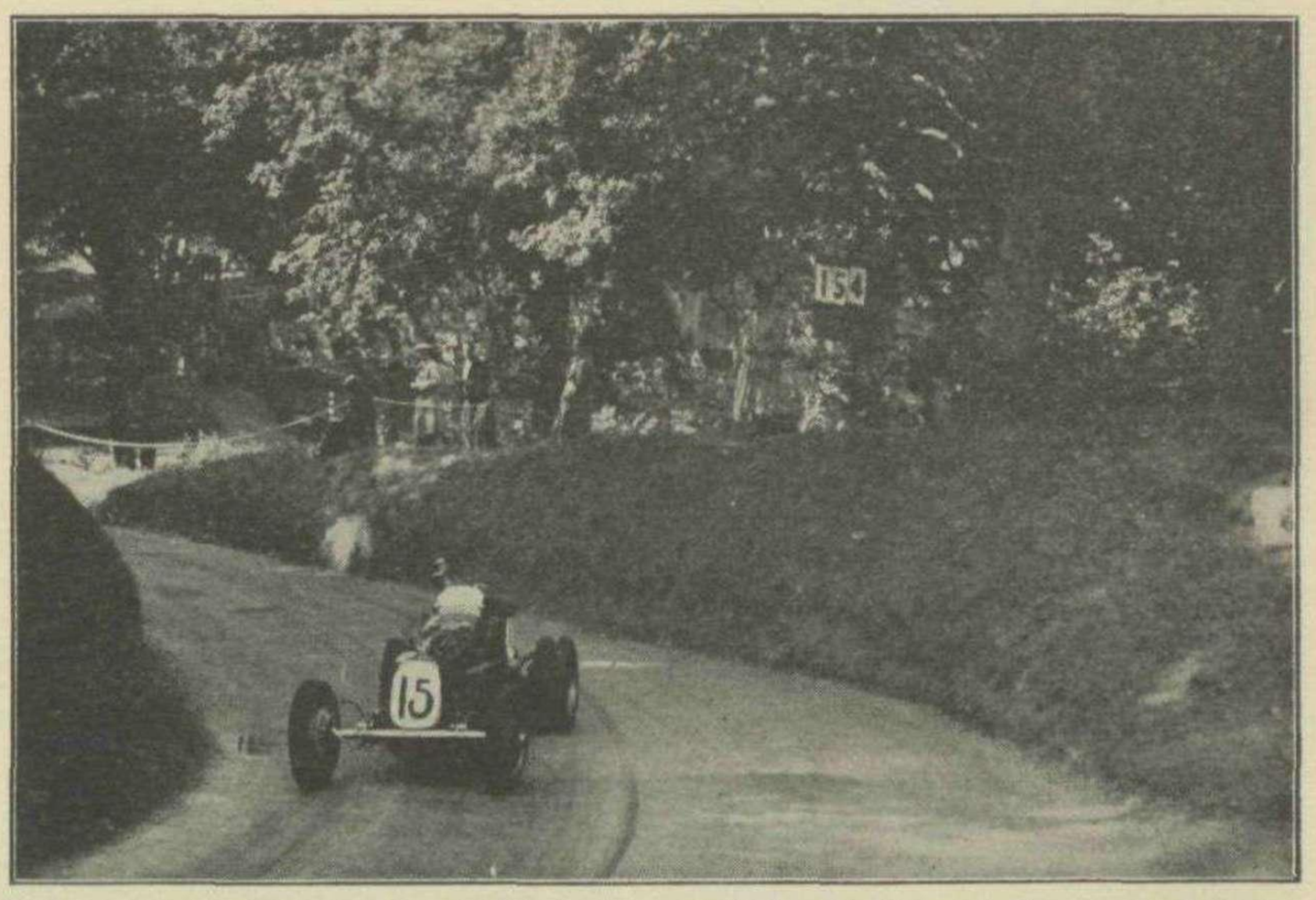
FINE weather favoured the September Shelsley-Walsh Hill Climb and a very interesting meeting resulted, attended by a big crowd of enthusiastic spectators.

As usual, the little village of Shelsley Beauchamp and the surrounding towns were enlivened by the intrusion of competitors from the Thursday before the premier British hill-climb was due, for Friday was devoted to practice and Saturday morning to eliminating runs.

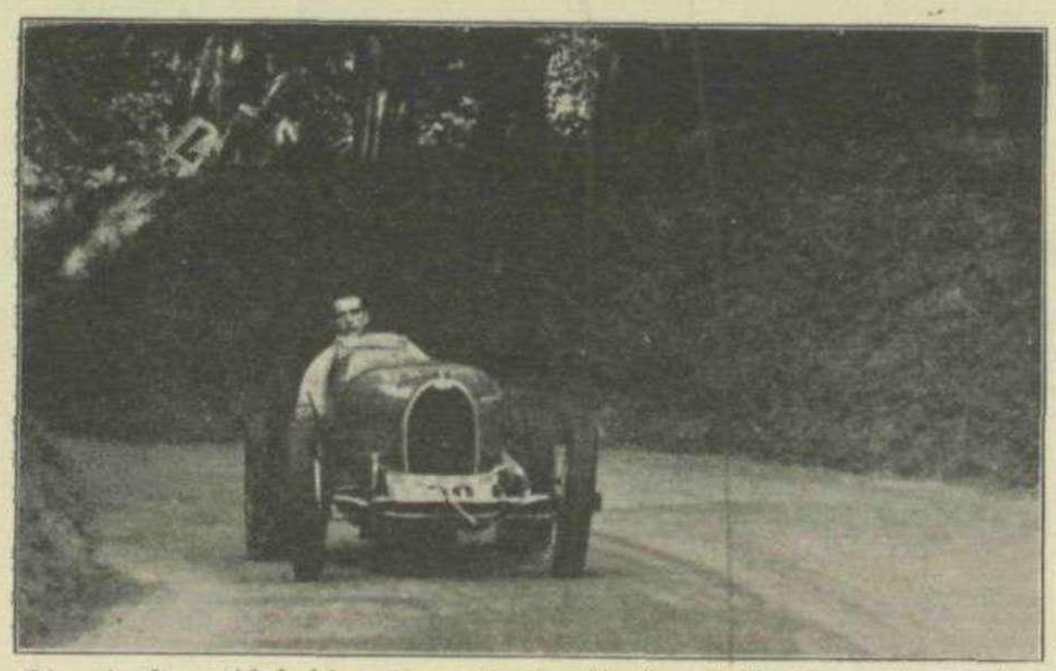
The Paddock was a place to enthrall, all manner of fast motors rubbing hub-caps with competitors' private cars, amongst which was a chauffeur-driven Rolls-Royce. Dick Nash's Lorraine-Dietrich was absent, as it had broken a piston the previous Saturday, and Nash was unfortunately ill, but Clutton's Itala was there, fully stripped, its cylinders reminiscent of a gas-works and the beautiful condition of the old car particularly evident. The Delahayes, too, were absent, and poor Mrs. Bolster had the Morris Minor's crankshaft break just before she was due to defend the ladies' record, while her husband also experienced the same trouble, so that "Mary" did not run. Fry was there with the amazing Freikaiserwagen with 1,100 c.c. 80 b.h.p. Blackburn engine amidships, a faired fuel tank above it and Morgan front suspension. A sister car was D. H. C. Fry's Kaiserwagen, with A.C. Six engine, an off-set radiator with the header tank connection bolted directly to the water-pump, a motor-cycle fuel tank over the scuttle, big rear tyres, a G.N. steering-box, chain-drive, Morgan independent front suspension and rev-counter set well forward and belt-driven from the carden-shaft. Louis McMillen had brought a 4-cylinder 3.2-litre Ford with Indianapolis o.h.v. engine, conventional gearbox and left-hand drive. Giron's "2.3" 8-cylinder G.P. Bugatti had a Wilson gearbox and twin rear covers, and Lloyd-Jones's Lea-Francis "Triangle Special" a Wilson box and Meadows engine. The G.N. "Martyr" now sports a trumpet-exhaust and the Evsell-J.A.P. had the name "Evans-Special" on its radiator. The Red Biddy spent much of the morning in its customary position, lying on its side. Sir James Heron Walker's 1,488 c.c. 6-cylinder Walker is a large, neatly turned-out job with sports equipment. Macleod-Carey's 1½-litre Bugatti had bicyclised carburation arrangements (motor-cycle Amals), and four exhaust pipes, and P. G. Skinner's Special an S.U. carburetted 4.1-litre Hudson straight-eight engine in a specially designed, very small frame. L. G. McKenzie made up an improvised screen for Lycett's 8-litre Bentley. Lord Howe was clapped as he took up his position by the S bend.

* * *

It is now a matter of history that A. F. P. Fane, driving the single-seater, twin-blower "Shelsley" model Frazer-Nash established a new Shelsley record in 38.77 secs.; equal to an average speed of 53.7 m.p.h. This beats the old record held by Raymond Mays by .32 secs. Mays was not competing, being busy to good purpose with his E.R.A. at Phœnix Park. A telegram from E.R.A. Ltd. was broadcast to the spectators, and it emphasised the unfortunate clashing of the important fixtures which prevented Mays from being at Shelsley. Fane's first run was inadvertently untimed and his next run took the record. Fane drove every inch of the 1,000 yards ascent, taking the S-bend beautifully in a ca that was at the very limit of controlr Loud claps greeted the announcement that the E.R.A. record had fallen. It is interesting that the car used by Fane is a catalogued model, being listed in single-seater form at £1,050, and one of which has been supplied to the Hon.



The record smashed again! A. F. P. Fane with his single-seater Frazer-Nash leaves the "Esses."



Giron's beautiful blue "2.3" 8-cylinder G.P. Bugatti clocked 44.48 secs.



K. Evans, with his Alfa-Romeo which finished ninth in the German G.P., returned the wonderful time of 40.39 secs.

THE SEPTEMBER SHELSLEY MEETING—continued

Peter Aitken. This Shelsley showing indicates the very fine output of the double blower, single o.h. camshaft 1½-litre 4-cylinder engine and the infallibility of F.N. chain-drive.

The next fastest ascent was that of Charles Martin's E.R.A., splendidly driven, the front wheels lifting at the "S" in characteristic fashion, to clock 39.67 secs. Kenneth Evans, rather pessimistic about the size of the mono-posto Alfa-Romeo, braked heavily for the "S" and displayed remarkable urge between the corners of the "S": 40.39 secs. and the 3-litre class.

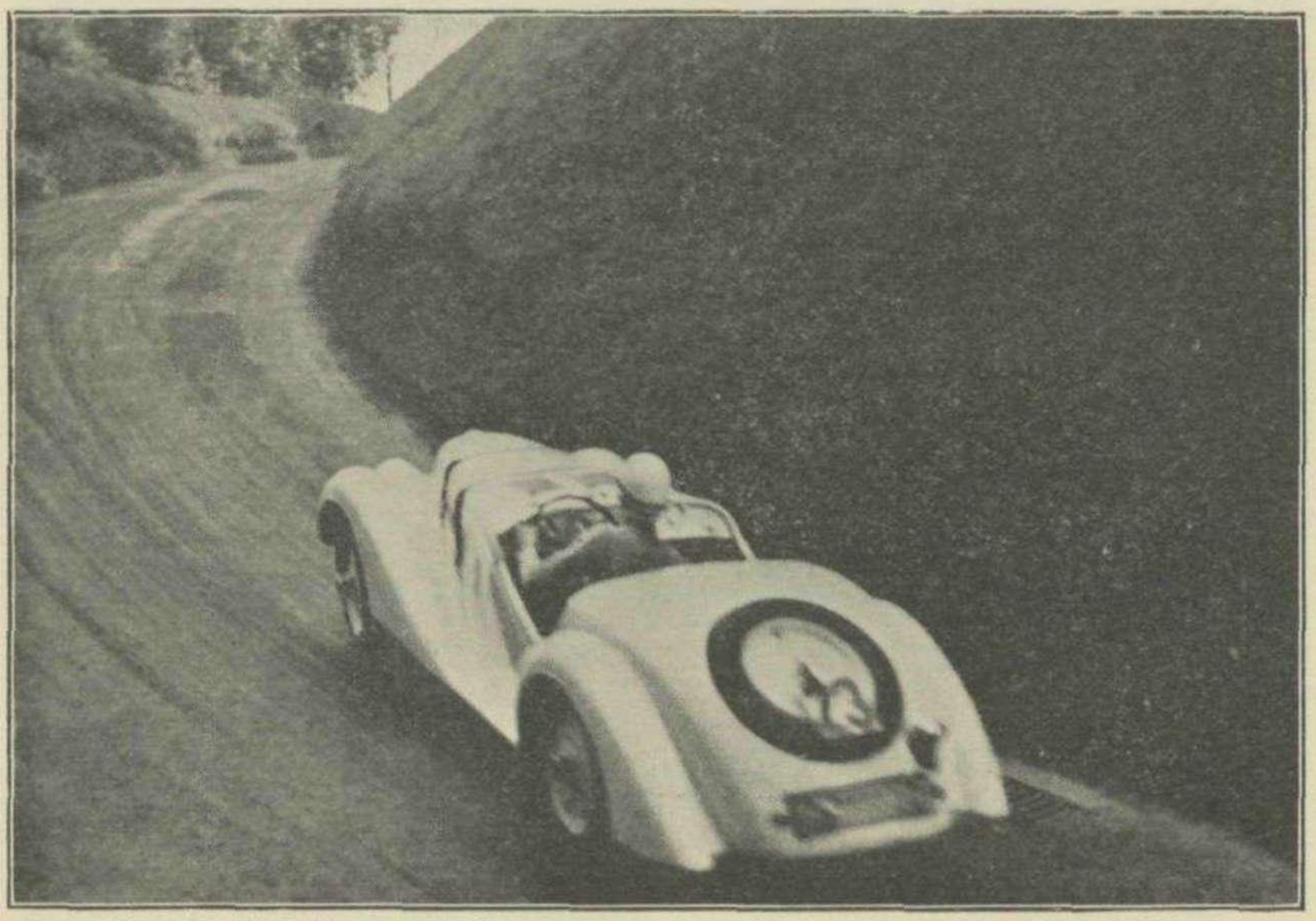
Goodacre raised the dust at Kennel Bend and, steadier than Hadley, took the 750 c.c. class for Austin in 40.7 secs. Hadley fought his Austin up in 40.74 secs., hitting the bank, to get second place in his class, while Mrs. Petre's s.v. Austin seemed to cut out momentarily and was third in 43.78 secs., which gave her the ladies' record. She smashed Mrs. Bolster's record with the Morris Minor by 2.18 secs.

J. G. Fry's mid-engined Freikaiserwagen, front wheels flapping furiously and with vicious tail swing at the first bend of the "S," managed the very good time of 42.58 secs., a difficult car sternly held and with determined change of ratios. This gave Fry the "Shelsley Special" prize and fastest unblown time of the day, also first place in the 1,100 c.c. class. The ascent was slightly slower than fastest unblown time last meeting, when Bolster's "Mary" recorded 42.24 secs. Barry Goodwin's twin-blower 4-cylinder Frazer-Nash clocked 42.6 secs., coming into the "S" fast, experiencing a series of slow slides and showing extremely good acceleration, a well-clapped ascent. The second run was, like Fane's, wilder and slower. Skinner got his unwieldy Hudson-engined Special up very well indeed in 44.03 secs. to win the 5-litre class, the acceleration most inspiring and productive of much tyre squeal. E. J. Moor, who has spent as much money and time developing G.N. Specials as anyone, got the Wasp up in 44.3 secs., entering the "S" fearlessly, sliding about, and then showing astonishingly fine pick-up.

Lemon-Burton, driving his "2.3" G.P. Bugatti with alloy-spoke wheels, chose to go wide into the "S" and changed up twice on the run up the final straight, taking 44.36 secs. and second place in the 3-litre class. Louis Giron clocked 44.48 secs., his Bugatti's brakes audible as he came to the "S," to blip through and snake to the summit. S. C. H. Davis with Taylor's 2-litre Alta collected the 2-litre class in 44.61 secs., going slowly into the "S" and using Alta acceleration to the full. Denis Evans drove the Montlhèry M.G. steadily up in 44.76 secs., and Miss Joan Richmond made a startling ascent in Waddy's Fuzzi, in 44.88 secs., going onto the grass on the off side of the lower reaches, and desperately fighting a difficult and unfamiliar car all the way up. Waddy also hit the bank, had bad front wheel flap and cut-out between bends, being slower than Joan.

Those, then, were the star climbs judged on sheer speed. Other notable ascents were those of Instone (G.N. Martyr) in 45.73 secs., fastest blown 1,100 c.c. car, after trouble on his first ascent, Herr Paul Heinemann, from Germany, who took the T.T. prize with a white, fully equipped, left-drive Type 328 B.M.W., in 45.46 secs., A. T. Darbishire, third in the 3-litre class with the Bugatti which came close in leaving the "S," S. H. Newsome's fully-fitted-out sports S.S. with the new 3½-litre engine, second in the 5-litre class after wheel-spin on the line, J. G. Crowther's 4.9 blown Bugatti, third in this class, in spite of a troubled driver, and Lycett's 8-litre Bentley, nicely handled to win the unlimited class in 44.62 secs.

And truly outstanding was Sam Clutton with the stripped four-seater 1908 12-litre Itala "Floretta." Really fast, he executed probably the most determined gear-changes ever seen anywhere on any motor-car, thundering to the top in 53.07 secs. It is startling, even allowing for the different method of starting and improved road-surface, to reflect that Segrave's G.P. Sunbeam took longer on its fastest ascent in 1925 and that the 1908 record was 65.4 secs. It is indeed difficult to think of a 1920 car that could better Fane's time, or of a 1937 car beating the existing record by over 12 secs. in 1966!



Herr Paul Heinemann, who made a great climb in his B.M.W. in 45.46 secs.

We cannot spare space to describe each run in detail, but offer the following jottings on some of the other ascents by a MOTOR SPORT representative watching from the "S." Miss Stanley-Turner had trouble low down and her M.G. was slow, while Gordon Brettell's Austin was out of sorts. Mrs. Eccles appeared cautious with the Eccles-Special, and Fee Carson, driving Chambers's curiously high Austin Seven, lacked speed. C. A. N. May (M.G.) drew the first claps by an extraordinary fine negotiation of the "S." H. A. Richards's single-seater Riley smote a bank and appeared over-geared, and the very noisy Eccles-Special cut out. Ian Connell was impressive with the Arnott blown E.R.A., but worried about the machinery. Watkins-Pitchford, hand on gear-lever, climbed well, with a slide, on his Frazer-Nash, and Fane's Frazer-Nash-B.M.W., lifting outwards, was excellent. John Flint's Type 328 B.M.W. did 48.0 secs. including a slide at the "S," Burness's old 2-litre G.P. Sunbeam flapped its front wheels and mis-fired to the summit in 52.06 secs., and Dr. Noll's Type 328 B.M.W. came into the bends really fast, was manfully held and finished fiercely to clock 46.34 secs., spinning round at the "S" on the second run. The Becke-Powerplus lost most of its pots, to take 71.87 secs., but Bear's special 3-litre Bugatti was clean and rapid. Griffiths, on the Giron-Bugatti was slower than Giron, but very steady up the finishing straight. Crowther's "4.9" blown Bugatti was neatly held and got away from the bends fiercely. The o.h.v. Ford was dashingly handled, smiting the outside bank at the first corner of the "S" and taking 50.2 secs. Hughes (30/98 Vauxhall) went wide and skidded, needing 51.29 secs., and Windsor-Richards's sister car seemed slow, then impressive, stripped even to the removal of the passenger's door. Mrs. Bolster missed her gear-change with the S.S. and came to rest smiling charmingly at Lord Howe, to jamb in first and restart brutally. These observations apply to first ascents in the afternoon.

Once again, Shelsley had been a great success—splendidly organised, very instructive, with a high driving-standard and a fine variety of entries. Frazer-Nash, Austin, Freikaiserwagen and B.M.W. take premier honours this time. The Goodacre-Hadley-Mrs. Petre Austin team took the team prize from eight other teams.

In conclusion, there is one important aspect of Shelsley about which conclusions may be drawn from the September Meeting. A contemporary asks in an Editorial, should the specials be barred, to raise the tone of England's premier

THE SEPTEMBER SHELSLEY MEETING—continued

hill-climb ? The answer might be contained in the fact that out of six typically Shelsley specials picked this year as capable of climbing in 46 secs. or less, four justified the trust, and one of the two which failed, the Bolster-Special, broke a crankshaft in one of its engines and did not run and the other took under 49 secs. And of the eight specials in the eliminating runs, several of the non-starters, two got into the "finals," and of these the Freikaiserwagen beat every other unblown car, and such potent supercharged motors as Bugatti, Alta, Frazer-Nash, etc., while of the unblown motors the three fastest were all twin-cylinder air-cooled, chain-driven contraptions.

Next year we should see great things at Shelsley, for Mays is certain to have a crack at regaining the record, many ladies' must covet Mrs. Petre's record and the specials get ever more potent. The whole thing is seen in its proper perspective by the following results :—

RESULTS

SPECIAL AWARDS

Fastest climb of the day: Shelsley Trophy and £100: A. F. P. Fane (1,500 c.c. Frazer-Nash), 38.77s., 53.7 m.p.h.

Fastest foreign driver : Paul Heinemann (2-litre B.M.W.), 45.46s. Midland A.C. Trophy and £50.

Fastest sports-car of T.T. type : Paul Heinemann. Garvagh Challenge Trophy.

Fastest climb by a lady : Mrs. K. Petre (Austin Seven), 43.78s. Shelsley Ladies' Challenge Trophy and £25.

Fastest driver who has never won a fastest climb award since May, 1933, in the racing-car class : C. E. C. Martin (1,500 c.c. E.R.A.), 39.67s. Type Challenge Trophy and £25.

Fastest "Shelsley Special" : J. G. Fry (1,100 c.c. Freikaiserwagen), 42.58s. S. H. Newsome Challenge Trophy and £5.

Team Prize : The Austin Seven team of single-seaters—H. L. Hadley, C. Goodacre and Mrs. K. Petre (*aggregate time* : 125.22s.).

750 c.c.

1. C. L. Goodacre (Austin, S.), 40.70s.
2. H. L. Hadley (Austin, S.), 40.74s.
3. Mrs. K. Petre (Austin s.v., S.), 43.78s.

1,100 c.c.

1. J. G. Fry (Freikaiserwagen U/s), 42.58s.
2. E. J. Moore (Wasp U/s), 44.30s.
3. Miss Joan Richmond (Fuzzi U/s), 44.88s.

Fastest supercharged car : C. R. Instone (Martyr), 45.73s.

1,500 c.c.

1. A. F. P. Fane (Frazer-Nash, S.), 38.77s.
2. C. E. C. Martin (E.R.A., S.), 39.67s.
3. Barry Goodwin (Frazer-Nash, S.), 42.60s.

2-litres

1. S. C. H. Davis (Alta, S.), 44.61s.
2. Paul Heinemann (B.M.W. U/s), 45.46s.
3. A. T. Darbishire (Bugatti U/s), 45.69s.

3-litres

1. K. D. Evans (Alfa-Romeo, S.), 40.39s.
2. J. Lemon-Burton (Bugatti, S.), 44.36s.
3. L. Giron (Bugatti, S.), 44.48s.

5-litres

1. P. G. Skinner (Special U/s), 44.03s.
2. S. H. Newsome (SS U/s), 45.52s.
3. J. G. Crowther (Bugatti, S.), 47.05s.

Unlimited

1. Forrest Lycett (8-litre Bentley U/s), 46.42s.
2. C. Clutton (12-litre Itala U/s), 53.07s.

FASTEST UNSUPERCHARGED CARS IN EACH CLASS

750 c.c. Miss Fee Carson (Austin), 61.04s.
1,100 c.c. : J. G. Fry (Freikaiserwagen), 42.58s.
1,500 c.c. : R. Cutler (Frazer-Nash), 48.77s.
2-litres : A. T. Darbishire (Bugatti), 45.69s.
3-litres : K. W. Bear (Bugatti), 45.46s.
5-litres : P. G. Skinner (Special), 44.03s.
Unlimited : Forrest Lycett (8-litre Bentley), 46.42s.

FASTEST UNSUPERCHARGED CARS
(Irrespective of Category)

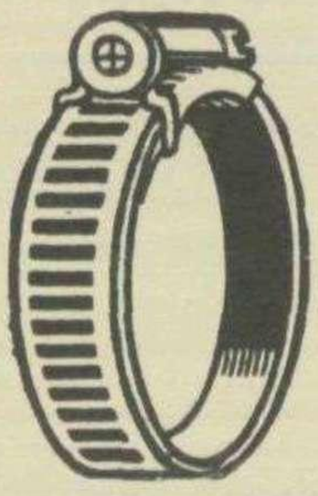
1. J. G. Fry (1,100 c.c. Freikaiserwagen), 42.58s
2. E. J. Moore (1,100 c.c. Wasp), 44.30s.
3. Miss Joan Richmond (1,100 c.c. Fuzzi), 44.88s.
4. Paul Heinemann (2-litre B.M.W.) and K. W. Bear (3-litre Bugatti), 45.46s.
5. S. H. Newsome (3½-litre SS), 45.52s.

CLUB NEWS—continued from page **434**

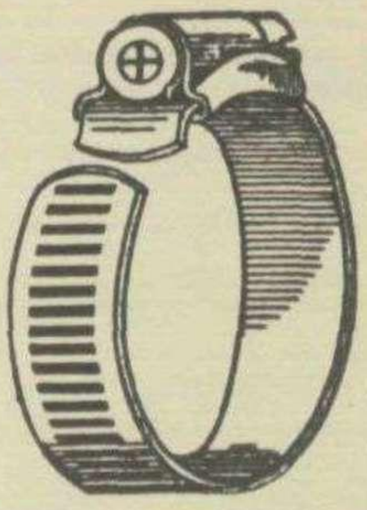
the stream of family cars reminded us of the adventurous nature of the outing and the old Hispano responded enthusiastically, climbing long hills with no change of gear. The speedometer never went beyond 41 m.p.h., but we must have exceeded 50 very appreciably at times, the oil-gauge showing only a few pounds pressure, which mattered not at all as it is a splash system, the dynamo charging, and the car riding very passably considering the complete absence of shock-absorbers from its gaitered and, at the rear ¾-elliptic, springs. But almost I was glad to be in traffic again, for the urge away from Belisha-lamps, the clutch momentarily fierce, the indirects' howlings, each higher ratio going in with a crunch, the engine beats slowly merging into a smoooth throb, with occasionally a "ping" in the big fan-tail, was all most enthralling and as "heady" as the very best Nectar. Those last fifty miles, roads wet, hood erect again, lamps alight, "Alphonse" upholding Marc. Birkigt, his designer, in the eyes of the moderns, were amongst the best I have ever experienced. Certainly a pre-war veteran, with good brakes and tyres, complying with the law, and able to hold its own in point of acceleration and speed *is* a particularly desirable property, especially if its lines convey nothing of the sporting, so that those not versed in the classics of motoring regard it as so much old ironmongery—until the lights change! McKenzie has a sympathetic driving technique well suited to such motoring . . .

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MAKE SURE YOU HAVE THEM FITTED ON YOUR RADIATOR JOINTS, LEATHER COVERS, ON UNIVERSAL JOINTS, AIR, OIL & WATER HOSE JOINTS.



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Letters from Readers

NEEDLES "LYING" VERTICALLY

Sir,

May I also endorse the valuable suggestion of R. A. Macdermid which is mentioned in your last issue to the effect that all needles should be arranged on important instrument dials so as to lie vertically when everything is in order.

I should gladly exchange my present fuel gauge with its depressing tendency to return to zero for one in which the needle would remain in a set position and at the same time accurately record the amount of petrol in my tank throughout a long run!

I am, Yours etc.,
G.D.S.

Farnborough, Hants.

* * *

INFORMATION SUPPLIED

Sir,

I note that in the correspondence columns of your September issue a letter from a reader requesting information as to the conversion of a Morgan Super-Sports three-wheeler into a four-wheeler.

As it happens I am at present in the throes of that very job. I often wonder why the Morgan is not treated as a subject of either road tests by motoring journals or as a basis of a "special."

It is extremely light in weight and yet houses a lusty 40 b.h.p. motor. Surely this is a more fit subject for an enthusiast than the everlasting "toughened" Austin Seven which has I believe a 16 b.h.p. engine and bags of weight.

I am using an Amilcar rear axle off a Grand Prix model and in fact am nearly through with the rear part.

I must express my appreciation of your MOTOR SPORT. It is obviously a paper written for motor enthusiasts by enthusiasts.

I am, Yours etc.,
N. LOCKWOOD.

Yorks.

* * *

HAVE YOU ANY SUGGESTIONS?

Sir,

Re your heading "Have you any Suggestions?" in last month's issue, I would like to see more photos and "dope" (to use an Americanism) on home-built jobs, Shelsley specials and such cars as B.N.C. Lombard, Rally, Ratier and earlier types such as Eric Campbell, Ashton Evans, Ceirano, Frontenac, Bignan, Arab, Crouch, H.E. Taunton, etc., etc.

I have just compiled a list of 366 different makes of cars which I have seen on the road, in garages and breakers' yards during the last few years; the list includes three-wheelers, but not steam cars, or heavy commercial vehicles. Can any reader produce a longer list?

I read with interest your reader's remarks on the Palladium car and wonder how many are familiar with such makes as the Lloyd Lord, Bond, Scott Sociable, La Fitte, Castle Three, Eric Longden, Rollin, Phœnix, Ruston Hornsby, Carden, D.F.P. Donnet, Bleriot Whippet, A.V. Albatross, Tamplin with front tank and belt drive, the Horstman with foot starter, D'Yrsan, the 1,100 c.c. Ruby engined three-wheeler, Le Zebre, etc. Hoping to see some information in your excellent journal on some of these earlier machines. Would also like to see tuning tips on Leaf Bug., Nash, Austin, etc., on lines of "Bentley tuning" of last issue.

I am, Yours etc.,
BOB BURGESS.

Kent.

* * *

STEAM CARS

Sir,

Thank you very much indeed for "being quite fair and publishing Mr. Howarth's views in full." May I state that the views expressed are not only mine, but also those of many thousands of others.

Existing Steam Cars. Your leader in June issue entitled "Excitement Over Steamers" was the reason for and object of my letter of July 28th, but I hope soon to be in a position to convince you that "existing steam cars are" (*more than*) "a match for the better petrol cars on the divers counts by which motor cars are judged."

"30/98" *Vauxhall.* I enjoyed many years' friendship and close association with Vauxhall's managing director and chief designer of earlier days, and the first "30/98" was actually built for, and at the request of another personal friend. I have the very greatest admiration for all "30/98s," even to the extent of saluting every one I see, but have no recollection of the best performance of this famous car. I do know, however, that in 1906 a Stanley Steam Car, driven by Marriott, officially acheived 121 m.p.h.!

E.R.A. I also have a very great admiration for this car, but find it quite "easy to visualise a 14 cwt. steam car able to at least equal the performance of an E.R.A. in a 200 mile race." The necessary power is an accomplished fact, and suitable light alloys; correct weight distribution and tyre adhesion, the media.

Vested Interests. It is remarkable how the "vested interests" bogy crops up whenever steam cars are mentioned, but it might be very dangerous for such interests to interfere unduly in matters closely affecting the country's well-being and security, because of the very grave danger of the matter becoming wholly political. Just as malignant growths necessitate the surgeon's scalpel, so might "vested interests" necessitate similar drastic action, such as *vis a tergo*, or even *vi et armis*; but why, O why, need vested interests interfere? It is not even suggested that E.C. power should eliminate, or oust, I.C. and C.I. power.

Futility, or "Pride goeth before a fall." I have much too much admiration for "The Aeroplane" as a journal, and especially for its quite fearless policy of criticism *sine ira et studio*, to regard it as "futile." I merely stated that its reference to modern "flash" steam power as "kettle boiling" was futile, just as MOTOR SPORT was equally futile in reiterating that statement, and concluding with a "wish to know how acceleration and speed figures would compare with those of, say, the 4½-litre Bentley or Phantom III Rolls-Royce (the two most expensive cars made in this country), cars which are *Steam-Like* and possessed of high performance."

I hope that persual of "The Aeroplane" issue of the 22nd instant, page 351, "Steam-Driven Aeroplanes," will convince you that you were somewhat hasty in stating that "Finally, we are at least proud to share our futility with so respected a journal as "The Aeroplane." The last paragraph of this article is just what one would expect from this journal, viz.—fair and reasonable comment, in fact, comment *sine ira et studio*, and very nearly approaching *enthusiasm*! There is very much more behind "The Aeroplane's" *volte-face* than the mere words convey.

May I hope that you will accept my comment *sine ira et studio*?

I am, Yours etc.,
G. J. A. HOWARTH.

Manchester.

* * *

SMALL CLUB EVENTS

Sir,

I should like to endorse your plea for more small club Brooklands events for sports-cars. These would, undoubtedly, help the development of the sports-car as such, and check the growing tendency to utilise standard chassis fitted with sports coachwork.

One request—the Alta car has now been on the market in sports and racing form since, I believe, 1931. We have seen recently the astonishing performance of this interesting car when properly prepared and handled, and yet I cannot recollect any constructional details or tests ever appearing in your columns. I think I am right in saying that this firm now concentrates on purely racing chassis, and an account of these would surely be of interest to your readers. Need I add that I have no interest in the manufacture or sale of this car, but am merely an admirer of an advanced British design which, to my mind, has not received its merited publicity.

I am, Yours etc.,
H. L. BIGGS.

Putney, S.W.15.

A GUIDE TO 1938 HIGH PERFORMANCE CARS

THIS LIST OF SPECIFICATIONS AND DATA HAS BEEN COMPILED TO ASSIST THE PROSPECTIVE PURCHASER OF A FAST CAR IN THE DIFFICULT MATTER OF CHOOSING HIS MOUNT FOR THE COMING SEASON

ALFA-ROMEO

Italian. Thompson & Taylor (Brooklands) Ltd., Brooklands Track, Weybridge.

2.3B. 6 cyl., 70×100, 2,309 c.c., 18.23 h.p. O.h.v. 7 bearing crankshaft. 80 m.p.h. at 4,400 r.p.m. Solex carburetter. S.d.p. clutch. 4 speed gearbox, synchromesh, third and top. Central change. Freewheel, spiral bevel drive. Hydraulic brakes. Worm and sector steering. Wire wheels "knock-on" type. Tyres 5.50×18. Turning circle 33′ 3″. Wheelbase 9′ 10″. Wheel track 4′ 9″. Ground clearance 7″. Price, short saloon, £1,070.

2.3B Pescara. Chassis details as above except for the following:— speed at 4,400 r.p.m. 90 m.p.h. 2 Solex carburetters. Higher back axle gear-ratio. Price £1,225 saloon.

2.3B Mille Miglia. Mounted on Pescara chassis as above. Speed 90 m.p.h. at 4,400 r.p.m. Price, saloon £1,550.

2.3B Drophead Coupe (long chassis). Chassis details as 2.3B short saloon, except as follows. Tyres, 6.00×18. Wheelbase 10′ 8″. Overall length 16′ 6″. Overall height 5′ 1″. Turning circle, 37′ 6″. Price, £1,700.

2.9B Short 2-seater Sports "Spyder." 8 cyl., 68×100, 2,905 c.c., 22.96 h.p. O.h.v. 10 bearing fully balanced crankshaft, water pump, pressure lubrication to all bearings. 2 oil pressure pumps. Scintilla Vertex magneto. 2 Weber carburetters. 2 superchargers. Multiple plate clutch. Gearbox *integral with back axle casing and whole unted* mounted on frame. 4 speed gearbox, central change. Constant mesh gears. Speed 120 m.p.h. Straight bevel final drive. Hydraulic brakes. Worm and sector steering. Wire wheels "knock-on" type. Tyres 5.50×19. Wheelbase 9′. Wheel track 4′ 5″. Ground clearance 7″. Overall length 13′ 8″. Overall width 5′ 6″. Overall height 4′ 6″. Turning circle, 32′ 6″. Price £1,950.

This famous and respected Italian marque, for whom Messrs. Thompson and Taylor of Brooklands are the British agents, is offered in two distinct forms. The "6c 2,300 B" model is a 2,309 c.c. twin o.h. camshaft six-cylinder car made in "Lungo" and "Corto" single Solex carburetted forms and as the "Pescara" sports job with twin Solex and high gears. The last named does 90 m.p.h. at 4,400 r.p.m. The more exciting model is the "8c 2,900 B," based on the racing Alfa-Romeo and possessed of a 180 b.h.p. 5,000 r.p.m. 2.9-litre twin o.h. camshaft straight-eight engine of advanced conception. All wheels are sprung independently and this fine motor-car weighs 16 cwt. complete in short-chassis form and does 115 m.p.h. at maximum revs.

ALTA

British. Alta Car and Engineering Co., Ltd., Fullers Way, Kingston By-Pass, Surbiton.

1,074 c.c. 4-cyl., 60×95, 9 h.p. Tax £6 15 0. Comp. ratio 7.5 to 1. 3 bearing crankshaft. B.h.p. at maximum revs.: 50 at 6,000. Pump and radiator cooling. Carburetters, unsupercharged 2 S.U. 4 point engine mounting. E.N.V. Preselect 4 speed gearbox, central change. Ratios 4.66, 6.34 9.32, 15.85 to 1. Road speeds at 1,000 m.p.h. 1st. 5.24, 2nd. 8.9, 3rd. 13.1, top 17.8 to 1. Maximum speeds: 1st. 32, 2nd. 53, 3rd. 70, top 80. Hardy-Spicer propeller shaft. E.N.V. spiral bevel rear axle, straight bevel racing model. Springs, front ½-elliptic, rear ½-elliptic. Luvax shock absorbers. Cam and lever steering. Turning circle 39′. Alta Servo 12″ brakes. Battery 12 v. 63 a.h. Mechanical pump feed. Consumption unsupercharged 30 to 35 m.p.g. Supercharged 15 m.p.g. Rear petrol tank. Tyre size 4.50×19. Wheelbase 8′. Track 4′ 2″. Ground clearance 7″. Weight 15 cwt. approx. Prices: 2-seater £365; comp. 2-seater £385; 4-seater £375; *racing model also available at £550,* supercharged single-seater.

1½-litre. 4 cyl., 68.75×100, 1,485 c.c., 12 h.p. Tax £9. *Comp. ratio 7.8 to 1.* 3 *bearing crankshaft.* 65 b.h.p. at 5,500 r.p.m. 140 b.h.p. at 5,800 supercharged. Pump and radiator cooling. 2 S.U. carburetters, unsupercharged. 4 point engine mounting. 4 speed E.N.V. Preselect gearbox. Central control. Ratios 14.3, 8.39, 5.71, 4.2 to 1. Road speeds at 1,000 r.p.m., 1st 5.9, 2nd 10, 3rd 14.7, top 20. Maximum speeds, 1st 35.4, 2nd 58, 3rd 78, top 90. Hardy-Spicer propeller shaft. E.N.V. spiral bevel rear axle. Springs, front ½-elliptic, rear ½-elliptic. Luvax shock absorbers. Cam and lever steering. Turning circle 40′. Battery 12 v. 63 a.h. Alta Servo 12″ brakes. Mechanical pump. Consumption, unsupercharged 26 m.p.g. Rear petrol tank. Tyre size 5×19. Wheelbase 8′. Track 4′ 2″. Ground clearance 7″. Weight of complete car 15 cwt. Price: 2-seater £498, 4-seater £525, supercharged 2-seater £575, supercharged single-seater racing model, £850.

2-litre. 4 cyl., 79×100, 1,996 c.c., 15 h.p. Tax £11 5 0. O.h.c. Comp. ratio 6.5 to 1. 3 bearing crankshaft. 90 b.h.p. at 5,000 r.p.m. unsupercharged. Pump cooling. 2 S.U. carburetters unsupercharged. 4 point rigid engine mounting. Preselector gearbox, central change. Ratios 4.0, 5.99, 8.0, 13.6 to 1. Road speeds at 1,000 r.p.m., 1st 6.3, 2nd 10.8, 3rd 15.8, top 21.5 m.p.h. Maximum speeds, 1st 37, 2nd 60, 3rd 84, top 97 m.p.h. Hardy needle roller prop. shaft. Spiral bevel rear axle. ½-elliptic front springs, ¼-elliptic rear. Hydraulic shock absorbers. Cam steering. Turning circle 40′. Cable operated brakes. Battery 12 v. 63 a.h. Rear tank, mechanical pump. Rudge wheels. Tyres 17×6. Wheelbase 7′. Consumption unsupercharged 24 m.p.g. Track 4′ 2″. Ground clearance 7″. Wheelbase 8′. Weight of complete car 15½ cwt. Prices: 2-seater £498; 4-seater £525; supercharged 2-seater £575.

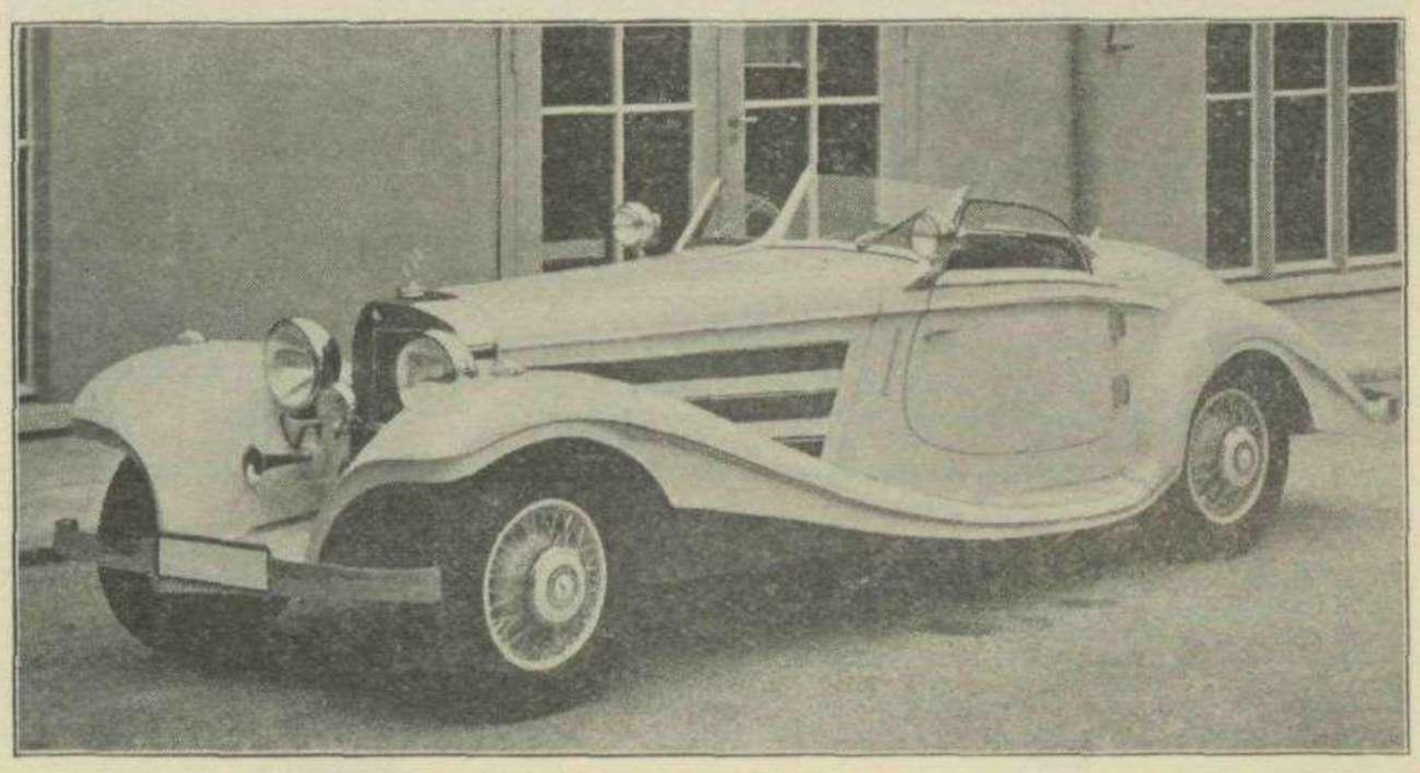
Independent 1½-litre, Single-Seater Racing. 4 cyl., 68.75×100, 1,485 c.c. 3 bearing crankshaft. Pump cooling. S.U. carburetter, supercharged. 4 point engine mounting. E.N.V. type 110 gearbox. 3 Hardy needle roller prop. shaft. Straight bevel diff. on frame. Short prop. shafts to wheels. Coil springs. Bishop cam steering. Alta servo 14″ brakes. 30 gallon petrol tank. Wheelbase 8′. Track 4′ 4″. Ground clearance 7″. Weight 12 cwt. Price £1,250.

The Alta is a sports-car of very advanced design, hand assembled in not large quantities at Tolworth under the care of its creator, Geoffrey Taylor. It has distinguished itself as a very potent car in sprint events. The engine, which is made in 1,100, 1,500 and 2,000 c.c. sizes, is a four-cylinder with wet liners, twin o.h. camshafts, and notably high compression-ratios are employed. The chassis is of particularly low build and is one of the few modern cars to retain quarter-elliptic rear springing.

ALVIS

British. Alvis Ltd., Coventry.

4.3-litre. 6 cyl., 92×110, 4,387 c.c., 31.48 h.p. Tax £24. 7 bearing crankshaft. Comp. ratio 6.25 to 1. 123 b.h.p. at 3,600 r.p.m. Pump and fan cooling. 3 S.U. carburetters. Flexible 3 point engine mounting. S.d.p. clutch. 4 speed, synchromesh gearbox. Ratios, 1st 12.95, 2nd 8.34, 3rd 5.90, top 4.11 to 1. Road speeds at 1,000 r.p.m., 1st 6.8, 2nd 10.6, 3rd 15, top 21.5. Maximum speeds, 1st 34, 2nd 49, 3rd 68, top 95 m.p.h. Large tubular propeller shaft, needle rollers. Fully floating rear axle, noiseless spiral bevel and gears. Springs, independent transverse at front, rear, semi-elliptic. Hydraulic shock absorbers. Independent steering. Servo brakes. Turning circle 40′. 12 v. battery. 17 gallon petrol tank. Consumption, 14 to 18 m.p.g. at 40 m.p.h. Knock-on wire wheels. Tyres 5.50×19. Wheelbase 10′ 7″. Standard, 10′ 4″. Special short chassis. Track 4′ 8″. Ground clearance 7″. Weight, chassis 25½ cwt., standard saloon 34½ cwt. Prices, chassis £750, special short chassis sports tourer £995, four-seater drophead coupe £1,065. *Four door sports saloon* £1,145.



The imposing type 540K Mercedes-Benz.

Speed Twenty-Five. 6 cyl., 83×110, 3,571 c.c., 25.63 h.p. Tax £19 10 0. 7 bearing crankshaft. Comp. ratio 6.35 to 1. 110 b.h.p. at 3,800 r.p.m. Pump and fan cooling. 3 S.U. carburetters. Flexible 3 point engine mounting. S.d.p. clutch. 4 speed all synchromesh gearbox. Ratios, 1st 12.95, 2nd 8.34, 3rd 5.90, top 4.11 to 1. Road speeds at 1,000 r.p.m., 1st 6.8, 2nd 10.6, 3rd 15, top 21.5 m.p.h. Maximum speeds, 1st 31, 2nd 45, 3rd 63, top 90 m.p.h. Large tubular propeller shaft. Fully floating rear axle. Noiseless spiral bevel and gears. Springs, independent transverse at front, ½-elliptic at rear. Hydraulic shock absorbers. Independent steering. Servo brakes. Turning circle 40′. 12 v. battery. 17 gallon petrol tank. Consumption 16 m.p.g. at 40 m.p.h. Wire wheels. Tyres 5.5×19. Wheelbase 10′ 4″. Track 4′ 8″. Ground clearance 7″. Weight chassis 25 cwt. Prices, chassis £625, open sports tourer £735, drophead coupe £885.

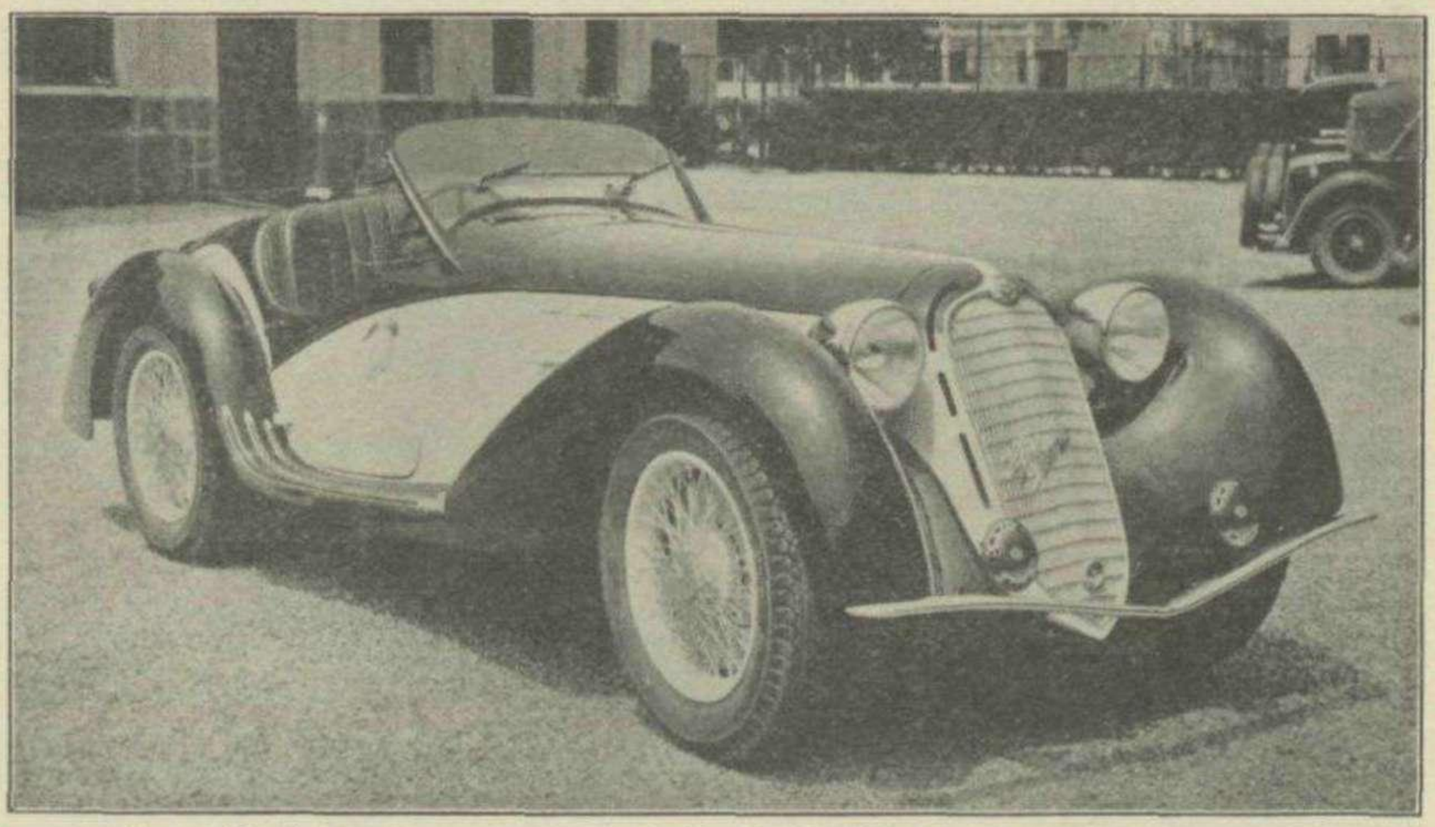
12/70. 4 cyl., 73×110, 1,842 c.c., 13.22 h.p. 3 bearing crankshaft. Overhead valves, actuated by pushrods. Pump and fan cooling. 1 Solex carburetter. S.d.p. clutch. 4 speed gearbox, synchromesh 2nd, 3rd and top. Gear ratios, 1st 14.85, 2nd 9.65, 3rd 6.65, top 5.0 to 1. Large tubular propeller shaft. Semi-floating rear axle, with noiseless spiral bevel gears. Bendix brakes. Marles steering. Springs, ½-elliptic, front and rear. 11¼

A GUIDE TO 1938 HIGH PERFORMANCE CARS—continued

gallon rear petrol tank. Hydraulic shock absorbers. 12 v. battery. Wire wheels. Tyres 5.50 × 17. Wheelbase 8′ 10″. Track 4′ 2″. Price, £435, four-door saloon, drophead coupe £445.

Outstanding new Alvis models for 1938 are the entirely new 1.8-litre four-cylinder car, a newcomer to the growing family of modern big fours, and the short-chassis edition of the six-cylinder 4.3-litre car. Alvis has long concentrated on extremely high-grade push-rod o.h.v. engines and the new four is of this type, a descendant of the famous 12-50 four-cylinder of years ago and the more recent 12-60 h.p. models. Typically British in conception the Alvis range is fully up-to-date and the specifications embrace leaf-spring independent front suspension for the sixes and all-synchro-mesh four-speed gearboxes.

Alvis are to be complimented on introducing a complete new car into the field of 4-cylinder cars, which should be met with great approval.



The 2.9B short two seater sports "Spyder" Alfa-Romeo selling at £1,950.

ASTON-MARTIN

British. Aston-Martin Ltd., Feltham, Middlesex.

Mark II. 4 cyl., 69×99, 1,495 c.c., 12 h.p. Tax £9. O.h.c. Comp. ratio 7.5 to 1. 3 bearing crankshaft. 70 b.h.p. at 4,750 r.p.m. Pump and thermo-syphon cooling. 2 S.U. carburetters. Silent-bloc engine mounting. S.d.p. clutch. 4 speed straight tooth gearbox. Central change. Ratios 12.9, 8.1, 5.91, 4.66 to 1. Road speed at 1,000 r.p.m. 1st 6.51, 2nd 10.4, 3rd 14.2, top 18.1 m.p.h. Maximum speeds, 1st 32, 2nd 52, 3rd 71, top 90 m.p.h. Spiral bevel rear axle. ½-elliptic springs. Hartford Duplex shock absorbers. Cam type steering. Turning circle 41′ approx., 38′ short chassis. Directly operated brakes through cables and rods. Battery 12 v. 63 a.h. Rear tank, 2/4 seater, 13 gallons, 4 seater and saloon 11 gallons. 2 electric pumps. Consumption 26 m.p.g. Rudge wire wheels. Tyres 5.25×18. Wheelbase, 2/4 seater 8′ 7″, 4 seater and saloon 10′. Track 4′ 4″. Ground clearance 6″.

One of the premier British sports marques, the Aston-Martin, which has done so well in past 24-Hour Races at Le Mans, is now offered in 2-litre form, as well as in the older form, as a refined fast car of thoroughbred conception, easy to service and pleasant to handle on long journeys against the clock. The engine is of high-efficiency and the chassis very carefully designed and constructed.

BENTLEY

British. Bentley Motors (1931) Ltd., 14, Conduit Street, W.1.

4¼. 6 cyl. o.h.v. 88x114. 4,255 c.c. 29.4 h.p. Tax £22 10 0. 4 speed, synchromesh, 3rd and top gearbox. Overall gear ratios, 1st 11.30, 2nd 7.08, 3rd 5.10, top 4.10 to 1 Speed 90 m.p.h. Knock-off wire wheels. Tyres 5.50x18. 12 v. battery. 18 gallon petrol tank. Consumption 17 m.p.g. Turning Circle 40′. Ground Clearance 6″. Wheelbase 10′ 6″. Track 4′ 8″. Weight 33 cwt.

Having much in common with the Rolls-Royce, the British 4¼-litre Bentley is a sports-car of which this country is justly proud. Its beautifully constructed six-cylinder engine does its work without a sound and driver-controlled shock-absorbers and mechanical servo-braking figure in the specification. At Earl's Court will be shown two saloons, a drophead coupé and an open tourer, with coachwork by H. J. Mulliner, Park Ward, and Vanden Plas, respectively. The 4¼-litre car will remain unchanged for 1938, so that the comprehensive description and road-test already published in this paper covers the existing models.

BRITISH SALMSON

British. British Salmson Aero Engines Ltd., Raynes Park, London, S.W.20.

20/90. 6 cyl., 75×98, 2,598 c.c., 20.8 h.p. Tax £15 15 0. 2 overhead camshafts. Comp. ratio 6.5 to 1. 4 bearing crankshaft. Thermo-syphon and fan cooling. 2 S.U. carburetters. Engine mounted on rubber blocks. Borg and Beck single plate clutch. British Salmson 4 speed gearbox, synchro mesh 3rd and 4th, central change. Ratios 18.2, 8.03, 5.17, 4.1 to 1. Road speeds at 1,000 r.p.m., 1st 5.5, 2nd 10, 3rd 14, 4th 20. Maximum speeds, 1st 25, 2nd 35, 3rd 60, 4th 90 m.p.h. Semi-floating rear axle. Springs, transverse front, ½-elliptic independent rear. Front, British Salmson shock absorbers, Luvax rear. Turning circle 29′. Lockheed hand and foot brakes. Battery 2 6v. 90a.h. 11 gallon rear tank, pump feed. Consumption 20 m.p.g. Pressed steel wheels. Tyres 16×6.25. Wheelbase 9′ 4½″. Track 4′ 3½″ in front, 4′ 4½″ at rear. Ground clearance 8″. Weight of complete car 27 cwt. Prices, £695, saloon or coupe. £645, 2-seater.

14 h.p. 4 cyl., 72×98, 1,596 c.c., 14 h.p. Tax £9 15 0. 3 bearing crankshaft. Comp. ratio, 6.1 to 1. Thermo-syphon cooling. Solex 35 F.H.D. carburetter. 3 bearers, rubber engine mounting. Borg and Beck clutch. British Salmson gearbox. Ratios, 4.9, 7.0, 9.8, 15.4. Reverse 13.6. Road speeds at 1,000 r.p.m., 1st 5.2, 2nd 8.2, 3rd 11.5, top 16.5. Maximum speeds, 1st 25, 2nd 39, 3rd 55, top 78 m.p.h. Propeller shaft, enclosed in torque tube. Spiral bevel drive, 4.9 ratio. Springs, front transverse, independent rear, ½-elliptic. Shock absorbers, British Salmson front, Luvax rear. British Salmson steering. Lockheed brakes. Turning circle 29′. Battery 2 6v. 90a.h. 11 gallon petrol tank. Consumption 26 m.p.g. Jordan, centre lock, pressed steel wheels. Tyres 16×6.25. Wheelbase 9′ 4½″. Track 4′ 3½″ in front, 4′ 4½″ at rear. Ground clearance 8″. Weight 15½ cwt. Chassis, 25 cwt. saloon. Price £395, saloon or coupe.

12 h.p. S.4.C. 4 cyl., 1,466 c.c., 12 h.p. Tax £9. 3 bearing crankshaft. Comp. ratio 6.1 to 1. Thermo-syphon cooling. Solex 30 F.H.D. with starter, carburetter. 4 bearers, rubber engine mounting. Borg and Beck clutch. British Salmson synchro mesh gearbox. Ratios, 5.2, 7.35, 10.4, 16.2 to 1. Reverse 14.6 to 1. Road speeds at 1,000 r.p.m., 1st 5, 2nd 7.6, 3rd 10.6, top 15.2. Maximum speeds, 1st 23, 2nd 36, 3rd 50, top 72 m.p.h. Propeller shaft, enclosed in torque tube. Spiral bevel drive. Ratio 5.2 to 1. Springs, ½-elliptic front, ¼-elliptic rear. Andre front and rear shock absorbers. Merles Weller steering. Bendix brakes. Turning circle 37′. Battery 2 6v. 90a.h. 10 gallon petrol tank. Consumption 30 m.p.g. Rudge centre lock wheels. Tyres 18×5.00. Wheelbase 9′ 2½″. Track 4′ 2½″. Ground clearance 8″. Weight, chassis 14 cwt., saloon 23½ cwt. Price, saloon or coupe £345.

The British-Salmson fills a long-felt need, as a car which has those characteristics proved correct in the stern school of racing, allied to the essential present-day qualities of dependability, ease of handling, and freedom from servicing problems. The engines all have twin overhead camshaft actuation of inclined overhead valves but they are by no manner of means racing units, indeed, the four-cylinder British-Salmson is as smooth as a good six and functions very economically. The engine, chassis and coachwork of these cars are beautifully made and finished. The 12-55 h.p. model is a genuine 70 m.p.h. car, while the 15-70 h.p. job does 80 m.p.h. or more on 1½-litres of engine, nor does closed body-work materially reduce these speeds. The 20/90 h.p. six-cylinder British-Salmson is a big husky motor-car capable of 90 m.p.h. and with other performance factors in keeping. It has independent front-wheel suspension by transverse leaf-springing and the two-seater is especially well laid out for trials and rallies, etc., in which events it has, in fact, gained an enviable collection of awards.

BUGATTI

French. Ettore Bugatti, 1-3, Brixton Road, London, S.W.9.

57S Sports. 8 cyl., 72×100, 3,255 c.c., 25.7 h.p. Tax £19 10 0. 6 bearing plain crankshaft. Pump and fan cooling. Bugatti double carburetter. Gearbox with rear axle. Central control. Ratios 1st, 11.6, 2nd 7.5, 3rd 5.37, 4th 4.17 to 1. Road speed at 1,000 r.p.m., 1st 7½, 2nd 11½, 3rd 16, top 22 m.p.h. Maximum speed, top, 115 m.p.h. Open prop. shaft. ½-elliptic front springs, ¼-elliptic rear. De Ram shock absorbers on all four wheels. Mechanical brakes, cable operated, pedal on four wheels, hand on rear wheels. Battery 12 v. 120 a.h. 20 gallon rear tank. Consumption 18 m.p.g. Wire wheels. Tyres 5.50×18 front, 6.00×18 rear. Wheelbase 9′ 9½″. Track 4′ 5″. Ground clearance 5″. Weight approximately 19 cwt. Price, on demand.

Type 57. Unsupercharged, 8 cyl., 72×100, 3,255 c.c., 25.7 h.p. Tax £19 10 0. 2 O.h.c. 6 bearing crankshaft. Pump cooling. Stromberg carburetter, flexible engine mounting. Single Dry plate clutch. Gearbox central control. Ratios, 1st 11.6, 2nd 7.5, 3rd 5.37, top 4.17 to 1. Road speed at 1,000 r.p.m., 1st 7, 2nd 11, 3rd 15½, top 20 m.p.h. Silent second, third and top gears. Open prop. shaft. ¾ floating rear axle. ½-elliptic front springs ¼-elliptic rear. De Ram shock absorbers on front, Hertford on rear. Mechanical brakes, cable operated. 22 gallon rear tank. Battery 12 v. 75 a.h. Consumption 18 m.p.g. Speed 90 m.p.h. Wire wheels. Tyres 5.50×18. Wheelbase 10′ 10″. Track 4′ 5″. Ground clearance 6″. Chassis weight 19 cwt. Price, on demand.

Wear on Wear



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NEW SHELL LUBRICATING OIL

A GUIDE TO 1938 HIGH PERFORMANCE CARS—continued

Although some people aver that the day of the really high-priced fast car is over, Ettore Bugatti's Type 57 and Type 57S 3.3-litre cars, based on the "3.3" Grand Prix Bugatti of a few years ago, have sold remarkably well in this country. The beautifully-finished twin o.h. camshaft six-bearing straight-eight engines are unblown but definitely of racing conception, though they run very smoothly and quietly for all that and are also most economical in relation to the power output and performance achieved. The gearboxes have constant-mesh third speeds but no synchro-mesh and the tubular front axles pass through the front half-elliptic springs, while at the rear the famous Bugatti reversed quarter-elliptic layout is retained. The Type 57 has a single carburetter and does over 90 m.p.h. The Type 57S has twin carburation, the very expensive De Ram shock-absorbers, and is able to reach 115 m.p.h. in catalogue form.

BROUGH SUPERIOR

British. Brough Superior Cars Ltd., Haydn Road, Nottingham.

3½-litre. 6 cyl., 76.2×127, 21.6 h.p. Tax £16 10 0. 3 mains crankshaft. Comp. ratio 6 to 1. Alternative 7 to 1. 107 b.h.p. at 3,800 r.p.m. Pressure pump circulation cooling. Dual intake-down-draught Carter carburetter. 3 point rubber engine mounting S.d.p. clutch. 3 speed "synchro-shift" gearbox. Ratios, 1st 2.42, 2nd 1.6, high 1 to 1. Reverse 3.3 to 1. Maximum speeds, 1st 35, 2nd 55, top 95 m.p.h. Open propeller shaft, needle roller bearings on U joint. Semi-elliptic springs. Luvax shock absorbers. Variable pitch worm and sector steering. Servo brakes. Turning circle 38'. Battery 12 v. 12 gallon petrol tank. Consumption 18 to 20 m.p.g. Wire wheels. Tyres 16×6. Wheelbase 10'. Track 4' 10". Ground clearance 9". Weight 26½ cwt. Price, £665. Drophead £695, saloon supercharged £775.

A very high-class Anglo-American car built by the famous motor-cycle manufacturer, and based on the six-cylinder Hudson, the Brough-Superior has been improved in detail for the 1938 season. A full road-test of the 1937 model was published in MOTOR SPORT last January. The blown Alpine open sports model is possessed of truly impressive acceleration powers and exceeds 100 m.p.h.

DODGE

Dodge Brothers (Britain) Ltd., Mortlake Road, Kew Gardens, Surrey.

6 cyl. L head engine, 82 h.p. Floating engine mountings 82.55×111.1. Comp. ratio 5.6 to 1. Camshaft-driven by silent chain, 4 camshaft bearings. S.d.p. clutch. Pump cooling. Dodge synchro-silent constant mesh gearbox. Worm and roller steering. Hotchkiss type final drive. ½-elliptic springs. Direct, double-acting shock absorbers, front and rear. Hydraulic brakes. Battery 12 v. Downdraught carburetter. Wire wheels. 4.00×16. Semi-floating rear axle. Wheelbase 115". Prices. Victory saloon £365. Senior £385.

The Dodge is a well built American car of straightforward design, employing a six-cylinder side-valve engine in a conventional chassis which carries very commodious and roomy bodywork. The Victory saloon is a particularly popular model of the range, priced at £365.

FRAZER-NASH

British. A. F. N. Ltd., Falcon Works, London Road, Isleworth.

Falcon. 6 cyl., 65×95, 1,911 c.c., 15.75 h.p. Tax £12. Pushrod o.h.v. Comp. ratio 6.8 to 1. 4 bearing crankshaft. Pump and fan cooling. 3 Solex carburetters. S.d.p. clutch. Chain drive, right-hand gear-change. Ratios to choice—standard 3.8, 4.8, 7.0, and 11.6 to 1. Solid rear axle. ½-elliptic springs front and rear. Hartford Duplex shock absorbers. Frazer-Nash high-geared steering. Tubular clutch shaft with ball-centred Hardy joint—spiral bevels. Final drive by chains with dog clutch engagement. Turning circle 34'. 12" brake drums, mechanically operated. Battery 12 v. 75 a.h. 12 gallon rear tank, electric pump or hand feed. Racing wire wheels. Wheelbase 8' 6". Track, front 4', rear 3' 6". Price £425. (With alternative 4-cyl. o.h.v. 1,496 c.c. engine) £450.

"Colmore" 3-4-seater. 6 cyl., 60×97, 1,657 c.c., 14 h.p. Tax £10 10 0. Twin overhead camshaft. 5 bearing crankshaft. 2 S.U. carburetters. 3 point cushioned engine mounting. S.d.p. clutch, right hand gear change. Chain drive. Solid rear axle. ½-elliptic springs, front and rear. Hartford duplex shock absorbers, front and rear. F.N. cam steering. 14" brake drums, cable operated. 12 gallon rear tank. Racing wire wheels. Track 4' front, 3' 6" rear. Price £550.

"Shelsley" Supercharged. 4 cyl., 69×100, 1,496 c.c., 12 h.p. Tax £9. Single overhead camshaft. 3 bearing crankshaft, water cooled. Twin Centric superchargers with single large S.U. carburetter, S.d.p. clutch. Chain drive, right hand gear change. Solid rear axle. Hartford duplex shock absorbers. F.N. cam steering. Turning circle 34'. 14" brake drums. Bosch battery. 17 gallon rear petrol tank, pressure and S.U. pump feed. Racing wire wheels. Tyres Dunlop Fort 90. Wheelbase 9'. Track, front 4', rear 3' 6". Price £850.

"Ulster 100." 4 cyl., 69×100, 1,496 c.c., 11.9 h.p. Tax £9. Single overhead camshaft. High compression racing pistons. 3 point suspension. Twin carburetters. Chain drive, right-hand gear-change. Ratios optional. Solid rear axle. ½-elliptic springs. 20 gallon rear petrol tank. Price £425.

Tourist Trophy Replica. 4 cyl., 69×100, 1,496 c.c., 11.9 h.p. Tax £9. Same engine specification as "Ulster 100" model. Wheelbase 9'. Track, front 4', rear 3' 6". Overall length 12' 3". Turning circle 36'. Weight approx. 16 cwt. Price £600.

Retaining the famous easy-change, high-efficiency all-chain transmission, and very definitely a thoroughbred, all enthusiasts will rejoice that the Frazer-Nash is still with us in this age of standardisation. The "Falcon" model has a 2-litre push-rod o.h.v. six-cylinder engine, or may be had with a 1½-litre, four-cylinder power-unit. The famous "Colmore" job is a twin o.h. camshaft six-cylinder, while the "Shelsley" model, which justifies its name as the single-seater, which is a production model, took the Shelsley record last month, is a four-cylinder, single o.h. camshaft job with twin Centric superchargers. Other models are the "Ulster 100" and T.T. Replica cars, with unblown single o.h. camshaft, four-cylinder engines. Specifications and equipment can be considerably varied at the time of ordering to suit clients' individual requirements.

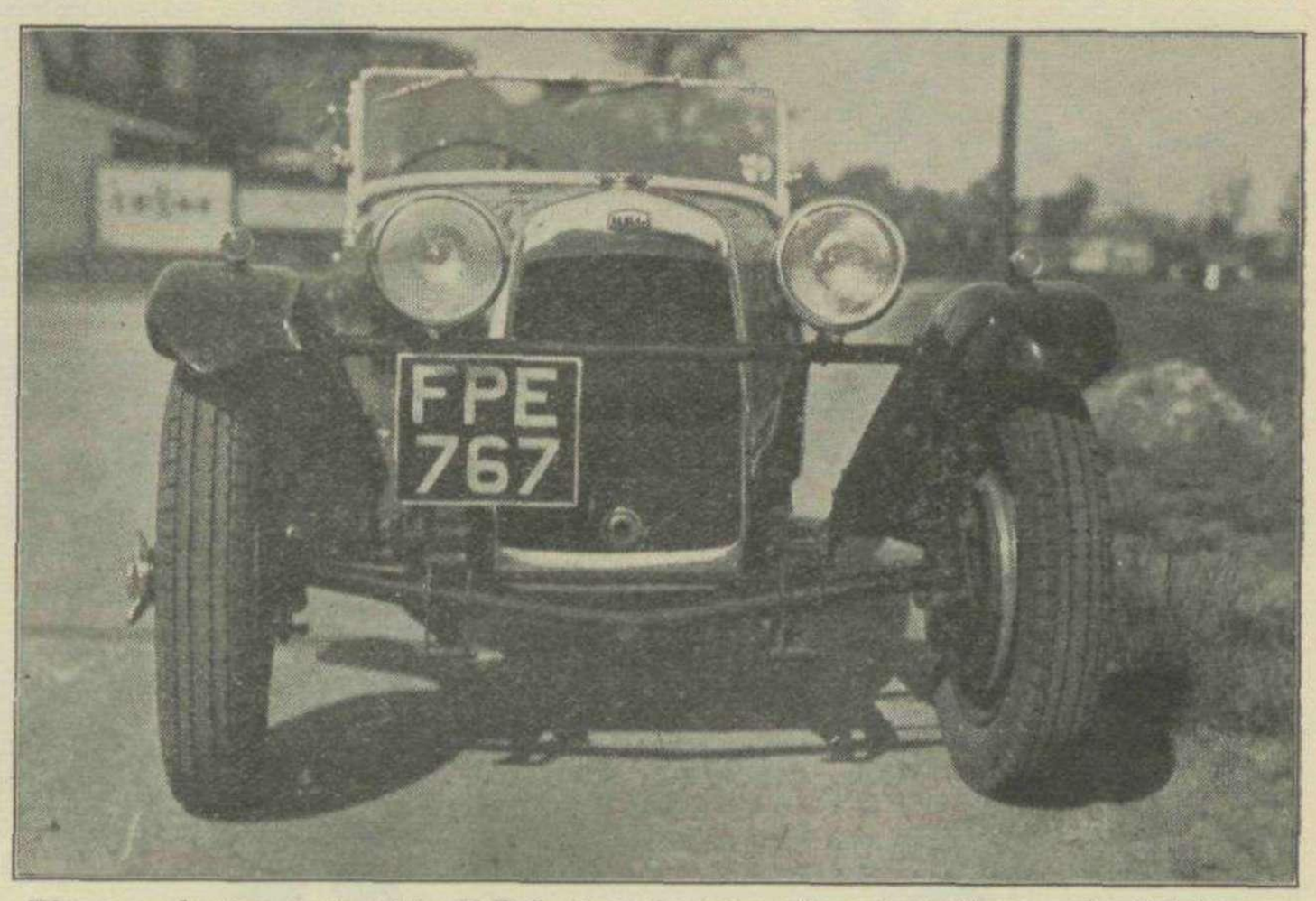
Frazer-Nash—B.M.W. Type 34, Saloon. 6 cyl., 58×94, 1,490 c.c., 12.51 h.p. Tax £9 15 0. Pushrod o.h.v. Comp. ratio 5.6 to 1. 4 bearing crankshaft. Pump and fan cooling. Twin Solex carburetters, 4 point cushioned engine mounting. S.d.p. clutch, 4 speed synchro mesh gearbox. Central change. Open prop. shaft. Spiral bevel rear axle. Springs, front independent, rear semi-elliptic. Independent high geared steering. Turning circle 29' 3". Internal expanding cable operated brakes. Consumption 30 m.p.g. Wire or disc wheels. Tyres 5.25×16. Wheelbase 8'. Track, front 3' 10", rear 4'. Ground clearance 8½". Weight 16½ cwt. Price £325.

Frazer-Nash—B.M.W. Type 45 Saloon. 6 cyl., 65×96, 1,911 c.c., 15.71 h.p. Tax £12. Pushrod o.h.v. Comp. ratio 5.6 to 1. 3 bearing crankshaft. Impeller pump and fan cooling. 2 Solex carburetters. 4 point cushioned engine mounting. S.d.p. clutch. 4 speed synchro mesh gearbox, central change. Open prop. shaft. Spiral bevel rear axle. Springs, steering, etc., as Type 34. Price Standard saloon £350, tourer £375

Frazer-Nash—B.M.W. Type 40, 2-seater sports. 6 cyl., 65×96, 1,911 c.c., 15.71 h.p. Tax £12. Pushrod o.h.v. Comp. ratio 6.5 to 1. 3 bearing crankshaft. 3 Solex carburetters. Cooling. Engine mounting, clutch speeds, gearbox, transmission, rear axle, springs, etc., as Type 34, 10 gallon front petrol tank, Auto-pulse feed. Weight 14¾ cwt.

Frazer-Nash—B.M.W. Type 55, 2-seater sports. As type 40, with the following exceptions. Comp. ratio 6.8 to 1. Ground clearance 8½". Weight 14¾ cwt. Price £475

Frazer-Nash—B.M.W. Type 328. Sports 100 m.p.h. model. 6 cyl., 66×99, 1,971 c.c., 17 h.p. O.h.v. 80 b.h.p. at 4,500 r.p.m. 3 Solex downdraught carburetters. Camshaft driven by a silent-running Duplex roller chain. Valves push-rod operated from the camshaft. 4 bearing crankshaft. S.d.p. clutch. Hydraulic shock absorbers. Turning circle 29'. 4 speed gearbox. Gear ratios, 1st 14.2, 2nd 8, 3rd 5.8, top 3.9 to 1. Tubular propeller shaft. Suspension, front independent, rear, ½-elliptic. Rack and pinion steering. 11 gallon rear petrol tank. Steel disc wheels. Tyres 5.25"×16". Track, front 3' 9½", rear 4'. Wheelbase 7' 10½". Overall length 12' 9½". Overall width 5' 1". Ground clearance 8". Petrol consumption 22 m.p.g. Maximum speed—100 m.p.h. Price £695.



The general appearance of the H.R.G. gives the impression of sturdiness and reliability.

A GUIDE TO 1938 HIGH PERFORMANCE CARS—continued

Combining remarkable road-clinging qualities with excellent all-round performance and very fine steering, the Frazer-Nash-B.M.W. is highly spoken of wherever motor-sportsmen meet, though, in reality, it is essentially a fast touring rather than a sports-car and in consequence is notably dependable. In 1½ and 2-litre forms it is extremely popular while the Type 328 2-litre sports model, with push-rod operated o.h. valves inclined at 90°, is a genuine 100 m.p.h. motor-car of great appeal. One of these cars covered over 102 miles in an hour at Brooklands under R.A.C. observation this year, and they have performed outstandingly in trials and races, winning their class in the recent T.T., finishing third in that Race.

FORD

American. Ford Motor Co. Ltd., Dagenham.

"Eight." 4 cyl., 56.6×92.5, 933 c.c., 7.96 h.p. Tax £6. 3 bearing counter balanced crankshaft. Comp. ratio 6.2 to 1. 23.4 b.h.p. at 4,000 r.p.m. Thermo syphon and fan cooling. Downdraught carburetter. 4 point rubber engine mounting. S.d.p. clutch. 3 speed gearbox, synchromesh 2nd and top. Ratios, 1st 3.071, 2nd 1.765, top 1.1 direct. Road speeds at 1,000 r.p.m., 1st 4.51, 2nd 7.84, top 13.85. Torque tube with enclosed drive propeller shaft. Spiral bevel drive. Transverse springs. 4 double acting automatic hydraulic shock absorbers. Worm and nut steering. Girling brakes. Turning circle 33′. 6 v. 60 a.h. battery. 7 gallon petrol tank. Pressed steel wheels. Tyres 4.50×17. Wheelbase 90″. Track 45″. Ground clearance 6 1/16″. Weight chassis 1,210 lb., de luxe saloon 1,660 lb. Price, saloon £117.

Ten. Specification as "eight" with the following exceptions. 63.5×92.5, 1,172 c.c., 10 h.p. Tax £7 10 0. Comp. ratio 6.06 to 1. 32.5 b.h.p. at 4,300 r.p.m. Turning circle 36′ 6″. Wheelbase 94″. Weight chassis 1,232 lb. Price, saloon £150.

V8. 8 cyl., 66.04×81.28, 2,228 c.c., 22 h.p. Tax £16 10 0. 3 bearing counter balanced crankshaft. Comp. ratio 6.6 to 1. 60 b.h.p. at 4,200 r.p.m. Thermo syphon, pump and fan cooling. Dual downdraught carburetter. 4 point suspension rubber engine mounting. S.d.p. clutch. 3 speed, synchro mesh 2nd and top. Gearbox ratios, 1st 2.819, 2nd 1.604, top 1 to 1 direct. Road speed at 1,000 r.p.m., 1st 6.18, 2nd 10.87, top 17.43 m.p.h. Torque tube enclosed drive propeller shaft. Spiral bevel drive. Transverse springs. Hydraulic shock absorbers. Worm and roller steering. Turning circle 40′. 6 v. 86 amp. hrs. battery. 12½ gallon petrol tank. Pressed steel wheels. Tyres 5.75×16. Wheelbase 108¼″. Track, front 55.25, rear 58″. Ground clearance 8″. Weight chassis 1,920 lb. Price £240.

The new Ford Eight, with Girling brakes, enlarged bodywork and new lines, selling at £117 10s., in saloon form, is likely to be one of the major sensations of Show week. It will be on show at the Ford Exhibition at the Albert Hall during the period of the Earl's Court show. The 10 h.p. model is continued, likewise those remarkable performers the V8s, the 22 h.p. edition of which has undergone very material improvement quite recently.

H.R.G.

British. H.R.G. Engineering Co. Ltd., Oakcroft Road, Kingston By-pass, Tolworth, Surrey.

2-seater Sports. 4 cyl., 69×100, 1,497 c.c., 12 h.p. Tax £9. Special large diameter, balanced crankshaft. Comp ratio. 7½ to 1. B.h.p. at maximum revs. (5,000) 58 b.h.p. Thermo-syphon cooling. Twin S.U. carburetters. 3 point engine mounting. S.d.p. clutch. 4 speed gearbox, constant mesh, silent third. Ratios, 1st 14.88, 2nd 9.2, 3rd 5.56, top 4 to 1. Road speeds at 1,000 r.p.m., 1st 5.36, 2nd 8.7, 3rd 14.4, top 20 m.p.h. Maximum speeds, 1st 26.8, 2nd 43.35, 3rd 72, top 100 m.p.h. Open Hardy-Spicer propeller shaft. Spiral bevel drive, full differential. Springs, front ½-elliptic, rear semi-elliptic. Friction type shock absorbers. Marles Weller steering. Internal expanding brakes. Turning circle 32′. Two 6 v. batteries. 15 gallon petrol tank. Consumption 30 to 35 m.p.g. 17″ wire racing type wheels. Tyres 4.75. Wheelbase 8′ 7″. Track, front 4′, rear 3′ 9″. Ground clearance 6½″. Weight 14 cwt. Price £395.

The H.R.G. represents an attempt to offer a car retaining such features as appeal to those who enthuse over "real motor-cars" while incorporating important modern conveniences. Designed by H. R. Godfrey, the designer of the immortal G.N., the H.R.G. has a 1½-litre push-rod o.h.v. Meadows engine, a Moss plain four speed gearbox, and an E.N.V. rear axle, while the tubular front axle is suspended on Godfrey's famous quarter-elliptic layout. The brake drums and back-plates are particularly light and the complete car weighs under 14¾ cwt., so that acceleration is exceptional for a 1½-litre car and the maximum speed is almost 90 m.p.h. An imposing list of speed trial and trials successes has already been secured by private owners. The price is £395.

HILLMAN

British. The Hillman Motor Car Co. Ltd. Coventry.

Minx, 4 cyl., 63×95, 1,184.5 c.c., 9.8 h.p. Tax £7 10 0. S.v. Comp. ratio 5.9 to 1. 3 bearing crankshaft. 33 b.h.p. at 4,100 r.p.m. Thermo-syphon and fan cooling. Solex carburetter. 3 point rubber engine mounting. S.d.p. clutch. 4 speed gearbox, synchromesh all gears, central change. Ratios 19.6, 13.7, 8.16, 5.44 to 1. Maximum speeds, 2nd 28, 3rd 47, top 62 m.p.h. Hardy-Spicer open shaft, needle bearing universals. Spiral bevel rear axle. Semi-elliptic springs. Luvax hydraulic shock absorbers. Worm and nut steering. Turning circle 36′. Bendix brakes, cable operated. Battery 6 v. 63 a.h. 7¼ gallon rear tank, pump feed. Consumption 33 m.p.g. Wire wheels. Tyres 5.25″×16″. Wheelbase 7′ 8″. Track 4′. Ground clearance 6¾″. Weight of complete car 18¾ cwt. Price, saloon £169, de luxe saloon £184, drop head coupe £215.

"14." 4 cyl., 75×110, 1,943.85 c.c., 13.95 h.p. Tax £10 10 0. 3 bearing crankshaft. Comp. ratio 6 to 1. 51 b.h.p. at 3,600 revs. Impeller and fan cooling. Stromberg carburetter. 3 point rubber engine mounting. S.d.p. clutch. 4 speed, all synchromesh gearbox. Ratios 1st 17.6, 2nd 12.37, 3rd 7.335, top 4.89. Road speed at 1,000 r.p.m. 1st 4, 2nd 7, 3rd 12, top 16. Maximum speeds, 2nd 32, 3rd 52, top 72. Open Hardy Spicer prop. shaft. Silent bevel drive. Springs, "Even keel" independent front suspension. ¼-ellipties rear. Hydraulic shock absorbers. Worm and nut steering. Bendix brakes. Turning circle 38′ 6″. 12 v. 63 amp. battery. 13 gallon petrol tank. Consumption 23 to 24 m.p.g. Pressed steel wheels. Tyres 5.75×16. Wheelbase 9′ 6″. Track, 4′ 7½″ front, 4′ 8″ rear. Ground clearance 7¾″. Weight 27 cwt. Price, saloon £248, de luxe saloon £268.

"Seven Seater." 6 cyl., 75×120, 3,181 c.c., 20.9 h.p. Tax £15 15 0. S.v. Comp. ratio 6.0 to 1. 4 bearing crankshaft. 73 b.h.p. at 3,400 r.p.m. Pump and fan cooling. 1 Stromberg downdraught carburetter. 3 point rubber engine mounting. S.d.p. clutch. 4 speed gearbox, synchro mesh top and 3rd. Ratios 1st 18.1, 2nd 12.1, 3rd 7.16, top 4.89 to 1. Speeds at 1,000 r.p.m., 1st 5.0, 2nd 7.5, 3rd 12.5, top 19.0 m.p.h. Maximum speeds 1st 20, 2nd 31, 3rd 52, top 71 m.p.h. Open prop. shaft. Semi-floating rear axle. Luvax shock absorbers. Burman-Douglas worm and nut steering. Turning circle 46′. Bendix brakes. Battery 12 v. 63 amp. 14 gallon rear tank. Pump feed. Consumption 16 to 17 m.p.g. Tyres 6.50″×16″. Track, front 4′ 9⅞″, rear 4′ 11½″. Wheelbase 10′ 6″. Ground clearance 6 13/16″. Weight 36 cwt. Price, saloon £375. Limousine £395.

The Hillman range embraces a usefully wide variety of cars, from the economical, cheap-to-purchase "Minx," completely re-designed for 1938, to the "Hawk," and "Eighty," the Wingham cabriolet on the last-named costing only £445 in spite of its size and comfort. There is also a new Fourteen for next season that will attract widespread attention at Earl's Court, the saloon edition of which is listed at £248.

HUDSON

American. Hudson Motors Ltd., Great West Road, London, W.4.

Hudson Eight. Special sports saloon. 8 cyl., 76.2×114, 4,168 c.c., 28.8 h.p. Tax £21 15 0. 5 bearing crankshaft. Comp. ratio 6.25 to 1. 122 b.h.p. at 4,000 r.p.m. Pump and fan cooling. Carter Duflex downdraught carburetter. Rubber and air engine mounting. S.d.p. clutch. 3 speed constant mesh gearbox. Ratios, 1st 9.9, 2nd 6.6, top 4.1. Road speed at 1,000 r.p.m., top 20 m.p.h. Maximum speeds, 1st 40, 2nd 62, top 90 m.p.h. Tubular steel propeller shaft. Hotchkiss drive helical bevel. ½-elliptic springs, front and rear. Worm and roller steering. Hydraulic brakes. Turning circle 36′. Battery 12 v. 75 amp. 13½ gallon petrol tank. Consumption 17½ m.p.g. Pressed steel disc wheels. Tyres 16×6.25. Wheelbase 122″. Track 4′ 8″. Ground clearance 8¼″. Price special sports saloon £555.

One of the higher-class American cars the big straight-eight Hudson has found many friends in this country amongst those who appreciate a really high performance allied to silent running, comfortable riding and a very flexible engine. The Special Sports Saloon, priced at £555, is capable of 90 m.p.h. at quite moderate engine revs., and is thus amongst the fastest cars of its type.

LANCIA

Italian. Lancia (Wembley) Ltd., Alperton, Nr. Wembley.

Aprilia. 4 cyl., 72×83, 12.85 h.p. Narrow V-angle monobloc engine in Lancia patented cushioned mounting. O.h.v. Hemispherical combustion chamber and central sparking plugs. Pump water circulation. Gear pump lubrication. 6 v. ignition, lighting and starting installation. Zenith carburetter. 4 forward speeds, with silent third and direct fourth. Single plate clutch. Hypoid bevel drive. Hydraulic Lockheed braking system on all four wheels. 14×40 low pressure tyres. Lancia patented independent springing on all 4 wheels; front by cylindrical coil springs and hydraulic damping. Track 4′ 2″. Wheelbase 9′. Price £330.

Very popular with discerning sportsmen since the "Lambda" days, which started fifteen years ago, this Italian marque now appears as the 12 h.p. "Aprilia," a most advanced car with a V four-cylinder alloy-construction engine, independent suspension of *all* wheels, and air-flow closed coachwork. With very fine controllability and capable of 85 m.p.h. this Lancia will make its mark. It has a plain gearbox.

M.G.

British. The M.G. Car Co. Ltd., Abingdon-on-Thames, Berks.

Midget T. Type. 4 cyl., 63.5×102, 1,292 c.c., 10 h.p. O.h.v. 3 bearing crankshaft. Pump and fan cooling. 2 S.U. semi-downdraught carburetters. S.d.p. clutch. Aluminium sump ribbed for cooling, approx. 1½ gallons. Camshaft drive by Duplex roller chain. 4 speed gearbox with remote control. Synchro-mesh top and third. Ratios, top 4.875, 3rd 6.44, 2nd 9.95, 1st 16.8 to 1. Rear axle ratio 4.875 to 1. Speed at 1,000 r.p.m. in top gear, 16.67. Revs peak at 4,800 r.p.m. Hardy-Spicer prop. shaft. ¾-floating rear axle. ½-elliptic springs, front, and sliding trunnion bearings at rear. Luvax shock absorbers. Medium ratio cam steering. Cable brakes. Battery 12 v. 15 gallon rear tank. Knock on wire wheels. Tyres 19×4.50. Wheelbase 7′ 10″. Track 3′ 9″. Price, ex works, £222.

1½-litre. 4 cyl., o.h.v. operated by enclosed pushrods. 1,548 c.c., 12 h.p. Pump and fan cooling. Twin semi-downdraught S.U. carburetters. S.d.p.

A GUIDE TO 1938 HIGH PERFORMANCE CARS—continued

clutch. 4 speed gearbox, central remote control. Gear ratios, top 5.22, 3rd 7.07, 2nd 10.18, 1st 17.64 to 1. ¾-floating rear axle, spiral bevel providing final drive ratio of 5.22 to 1. Springs ½-elliptic. Hydraulic shock absorbers. Medium ratio cam gear steering. Lockheed hydraulic brakes. Battery 12 v. Electric petrol pump. 12½ gallon rear tank. Knock on wire wheels. Tyres 5.00"×19". Wheelbase 9' 0". Track 4' 2". Overall width 5' 2", all models. Overall length saloon, 14' 1". Tourer 14' 3". Foursome 14' 8". Prices, saloon £325, Tourer £280, Foursome £351.

2-litre. 6 cyl., 69×102, 2,288 c.c., 17.71 h.p. Taxed £13 10 0. O.h.v., pushrod operated by high lift camshaft. Rubber mounted. 2 S.U. downdraught carburetters. Cooling by impeller, fan assisted, thermostatically controlled. S.d.p. clutch. 4 speed gearbox, with double helical gears for constant mesh, synchro-mesh top and 3rd. Gear ratios, top 4,75, 3rd 6.55, 2nd 10.1, 1st 17.85 to 1. Remote gear control. ¾-floating rear axle, ratio 4.75 to 1. Road speed 18 m.p.h. at 1,000 r.p.m. top gear. Prop. shaft. Hardy-Spicer needle roller type. ½-elliptic springs. Hydraulic shock absorbers. Cam steering. Turning circle 40'. Lockheed hydraulic brakes. 12" brake drums, racing type hand-lever. Battery 12 v. Electric petrol pump. 10 gallon rear tank. Rudge wire wheels. Tyres 5.50×18. Wheelbase 10' 3". Track 4' 5". Prices, chassis ex works £260. 2-litre saloon £389. 2-litre tourer £399, 2-litre "Tickford" folding head foursome drop head coupe £415.

Most popular of all the British sports-cars and built in a factory near Oxford that concentrates solely on sports-car manufacture, the M.G. needs little introduction. The model T Midget has a very willing 1,292 c.c. twin S.U. carburetted three-bearing push-rod o.h.v. four-cylinder engine installed in a comparatively light chassis. Consequently it has very fine acceleration for its capacity and is capable of a genuine 80 m.p.h. Years of experience with small competition cars have enabled its designers to equip it very practicably for all forms of competition work, and, apart from winning the Team Prize in the 12-Hour Sports-Car Race at Donington, it has shown up very well in trials and at Brooklands. The 1½-litre and 2-litre cars, which also remain unchanged for 1938, provide fast, luxurious travel in great comfort, in cars of exceedingly smart appearance. The 2-litre six saloon is an excellent proposition at £389.

MERCEDES-BENZ

German. British Mercedes - Benz Ltd., Grosvenor Road, London, S.W.1.

170V. 4 cyl., 73.5×100, 1,697 c.c., 13.4 h.p. Tax £10 10 0. 3 bearing crankshaft. 38 b.h.p. at 3,200 revs. Maximum speed 75 to 80 m.p.h. Water pump cooling. Solex carburetter. Floating power principle engine mounting. S.d.p. clutch. 4 speed gearbox. Open prop. shaft. Springs, front, two transverse. Rear, coil. Hydraulic shock absorbers. Independent steering to both front wheels. Hydraulic brakes. Turning circle 36'. 6 v. battery. 7¼ gallon petrol tank. Consumption 30 to 33 m.p.g. Disc. wheels. Tyres 5.25×16. Wheelbase 9' 4". Track, front 4' 4", rear 4' 3½". Ground clearance 8". Weight of chassis 12¾ cwt. Price, roadster £525.

Type 230. 6 cyl., 72.5×90, 2,229 c.c., 19.5 h.p. Tax £15. 4 bearing crankshaft. 55 b.h.p. at 3,200 revs. Maximum speed 80 to 82 m.p.h. Water pump cooling. Special carburetter. 4 point rubber suspension engine mounting. S.d.p. clutch. Gearbox, optional, either semi automatic self change or full synchromesh gears. Open prop. shaft. Springs, front, two transverse. Rear, coil type. Hydraulic shock absorbers. Mercedes own type steering. Hydraulic brakes. Turning circle, short chassis 34' 2", long chassis 38' 9". 6 v. battery. 11 gallon petrol tank. Consumption 23 to 25 m.p.g. Disc wheels. Tyres 5.50×17. Wheelbase, 8' 10" short chassis, 10' long chassis. Track, front 4' 6", rear 4' 6¾". Ground clearance 8". Price, Chassis £440. Saloon £570. Cabriolet £710.

Type 320. 6 cyl., 82.5×100, 3,208 c.c., 25.3 h.p. Tax £19 10 0. 7 bearing crankshaft. 78.8 b.h.p. at 3,200 revs. Maximum speed 85 to 90 m.p.h. Thermo syphon cooling. Special Solex carburetter. Rubber engine mounting. S.d.p. clutch. Full synchromesh gearbox. Open prop. shaft. Hydraulic shock absorbers. Mercedes-Benz type steering. Hydraulic brakes. Turning circle, short chassis 37' 0½", long chassis 41' 7½", 12 v. battery. 15¾ gallon petrol tank. Consumption 16 to 18 m.p.g. Disc wheels. Tyres 6.50×17. Wheelbase, short chassis, 9' 5½". Long chassis 10' 10". Track, short and long chassis, 4' 9½". Rear, 4' 10½". Ground clearance 8".

Type 540K. 8 cyl., supercharged, 13.88×111, 5,601 c.c., 39 h.p. Tax £29 5 0. Pushrod o.h.v. 115 b.h.p. without supercharger, 180 b.h.p. with supercharger at 3,400 r.p.m. 8 bearing crankshaft. Pump and fan cooling. 2 Mercedes carburetters. 4 point elastic engine mounting. S.d.p. clutch. 4 speed gearbox, with over-top, silent third and second, central change. 5 gears including over-top, plus reverse. Rear axle ratios, direct top 4.88 to 1, overtop 3.03 to 1. Swinging half axles. Differential casing direct on frame with rubber buffers. Independent coil springing front and rear. Hydraulic shock absorbers. Worm and nut steering, each wheel individually. Turning circle 44' 4". Lockheed brakes, servo assisted. Battery 12 v. 60 a.h. 26½ gallon rear tank, pump feed. Consumption 10/12 m.p.g. Wire wheels. Tyres 7.00×17. Wheelbase 10' 9½". Track 4' 11". Ground clearance 8". Weight of complete car 45 cwt. Price, chassis £1395, cabriolet £1890, special bodies £2250

500N. 8 cyl., 82.5×115, 4,918 c.c., 33.7 h.p. Tax £25 10 0. 4 speed gearbox with overdrive. 12 v. battery. Price chassis £1,040, tourer £1,525.

Mercédès-Benz and their products are so well known that they hardly need much mention in this article. They have won a great reputation for the manufacture of a really fast car, but behind the production is also a wish for 100 per cent reliability. The type 540K is well known to readers of "Motor Sport," having already been road-tested in the April issue of this year. The 230 type model is the development of the utility car type 200. The model 170 is the low priced car of this range, and has rapidly won immense popularity and proved itself thoroughly reliable. It does 30 miles to the gallon and 2,000 miles on a gallon of oil.

The new Mercédès-Benz type 320 is the latest in progress of this marque. Several bodies are made, designed to meet every need, both on the standard and short chassis. As with all products of this firm, all their cars have remarkable road holding qualities, and the longest of journeys becomes a pleasant experience.

PONTIAC

American. Pontiac Cars, 36, Berkeley Street, London, W.1.

6 cyl. 28.3 h.p. s.v. Pump and fan cooling. Single downdraught carburetter. S.d.p. clutch. 3 speed gearbox. Coil ignition. Tyres 6.00×16. Wheelbase 116⅝". Track 58⅜". Double action shock absorbers, front and rear.

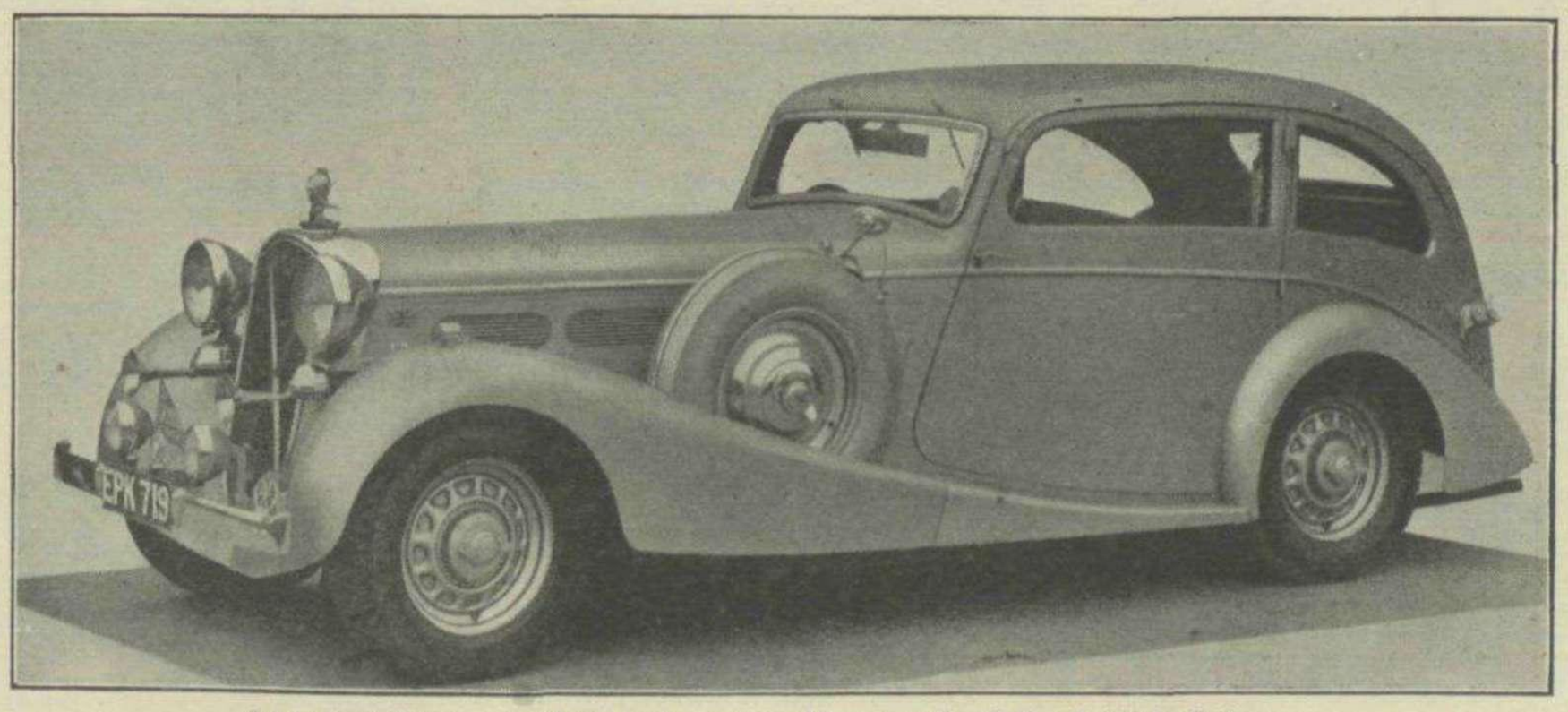
8 cyl. 33.8 h.p., Wheelbase 121⅝". Track 58⅜". Other details as 6 cyl.

The Pontiac is one of the better-class American cars, made in both six and eight-cylinder form, and of very striking external appearance.

RAILTON

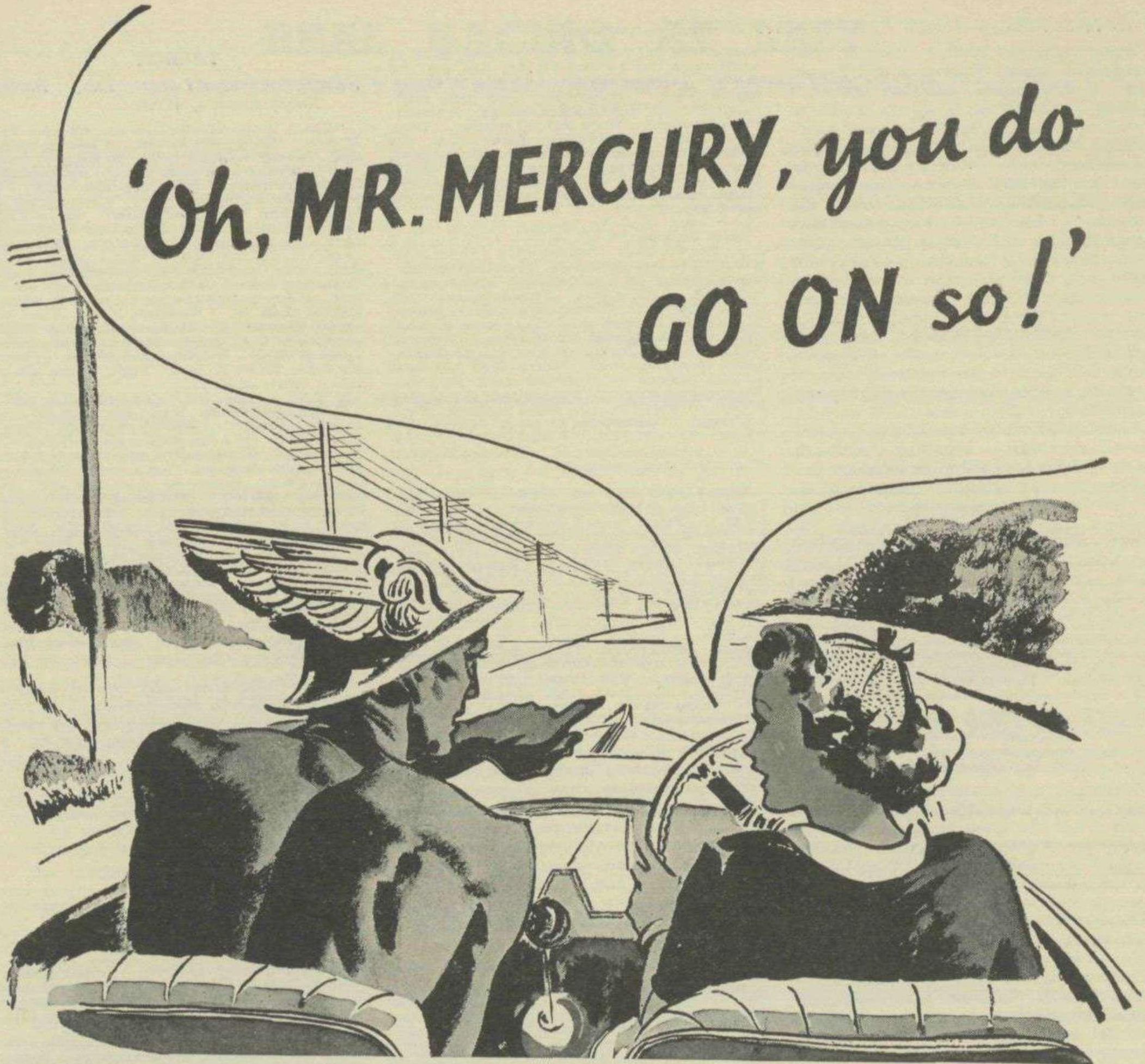
Anglo-Canadian. Fairmile Engineering Co., Cobham, Surrey.

8 cyl. 76×114, 4,168 c.c., 28.8 h.p. Tax £21 15 0. S.v. Comp. ratio 7.5 to 1. 5 bearing crankshaft. 124 b.h.p. at 4,200 r.p.m. Pump cooling. Double down draught carburetter. 3 point rubber engine mounting. S.d.p. clutch. 3 speed synchro-mesh gearbox. Central change. Ratios, 1st 10., 2nd 6.6, top 4.1 to 1. Open prop. shaft. Spiral bevel final drive. ½-elliptic springs. Both hydraulic and friction shock absorbers. Cam steering. Turning circle 42'. Primary system hydraulic brakes. Battery 12 v. 13 gallon rear tank, mechanical pump. Consumption 16/18 m.p.g. approx. Wire wheels. Tyres 16×6.25. Wheelbase 129". Track 4' 8". Ground clearance 8½". Weight short wheelbase 19¾ cwt., long wheelbase 20¼ cwt. Prices on application.



Imposing lines are illustrated in this photograph of the British Salmson.

'Oh, MR. MERCURY, you do GO ON so!'



'Go on' is the right phrase, because a given quantity of National Benzole Mixture will actually carry you so many miles farther. This is the unique 'MILEAGE BONUS' that all 'National' users enjoy. The British benzole in this motor spirit is a *natural* reinforcement of the petrol with which it is blended, giving you greater power and full anti-knock protection. So fill up and go farther on

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STAND No. 337
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Benzole makes good petrol better

NATIONAL
BENZOLE MIXTURE

FOR MORE MILES PER GALLON

A GUIDE TO 1938 HIGH PERFORMANCE CARS—continued

Some years ago Reid A. Railton, chief designer to Messrs. Thompson and Taylor, Ltd., at Brooklands, designed around a famous Canadian car a sports model to appeal in respect of appearance and road-holding with the standards set by British enthusiasts, while retaining its smooth, easy running and immense acceleration that characterises cars from across the Atlantic. The result was remarkably successful and the Railton enjoys great popularity. Although the straight-eight motor is of side-valve type a compression ratio as high as 7.5 to 1 is used and, running on ordinary pump fuels, a b.h.p. per litre of thirty is realised, a very good output indeed. Nor is the Railton a heavy car, so that its acceleration is of a very high order; indeed, the light sports example not only exceeds 100 m.p.h., but beats well known supercharged sports cars off the mark. Dignified coachwork has long been a Railton association.

ROLLS-ROYCE

British. Rolls-Royce, Ltd., 14-15, Conduit Street, London, W.1.

40/50 h.p. 6 cyl., 4¼″×5½″, 7,668 c.c. 43.3 h.p. Tax £33. O.h.v. Pump and fan cooling. 1 Rolls-Royce carburetter. S.d.p. clutch, 4 speed gearbox, synchromesh, right-hand change. Ratios 3.487, 2.003, 1.335, top direct (rear axle ratio not given). Open prop. shaft. Fully floating rear axle, hypoid gears. Rolls-Royce hydraulic shock absorbers. Semi-elliptic springs. Turning circle, right 27′ 11″, left 25′ 3″. Servo foot brake on 4 wheels, hand on rear wheels only. 12 v. battery. 28 gallon rear tank, vacuum engine-driven pump. Wire wheels. Tyres 31″×6.75″. Wheelbase 12′ 6″. Track, front 58.75″, rear 60.25″. Ground clearance 8½″. Chassis weight 31¼ cwt. Price, long chassis £1,800, short chassis £1,750.

20/25 h.p. 6 cyl., 3¼″×4½″, 3,669 c.c., 25.3 h.p. Tax £18 15 0. Rest of specification as 40/50 h.p., with following exceptions: Gear ratios 3.307, 1.709, 1.374, top direct. Rear axle, spiral bevel. 18 gallon rear tank. Tyres 31″×6″. Wheelbase 11′. Track 56½″. Chassis weight 23½ cwt.

The Rolls-Royce is British motor-engineering at its best and, as such, is unsurpassed by any other production. The "Phantom III" 40/50 h.p. has a V twelve-cylinder 7.6-litre power-unit of outstanding technical merit and truly beautiful external finish. It has push-rod actuation of overhead valves and is carburetted by a Rolls-Royce carburetter. The front suspension of the big chassis is independent and the wheels are clamped by automatically adjusted hydraulic shock-absorbers that are also under full control of the driver. The synchro-mesh gearbox retains the aristocratic right-hand control. The Rolls-Royce is the most silent car on the road, yet its performance shames most sports-models and, beyond that, it handles with extreme accuracy, every control, major or minor, functioning with perfect precision.

The 20/25 h.p. model is a six-cylinder small brother of the world renowned "Phantom."

ROVER

British. The Rover Co., Ltd., Coventry.

Twelve. 4 cyl., 69×100, 1,495.72 c.c., 11.9 h.p., Tax £9. Pushrod o.h.v. Comp. ratio 5.7 to 1. 3 bearing crankshaft. 48 b.h.p. at 4,200 r.p.m. Pump, fan and thermostat cooling. 1 S.U. carburetter. Rubber engine mounting. S.d.p. clutch. 4 speed constant mesh gearbox, free wheel, central change. Ratios, 19.8, 11, 7.45, 4.88 to 1. Road speed at 1,000 r.p.m., 1st 4.1, 2nd 7.2, 3rd 10.9, top 16.6 m.p.h. Maximum speeds, 1st 21, 2nd 37, 3rd 50, top 70 m.p.h. Hardy-Spicer open prop. shaft. Spiral bevel rear axle, ½-elliptic springs. Hydraulic shock absorbers. Worm and nut steering. Turning circle 39′. Girling brakes. Battery 12 v. 10½ gallon rear tank. Mechanical pump. Consumption 28 m.p.g. Wire wheels. Tyres 17×5.25. Wheelbase 9′ 4″. Track 51½″. Ground clearance 6½″. Weight of complete car 25 cwt. Price, £300, sports saloon £310.

Speed Fourteen. 6 cyl., 61×90, 1,577 c.c., 13.9 h.p. Tax £10 10 0. Pushrod o.h.v. Comp. ratio 6 to 1. 4 bearing crankshaft. Pump, fan and thermostat cooling. S.U. carburetter. Rubber engine mounting. S.d.p. clutch. 4 speed constant mesh gearbox, free wheel. Central remote control. Ratios, 21.1, 11.85, 7.93, 5.22 to 1. Road speed at 1,000 r.p.m., 1st 3.9, 2nd 6.86, 3rd 10.6, top 15.31 m.p.h. Maximum speeds, 3rd 50, top 68 to 70 m.p.h. Hardy-Spicer open prop. shaft. Spiral bevel rear axle. ½-elliptic springs. Hydraulic shock absorbers. Worm and nut steering. Turning circle 40′. Girling brakes. Battery 12 v. 10½ gallon rear tank. Electric pump. Consumption 24 m.p.g. Rudge wire wheels. Tyres 17×5.25. Wheelbase 115″. Track 51½″. Ground clearance 6½″. Weight 25¾ cwt. Price, £320, sports saloon £330.

Ten. 4 cyl., 66.5×100, 1,389 c.c., 10.8 h.p. Tax £8 9 0. 3 bearing crankshaft. Comp. ratio 5.9 to 1. Pump, fan and thermostat cooling. 1 S.U. downdraught carburetter. Flexible engine mounting. S.d.p. clutch. 4 speed gearbox, with free wheel. Ratios, 19.8, 11, 7.45, 4.88 to 1. Road speeds at 1,000 r.p.m., 1st 4.15, 2nd 7.48, 3rd 11.05, top 16.8 m.p.h. Maximum speeds 3rd, 45 to 50, top 67 to 70 m.p.h. Open prop. shaft. Spiral bevel rear axle. Semi-elliptic springs. Hydraulic shock absorbers. Burman Douglas. Worm and nut steering. Girling brakes. Turning circle 37′. Battery 12 v. Petrol, approximately 9½ gallons. Consumption 30 m.p.g. Wire wheels. Tyres 18×4.75. Wheelbase 8′ 9″. Track 4′ 3½″. Ground clearance 6¼″. Weight 23¼ cwt. Price £255. 10 h.p. coupe fixed head £280.

Famous British cars since very early days, the present Rovers are medium-sized comfortable cars of considerable refinement and smart though unobtrusive lines. All models can do approximately 70 m.p.h. and the Sports Fourteen saloon is an attractive car at £330. Free wheels figure in the specifications and all models have as a distinctive feature a free-wheel in the transmission.

S.S.

British. S.S. Cars, Ltd., Coventry.

1½-litre. 4 cyl., 73×106, 1,776 c.c. 13.23 h.p. Tax £10 10 0. 7 bearing crankshaft. 65 b.h.p at 4,600 r.p.m. O.h.v. Downdraught S.U. carburetter. Comp. ratio 7.2 to 1. 4 speed synchro mesh gearbox. Ratios, 4.86, 6.66, 10.25 and 17.50 to 1. Final drive 4.86 to 1. Girling brakes. Wheelbase 9′ 4″. Track 4′ 7″. Price, four door saloon £298, drophead coupe £318.

2½-litre. 6 cyl., o.h.v. engine, 2,663 c.c., 19.84 h.p. Tax £15. Specification as above with the following exceptions, Final drive, 4.5 to 1, gear ratios 4.5, 6.16, 9.5 and 16.1 to 1. Wheelbase 10′. Track 4′ 8″. Price, four door saloon £395, drophead coupe £415.

3½-litre. 6 cyl., 82×110, 3,485 c.c. Comp. ratio 7.2 to 1. Peak speed 4,500 r.p.m. 25 h.p. Tax £18 15 0. O.h.v. operated by pushrods. Twin S.U. carburetters. 4 speed gearbox, ratios 4.25, 5.12, 7.9 and 13.45 to 1. 14 gallon petrol tank. Burman steering gear. Dunlop "90" tyres. Prices, four door saloon £445, drophead coupe £465.

The S.S is one of the best-looking big-production cars on the road, and the 2½-litre S.S. 100 has, perhaps, more speed for its price than any other car, being capable of about 97 m.p.h. and selling at £395. The new 3½-litre sports model, with a new engine of great technical interest, holds out every promise of being a genuine 100 m.p.h. car—at a price as low as £445. Already this new 3½-litre has performed outstandingly at Shelsley Walsh.

TALBOT

British. Clement-Talbot Ltd., Barlby Road, London, W.10.

"Ten." 4 cyl., 63×95, 1,185 c.c., 9.8 h.p. Tax £7 10 0. Side-by-side valves. 3 bearing crankshaft. Comp. ratio 6.8 to 1. 40 b.h.p. at 4,400 r.p.m. Thermo-syphon and fan. 1 downdraught Zenith carburetter. Single dry plate clutch. 3 point rubber engine mounting. 4 speed gearbox. Synchro mesh all forward gears. Ratios 19.6, 13.77, 8.16 and 5.44 to 1. Road speeds at 1,000 r.p.m. 1st 4, 2nd 6, 3rd 10, top 15 m.p.h. Maximum speeds 20, 30, 50, and 70 m.p.h. Open prop. shaft. Spiral bevel back axle. Semi-elliptic springs. Underslung chassis. Luvax hydraulic shock absorbers. Worm and nut steering. Duo-servo brakes. Turning circle 35′. Wheelbase 7′ 9″. Track 4′. Ground clearance 5¾″. 8½ gallon petrol tank. Consumption 33 to 34 m.p.g. 16×3 steel disc wheels. Tyres 16×5.25. Weight, saloon 19 cwt. Coupe 18¼ cwt. Tourer 17 cwt. Price, Sports saloon £255. Sports tourer £248.

3½-litre Speed Saloon. 6 cyl., 80×112, 3,377 c.c., 23.8 h.p. Tax £18. 7 bearing crankshaft. Comp. ratio 7.1 to 1. 120 b.h.p. at 4,500 r.p.m. Pump and fan cooling. Downdraught carburetter. 4 point rubber engine mounting. S.d.p. clutch. Synchro-mesh gearbox. Ratios, 1st 16.143, 2nd 10.77, 3rd 6.396, top 4.363 to 1. Road speeds at 1,000 r.p.m. 1st 5, 2nd 8, 3rd 14, top 20 m.p.h. Approx. maximum speeds, 1st 24, 2nd 36, 3rd 61, top 90 m.p.h. Prop. shaft, enclosed on torque tube. Spiral bevel final drive. Springs, front ½-elliptic, rear ¼-cantilever. Hydraulic shock absorbers. Worm and nut steering. Self-servo brakes. Turning circle 39′ 10″. Battery 12 v. 19 gallon petrol tank. Consumption 16 m.p.g. Wheels 18×3.62 wire. Tyres 18×6.00. Wheelbase 10′ 0⅜. Track 4′ 8″. Ground clearance 7½″. Weight coupe 34 cwt. Price, saloon £695, coupe £795.

A very high-grade and refined British car, the Talbot is now offered as a Ten, with an entirely new power-unit for 1938, and as a 3½-litre Speed Saloon capable of over 85 m.p.h. The Ten is a very smart, thoroughly modern and particularly smooth-running little car at a very attractive price.

TRIUMPH

British. Triumph Motor Co. Ltd., Coventry.

"Dolomite" 1½-litre. 4 cyl., 69×100, 1,496 c.c., 11.81 h.p. 4 point flexible mounting. Pushrod operated overhead valves. 3 bearing crankshaft. 4 speed synchromesh gearbox. Central change. Lockheed brakes. Knock-on wheels. Tyres 5.00×17. 12 gallon petrol tank. Telescopic steering column. Wheelbase 9′. Track 4′ 4½″. Price £318.

"Dolomite" 14/60. Engine and chassis specifications as "Dolomite" 1½-litre, except as to engine, 75×100, 1,767 c.c., 13.95 h.p. Twin carburetters. Wheelbase 9′ 2″. Track 4′ 4½″. 13 gallon petrol tank. Price £348.

"Dolomite" 2-litre. 6 cyl., 65×100, 1,991 c.c., 15.72 h.p. Pushrod operated overhead valves. 4 bearing crankshaft. 55 b.h.p. at 4,500 r.p.m. Pump and fan cooling. 4 point engine mounting. S.d.p. clutch. Twin carburetters. 4 speed synchro-mesh gearbox. Transmission springs, brakes and steering as 4 cyl. 13 gallon rear tank, electric pump. Battery 12 v. 53 a.h. Knock-on wheels. Tyres 5.50×17. Wheelbase 9′ 8″. standard. Track 4′ 4½″. Ground clearance 6″. Price £388.

The Triumph range is one that must appeal to those seeking reasonably-priced, good performance cars of smart appearance. Typically modern in conception, the present-day Triumphs come into that widely-appreciated class of car which owes a great deal to the sports-car, yet which is "touring" in respect of comfort, ease of maintenance, and appearance. A new model for next season is the 1½-litre "Dolomite," while the larger "Dolomite" saloon was comprehensively road-tested by MOTOR SPORT earlier this year. Very smart radiator grilles are a distinctive feature of the modern Triumphs.

REAL RACING AT LAST

DONINGTON'S "GREAT PRIZE" PROVIDES A TERRIFIC SPECTACLE

By "CHICANE"

SO at last it has happened, and an English crowd has had a taste of what Grand Prix racing is like. For several years, there have been rumours that the crack Continental teams were coming to race in England, but each time something stood in the way.

One year matters seemed very promising, and one of the chiefs of a great German firm was discussing the idea with a British race promoter.

"Yes, but it must be a great prize" said the German.

The Englishman's face lost a little of its rubicund cheeriness. "We will do the best we can" said he. "We know your expenses are heavy for such a long journey."

The German seemed a little puzzled. "Quite so," he replied "but the race—it must be a real Great Prize. Unless it is the Great Prize of England, there is not the same—how do you call it?—*reclame* for the winners."

At last it dawned on the audience that the foreigner was translating literally the title "Grand Prix," just as in Germany such a race is known as the Grosser Preis. Col. Lindsay Lloyd would have appreciated the literal translation, for his antipathy to the use of a foreign title for a British event is well known. The term "Grand Prix" has almost become accepted, however, as part of the English language by now.

As regards the Great Prize of England, or British Grand Prix, such a title could only be used if the race were promoted by the national club of the country concerned, i.e., the R.A.C. The recent race, probably the most spectacular ever held in this country, was most ably run by the Derby and District M.C., and Fred Craner, Clerk of the Course at Donington, must deservedly be feeling very proud of himself.

A British Grand Prix was held in 1926 and 1927, at Brooklands, when the formula cars were restricted to 1,500 c.c., and the latter year was the last previous occasion that the full strength of a Continental Grand Prix team had appeared in England. That was in the era of French supremacy.

After a number of disappointments, when much publicised foreign teams had failed to appear, Fred Craner could scarcely believe it was true when the seven silver-coloured Grand Prix cars were actually arrayed on the starting grid, while every minute the biggest crowd that an English motor-race had ever seen swelled and swelled. An hour after the race had started, there was said to be a queue of cars more than a mile long at the various entrances.

Before the event both the Mercédès-Benz and Auto-Union teams had been busy fitting higher axle ratios, since, despite its many corners, greater speeds than anticipated had proved possible at Donington. It is interesting to compare the fastest lap of the race, 85.62 m.p.h., recorded both by Von Brauchitsch's Mercédès and Rosemeyer's Auto-Union, with Rosemeyer's record lap at the Nürburg Ring, at just under 87 m.p.h. One of the drivers said that the cars were geared to do 160 m.p.h. at Donington, while at Nürburg the gearing would permit speeds of just over 170 m.p.h.

It is difficult to make a direct comparison between the new Donington circuit, with the Melbourne extension, and that formerly used, passing round Starkey's Corner. In the T.T. the fastest lap was at 73.5 m.p.h., but the recent Grand Prix was the first occasion on which real racing-cars, as opposed to sports-cars, had been seen on the new circuit. The lap record for the old circuit was 73.49 m.p.h., by Hans Ruesch's Alfa-Romeo, and since this car, while not as fast as the German machines, was much faster than the T.T. cars, one may assume that the new circuit, with its longer straight, but slower Melbourne Corner, is a good deal quicker than the old.

There was not nearly as much difficulty in passing as one might have expected, with two sets of cars on the track varying so greatly in speed. True, the mercurial Von Brauchitsch was seen shaking a minatory fist occasionally, but Brauchitsch makes many gestures which need not be taken seriously, and the German drivers were all pleased with the course, though they found it rather bumpy for high speeds. Seaman, who, of course, knows the circuit better than any, said that even allowing for the superior road holding of the Mercédès compared with other cars he had driven at Donington, he thought that the straight was more bumpy than last year, while the new extension had not yet had time to settle down.

The German drivers, hurtling round the track at such colossal speeds, did complain, however, that they were put off by the people crowding close onto the verge between Coppice Farm and the first bridge over the straight. These spectators, in an unauthorised position, seemed to have no idea of the risk they were running, as there was not even a hedge or a fence between them and the cars, and they were actually lying on the grass with heads or cameras projecting over into the road. As the Grand Prix drivers must sometimes place their cars within a few inches of the side of the road, the German criticism seems justified.



B. Rosemeyer, winner of the Donington Grand Prix.

It was an education to watch how the Continental drivers, using their terrific acceleration, seized every opportunity to pass, even on quite short stretches. Some of those thus passed had tales to tell of how all that could be seen for a split second was a shower of little stones mixed with particles of rubber! Von Brauchitsch's skid at the Hairpin, too, was interesting. Finding he was coming into the corner too fast, he just let all four wheels slide onto the grass, holding the skid quite nonchalantly without any attempt to correct till the car straightened itself. Then, having lost little time, and with no counter-skid due to over-correction—which has led other drivers down the bank on the other side of the road—he put his foot down.

One missed something of the pageantry of Grand Prix races abroad. In a race so excellently organised, one hesitates to make suggestions, but would not a parade by a band of the Brigade of Guards have lent colour before the start? The old custom of a preliminary lap of honour by glittering touring cars, one representing each of the racing marques concerned, is worth recalling. As the Grand Prix cars drew up at their pits after the race, it was strange not to hear the national anthem of the winners, while the crowd did them honour by standing to attention. Stage management plays a big part in bringing the crowds back again and again to watch a spectacle.

Finally, even the many British spectators who were defrauded of their money by "welshing" bookmakers sympathised with the German supporters who similarly lost their *pfunde*. There is no betting at German races, and our visitors must have carried away a strange impression of British customs and British sportsmanship. "Have you no police?" said one of the Germans. The traditional answer that the English policemen are marvellous scarcely seemed to meet the case.

Following dates in the 1938 calendar have been approved by the Commission Sportive Internationale :—

Jan. 1.—*South African Grand Prix.*
April 23.—*Cork Race.*
May 30.—*Indianapolis "500."*
June 12.—*Rio de Janeiro Grand Prix.*
July 3.—*French Grand Prix.*
10.—*Belgian Grand Prix.*
17.—*Luxembourg Grand Prix.*
24.—*German Grand Prix.*
August 7.—*Monaco Grand Prix.*
21.—*Swiss Grand Prix.*
Sept. 3.—*R.A.C. Tourist Trophy Race.*
11.—*Italian Grand Prix.*
25.—*Masaryk Grand Prix.*



Two cars well known in competitions. The Vauxhall of C. Windsor Richards (left) and the Vauxhall owned by Ronald Hughes.

RAIN MARS BRIGHTON SPEED TRIALS

G. TAYLOR (ALTA) MAKES FASTEST TIME. A. N. L. MACLACHLAN'S FINE DRIVING.

BAD weather arrived just at the most inopportune moment for the Brighton Speed Trials, and not many records were broken on the Madeira Drive on September 25th. R. O. Shuttleworth's car record of 22.68 secs. (79.36 m.p.h.) which was set up in 1935—the last year it was fine—with his Alfa-Romeo, remained unbroken, though Geoffrey Taylor, during a comparatively dry spell between the showers, demonstrated yet again that the Alta is an increasing force in speed events. Taylor's time of 22.84 secs. with the 2-litre Alta handsomely beat Raymond Mays's class record with the 2-litre E.R.A. in 1935, and has indeed only been surpassed by Shuttleworth, for Cummings, who made fastest time last year with the Vauxhall-Villiers, only managed 22.89 secs.

One has somehow come to associate rain with the Brighton Speed Trials, perhaps because when it does rain, with the wind driving off the sea, the fact is so memorable. Actually, examination of the records shows a fairly even balance since 1932, the year when the present series began.

1932.	Very fine.	1935.	Fine.
1933.	Very wet.	1936.	Wet.
1934.	Fine.	1937.	Wet.

It may be noted that the Brighton Speed Trials were first held as long ago as 1903, still on the Madeira Drive, but in the reverse direction of the course. Sir Algernon Guinness, R.A.C. steward in the modern series, once held the record, with a short flying start, at nearly 110 m.p.h., which was good going in those days. Hectic braking was involved to avoid finishing up in the Albion Hotel!

In spite of the clash of events, for the M.C.C. High Speed Trial was held on the same day, as for several years past, a big entry had been secured at Brighton. Some competitors had sufficient enthusiasm to dash from one event to the other. Indeed, G. M. Denton, who always officiates at the microphone at the Brighton Speed Trials, with unfailing humour and unsuspected sources of information, was absent from his usual post in the morning, as he was competing at Brooklands. An able deputy took his place in the person of Eric Fernihough, holder of the world's speed record for solo motor-cycles, and also holder of the record for the course at Brighton, at no less than 90 m.p.h. (20 secs.) for the standing half-mile, a staggering performance.

After lunch, Denton had arrived, and the two announcers carried on a lively back-chat over the loudspeakers, much to the amusement of the crowd. Fernihough was unable to compete this year, as his arm was still in a sling as a result of an accident in a Continental race.

Cars were, as a general rule, started off in pairs, though later in the day, owing to the slippery surface, it became necessary to allow some of the fastest cars to run singly. Brigadier-General Loughborough's timing apparatus was in use, with a starting system by lights.

In the morning the sports-cars had their runs, and a persistent drizzle at the start left the road in no condition for fast runs. R. R. Jackson is now too busy tuning other people's cars to race himself, but his wife, Mrs. Jean Jackson, beat the field almost by a clear second in the 1,100 c.c. class, driving the M.G. which Ashton Rigby used to run. This car still holds the record for the 1,100 c.c. sports class, set up by Rigby in 1934. Rigby is another who has disappeared from racing, and is reputed to be busy at golf.

After a time the rain ceased, and the road slowly dried, but at no time was it in ideal condition for fresh records. The first record went, however, when Mrs. R. M. Strang brought out the Hudson Century in the Ladies' unlimited class, beating the time made by Mrs. Petre's Alvis in 1935. Miss Patten scored a good second with her British Salmson.

A splendid run by P. R. Monkhouse's M.G., one of the unsupercharged T.T. cars, now increased in size to 1,430 c.c., also set up a new record in the 1,500 c.c. class. A picture of elegance in this class was H. L. Pownall's black Bugatti, with polished chromium wings. Fane was expected to do well with his unblown Frazer-Nash, but was beaten into fourth place.

The system was that each car should have one run only in each class, but any number of classes of higher engine capacity could be entered, and thus there was strong competition in the unlimited class. The star was undoubtedly Forrest Lycett in his 4½-litre Bentley, who averaged exactly 60 m.p.h. from a standing start The usual "4½" Bentley is not exactly in its element in a short speed event, but Lycett's cars are different. He holds the sports record for the course with his 8-litre model, but this was being kept in reserve for the racing classes this year.

It was a great effort by Lycett to beat Fane's Frazer-Nash-B.M.W. by .31 secs. for first place. Many fine duels were seen, and none finer than that between Windsor Richards and R. Hughes, driving "30/98" Vauxhalls. So keen was this that later in the day the drivers asked to have another go, and the courteous and efficient Brighton organisers agreed. Windsor Richards led at the start, but eventually Hughes passed his rival to win the match by a length. Then came the supercharged sports-cars. J. N. Innes won both the 1,100 c.c. and 1,650 c.c. classes with his M.G., and his nearest contender, R. D. Poore, suffered several misfortunes. First, his rev. counter broke, and the hand stuck uncompromisingly at 7,000 r.p.m., though Poore would not have it that this showed any undue zeal. Then, just as he was about to start, it was pointed out that one of his rear tyres was subsiding rapidly, and this had to be changed, and the run taken at another time. When he got going, Poore upset a premature announcement of the results by annexing second place, running through his gears beautifully.

In the big class, Poore registered a time (31.19 secs.) that would have won either of the previous classes if made at the right time. It was not enough, however, to beat the heavy metal, and fastest blown sports car time also went to Alta, A. H. Beadle recording 28.73 secs. with his 2-litre model. C. R. Craig drove the beautiful black and white "4.9" Bugatti two-seater, once the property of the late L. G. Bachelier, and still looking as polished as "Bach." himself would have liked to see.

The Ladies' racing class was won by Mrs. R. Eccles, who seemed quite at home in Sumner's huge Delage. Miss Richmond appeared in the four-wheel-drive Fuzzi, but her run was spoilt by a gear selector rod snapping. The morning runs closed with a demonstration run by Carlo Silva in a sports Delahaye, which made the creditable time of 31.66 secs.

A. N. L. Maclachlan sprang several surprises when the racing cars appeared. Starting off without any fuss, but as though propelled by a catapult, his Austin, which, as most people know, started life as a "Chummy" model, actually beat the works o.h.c. job driven by Hadley, causing a great sensation in the paddock.

The small cars dominated the racing classes up to 1,500 c.c., and up to this point none of the bigger cars got a look in, try as they might. Hadley got his own back in the 1,100 c.c. class, setting up a new record, while Denis Evans

THE BRIGHTON SPEED TRIALS—continued

slipped in front of Maclachlan. The latter came back with a vengeance in the next class, however, and, beating all previous times for 750, 1,100 and 1,500 c.c. classes, got the better of both Evans and Hadley, to finish the day .14 secs. ahead of the works job, a splendid effort, for a private owner.

In the class for the gigantic veteran cars—the c.c. of four out of the five entered ran into five figures !—Heal with the 1910 chain-driven Fiat, once raced at Brooklands by Warde and others, beat the 22-litre Benz. Lycett's 3,600 c.c. 1913 Hispano-Suiza seemed small by comparison !

There was just time for Geoffrey Taylor with his 2-litre Alta to put up his time of 22.84 secs., leaving his opponent standing on the getaway, before the rain began to fall again. The big cars were thus handicapped, but Lemon Burton put in several nice runs on his "2.3" Bugatti, and R. G. J. Nash, after some uncertain starts on "Terror II," managed to make one fast run. Sumner made a most impressive start in the big Delage, with little spin, but could not get a place.

RESULTS

Unsupercharged Standard Sports

Handicap (B. & H. M.C.) : 1, F. Lycett (Bentley), 29.98s. ; 2, P. R. Monkhouse (M.G.), 30.58s. ; 3, R. M. Strang (Hudson Century), 31.07s.

1,100 c.c. : 1, Mrs. J. Jackson (M.G.), 35.54s. ; 2, F. T. Andrews (Fiat), 36.4s. ; 3, R. J. Chase (Riley), 36.8s.

1,500 c.c. : 1, P. R. Monkhouse (M.G.), 30.64s.* ; 2, J. Clarke (Frazer-Nash), 31.65s. ; 3, G. Bagratouni (M.G.), 31.8s.

Unlimited : 1, F. Lycett (Bentley), 30.0s. ; 2, A. F. P. Fane (Frazer-Nash-B.M.W.), 30.31s. ; 3, P. R. Monkhouse (M.G.), 30.9s.

Unlimited, Ladies : 1, Mrs. R. M. Strang (Hudson Century), 31.04s.* ; 2, Mrs. L. Garstin (Bentley), 33.74s. ; 3, Miss M. D. Patten (British-Salmson), 34.96s.

Supercharged Standard Sports

1,100 c.c. : 1, J. N. Innes (M.G.), 31.38s. ; 2, R. D. Poore (M.G.), 31.84s. ; 3, G. Reid (M.G.), 32.27s.

1,650 c.c. : 1, J. N. Innes (M.G.), 31.45s. ; 2, R. D. Poore (M.G.), 31.64s. ; 3, G. Bagratouni (M.G.) 32.28s.

Unlimited : 1, A. H. Beadle (Alta), 28.73s. ; 2, G. Bagratouni (Alfa-Romeo), 29.34s. ; 3, C. R. Craig (Bugatti), 29.58s.

Veteran Cars

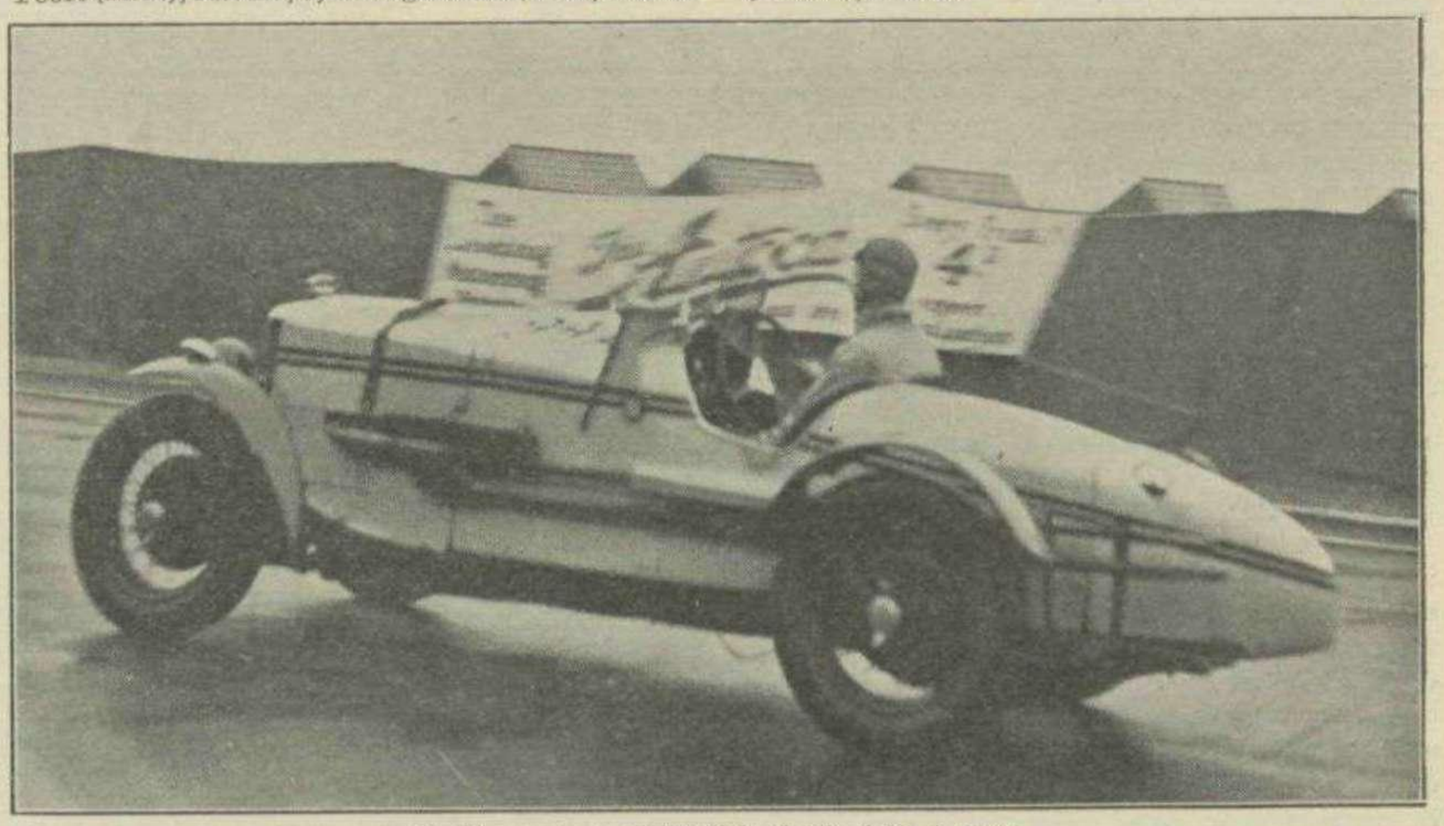
Unlimited : 1, A. S. Heall (1910 Fiat), 31.56s. ; 2, J. N. Morris (1913 Benz), 33.68s. ; 3, F. Lycett (1913 Hispano-Suiza), 43.49s.

Racing Cars

850 c.c. : 1, A. N. L. Maclachlan (Austin), 25.91s. ; 2, H. L. Hadley (Austin), 26.47s. ; 3, D. G. Evans (M.G.), 26.59s.

1,100 c.c. : 1, H. L. Hadley (Austin), 25.70s. ; 2, D. G. Evans (M.G.), 25.80s. ; 3, A. N. L. Maclachlan (Austin), 25.94s.

1,500 c.c. : 1, A. N. L. Maclachlan (Austin), 25.56s.*† ; 2, D. G. Evans (M.G.), 26.0s. ; 3, H. L. Hadley (Austin), 26.02s.



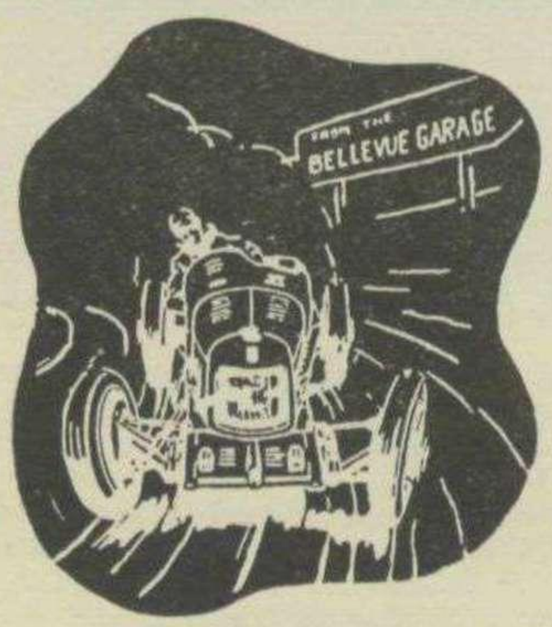
G. Bagratouni (M.G.) clocked 31.8 secs.

3,000 c.c. : 1, G. Taylor (Alta), 22.84s.*† ; 2, J. L. Burton (Bugatti), 24.02s. ; 3, J. H. Bartlett (Alta), 25.08s.

Unlimited : 1, J. L. Burton (Bugatti), 24.49s. ; 2, G. Taylor (Alta), 25.22s. ; 3, R. G. J. Nash (Union-Special), 25.28s.

Unlimited, Ladies : 1, Mrs. R. Eccles (Delage), 26.04s. ; 2, Mrs. A. T. Darbishire (Bugatti), 26.82s. ; 3, Miss Hope Roderick (M.G.), 29.59s.

*Class Records. †Fastest car time.



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KING'S CUP WON AT 233 M.P.H.

EXCITING FINISH AT HATFIELD : CHARLES GARDNER'S SECOND VICTORY

ALL eyes were strained towards the westward sky. It was late afternoon, and the lowering sun glared exactly from that direction. Suddenly a dark blob came into view, and grew larger with incredible rapidity. "Gardner!" said the *cognoscenti*, when the layman could scarcely make out any details at all save that an aeroplane was approaching, travelling far faster than the usual run of aeroplanes.

Charles Gardner it was who, in his low-wing monoplane, a 205 h.p. Percival Mew Gull, swooped down upon Hatfield aerodrome, and soared up again triumphantly into the skies, winner of the King's Cup for the second year in succession.

A short pause, and then two, no, three, more blobs appeared in the sky, closing up on one another. This time none could name the order of the places, till Brigadier-General Lewin, oldest pilot in the race, crossed the boundary of the airport with a clear lead in his Miles Whitney Straight. Close behind, so close to one another that it appeared a dead heat for third place till the judges announced their decision, came Capt. Percival, in another Percival Mew Gull, and Squadron-Leader Harvey, in another Miles Whitney Straight.

Percival, who made the fastest speed of the race, 238.7 m.p.h., against the winner's 233.7 m.p.h., had snatched third place right on the post, by a margin of only one second after a flight of 656 miles. Lewin averaged 144.5 m.p.h., and Harvey 142.4 m.p.h.

The Ebblewhites of air racing, Capt. W. Dancy and F. W. Rowarth, had thus accomplished a remarkable piece of handicapping, Harvey had started from Dublin that morning, 1 hr. 51 mins. 30 secs. ahead of Capt. Percival, and a single second separated them at the finish, while 2 mins. 24 secs. covered the first four. All thirteen finishers, out of the seventeen who had started from Dublin on the final day, arrived within twenty minutes. The scratch plane, the tiny red TK 4, built by the students of the De Havilland Technical School, and entered in the race by Lord Wakefield, with R. J. Waight as pilot, averaged 230.5 m.p.h. and came in ninth.

The finish of the 1937 King's Cup Air Race, however, was by far the most exciting part about it, from the point of view of spectacle. Pilots started off from Hatfield at 9 a.m. on Friday morning, and a lovely morning it was, as Geo. Reynolds and Bob Spikins, both well known to motoring folk as time-keepers, moved slowly along the line, despatching the twenty-seven competitors at half-minute intervals. One by one the planes taxied away, shook the dew from their wheels and soared off into the blue.

For the first day's stage there was no handicap, and the fastest planes started first, making for Dublin via Cambridge, Skegness, York, Scarborough, Whitby, Newcastle, Edinburgh, Aberdeen, Glasgow, Portpatrick, and Newtownards. Then, having arrived at Dublin, two-thirds of the fastest machines in each class (up to 150 b.h.p. and over) were entitled to continue the race next day, on the return journey to Hatfield, by a different route. Handicaps now came into operation.

Thus the only places on the route, as it happened, over which the planes passed twice were in Ireland, save for the remote Portpatrick, on the West Coast of Scotland. At Hatfield, where last year there was considerable excitement as competitors covered several laps of a short course, the interest of the race lasted for a few minutes only, though the brilliance of the actual finish made up for the shortness of the entertainment.



The winner, Chas. Gardner, Percival Mew Gull, before the start.

The eliminating contest on the first day was marred by the fatal accident to Wing-Commanders E. G. Hilton, D.F.C., A.F.C., and P. C. Sherren, M.C., at the Scarborough turning point. Here the direction of the wind was such that a powerful up-current was caused by the steep slope of the peninsular on which the castle stands, and the unfortunate machine was caught in the resulting downward curl of the air-current on the other side of the rock. Several other competitors had narrow escapes, and many suffered such a severe "bump" that their heads hit the roof, while on one machine the ballast weights were dislodged and tore through the bottom of the fuselage.

Waight in the TK 4 made fastest time at 206.7 m.p.h. in the class for engines up to 150 b.h.p. and Percival was fastest in the other class, with the Mew Gull, at 225.5 m.p.h. Separate prizes were awarded for the first day's runs.

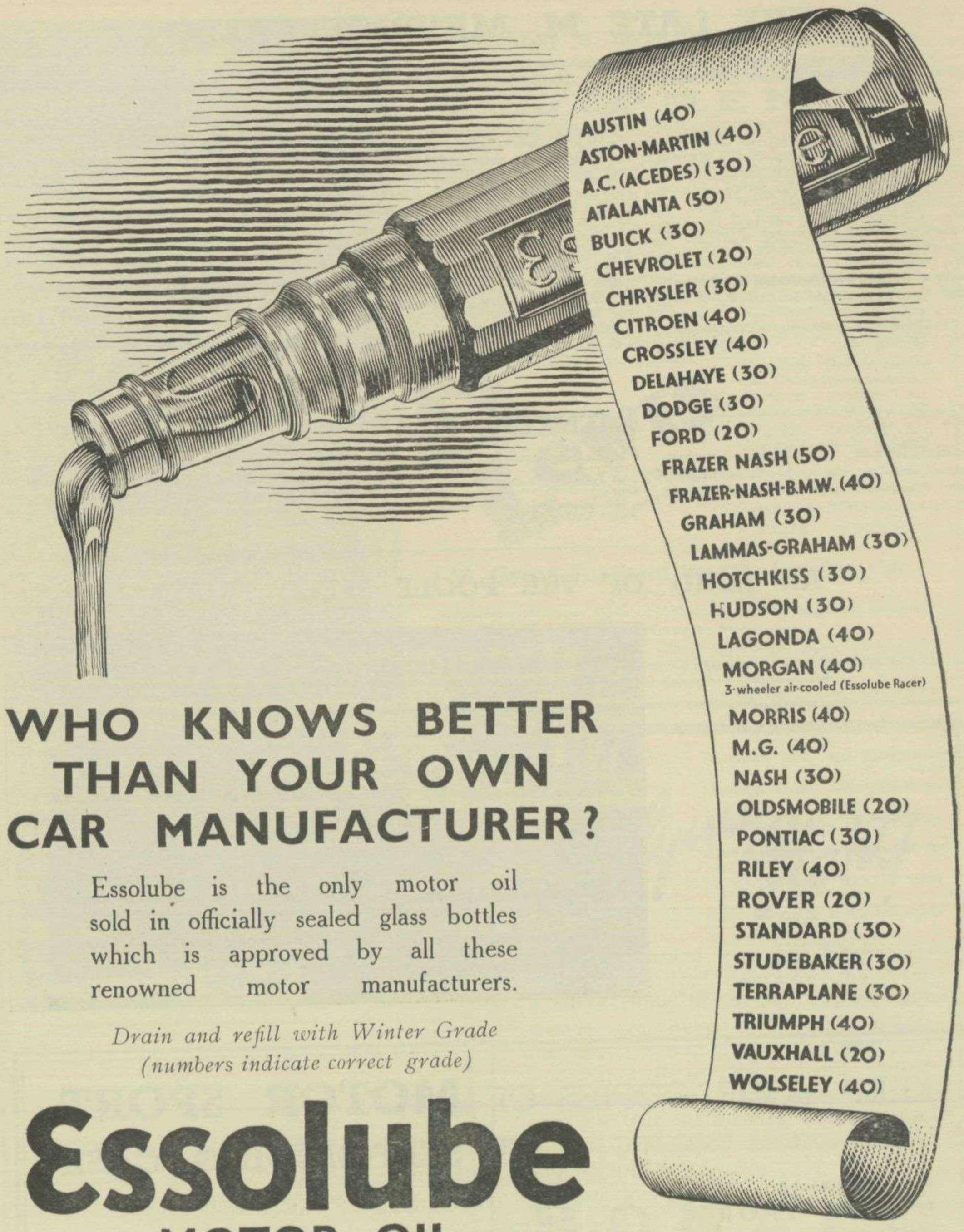
On the second day it soon became evident that Gardner and Percival had speed in reserve, and were all out to catch the limit planes. Waight in the TK 4 had to concede 2 mins. 10 secs. to Percival, in spite of his machine's lower b.h.p., presumably on account of his tiny fuselage, closely fitting the pilot all round, even to the cowling on top. He lost ground right from the start, however, while Waller, who, on the D.H. Comet, winner of the 1934 Australian race, had 5 mins. 17 secs. start from Percival, was being steadily overhauled.

The sixty-three years old Brigadier-General Lewin, who only took up flying a few years ago, was keeping his position well, among the long-handicap men, and Gardner, who had an advantage of 6 min. 4 secs. over Percival on the handicap, seemed the only one with any real chance of catching him. This he eventually accomplished near Hemel Hempstead, right at the close of the final stretch from Cardiff.

Whilst a large crowd at Hatfield was awaiting the winners, a display of aerobatics was given, first by Pilot Officer Helps, in a Gloster Gauntlet, then by Herr Fischer, the Swiss trick pilot, who demonstrated his famous flick roll, and finally Herr Förster, of Germany. Some remarkable models were also put through their paces.

CHANGE OF ADDRESS

We hear from Sports Spares, the well known suppliers of all parts for sports cars, that they have been forced to vacate their premises in Chilworth Street. They can now offer increased services and a greater range of spares from their warehouse at 14, South Wharf Road, Paddington, which incidentally is only three minutes' walk from the old address.



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THE LATE M. MAURICE BALLOT

We regret to record the death, in Paris, of M. Maurice Ballot, designer and manufacturer of Ballot cars.

Ballot commenced manufacture long before the war, and after the Armistice M. Henry, who had designed the pre-war racing Peugeots and the war-time Bugatti aero-engines, joined the Ballot concern and the first racing Ballot was born. It was a 5-litre straight-eight of the type which the late R. B. Howey subsequently endeared to the Brooklands crowd, until he was fatally injured when it struck a tree during the Boulogne Hill Climb, and the car was laid to rest in the sea.

Ballot took a great interest in the early Indianapolis races and built a team of 3-litre straight-eight cars for the 1920 American classic, three of which, together with a 2-litre four-cylinder Ballot, started in the 1921 French Grand Prix, Ralph de Palma's Ballot being second and the four-cylinder third. The Ballots were first and second in that year's Italian G.P. The four-cylinder Ballots were second and third in the 1922 Targa Florio and an eight-cylinder was third in the 1922 Indianapolis race. The latter type was introduced into this country by Clive Dunfee who raced one at Brooklands, which car was later driven there by Miss Richmond and is now owned by C. Clutton and R. W. Pitchford of the Vintage S.C.C. Ballot ceased racing after winning the San Sebastian touring G.P. of 1925, but the 2-litre four-cylinder production model enjoyed considerable popularity in this country, George Newman being the principal agent. The engine commanded a £12 tax and was notably accessible, and fabric bodywork was usually fitted. The o.h.v., inclined in the sports version, were operated by shaft-driven o.h. camshaft, and the Ballot was a quality production throughout. Two of them have found their way into the Vintage S.C.C. The later straight-eight Ballot is still to be seen on our roads. Before the war the late S. G. Cummings used Ballot engines in his Cummikar light cars. Unfortunately the Ballot is no longer on the British market.

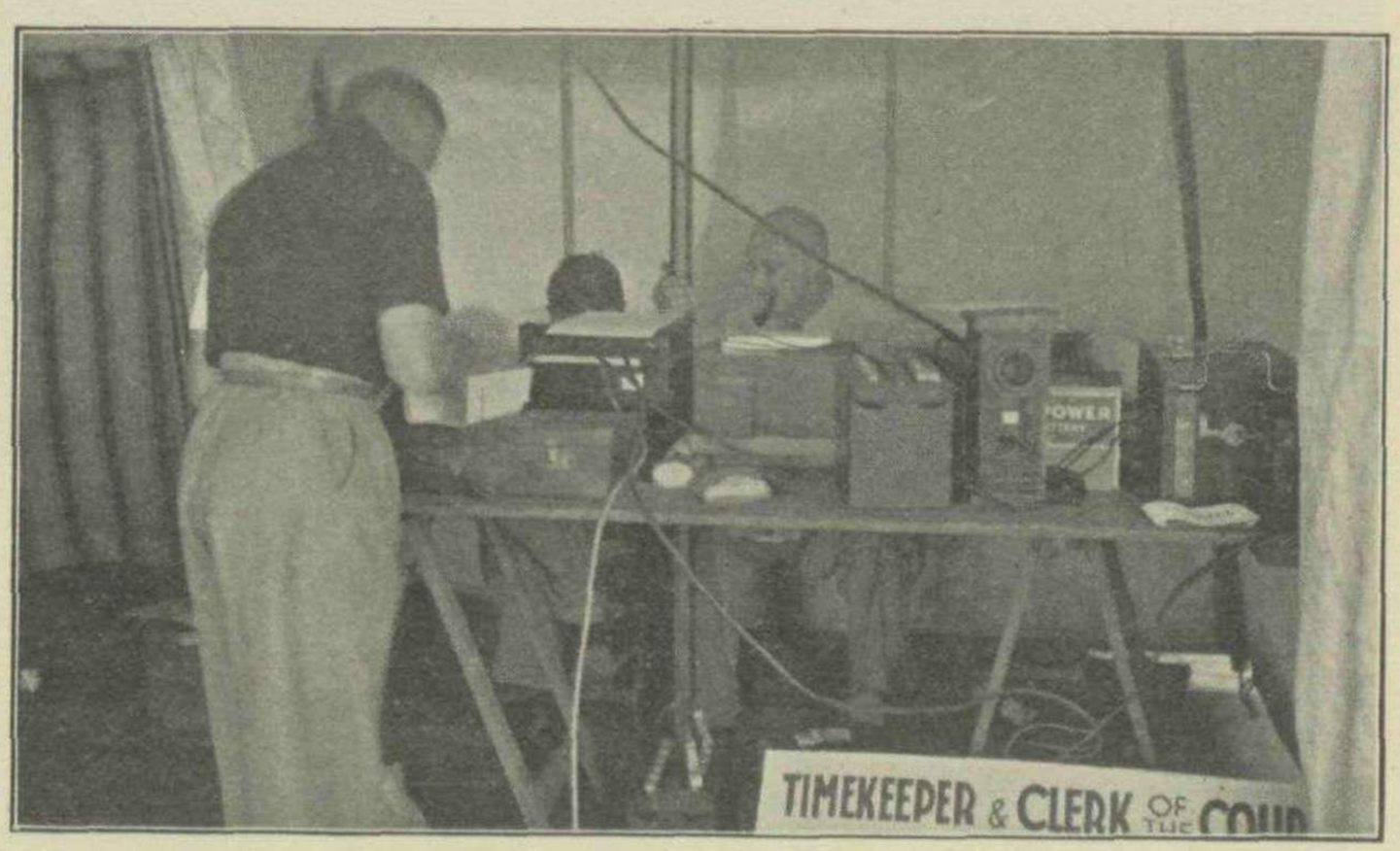
JENKINS AGAIN

Ab Jenkins, inveterate American record breaker, has been out again with his "Mormon Meteor" as under with the previous records in brackets :—

50 kiloms. at 166.38 m.p.h. (165.29 m.p.h. Auto-Union).
50 miles at 170.27 m.p.h. (167.38 m.p.h. Auto-Union).
100 kiloms. at 171.96 m.p.h. (167.62 m.p.h. Napier Railton).
100 miles at 175.11 m.p.h. (169.57 m.p.h. Jenkins)
200 kiloms. at 175.93 m.p.h. (170.29 m.p.h Jenkins).
200 miles at 177.43 m.p.h. (171.30 m.p.h. Jenkins).
500 kiloms. at 167.69 m.p.h. (167.11 m.p.h. Jenkins).

AN ECHO OF THE POOLE SPEED TRIALS

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(No. 500b). A similar coat to No. 500 but in the finest quality full chrome black leather £6 10s. 0d.

MOTORING BOOTS

(No. 204). With Zip fastener. Made from best quality beige suede English sheepskin, with Zip fastener and leather strap. Made to fit over the foot, not over the boot. Height from ground (approx.) 14 ins. - - - - - 50/-

(No. 204a). As model 204 but covered with finest tan willow calf - - - - - 67/6

MOTORING GLOVES

(No. 227). Fur-backed Gauntlets, lamb's wool lined; these are warm and at the same time very hard-wearing - - 25/- and 30/-

(No. 22a). Double texture Silk Undergloves, with four thickness gauntlet. For winter warmth - 5/-

(No. 22). Single texture Silk Undergloves, without gauntlet - - 2/6

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EAST COTSWOLD MOTOR CLUB

MOTOR GYMKHANA AND SPEED TRIALS

The speed trials at Hatherop Park, which were first contested last year, were successfully run off again last month under very pleasant conditions. The event was this year organised by the East Cotswold Motor Club and a varied and interesting assortment of car and motor-cycle entries was received.

The main course consisted of a combination of road and grass, including several corners and a difficult S-bend. The heavy rain of the previous day had made parts of the course extremely treacherous and drivers were kept fully occupied in controlling their vehicles on the muddier sections. However, the final straight was in excellent condition, and the fastest cars were crossing the finishing line at close on 90 m.p.h.

Fastest car of the day was the Carson Special driven by Mr. Tim Carson of Hartley Row, Hants, who gave a fine display of how to handle a heavy and powerful car under difficult circumstances. This vehicle was largely constructed by the owner himself on the basis of a 30/98 Vauxhall chassis, and just succeeded in beating the Delahaye entered by J. A. Driskell and driven by C. Silva by $\frac{1}{5}$ of a second. These two cars were very closely matched, and both put up impressive performances.

Between the series of timed runs on the outer circuit a number of grass track races for motor-cycles were run off on a closed circuit, the winner of the final heat being W. Harris, riding a Rudge.

When the faster cars had had their second runs on the timed course to determine the class winners, the motor-cyclists set out to show what they could do. By clocking a best time of 1 min. 30 secs. dead, Mr. "I. Caesar" put up the fastest time of the afternoon on his Triumph, beating by nearly ten seconds the Henley ridden by R. Cheshire, who was second best in 1 min. 39$\frac{1}{5}$ secs.

The final event consisted of grass-track racing for cars and was won by C. H. Bullock in his Ford Ten saloon. The result showed that a comparatively slow car skilfully handled had the advantage of more powerful but lighter vehicles on such a course.

Competitors then adjourned to Hatherop Castle for tea, where the Challenge Cup winners were announced, also the results of the Concourse d'Elegance, the winner of the latter being Mrs. R. G. Cookson in her very beautiful streamlined Bugatti saloon.

RESULTS

Fastest Car of the Day (Morley Cup): T. Carson, (4$\frac{1}{2}$-litre Carson Special), 1m. 36s.

Fastest Time by a Member of the E.C.M.C. (Rees Cup): C. Silva (3$\frac{1}{2}$-litre Delahaye), 1m. 36$\frac{1}{5}$s.

CLASS RESULTS

Group 1. Touring and Saloon Cars

Class (a): No award.

Class (b): 1, J. E. Orgee (1$\frac{1}{2}$-litre M.G.), 1m. 48$\frac{1}{5}$s. 2, C. H. Bullock (Ford Ten), 1m. 48$\frac{2}{5}$s.;

Class (c): 1, J. E. Orgee (1$\frac{1}{2}$-litre M.G.), 1m. 48$\frac{1}{5}$s.

GROUP 2
Sports Cars

Class (a): 1, R. J. G. Ellett (M.G. T Series), 1m. 46$\frac{2}{5}$s.; 2, A. L. Taylor (Singer) and C. M. Cadogan (Rapier) tie, 1m. 53s.

Class (b): 1, P/O H. F. Thomson (Frazer-Nash) 1m. 42s.; 2, P/O Leatheart (Frazer-Nash), 1m. 46s.

Class (c): 1, C. Silva (Delahaye), 1m. 36$\frac{1}{5}$s.; 2, D. A. J. Gamble (Ford V8 Special), 1m. 42$\frac{2}{5}$s.

Class (d): 1, T. Carson (Carson Special), 1m. 36s.; 2, C. Silva (Delahaye), 1m. 36$\frac{1}{5}$s. 3, E. McFarlane (Ford V8 Special), 1m. 41s.

GROUP 3
Motor-Cycles

1. "I. Caesar" (Triumph), 1m. 30s.
2. G. Cheshire (Henley), 1m. 39$\frac{1}{5}$s.
3. J. Faulder (Brough-Superior combination), 1m. 40s.

GROUP 4
Grass Track Racing
Cars:

1. C. H. Bullock (Ford Ten).
2. C. M. Cadogan (M.G. Mark I).
3. A. L. Taylor (Singer).

Motor-Cycles

1. R. Harris (Rudge).
2. C. Martin (Rudge).
3. J. Brown (A.J.S.) and W. Farrell (O.K. Supreme).

CONCOURSE D'ELEGANCE
Closed Cars

1. Mrs. R. G. Cookson (Type 57 Bugatti).
2. Capt. Cockburn (Rolls-Royce).

Open Cars

1. J. A. Driskell (Delahaye).
2. G. Marchands (Wolseley).

AMERICA GOES AUTO-UNION

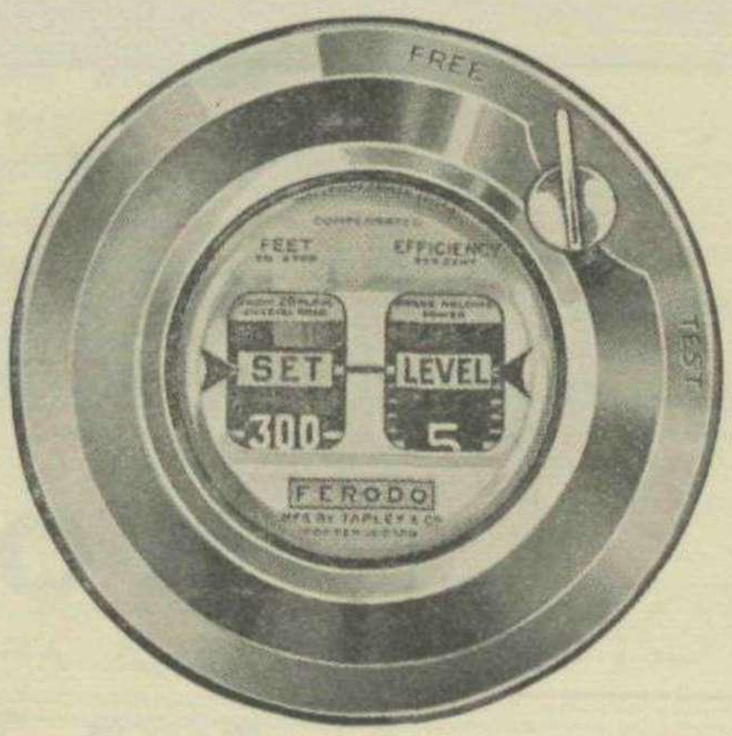
American racing car design came in for some very adverse criticism after the Roosevelt race, when Nuvolari's Alfa-Romeo was victorious and the only Americans in the picture drove twelve-cylinder Alfas.

Yet Lee Oldfield, the well known American automobile engineer and designer, produced a remarkably interesting racing-car to the order of Joel Thorne, a young American millionaire, according to an extremely interesting article by Lee Oldfield, in "The Motor" of September 21st. The car was not proceeded with as Mr. Thorne withdrew his support, but according to the details, which have only been made widely known in this country by the article in question, the car was a rear-engined, independently sprung two-seater with fully automatic transmission and no chassis frame, believed capable of, and designed for, a maximum speed of 175 m.p.h. Although Zborowski had no particular luck with the much-boosted Miller he brought to this country in 1923, and although the Duesenberg imported by Whitney Straight hasn't done anything very sensational, bar taking the Class C Brooklands Lap Record three years ago at 138.15 m.p.h., this rear-engined Marmon-Oldfield sounds the goodest of the goods and might be a proposition for some British sportsmen who cannot get hold of an Auto-Union or a G.P. Merc. The engine is a 365 cub. in. (6-litre) V16 Marmon, developing 490 b.h.p. at 4,000 r.p.m., with a maximum b.m.e.p. of about 190. The compression ratio is apparently 7.5 to 1, and the vane-type blower delivers at high pressure via an inter-cooled delivery pipe. In fairness to "The Motor" we refrain from quoting further from the article in question, which should be read by all students of racing-car design. If the Marmon-Oldfield is all its designer suggests in that article it would cause a vast sensation if imported into this country.

FERODO AT THE SHOW

Ferodo Ltd. are staging a special exhibit of the new Ferodo Brake Testing Service at Earl's Court on Stand No. 262 on the first floor, and all who wish to motor fast in safety should not fail to visit this stand.

Two extremely useful pocket-size booklets on the new braking regulations and on the meaning and interpretation of braking efficiency are being given away at the stand free of charge. You will find them most helpful. Nearly all the famous racing men brake on Ferodo, the latest being Capt. G. E. T Eyston, who is using Ferodo brake and clutch linings on his twin Rolls-Royce engined "Land-Speed-Record" Car, now named "Thunderbolt."



The Ferodo brake meter.

SCOTTISH SPORTING CAR CLUB

On Saturday, the 18th September, the Scottish Sporting Car Club staged a most entertaining event, J. Flint (Frazer-Nash-B.M.W.) making the fastest time and breaking the previous record held by J. Flint also on a Frazer-Nash-B.M.W. Flint's time was 37.2 secs.

RESULTS

Class 1 A (cars up to 1,100 c.c. supercharged): J. R. Weir (M.G.), 40.2s.

Unsupercharged: G. J. W. Moncreiff (Riley Special), 40.2s.

Class 2 A (1,100 c.c. to 1,500 c.c. supercharged): M. A. Beau (Lea-Francis), 40.6s.

Unsupercharged: P. C. T. Clark (H.R.G.), 39.7s.

Class 3 B (from 1,500 c.c. to 3,000 c.c. unsupercharged): J. Flint (Frazer-Nash-B.M.W.), 39.7s.

Class 4 B (over 3,000 c.c. unsupercharged): A. K. B. Clarkson (Ford V-8), 39.4s.

Class 5 (racing-cars, any capacity): J. Flint (Frazer-Nash-B.M.W.), 37.2s.

Club News

R.A.C. STEWARDS

At the meeting of the General Council of the R.A.C. the following were appointed to act as stewards during the ensuing twelve months :—

Lord Cozens Hardy ; Rt. Hon. the Lord Weir of Eastwood ; the Hon. Sir Arthur Stanley ; Rev. E. P. Greenhill ; Mr. M. G. W. Burton ; Mr. G. J. F. Knowles ; Lord Sempill ; Sir H. B. Shackleton ; Mr. Percy Short ; Lt.-Col. J. Sealy Clarke ; Sir Algernon Guinness, Bart. ; Mr. M. O'Gorman.

B.A.R.C.

Once again the Brooklands Automobile Racing Club will serve racing fare for Motor Show visitors at Brooklands on October 16th. This meeting, the last racing of the 1937 season, is unique, in that long and short outer-circuit races, races over the Campbell Road Circuit and Mountain races will all figure in the afternoon's racing, which commences at 2 p.m. The big event will be the Mountain Championship over 10 laps, all cars starting from scratch. The first prize is £40 and the Kathleen Drogheda Trophy, at present held by Raymond Mays (E.R.A.). The Siam Mountain Race over 10 laps is another important race, restricted to 1½-litre cars and handicapped on a class basis, 750 c.c. getting 20 secs. start and 1,100 c.c. cars 15 secs. start, from the 1½-litre cars on scratch. The winner receives £30 and the Siam Challenge Cup and replica, all the trophies having been presented by H.R.H. Prince Chula of Siam. The first prizes for the other races are £25. The meeting should see some very intense racing, and Raymond Mays and "B. Bira" will undoubtedly renew and complete their great duel. An innovation is 5/- admission, which includes admission to the Paddock—students of design please note. Cars may be parked for 2/6 or brought to course for 5/-. The Mountain Championship will again be broadcast by the B.B.C. Take plenty of coats !

Full details from : The Secretary, the B.A.R.C., Brooklands Motor Course, Weybridge, Surrey. Telephone : Weybridge 1220.

VINTAGE S.C.C.

An informal Rally to "The Pheasant" at Winterslow, near Salisbury, on September 19 attracted about fifteen members, including Rivers-Oldmeadow (4½-litre Le Mans Bentley), Morris-Goodall with Watkins-Pitchford as passenger (Aston-Martin), Marcus Chambers with Mrs. Fee Carson as passenger (Bentley), the Wrigleys, A. S. Heal and party (30/98 Vauxhall), L. G. and Mrs. McKenzie with W. Boddy as passenger (1914 Alphonso Hispano-Suiza) and F. Lycett (Bentley). After lunch on impromptu treasure hunt was organised by Marcus Chambers, well-dined vintagers vigorously seeing lambs' wool in the surrounding fields. Membership continues to rise steadily and this exclusive body is now on a very sound footing indeed. Another, more ambitious Rally may be arranged this month, possibly in conjunction with the Veteran C.C., and the Cotswold Trial is due on November 28th. Another Bulletin is due this month and excellent binding cases, price 2/6 each, are available for the preservation of these inimitable publications. The Northern Section of the club is progressing satisfactorily. The annual subscription is 12/6 for full membership and 7/6 for associate membership, entry fee 5/-. Hon. Sec. : T. W. Carson, "The Phœnix," Hartley Wintney, Hants.

B.O.C.

The Bugatti Owners' Club will hold another Welsh trial on October 24th, with sensible but severe hills and provision for a stop at the more beautiful scenic parts of the route. The September issue of "Bugantics," as always beautifully produced, contained an article of great interest on the Monaco G.P., an account of "Bugatti Cars I Have Owned," by Capt. Moscardi, and a report of the Half-Day Trial.

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

W.A.S.A.

The annual ladies' outing known as the "London-Exeter" is scheduled for October 23rd. The trial will start and finish at Paignton and there will be four hills entirely new to W.A.S.A. trials. The fifth observed section is to be our old friend Simms Hill. Bed, breakfast, and dinner at the Palace Hotel, Paignton, will be available at 15/6 inclusive. The annual general meeting will take place on November 25th at 11.30 a.m. at the Club's premises, 2, Hamilton Place, Park Lane, W.1.

M.C.C.

The M.C.C.'s annual Sporting Trial is scheduled for October 23rd, starting from the Palace Hotel, Buxton, at 9 a.m. The route is to be kept secret, until the day of the trial. At the conclusion of the trial, a dinner, dance and film-show will be held at the Palace Hotel, every competitor receiving a ticket for himself and his, or her, passenger. Extra tickets cost 7/6 each. Entries close on October 11th, and competitors must have joined the M.C.C. before October 2nd. Entry fees are 10/- for solo motor-cycles, 15/- for combinations and tricars, and 25/- for cars. Team entries 7/6 or 15/- for car teams. Full details are available from : The Secretary, J. A. Masters, 22, Norland Square, London, W.11.

FORD ENTHUSIASTS' CLUB

The Club had a special enclosure at Donington for the convenience of members and their friends attending the Grand Prix. Membership is steadily growing and a series of social events and trials are in course of formation. Hon. Sec. : S. H. Allard, 15, Millbrooke Court, Putney, London, S.W.

BERKHAMSTED M. C. & C. CLUB

The following are the provisional results of the speed hill climb held at Dancers End, near Tring, on Sunday, September 5th :—

RESULTS

Class A (850 c.c. Sports-Cars)
1. A. G. Sanderson (847 c.c. M.G.), 32.1s.
2. K. C. Jarvis (747 c.c. Austin), 32.4s.
3. F. M. Whitty (847 c.c. M.G.), 36.5s.

Class B (850 c.c. Racing-Cars)
1. B. Rogers (747 c.c. M.G., S.), 29.4s.
2. J. E. R. Wvidhart (848 c.c. M.G.), 29.6s.
3. C. E. W. Robins (747 c.c. Austin), 32.1s.

Class C (1,100 c.c. Sports-Cars)
1. R. H. Cook (995 c.c. Fiat), 30.5s.
2. K. C. Jarvis (747 c.c. Austin), 31.9s.
3. A. G. Sanderson (847 c.c. M.G.), 32.2s.

Class D (1,100 c.c. Racing-Cars)
1. E. G. M. Wilkes (1,086 c.c. Wilkes-G.N.), 28s.
2. E. J. Haesendonck (847 c.c. M.G., S.), 28.7s.
3. B. Rogers (747 c.c. M.G., S.), 28.8s.

Class E (1,500 c.c. Sports-Cars)
1. C. D. Claridge (1,496 c.c. Frazer-Nash), 27.9s.
2. A. C. Hess (1,496 c.c. H.R.G.) and A. E. S. Curtis (1,496 c.c. H.R.G.), 29.4s.

Class F (1,500 c.c. Racing-Cars)
1. E. G. M. Wilkes (1,086 c.c. Wilkes-G.N.) 27.5s.
2. A. C. Hess (1,496 c.c. H.R.G.), 27.9s.
3. C. D. Claridge (1,496 c.c. Frazer-Nash), 28.6s.

Fastest Time of the Day :
E. G. M. Wilkes (1,086 c.c. Wilkes-G.N.), 27.5s.

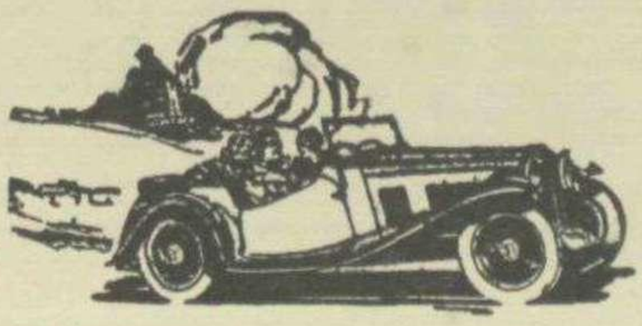
GENERAL NOTES

Being of the opinion that those who scribble about motor-cars and how they are driven should themselves sometimes "dice" in public, quite apart from an enthusiasm for motoring that outweighs one's enthusiasm for motoring journalism, and having prevailed upon Mr. Godfrey to lend me an H.R.G., I entered for the Bugatti Owners' Meeting at Lewes. Accordingly, on the Friday evening the works at Tolworth were relieved of the very first example of the H.R.G. marque, a car now rather "rattly" and a trifle noisy under the bonnet, which is excusable when you reflect that it has had over 20,000 miles of demonstration and competition work imposed upon it with very little servicing attention, being used between times as the works hack—and enthusiastic makers of cars like this are not as a rule light as to throttle-feet when going about the country. And, as a matter of fact, the old blue H.R.G. was rather hurriedly built of scrap materials, having none of that care bestowed on it which is given to production jobs, though it is quite standard, except for a possible conservation of about an inch in the wheelbase, and a smaller radiator area, which

CLUB NEWS—continued

results in the maintenance of an efficient temperature rising of 95°C. in main-road motoring but which is apt to prove embarrassing in trials or hilly going, hence the larger cooling surface on H.R.G.s you buy. The outstanding impression was the entirely carefree manner in which an H.R.G. tackles a speed-trial. I was given no spare plugs, very few instructions. On the Friday evening I drove lazily about London town, revelling in the use of a "real" gearbox, the fierce acceleration and crisp exhaust note, the little car going up to sixty on any de-restricted bit before you had thought about extending it. The H.R.G. handles beautifully, but you have to work and there isn't a trace of "pansy" about it. That it could be thus driven, then "diced" down to the venue, there to be handled by a complete novice still with the same plugs and no preparation beyond getting it thoroughly hot, putting 23 lb. of air in the Dunlops, checking the amount of Cleveland Discol in the tank and lowering the screen, to clock 27.6, 27.9, 27.8, and 27.4 secs., is, I think, highly satisfactory. Especially as, novice-like, I did all manner of silly things, such as forgetting to lower goggles and easing momentarily to do so, getting far too much wheelspin on the first run, and so on. The clutch tended to stick, but the gear-change stood up to the most brutal handling, top being engaged at well past 4,000 r.p.m. right by the finish, and always the willing Meadows engine started on the starter and idled like a touring unit. Nor did it seem to want much of the Discol I had bought it, while oil and water levels were never even checked. And when it was all over we ran back to the works in great style, our exuberance tempered only by the lack of lighting, and we left the H.R.G. more enthusiastically than ever, so that even this hard-used example was overlooked all its faults—no car is perfect—even the ingenious anchorage of the rear wings, which were mainly held down by the spring trunnion grease-nipples! While the H.R.G. is in the land we can postpone ordering that white racing helmet . . . Thus the reflections of a very tired and dirty enthusiast as he departed into the night, clutching armfuls of scarves, helmets, goggles, and the numbers, regarded more with pity than envy by the other inmates of the L.P.T.B. bus that conveyed him homewards.

Actually, the day had not been devoid of incident, because, although the H.R.G. behaved impeccably, our companion car, a re-built Brescia Bugatti, shed a front wing with horrible ferocity a few miles from the start, which entailed driving it without front wings. A road congested with long-distance walkers, one of whom was occupying the white line on a blind bend (!), and an altercation with a particularly observant policeman near Lewes made us late at the venue, and after tea the Brescia elected to crack-up its final drive, one of the very original parts, so that we had, perforce, to crawl home not exceeding 40 m.p.h., though that suited our combined lighting arrangements more than admirably. And going down, when we *did* crack in approved race-going fashion, I was truly glad to be at the wheel of a "real" if modern motor, and not in something which the Brescia might have made seem very tame and to look so very silly.



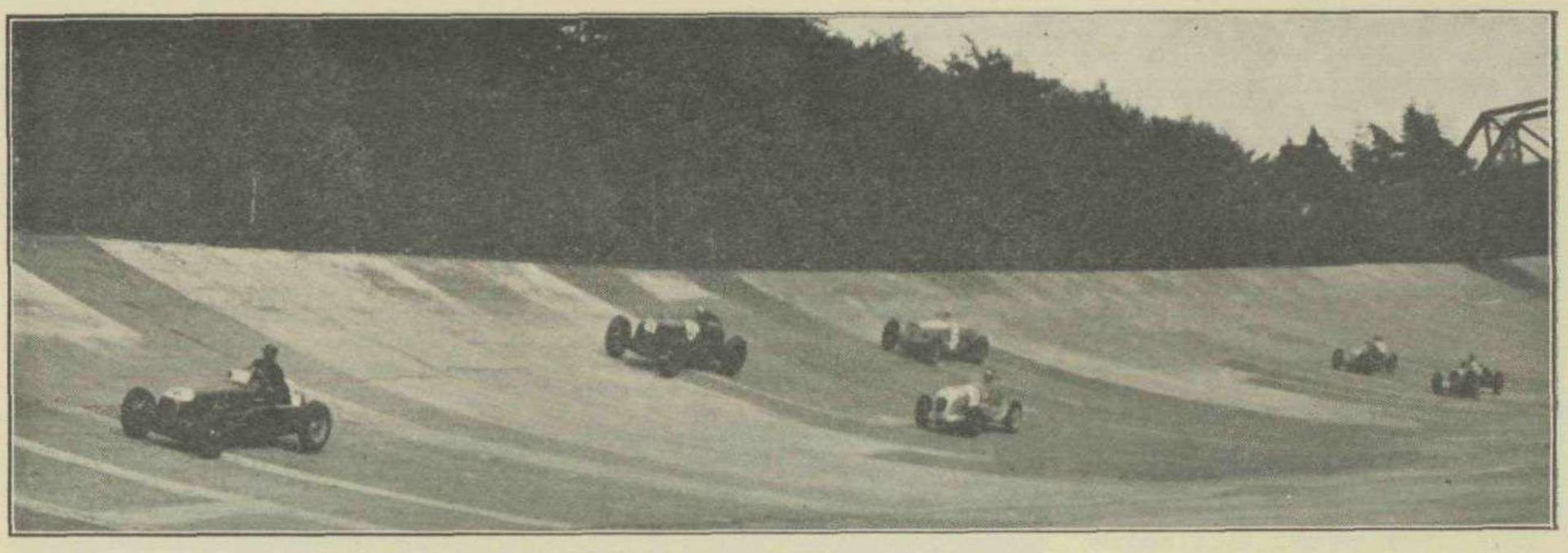
The next week-end was Shelsley, which usually means adventurous motoring even to spectate. This time we left early by train for Brighton on the Friday, there to meet a 1923-4 Austin Seven that is absolutely true to type save for larger tyres—and the spare carries a cover of the original economic proportions. In this exceedingly interesting vintage baby we commenced our long run, and it says much for the owner's work of restoration that the brakes are admirable and that we did a good "12 amps" at times—which is how we judged speed, as the big brass speedometer, like the oil-gauge, just didn't. Not that that worried us, for we lunched at Newbury and then continued through a depressing Swindon, until, not too late in the chilly and autumnal afternoon, we made the beautiful old town of Cirencester and penetrated further into Gloucestershire, which always makes the writer a trifle sentimental, partly because of the scenery, partly because of the sense of accomplishment, if you have journeyed there from London or further south in a vintage or other exciting motor-car. So through Cheltenham and Tewkesbury to the Shelsley country, whereupon things like Clutton's Bentley and John Bolster's 30/98 Vauxhall reminded us that practice had barely finished. That night we put up at a small farm, exchanging motoring tales with an M.G. driver and his helpers, the Austin resting in an outhouse with their hack Rover saloon, a well deserved rest, for it had done the 200 mile journey in something like 7½ hours, running time. Next day there was the leisure of the whole morning in the Paddock and, after the meeting, an exploration, regretfully brief, of the beautiful town of Malvern, in the failing light. We put up, most comfortably, in Cheltenham, returning on the Sunday to a teeming, wet and miserable Brighton without motoring incident, if one excepts meeting an air-cooled Rover Eight, an old Beardmore, an Austin Seven the same age as our own, and, in Oxford, a blower 4½ Bentley, the last-named resulting in an instant stop, that an impromptu form of worship might be performed. It was all such very good fun, and makes one speculate enthusiastically as to what curious means will be employed to attend the *next* Shelsley.

The "500," both practice and to see the race, involved journeys to the Track in a £135 Opel "Cadet" saloon, a car of surprising smoothness and a rather astounding top-gear performance, while, in another direction, it prompted the observation that, if this country knows as much as any about making sports-cars stick to the road, and if America gave the world really supple springing, certainly it has been left to Germany and the Continent to combine these two characteristics.

The day following the Brooklands classic there was a surprise journey to Winterslow, near Salisbury, with L. G. McKenzie in a Type 15T 1914 "Alphonso" Hispano-Suiza, to attend the Vintage S.C.C. Rally. Arrangements were made at the very last moment and London's Sunday morning traffic facilities hardly co-operated, but we duly arrived at the big garage at Victoria to find the Hispano's engine warming up, its hood having been erected without difficulty once the crank-action of the master-sticks had revealed itself, while we were glad to note the unobtrusive club badge above the big, squat radiator. By 11 a.m., we were away, revelling in the low speed of the old T-head motor, the quietness of the straight-bevel rear axle and the glorious howl of the indirects as "Alphonso" got rapidly into his stride, a howl heard above the rising beat of the motor. Alas, the best of mechanisms can be rendered inefficient by a speck of dirt and half-way along the Great West Road our not unrapid progress was hampered by fuel starvation and we progressed only at a crawl, quite appalling explosions rendering the comparative stillness of the arterial surroundings—whereupon passing fug-box occupants grinned at us, wondering why we must come out in so antiquated a vehicle, little knowing that we would not have changed places with them at any price and only with a post-war edition of our own marque with reluctance. Egham Hill was our complete undoing, but McKenzie would not give in and we eventually made "The Phœnix." Here a rapid examination of the autovac system revealed nothing amiss, but the trouble had diminished, so, although the Vintagers had by now undoubtedly reached the coffee and cheese stage, we continued, not the least exciting part of it being the apparent absence of fire-extinguishing appliances and the impossibility of hurried exit from the doorless tonneau with the hood up; indeed, my view of the road was restricted to a few square feet forwards. We had several more stops to punch the autovac and, lo, just before Winterslow the dirt got clear and "Alphose" recovered all his horses. We "dined" alone at "The Pheasant" in state at 3.30 p.m., a fleeting glimpse of Heal's 30/98 Vauxhall being all we saw of the Vintagers until back at "The Phœnix." Afterwards we went for a leisurely tour of deserted Wiltshire roads, in the sun with the hood down, and might for all the world have been back in 1914, motoring for pleasure, proud of the breed of our car, but giving little thought to its sporting aspects. Back on "A 30"

[*Please turn to Page* 415]





THE B.R.D.C. "500"

JOHN COBB (NAPIER RAILTON) WINS DEVASTATING RACE AT 127.05 m.p.h. RILEYS SECOND AND THIRD, FIFTH AND NINTH. MANY RETIREMENTS

THE curtailed "500" of the B.R.D.C. was a great success. Although people in this country rather scorn outer-circuit races, the crowd behind the pits was dense the whole afternoon, and there was a goodly cluster of spectators on the Hill. At least four marques were entered with a view to publicity as well as prize money. Practice was hampered by very bad weather and marred by the sad accident to Mrs. Petre, who, lapping in the s.v. Austin in rain on the Friday, came into collision with Reginald Parnell's M.G. Magnette, which was passing, on the Byfleet Banking behind the Hawker works. Mrs. Petre was flung from her car and picked up unconscious, in which condition she lies in Weybridge Cottage Hospital at the time of writing, the Austin overturning several times, and tearing off every filler-cap, finishing in the ditch. Parnell's car broke through the railings and was extensively damaged, though Parnell was only slightly hurt. Our sympathy goes out to Major Petre and all Mrs. Petre's relatives and friends. It is difficult to surmise what happened.

The race suffered from the usual non-starters, numbering the Delahaye team, the Talbot-Darracqs, in spite of their T.T. visitation, the Barnato-Hassan, the Bentley-Jackson, and, naturally, the s.v. Austin and Parnell's M.G., leaving a field of twenty. Definitely the race was a success, though had it been over *miles* and not kilos. Cobb might have found his tyre problem more desperate than it was. The Bimotore Alfa-Romeo at last showed its form, the old Sunbeam was in great fettle, and "Bira's" Delahaye gave a truly impressive show. The Rileys were again outstanding. We humbly suggest that as the public does not seem to share our own enthusiasm for an outer-circuit race, that the B.R.D.C. try to obtain a really early date in the Calendar for future "500s." Then, after a winter's inactivity, spectators and drivers alike would welcome the event, while the old theory that the "500" breaks so many cars that it must be run at the tail-end of the season now holds less truth than formerly, while many experimental efforts might enter before their chassis arrangements were suited to road-circuit racing. So we should like the race in April or May next time.

HANDICAPPING

E. W. H. Dobson (1,100 c.c. Riley), 16 laps start. To lap at 108.74 m.p.h.

Paul, A. C. Dobson, Daybell, Maclure (1,500 c.c. Rileys), 12 laps start (113.32 m.p.h.).

The Austins and Wilson and Harvey Noble (M.G. Midgets), 11 laps start (114.49 m.p.h.).

Cotton (M.G. Magnette), 10 laps start (115.55 m.p.h.).

Hanson (1,500 c.c. Maserati, S.), and Dodson (2-litre Riley U/s), 5 laps start (121.18 m.p.h.).

Dunham (Alvis 3-litre), 4 laps start (122.37 m.p.h.).

"Bira" (Delahaye), Duller (Duesenberg), Pacey (Pacey-Hassan), Bowler (Bowler-Hofman), 3 laps start (123.43 m.p.h.).

Brackenbury (Sunbeam), 2 laps start (124.66 m.p.h.).

Austin Dobson (5.8-litre Alfa), 1 lap start (125.77 m.p.h.).

Cobb (24-litre Napier-Railton), scratch (126.89 m.p.h.).

* * *

The field lined up in the autumn sunshine very impressively at the Fork, the Napier-Railton by the sheds, then the Sunbeam, Delahaye, Bowler-Hofman, a Riley, and the Alfa-Romeo in the front row. Dixon's Rileys had fuel tanks beside the drivers, the Sunbeam a big tank under the flap in the tail, its seat back-rest a mere slab of cushion on the tank's leading edge, while the works Rileys had their radiators blanked off at the base. The o.h.v. Austins had metal air-scoops outside the radiator cowls, presumably to direct air onto the base-chambers, and Duller's Duesenberg bore the nickname "Helle" on the radiator.

As zero hour approached, the sky overcast and a tricky wind blowing, the Napier, Riley and Bowler-Hofman were push-started, the last-named sending out much smoke. Major Gardner's Mercédès-Benz patrol car moved away, and Sir Malcolm Campbell, leaving his 57S Bugatti in the finishing straight, took possession of the starting Union Jack. There're off! Cobb led, the Sunbeam behind, followed by the Pacey-Hassan and Delahaye and everyone else in a tight bunch and much smoke and noise, with Dodson's Riley last. Round they came, Cobb, Brackenbury (Sunbeam), Harvey-Noble (M.G.), "Bira" (Delahaye), the Pacey-Hassan and the rest, E. W. H. Dobson's Riley (an unblown 1,100 c.c.), sounding sick. On the next lap Charlie Dodson's Riley was third, the Pacey fourth, the Duesenberg fifth, Alfa-Romeo sixth, Harvey-Noble's M.G. seventh, and Bowler-Hofman eighth.

Already the pits were busy. Dunham's Alvis, which had come late to the line, was in on the first lap because the throttle control for the triple S.U.s came loose and, although Alan Hess put on full kit as the car returned to the race, he was not destined to get a drive. E. W. H. Dobson stopped with engine trouble and Hadley was in in five minutes to change plugs leisurely, rubbing his eyes and nearly losing the cotton-wool from his ears, as mechanics worked on the car. By 3 p.m., Arthur Dobson's Riley led, with C. Paul (Riley) second, the Napier-Railton third, and Dodson's Riley fourth. Hanson had slowed on the Railway Straight to bring the little Maserati in for work in the cockpit and a discussion about pit signals. Hadley's Austin restarted, broke a piston, and retired. The Maserati followed it, a stone through the fuel-tank. Wilson's long-tailed

RESULTS

1. John Cobb and Oliver Bertram (Napier-Railton), 2h. 26m. 24.4s. 127.05 m.p.h.
2. C. J. P. Dodson (Riley), 2h. 29m. 24s. 118.9 m.p.h.
3. P. Maclure (Riley), 2h. 31m. 24s. 109.5 m.p.h.
4. C. Brackenbury and A. Powys-Lybbe (Sunbeam, S.), 2h. 31m. 57s. 120.2 m.p.h.
5. A. C. Dobson and J. Trevoux (Riley), 2h. 32m. 56s. 108.6 m.p.h.
6. A. Dobson and C. Staniland (Alfa-Romeo, S.), 2h. 34m. 32s. 119.2 m.p.h.
7. "B. Bira" (Delahaye) 2h. 33m. 40s. 114.5 m.p.h.
8. E. W. W. Pacey (Pacey-Hassan-Special), 2h. 35m. 25s. 108.9 m.p.h.
9. C. Paul and J. Trevoux (Riley), 2h. 33m. 37s. 87.5 m.p.h.

G. P. Harvey-Noble (M.G.) was flagged off after doing 85 laps. Cars placed 8th and 9th are official finishers, but only covered 105 and 93 laps respectively.

THE B.R.D.C. "500"—continued

M.G., staffed by T. & T.s., came in for plugs and stayed two minutes, the cardboard rad-shield being removed hastily. Geoffrey Daybell on Dixon's 1½-litre Riley came in for a three minute examination and did not continue—oil pressure lost. The Bowler-Hofman sent out clouds of smoke from its bonnet on the Railway Straight and after a long examination retired with a broken piston and Wilkinson brought in Cotton's M.G. to clean the petrol filter. Wilson's M.G. was soon back again for attention to the blower and a new set of plugs, after a T. & T. engineer had listened professionally to the engine note. Dunham stopped the Alvis far from his pit, changed plugs and finally gave up—the field was thinning early.

"Bira" was engaged in a magnificent duel with the Pacey-Hassan which the Delahaye finally led and there was nothing to choose between Maclure's Riley and Cyril Paul's Riley, both in third place, which lapped consistently, with Wilkinson, using a lot of banking in the M.G., between them. Duller brought the Duesenberg round close in, for it was running slowly, suffering its old malady of a weak clutch. Cobb had done his standing lap at 114 m.p.h., and now held over 130, the Bimotore Alfa, steadier than we expected, was doing about 122, Cobb gaining perhaps 200 yards a lap, while the Sunbeam was as fast as the Alta, the Delahaye whistled round beautifully at 118, Goodacre (Austin) and Maclure (Riley) were at over 110 and Charlie Dodson lapped in Dixon's remarkable Riley at 120, later to speed up and pass the Sunbeam. So that at 3.30 p.m., Cobb led at 129.4 m.p.h., Dodson was second at 122.3 m.p.h., Brackenbury third at 112.2 m.p.h., and the Sunbeam fourth at 121.9 m.p.h.—on handicap.

Meanwhile the pits had been busy. The Bimotore stopped to report slight engine trouble and a loose tank and crawled off in what was later seen to be a characteristic style. The blue-clad Duller got out of the Duesenberg and Pyrene was squirted at the clutch while the driver changed his crash-hat for a soft helmet—there were five big oil guns and special funnel, etc., in this pit. The Pacey passed the Delahaye, which slip-streamed and repassed, the Austin almost holding them. Wilkinson again cleaned the M.G.'s filter, very quickly, and Cyril Paul came in, there were cries of "No. 1" and that plug was changed in two minutes, Paul rubbing his goggles on his overalls and donning them hastily to be pushed off. He reported oil-pressure down to nearly 40 lb. Harvey-Noble then came in to refuel (20 gallons), which was done (water included) in 60 secs. in spite of overshooting, Noble taking a drink and the screen cleaned. Refuelling was done ingeniously from an overhead tank fed by an air cylinder and four men push-started the car. This pit tank could only be refilled from pint cans, however, so his staff worked hard. The M.G., indeed, did not restart properly and was pushed back for three fresh plugs, the one-piece bonnet and scuttle facilitating this two minute job, cans of water also being poured over the exhaust. Then Goodacre came in and the Austin was refuelled in sixty seconds with 20 gals., from cans, and oil from a gun, no splash sheet being used. Goodacre, visor splashed, went away yelling "I'll be all right!" to his chief. Excitement! The Napier's off rear tyre had gone. Taylor was out on the Track, holding a strip of tyre-wrapping to mark the pit for John. The big car stopped, Hassan worked calmly on the faulty wheel, the other rear tyre and off front tyre were changed and fuel put in via a big hose from the overhead tank. At "forward, driver!" Oliver Bertram took over and in 3 mins. the Napier was racing again. Cyril Paul had two stops, both to change No. 1 plug in the Riley, and the Sunbeam refuelled and had both rear wheels changed very rapidly.

By 4 p.m. the Napier led at 127.4 m.p.h., Maclure was second at 112.4 m.p.h. and Dodson third at 119.1 m.p.h. Bertram was holding the average down to about 126, but Maclure was lapping at 112 and profited by Dodson's pit-stop. But soon Dodson was in second place again as Maclure stopped for tyres, Goodacre also going up to third.



Not quite the fastest but fast enough. E. W. W. Pacey (4½-litre Pacey-Hassan-Special) and "Bira" (Delahaye).

PRINCIPAL AWARDS

Wakefield Trophy and £250, presented by Lord Wakefield : John Cobb's Napier-Railton.

Trophy and £100 : F. W. Dixon's Riley, driven by C. J. P. Dodson.

Trophy and £50 : Percy Maclure's Riley.

Trophy and £25 : John Cobb's Sunbeam, driven by C. Brackenbury and A. Powys-Lybbe.

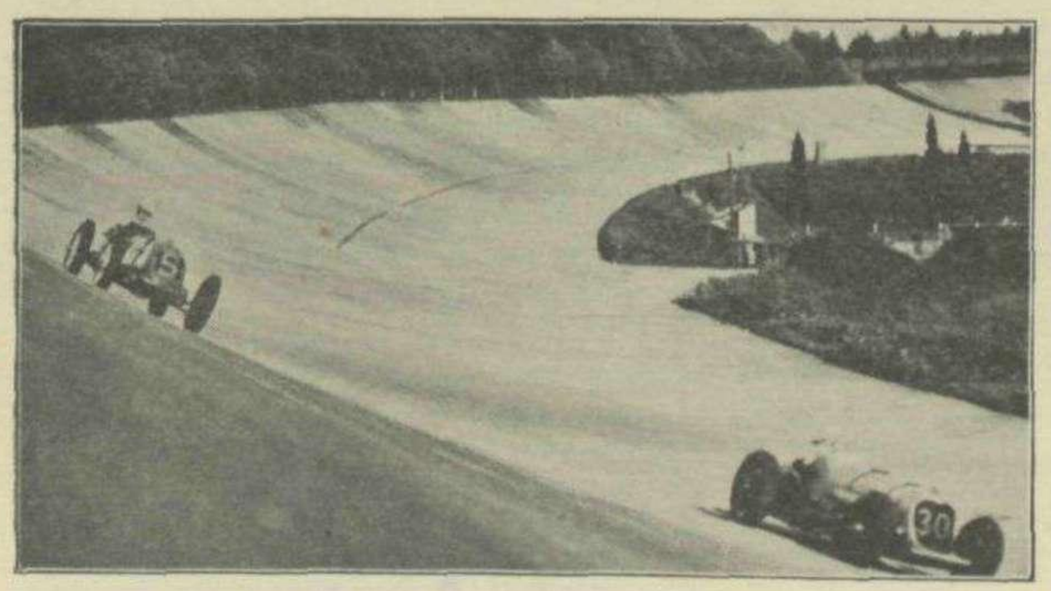
B.A.R.C. Cups to the drivers of the fastest car to complete the course : John Cobb and Oliver Bertram.

Team Prize : The Riley team—Cyril Paul, A.C. Dobson and Percy Maclure ; spare driver, Jean Trevoux.

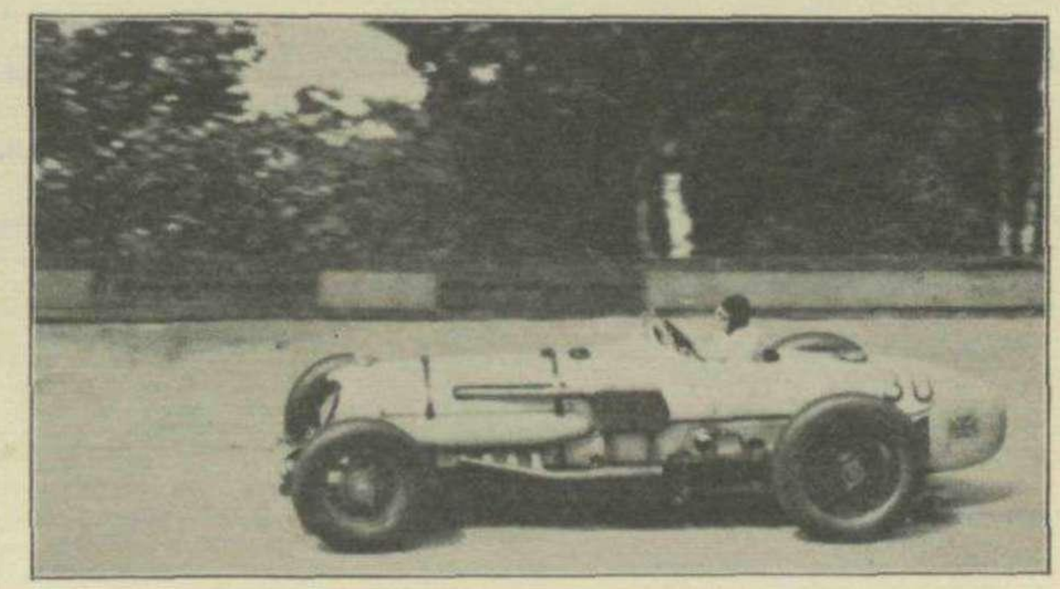
£100, presented by Lucas, Ltd., for first British car to finish : Cobb (Napier-Railton).

CLASS WINNERS

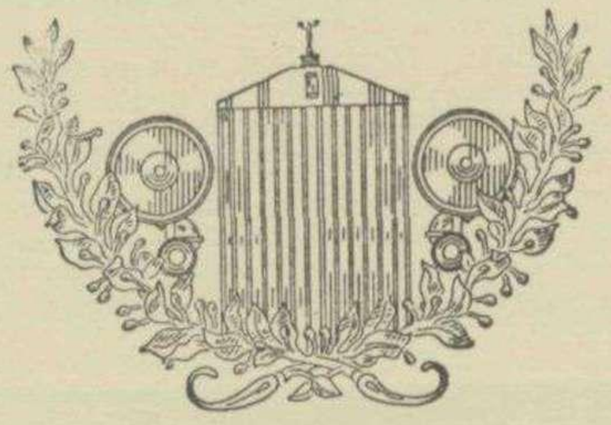
750 c.c. : No finishers. **1,100 c.c. :** No finishers. **1,500 c.c. :** Maclure (Riley). **2-litres :** Dodson (Riley). **3-litres :** No finishers. **5-litres :** Brackenbury (Sunbeam). **8-litres :** Austin Dobson (Alfa-Romeo). **Unlimited :** Cobb (Napier-Railton).



Cobb goes low to pass C. Paul.



John Cobb with the Napier-Railton.



ROLLS-ROYCE DESIGNED THIS RADIATOR THIRTY YEARS AGO

"If one goes back to the first Rolls-Royce one saw—on a Scottish moor, rolling down to Goodwood, or idling through the Berkeley Square that was—one must realise that the car of *then* looked little different from the car of *now*.

The point is significant, for Rolls-Royce has never changed for the sake of change. There have been improvements, but not improvisations. The radiator of thirty years ago, which a friend once described to me as being 'as instinctively right as an Adams Portico, will be no less distinguished in 1947 than it is in 1937.

I think that the car emphasises more vividly than any other the futility of constant switching and changing about to meet what is believed to be a passing fashion in exterior line."—*Morning Post 9th September 1937*

ROLLS-ROYCE

THE BEST CAR IN THE WORLD

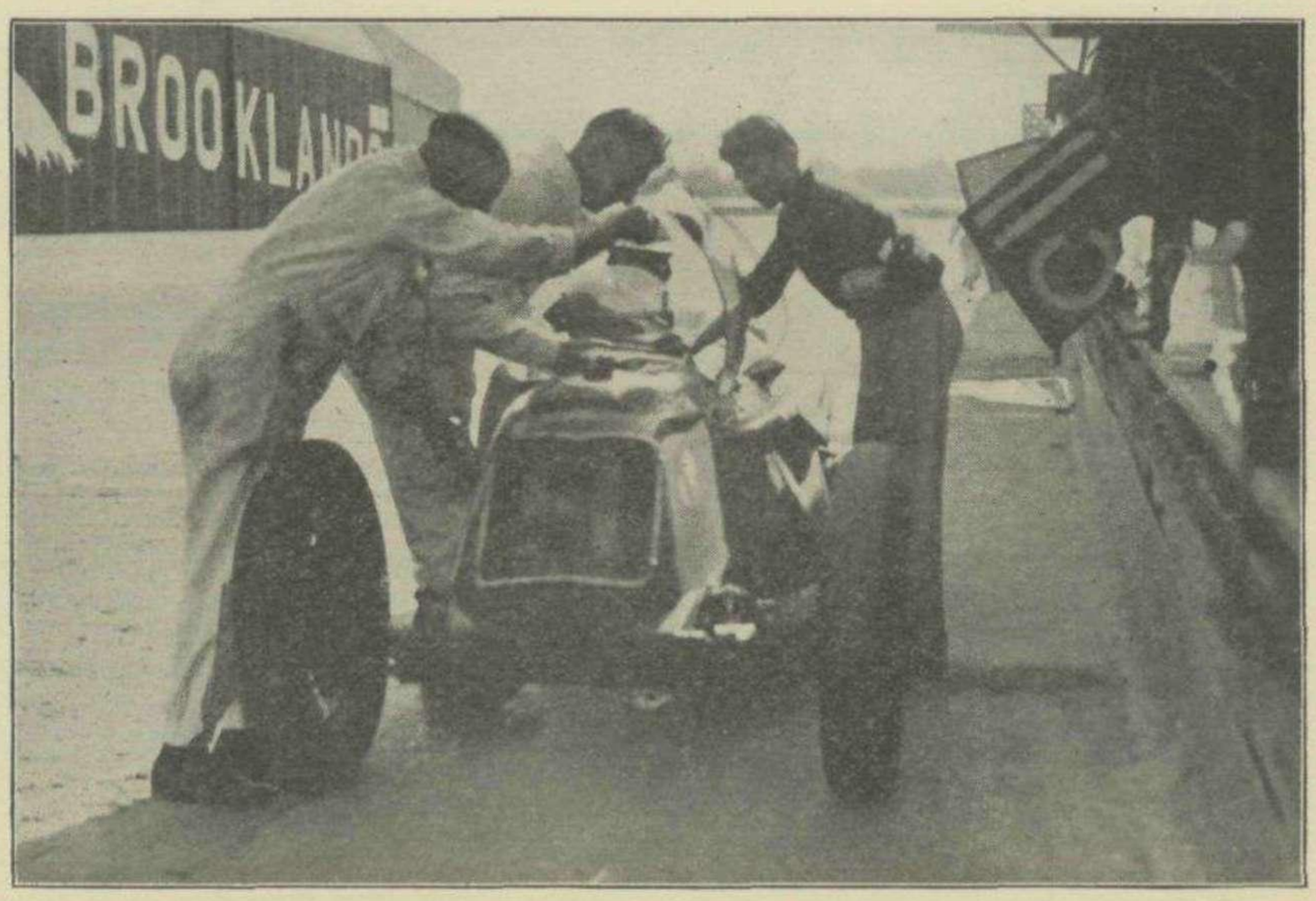
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THE B.R.D.C. "500"—continued

Riley mechanics now rushed along to the retired cars to remove the rear wheels from Daybell's car in readiness for Maclure's stop. The Napier, not easy to hold in the wind, now lapped Wilson's M.G. almost every round, Harvey-Noble's M.G. sounded "bubbly" and the Sunbeam snaked onto the Home Banking. "Bira" now made his only stop, three wheels being changed, and fuel allowed to overpour badly during the refill. "Bira's" left arm was badly burned by acid from the battery and he complained, too, of his face, medical attention being necessary afterwards. The Delahaye's screen was very dirty. Two mins. elapsed as Dodson replenished and re-tyred (not retired!), Freddie Dixon himself on the cans, after the pit position had been indicated by the holding aloft of a fuel funnel. Dodson left the seat; water was added. Yells of "pressure!" greeted the push-start. Paul's Riley was still bothered by No. 1 plug and the jets were changed to try to ease matters—a 7 min. delay. The Duesenberg came in, Mrs. Hawkes relieved a quizzical Duller and fuel was put in the tank and Pyrene in the clutch. A very fine pit-effort was the 60 secs. stop of Cotton's M.G., during which 15 gallons of fuel, water and oil were added and the screen cleaned. The Alfa now refuelled and changed tyres and Staniland took over, to push its lappery up to 129 m.p.h. or so. Harvey-Noble was in once more to take on 5 gallons of fuel, change rear wheels, add water, and put in three new plugs—the latter his undoing that day. The M.G. failed to get away cleanly and plug trouble persisted. Wilkinson now found a petrol leak in Cotton's M.G. and worked hard, wiring on the fan-tail, etc., to McConnell's intense interest, but Cotton slowly took off his racing attire and the car was pushed away. Paul, too, was again in distress, the Riley's plugs and fuel lines being inspected without trace of the real trouble—a 14 mins. stop. The Duesenberg was brought in for clutch adjustment, Duller resuming and the Napier had all four wheels changed, Cobb replacing Bertram and going faster to make up the 1½ mins. delay. Maclure's stop for tyres, water and 10 gallons of fuel had taken 2 mins. Once again Noble came in for "candles," now undoing the rear bonnet strap as he approached his pit. Wilson had 15 gallons put in, also water, in 2 mins., snatching a gulp of real lemonade (*vide* official B.R.D.C. Bulletin!).

Goodacre was now scuttling the little Austin up and down the banking to pass, going splendidly, when the off rear tyre showed the breaker and it was changed, 15 gallons of fuel and oil from a gun also, all in 2 mins. Still Noble battled with plugs, and Maclure was given the "faster" signal. Wilson had one very rapid stop, amid great excitement, mechanics locking the steering wheel over themselves to get him away.

At 4.30 p.m. Cobb led at 125.7 m.p.h., behind handicap but now going round at about 135 m.p.h. Dodson's Riley was second at 119.9 m.p.h., Dobson (Riley) third and Goodacre (Austin) fourth. The Pacey-Hassan, slowly breaking up it seemed, had water added to its radiator, steam shooting up as it went in and fuel was added during a rapid stop, Pacey being given a drink and instructed only to gargle it. He went off without goggles, to Mrs. Pacey's concern, oil-smoke streaming from the cockpit and fuel slopping all over the tail. The closing laps were stimulating. Goodacre, going all he knew, felt funny things happening as the Austin went onto the Home Banking on lap 102. He slowed carefully and abandoned the car with the track-rod broken. Then, try as he might, Powys-Lybbe, driving splendidly, could not prevent Maclure passing the Sunbeam. Now the Napier-Railton's off rear cover was in shreds! With most of the public we expected vast excitement as we were not aware that Cobb had been flagged. Actually he had just managed to win, dramatically enough, for he could hardly have motored another fast lap without a change. Lord Howe presented the drivers with their plaques in the finishing straight, McConnell handed out much needed refreshment, and they were left to the movie-men. 2 mins. 59.6 secs. later a quite calm Charlie Dodson came in second in Dixon's famous silver Riley, met by Fred himself, and 2 mins. after that a very serious Maclure got his Riley in third—he had been partnered for a while by Jean Trevoux. The gallant old 12-cylinder 4-litre Sunbeam came in fourth with a rear cover ready to subside, having averaged second fastest speed. Arthur Dobson got his works Riley home fifth and Chris Staniland's fast laps and Austin Dobson's tough work gave the Bimotore Alfa-Romeo sixth place. Cobb did a closing lap at 136.45 m.p.h.—fastest that day.



In at the pits—C. Paul comes in for plugs.

FASTEST LAPS (Official)

Hadley (Austin) 111.92 m.p.h.
Goodacre (Austin) 120.01 m.p.h.
Wilson (M.G.) 104.85 m.p.h.
Harvey-Noble (M.G.) 120.01 m.p.h.
Cotton (M.G.) 118.58 m.p.h.
C. Paul (Riley) 120.01 m.p.h.
A. C. Dobson (Riley) 120.01 m.p.h.
Daybell (Riley) 121.47 m.p.h.
Maclure (Riley) 117.19 m.p.h.
Hanson (Maserati) 109.46 m.p.h.
Dodson (Riley) 126.09 m.p.h.
Dunham (Alvis) 105.97 m.p.h.
"Bira" (Delahaye) 126.09 m.p.h.
Duller (Duesenberg) 126.09 m.p.h.
Pacey (Pacey-Hassan-Special) 120.01 m.p.h.
Dr. Beaver (Bowler-Hofman-Special) 115.82 m.p.h.
Cobb (Napier-Railton) 136.45 m.p.h.
Staniland (Alfa-Romeo) 132.8 m.p.h.
Powys-Lybbe (Sunbeam) 132.8 m.p.h.

Note.—The lap times are given only in mins. and secs.—not split secs.—and on these official readings we quote the above speeds.

Twelve cars retired, two with broken pistons, one with lubrication trouble, one with run big-ends, three with engine trouble generally, one with clutch trouble, one with a broken track rod, two with broken fuel tanks, and one with fuel feed trouble—thus 500 kilos. of Brooklands. The race was a triumph for the 24-litre track-racing Napier-Railton, assisted by Dunlop covers and T. & T. pit work. The Rileys which ran unblown and seem equally at home on road and track deserve even more praise than is usually accorded to place-men. Dodson and Maclure both had the honour of beating the works cars. The Napier took the "all-British" prize; Rileys the team prize.

Note.—Incorrect Press Bulletins were issued during the race. Our report is in accordance with subsequent, amended results issued by the Secretary of the B.A.R.C.—Ed.

THE PHŒNIX PARK CLASSICS

"B. BIRA" (MASERATI) PUTS UP LAP RECORD TO 107.28 M.P.H. R. MAYS GAINS AN E.R.A. VICTORY IN THE SCRATCH RACE. RETIREMENT OF "BIRA'S" 1½-LITRE DELAGE.

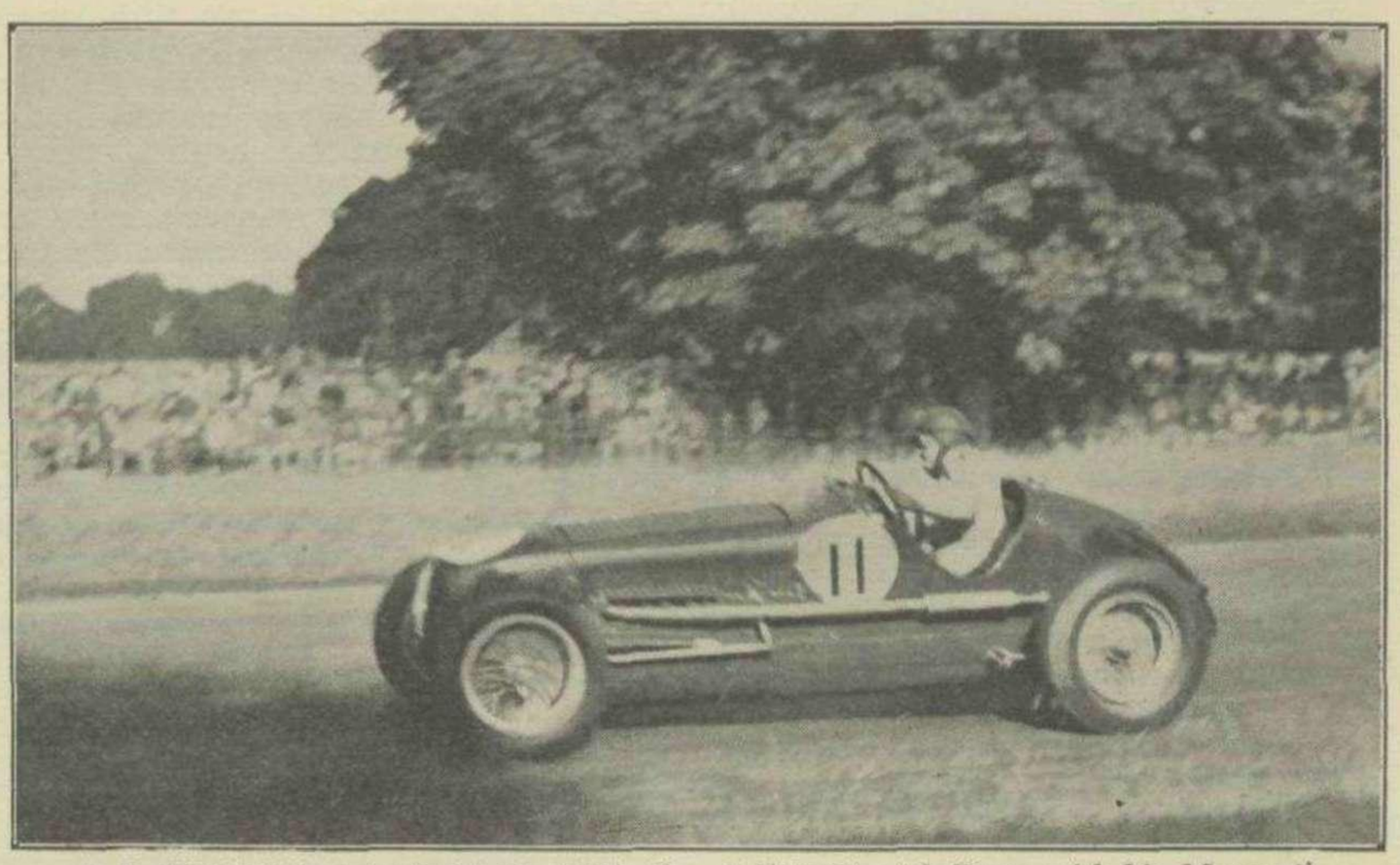
THE races organised by the Irish Motor Racing Club at Phœnix Park are established classics. With valuable B.R.D.C. "Gold Star" marks at stake Raymond Mays and "Bira" had both deserted Shelsley-Walsh to race in Ireland and this lent considerable excitement to the issue, added to which "Bira" proposed to run the ex-Seaman Delage, now unfamiliar in new cowlings and "Bira-blue" paint, in the scratch 1½-litre race.

In the 100-Mile Handicap Mays and "Bira" shared the scratch position, although "Bira" was at the wheel of his 3-litre Maserati whereas Mays was driving a works 2-litre E.R.A. "Bira" started magnificently, with a standing lap at 99 m.p.h., and had a 3 secs. lead over Mays, and after the next round he led by 13 secs., having set a new lap record at the very considerable average of 106½ m.p.h. Then, on lap 3, poor Mays retired with a broken con-rod, which did very extensive damage to the E.R.A.'s engine. The Maserati—no longer a youthful car—ran faultlessly, establishing a new course lap record at 107.28 m.p.h., after having set the record lap during last year's race. But that enthusiast, David Yule, driving his now famous 952 c.c. Cox-Morris-Yule Special, was not to be denied, and with a start of seven credit laps less 2 mins. he got home 44 secs. ahead of the Maser., averaging 78.04 m.p.h. This blown Morris Minor conversion is the joint product of Yule and R. D. Cox and it has developed meritoriously as originally it only lapped at 61 m.p.h. Behind "Bira" came Michael Barrington's Lagonda Rapier, passed right at the end by I. H. Nichols's blown M.G. Midget, which thus took third place. McCracken's Morgan 4/4 was fifth, Sir W. MacRobert's blown M.G. Magnette sixth and Michael May's old Alvis seventh. Behind came an assortment of cars, which, if judged solely by average speed, would have finished as:— "Bira," Nichols, MacRobert, Macarthur (blown M.G. Magnette), May, Barrington, Yule, Colley (Frazer-Nash), Blackburn (Aston-Martin), McCracken, Sullivan (Balilla Fiat), Le Fanu (L.E.R.A.), Killingley (Riley Nine), and Leachman (Ford Eight). How they actually did finish, on handicap, is shown in the results. "Bira" now had fifty-nine points towards the Gold Star, against Mays's fifty-seven. For the 100-Mile 1½-litre Scratch Race Mays brought out the 1½-litre works Zoller-blown E.R.A. and "Bira" the ex-Seaman Delage for the first race since he acquired it. Billy Cotton was driving the ex-Seaman E.R.A., Tongue his E.R.A., Whitehead his E.R.A., while Wakefield, Hanson, Aitken and Austin Dobson provided Maserati opposition and O'Boyle had his Alta.

After the first lap Mays, who started in the front row with "Bira," led by 5 secs. "Bira's" Delage was next, followed by Cotton's green E.R.A. Wakefield, whose car was given the incorrect fuel, a mistake only rectified a few moments before the flag fell, retired. Mays did his standing lap of 4¼ miles at over 95 m.p.h., and his second lap at 101.6 m.p.h., when he led "Bira" by 6 secs. But the E.R.A. showed that it was the winning marque, drawing steadily away from the Delage and Wakefield's Maserati to lead by 31 secs. after fifty miles had been covered. Four times did Mays lap at 104.36 m.p.h.—a 1½-litre lap record. Wakefield, driving splendidly, hung 3 secs. behind the Delage for eight laps, both French and Italian car lapping at 102.27 m.p.h., after which Wakefield went up to 103 m.p.h. and passed "Bira."

For half-a-dozen laps this position held, then the Maser. slowed and "Bira" went into second place, until, after a further five laps, the Delage had vanished from the fray. The Delage was driven to its pit and retired, the reason being given as a broken rear spring. So Wakefield was able to ease a little, to take second place, while Cotton came home third, a most creditable first effort as an E.R.A. pilot, after a lap at 100.9 m.p.h. Hanson was flagged in, with one lap to do. "Bira" and O'Boyle retired after nineteen laps, Austin Dobson after twelve, Peter Aitken after twelve, when a fuel pipe broke and temporarily blinded him, and Tongue after two laps.

It was excellent racing, at very high speeds. Mays now had sixty-seven marks towards the Gold Star and "Bira" fifty-nine. There is still Brno, Crystal Palace and the Brooklands Meeting. It will be interesting to see whether this is the only outing of the Delage, after its fine season last year, as "Bira" has entered his E.R.A. at Brno, though we do not know what he will drive at the Palace and Brooklands.



J. P. Wakefield, who finished 2nd in the 1½-litre Scratch Race, with his Maserati.

RESULTS

Handicap Race:

1. D. Yule (952 c.c. C.M.Y., S.), 7 laps less 2m., 78.04 m.p.h.
2. "B. Bira" (2,992 c.c. Maserati, S.), scr. 105.01 m.p.h.*
3. I. H. Nickols (746 c.c. M.G., S.), 4 laps—1½m., 88.09 m.p.h.
4. M. Barrington (1,104 c.c. Rapier, S.), 6 laps—2m., 79.92 m.p.h.
5. D. M. McCracken (1,122 c.c. Morgan), 7 laps, 70.07 m.p.h.
6. Sir A. W. MacRobert (1,087 c.c. M.G., S.), 3 laps, 85.82 m.p.h.
7. M. W. B. May (1,991 c.c. Alvis), 4 laps—½m. 82.10 m.p.h.
8. G. D. P. Colley (1,496 c.c. Frazer-Nash), 6 laps—2m., 73.8 m.p.h.
9. A. P. Macarthur (1,087 c.c. M.G., S.), 82.4 m.p.h.
10. W. Sullivan (995 c.c. Fiat), 6 laps, 70 m.p.h.
11. N. H. Killingley (1,089 c.c. Riley), 8 laps—1½m., 62.9 m.p.h.
12. W. J. A. Blackburne (1,495 c.c. Aston-Martin), 5 laps—1½m., 73.3 m.p.h.
13. D. C. Leechman (933 c.c. Ford), 8 laps—1½m., 61.2 m.p.h.
14. R. B. S. Le Fanu (1,496 c.c. L.E.R.A.), 7 laps—1m., 65.8 m.p.h.

*Lap record: "B. Bira" (Maserati), 2m. 23s., 107.28 m.p.h.

1,500 c.c. Scratch Race

1. R. Mays (E.R.A.) 102.90 m.p.h.*
2. J. P. Wakefield (Maserati) 99.24 m.p.h.
3. W. E. Cotton (E.R.A.) 98.08 m.p.h.
4. R. Hanson (Maserati) 93.25 m.p.h.

"B. Bira" (Delage) 19 laps.
F. O'Boyle (Alta) 19 laps.
A. Dobson (Maserati) 12 laps.
P. Aitken (Maserati) 12 laps.
R. E. Tongue (E.R.A.) 2 laps.
P. N. Whitehead (E.R.A.) did not complete lap.

*1,500 c.c. Lap Record: R. Mays (E.R.A.) 2m. 27s., 104.36 m.p.h.

DO YOU WANT TO BUY A SECONDHAND CAR?

THEN TURN TO OUR SPORTS CARS AND SPECIALISTS SECTION AT THE END OF THE MAGAZINE

THE M.C.C. BROOKLANDS MEETING

FASTEST TIME IN HIGH-SPEED TRIALS BY ELGOOD'S 4½-LITRE BENTLEY—THE LEYLAND-THOMAS SECOND FASTEST—MANY PREMIER AWARDS IN SPITE OF FEARFUL WEATHER CONDITIONS

THE annual M.C.C. Members' Day at Brooklands is not only vast adventure and a foretaste of real racing for competitors, but the detailed results of the High Speed Trials around the outer-circuit are worthy of careful study. This year the event provided little of value to manufacturers seeking publicity on the eve of the Show, but it certainly cheered the hearts of members of the Vintage S.C.C. Additional excitement was lent by the presentation by L. A. Baddeley, chairman of the M.C.C. Committee, of a Trophy for the car exceeding or equalling 100 miles in the hour, and many competitors were known to be after this award—a difficult enough one to lift, on a crowded Brooklands in a fully-equipped standard car.

Unfortunately it drizzled or pelted all day, the concrete was soaked, and the "100 in the hour" attempts proved impossible of realisation. Indeed, Arthur Fox would not allow Hess to take out the T.T. 4½-litre Lagonda, while H. J. Aldington drove a closed 2-litre Frazer-Nash-B.M.W. instead of a Type 328 as expected and Hunter kept the distinctive hood of his Type 328 erect. The drivers of saloons were much envied. In the first event they were Rawlings (S.S.), Goldman (S.S.), Currie (Ford Ten), Tyrer (Rover) and Burrage (V8 Standard), while Fotheringham Parker kept his Ford V8's hood up. In contrast, Marston and passenger, Dracup, Davis and passenger, Weatherhead and passenger, Barker, Holliday and Anthony's passenger were amongst those who braved the elements bare-headed.

A glorious bunch left from Vickers' Shed, led by Leon's blown B.M.W., Johnson's B.M.W., Anthony's 2-litre Aston-Martin and Sir Lionel Phillips's Leyland-Thomas. After a lap Couper's Talbot led the Leyland, the A.M., Leon and Don Aldington's Frazer-Nash. We know this is not a race but, as Morris-Goodall remarked a week earlier, you always regard it as such! Almost in a lap Couper had lapped a Morris Eight, and all eyes were on the Talbot, out for the Baddeley Award. It had track tyres, aero screens and full equipment, a Brooklands exhaust and, like every other car, carried a passenger. It was not to last, for No. 1 plug had to be replaced, and, later, Mobiloil "R" added and more plugs changed. Couper was most worried, asking if he had run his required distance, which no one seemed to know, though he had been signalled, race-fashion, for speed. He looked at a programme to see what was required of him and resumed, but the Talbot was not running on six and the average was 94.16 m.p.h. The Leyland, however, was running splendidly, Peter Robertson-Roger an enthusiastic passenger. It rode very steadily, held 97-98 m.p.h. consistently, and was low on the banking, compared to the Talbot. When the latter stopped it increased speed and did one lap at 100.61 m.p.h., covering thirty-five laps in the hour and averaging 97.85 m.p.h. This is truly a remarkable show for a seventeen-year-old design, and a car carrying body-work and equipment that must add much in wind-drag. Before the event Sir Phillips was made to turn the off head-lamp square to the wind, though we saw another car allowed to run with lamps turned sideways, while the Leyland carried hood, and all equipment and ran on normal tyres. We are assured that it is, in fact, a touring Leyland Eight, not one of Parry Thomas's racing stud, and so was quite eligible for the M.C.C. event. That was the beginning of a fine vintage vindication. Third fastest time was made by Anthony's Aston-Martin, a bored-out 1½-litre we believe, at 87.98 m.p.h. Of the others, Barker's Lambda Lancia began to miss, was held by Gomley's 4½ litre Invicta, then lost its silencer and retired, while the Invicta ran two big-ends. Goldman's fast S.S. saloon retired and Aldington's Frazer-Nash sounded unwell and failed to finish. Huxham's 4/4 Morgan gradually lost ground to Davis's T-M.G. Midget and Lafone's Aston-Martin overhauled Dracup's 1.6-litre Riley, otherwise duels were not prevalent. Marston's 2.3-Type 43 Bugatti howled round, passenger well stowed away, for sixteen laps at 86, before it fell out, and Leon stopped for a carburation look-see, without losing the B.M.W. its "premier." The V8 Standard slip-streamed Wills (Ford V8) and Watson, in visor wonderful, was doing well in his oldish12-50 Alvis. The Rover saloon had pronounced front wheel patter, as had another Rover in the second trial. Generally the cars seemed very reliable, an interesting matter after last month's leading article "On Sports Cars for Racing": actually only four retired—the Lancia, Invicta, Frazer-Nash and Bugatti.

After this we had one and two lap handicaps, mostly in the rain. The first two-lap was won by Watson's Alvis with Wooding's Talbot third behind Elgood's very rapid 4½-litre Bentley. Marston's Bugatti got away with much spin and Thatcher's M.G. was noisy and smoky. Hawkins's M.G. retired. The next two-lap was C. C. D. Miller's race, his four-seater 1½-litre Riley making over 75 m.p.h. Terry's Frazer-Nash, using Terry valve-springs, was second and a Ford V8 third. In the third two-lap the fine old Leyland came home an easy victor at 96.52 m.p.h. from scratch, beating Leon's B.M.W. with big blower and Haesendonck's blown PB. M.G., Farley's H.R.G. a good fourth. Mills's Frazer-Nash-B.M.W. made queer sounds on the line. Then Stapleton's Aston-Martin won, beating a Wolseley and Anthony's Aston-Martin, Marsh's Lancia Lambda worried by mis-firing and Inderwick missing a change-up on his Batten-Special. The next race went to Cooper's streamlined Batten-Special, from scratch at over 90 m.p.h., Baker's 6-litre sleeve-valve Minerva that used to race regularly second, and Tyrer's limit Rover saloon third. Bobby's passenger had the task of holding the Lancia's bonnet on. So to the one-lap races, Wooding (Talbot), Hunter (Frazer-Nash-B.M.W.), Lambourne (M.G.), Inderwick (Batten-Special) and Parker (Lambda Lancia) the victors. The Leyland made a grand effort to overcome a re-handicap, finishing fourth in one event, Powell drove his M.G. in a normal squash hat, and Ramsey's Talbot made a sprint start. Cole's blown Austin had an interesting cooling cowl on its bonnet top.

So we came to the second One Hour, weather conditions as unpleasant as ever. Notwithstanding, Peter Clark, and Farley, did not carry screens on their H.R.G.s, while Uglow's H.R.G. had special celluloid aero screens. In contrast, Hunter kept his B.M.W.'s hood erect. J. W. S. Johnson's PB. M.G. was Marshall-blown. The start was simply colossal, cars everywhere, an unfortunate M.G. driver patiently idling behind the slow-starting Minerva. Elgood's 4½-litre old-school Bentley was first round and it was unquestionably the "star turn." It went round in a position usually reserved for the Napier-Railton, and although Elgood's goggles flew off and the engine sounded a trifle tired at the end, he averaged 98.0 m.p.h. —best average of the day. Bennett's Alta, a blown 1½-litre, started well, but lacked speed and was held by Haesendonck's astonishing blown PB. M.G. Croft's very beautiful open 4-litre Delage went round impressively fast, not so thunderously as the Bentley, to average over 93. Third fastest was Hunter's steady Frazer-Nash-B.M.W. Type 328, at 87.68. Aldington had a comfortable and "Premier" ride in a closed Frazer-Nash-B.M.W. Ching's Austin Seven seemed overshadowed by its occupants' bulk and Hawkins's M.G. Magna popped back. Fred Thatcher's M.G. made lots of crackle and was notably fast, in clouds of smoke and water. Gerard's T.T. Riley was most impressive but the need for a change of plugs spoilt its average. J. A. E. Marsh drove an Oldsmobile in place of his Lancia, his smartly overalled girl passenger bravely holding its number on. Harrison and McEvoy kept close company in their "22" Ford V8s, while Upjohn's Ford V8 sounded as if it was using a blower. McCann and passenger, in a Morgan 4/4, wore very tricar crash-hats. There is insufficient space in which to emphasise all the noteworthy performances, but we commend a prolonged study of the detailed results.

M.C.C. BROOKLANDS MEETING—continued

This time the retirements were more in keeping with our last month's doctrine. Baker's Minerva, Scott's H.R.G. with apparent oil-leakage, Sharp's M.G. Magnette, Fane's Frazer-Nash, McCann's Morgan 4/4, Slade's Singer Nine, Chard's M.G. Midget, Ching's Austin Seven, and the Oldsmobile, fell by the wayside. Otherwise everyone got a Premier in one or other of the trials, save Fielding's M.G. Midget, Johnson's blown M.G. Midget, Thomas's 4/4 Morgan, Upjohn's Ford V8, and Jarvis's Austin (Silvers), Whiddington's Frazer-Nash Six, Rawlings's S.S., Hawkins's M.G. Magna and Gray's M.G. Midget (Bronze) and Holdsworth's Austin Seven (no award)—so speeds will probably be stiffer next year; certainly competition for the Baddeley Trophy will be very keen. "Jackie" Masters deserves the highest praise for organising, with the J.C.C., one of the most interesting and instructive of Clubman's competitions. The programme went through absolutely to schedule.

RESULTS

FIRST ONE-HOUR TRIAL

Premier Awards : (Minimum speeds vary according to classes). (Leyland-Thomas) Sir L. Phillips; (Talbots), G. H. Ramsey, W. M. Couper; (Frazer-Nash-B.M.W.s), L. G. Johnson, D. N. Leon, A. L. Marshall; (Aston-Martins), C. M. Anthony, J. H. Lafone; (Riley), G. Dracup; (Alvis), W. J. Watson; (Morgan 4/4), E. P. Huxham; (M.G.s), C. D. Weatherhead, C. M. Davis; (Singer), D. J. Holliday; (Austin), T. H. Cole; (Standard), C. C. W. Burrage; (Fords), P. Fotheringham-Parker. A. G. Wills, D. J. H. Currie; (Rover), G. Tyrer; (Wolseley), G. K. Collier; (Morris), R. S. Mantle.

First Two-Lap Handicap : 1, W. J. Watson (1,695 c.c. Alvis), 1m. 22s., 68.30 m.p.h.

Second Two-Lap Handicap : 1, C. C. D. Miller (1,496 c.c. Riley), 46s., 75.57 m.p.h.

Third Two-Lap Handicap : 1, Sir L. Phillips (7,266 c.c. Leyland-Thomas), scr., 96.52 m.p.h.

SECOND ONE-HOUR TRIAL

Premier Awards : (Delage), N. W. Croft; (Bentley), F. E. Elgood; (Alta), W. W. S. Bennett; (H.R.G.s), W. P. Uglow, P. C. T. Clark; (Frazer-Nash), N. V. Terry; (M.G.s), E. J. Haesendonck, C. A. N. May, R. M. Andrews, D. Powell, R. G. M. Paul, R. Bayles, F. G. Cornish, F. A. Thatcher, W. A. Jacobs; (Fiat), V. H. Tuson; (Lea-Francis), A. L. S. Denyer; (Fords), I. D. Struthers, A. D. C. Gordon, J. Harrison, J. McEvoy, J. W. Whalley, D. G. Silcock, A. W. F. Smith; (Morris), C. I. Robinson; (Rileys), C. C. D. Miller, C. S. L. Burleigh; (Frazer-Nash-B.M.W.s), H. C. Hunter, H. J. Aldington; (Austin), G. H. R. Chaplin; (Aston-Martin), A. P. Watson.

Fourth Two-Lap Handicap : 1, E. C. W. Stapleton (1,494 c.c. Aston-Martin), 48s., 71.66 m.p.h.

Fifth Two-Lap Handicap : 1, E. S. C. Cooper (3,622 c.c. Batten Ford Special), scr., 90.06 m.p.h.

First One-Lap Handicap : 1, G. A. Wooding (3,377 c.c. Talbot), 3s., 83.99 m.p.h.

Second One-Lap Handicap : 1, H. C. Hunter (1,971 c.c. Frazer-Nash-B.M.W.), 7s., 80.85 m.p.h.

Third One-Lap Handicap : 1, R. A. Lambourn (1,087 c.c. M.G.), 30s., 68.69 m.p.h.

Fourth One-Lap Handicap : 1, H. W. Inderwick (3,622 c.c. Batten Ford Special), scr., 80.85 m.p.h.

Fifth One-Lap Handicap : 1, J. F. Parker (2,120 c.c. Lancia), 28s., 67.21 m.p.h.

GROWING OLD?

Mr. Laurence Pomeroy, Senr., designer of the immortal 30/98 Vauxhall, and for many years with Daimler, and now of de Haviland Aircraft Ltd., read a paper before the British Association at Nottingham, on the subject of cars and road-safety. Mr. Pomeroy made some very interesting points. He emphasised that a pedestrian is required to exert but little intelligence to avoid an accident, but that the motorist is called upon to exercise the highest degree of concentration and self-control. He put a much higher premium on good acceleration than on all-out speed, and specially condemned a lounging position in the driving-seat. The latter, he said, should be ridiculed out of existence. He believed that there is no such thing as a streamlined body with existing engine positioning and that British designers cut off corners and in doing so reduce comfort. Mr. Pomeroy said it was doubtful if a maximum speed limit of 60 m.p.h. would inconvenience any motorist. While we are the first to agree with, and abide by, the 30 m.p.h. limit in properly built-up areas (see any Editorial driving-licence) we cannot agree with Mr. Pomeroy's view. In many places that are not fully built up the extreme controllability of good modern cars makes a maintained speed of up to 45 m.p.h. or so by an alert driver by no manner of means a criminal undertaking. And on the open road maintained speeds of 60 to 80 m.p.h. by cars designed to steer and brake adequately at such speeds are perfectly safe and add much to point to point average speed and the joys of owning a sports-car. One has only to go forty miles or so from any big town, or sixty miles North or West of London, to find deserted, safe road, even in mid-summer. Perhaps old age is responsible for Mr. Pomeroy's suggestion of a 60 m.p.h. limit, because we seem to remember it was the proud boast of Vauxhall Motors that the "30/98" would do 85 m.p.h. fully equipped. In Germany high road speeds on suitable roads are encouraged, but British roads, even our By-Passes, are in need of drastic revision and we believe that more than 70 m.p.h. on the Kingston By-Pass, for instance, can rank as dangerous driving.

HIGH SPOTS AT EARL'S COURT

Forebodings that the 1937 Motor Show would be just too dull are clearing. Amongst the entirely new sports-cars we have the 3½-litre S.S. "100," which Newsome put up Shelsley last month in 45.52 secs., and the 4-cyl "12-70" Alvis. The S.S. has a very interesting 6 cyl. engine with seven bearing crankshaft, Vandervell bearings, specially designed water circulatory arraugements and a 7.2 to 1 compression ratio. The "100" two-seater is priced at £445 and is said to exceed 100 m.p.h.—judging by the 2½-litre there is every reason to believe this claim, in spite of the modest price. The new 1½-litre S.S. closed cars are also of outstanding interest. The Stand is No. 57.

The new 4 cyl. "12-70" Alvis is particularly interesting to those who recall the "12-50" of over a decade ago (which won the 1923 200-Mile Race and sold as a sports two-seater in 1925 with a guaranteed speed of 70 m.p.h.) and subsequent "12-50" and "12-60" Alvis cars. The new car is a 1.8-litre, pushrod o.h.v. job with single, downdraught carburetter, giving 63. b.h.p. at 4,250 r.p.m. As a four-door saloon it costs £435. We have already commented on the short-chassis 4.3-litre Alvis.

Sportsmen will flock to see the new Balilla Fiats, based on the immensely popular baby Fiats, while we believe there will be new Frazer-Nash-B.M.W. on Stand 115. Mercédès-Benz, Rolls-Royce and Bentley will remain unchanged, but no one will pass by these superb cars. Bentley Motors Ltd. are now concentrating on the 4¼-litre—most dignified of really fast fast cars. M.G. will continue the T Midget, 1½ and 2-litre cars as before, but a new Charlesworth open sports four-seater 2-litre will be shown at Stand 98, where a sectioned 1½-litre chassis will also be on view.

The new 1½-litre Triumph "Dolomite" and the revised Talbot Ten must be seen, likewise the new Ford Eight at Ford's own show at the Albert Hall, where a new L.M.B. 1,100 c.c. sports model will be on view. Earl's Court may spring some surprises yet.

BOOK REVIEW

"When Motoring Was a Sport"

By E. D. Lovell.

(A. B. Campbell & Co.). 2/6.

This is an excellent little work which we much enjoyed and to which every reader should treat himself. Mr. Lovell might certainly have been tempted to write sensationally of the early days for the general reading public, especially as he covers the period 1899-1923 in ninety-six pages. He does nothing of the sort. Technicalities are included and he writes as one enthusiast to another, so that it is even possible to discern some of the individual shortcomings of cars of the old days, provided one cares to trace the model referred to. Mr. Lovell writes chiefly of the cars he has owned—1901 5 h.p. Mors, 1903 7 h.p. Panhard, a 12 h.p. Brazier, a 1912 15 h.p. Fiat and a 1923 Humber Eight—and of adventures and experiences incurred in using them. His last chapter on a run from London to West Tarbert in the Humber, made quite recently, will be enjoyed. The book is illustrated with photographs and pen and ink sketches by A. W. Browne. Our regret is that there is not a lot more of it. We have long felt that the reminiscences of an ordinary, as distinct from racing, driver should have a place in motoring literature, our hope being that "Baladeur" might one day publish a large volume of his "Side Slips." If not, you will have to wait ten years or so, when the present writer (author of "General Notes") proceeds to commit his acquired reminiscences to print in book form . . . Mr. Lovell's little volume hasn't much dignity, but it will be appreciated by enthusiasts as well as motorists and it is a move in the desired direction.

* * *

CORRECTION

Mr. H. G. Symmons tells us that his special V8 which is being built to his order by Messrs. L.M.B. Motor Products, Ltd., is based on his designs and not those of an Allard-Special.

OUR GERMAN VISITORS—continued from page **408**

snake down Hollywood Hill and leap the bump at Hairpin Bend, taking the whole road to corner and somehow fight straight before shooting the narrow stone bridge at Starkey's, was—well, a sight worth many, many times the 1/3 that Mr. Craner charged the public to see it. Truly, it was magnificent. The German mechanics tried hard not to smile when the first British driver came past and someone facetiously suggested that Mr. Craner should have constructed cycle-paths for the British competitors.

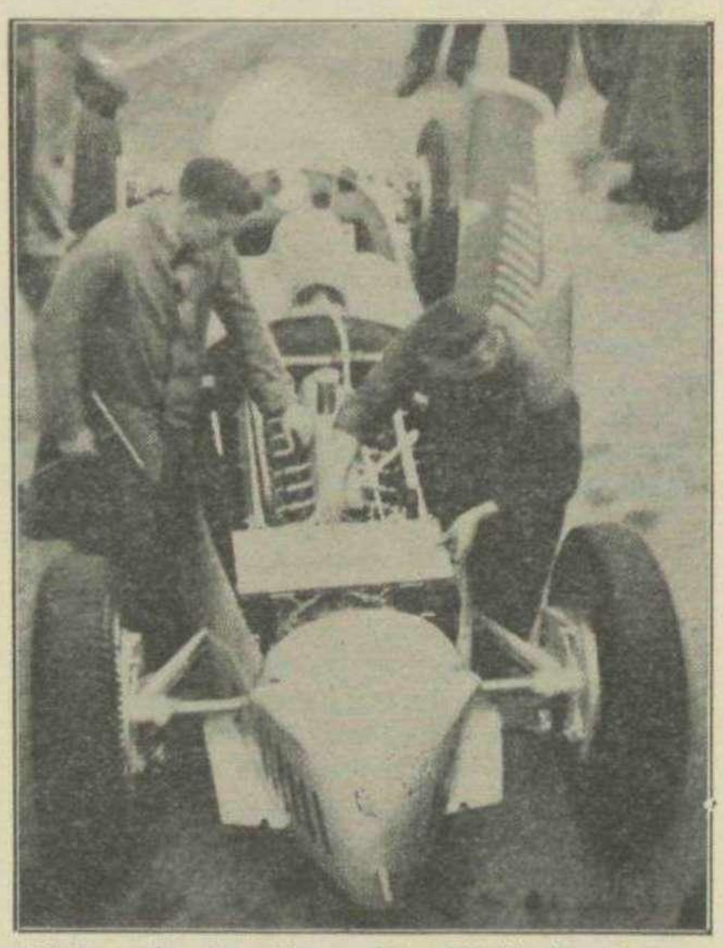
It was noticeable that even after a few laps at speed the drivers were perspiring freely, and appeared tired, drawing coats around their shoulders while adjustments were made. This was something new to us, and our pride only slightly recovered when three Rolls-Royce-engined R.A.F. fighters power-dived over the pits! Incidentally, the R.A.F. petrol-bill must have been very heavy that week, judging by 'planes which spectated. Verily, these German aces take their medicine, lifting the throttle-foot only occasionally, and then momentarily, when the cars look quite out of control. Watching an Auto-Union sliding from a bend, rear wheels dithering wildly, one regular spectator at English fixtures was heard to remark to his companion: "I've a new hobby now—watching motor-racing."

Here I would just like to say how proud we should all be of Richard Seaman. So many moneyed young sportsmen have bought a racing-car, partly to take up motor-racing and partly to have a lot of fun attending races in various parts of the world, when they are frequently outclassed, and so often the fun they have detracts from their giving of their best. Seaman might so easily have followed in their footsteps. Instead, he took his well-deserved place in the Mercédès-Benz team, submitting himself to the rigid discipline and long periods away from home that such a move necessitated—proof positive of his overpowering love of motor-racing. In addition to which his charming personality makes one glad that it is this particular young Englishman who carries our racing colours abroad.

The day was full of high spots. Excitement, when Müller's Auto-Union stripped its off rear tread after a few fast laps, and repeated the process in the afternoon. Amusement, when Neubauer argued that he timed cars so much better than Frau Caracciola and was confirmed by King-Farlow's official times. Interest, when Neubauer had a long, earnest talk with Von Brauchitsch, whose car leapt higher than anyone's at the bumps by the pits and who is an inveterate "dicer." Though Seaman told us this jumping was due to which uneven surface was struck and did not imply a much faster car.

At lunch time the Mercédès drivers sat down together in the historic hall, Seaman beside Neubauer, Caracciola with Frau Caracciola, Lang with his wife. Only soft drinks were partaken of, Brauchitsch preferring glasses of milk, though the drivers were allowed to smoke. It was an orderly party and Seaman derived much amusement from assisting Neubauer to settle the bill.

Auto-Union had blanked off their radiators considerably, I noticed, and



Taken in practice.—H. Muller's Auto-Union having the plugs changed.

Mercédès not only used thermometers to estimate required tyre-pressures, but also a gauge to discover to what extent treads were wearing down. A group of mechanics once *lifted* Seaman's car onto its jack. Brakes could be seen to smoke visibly, those on Seaman's car needing adjustment. The Mercs. had 5.50" × 19" Continental tyres on the front wheels, and 7" × 19" on the rear. Down the straight both cars were timed at about 169 m.p.h. on the Wednesday. But we humans get used to anything in time and on Thursday morning the flag-marshal at Red Gate had recovered sufficiently to desert his post to take photos. For the training Müller wore bright blue overalls and helmet, Rosemeyer, changing in full view of onlookers at the pits, a shirt and pullover, but no jacket, Lang white overalls and helmet, Hasse likewise and Seaman his customary blue kit. Caracciola wore dark-lensed goggles. A complete spare engine unit was noticed in the Auto-Union depot.

Even before the race was run we had seen a great exhibition of how motor-races are won and had formed a very high opinion of modern Germany. And that Mercédès publicity is run on quite as thorough lines as their racing was evident to those who attended the tea-party given at the Dorchester on the eve of the race. Let us hope—futile hope that it may be—that one day Britain may, by grace of its Government or one of its big manufacturers, send out to compete on level terms with the Mercs. and Auto-Unions a team of racing-cars conducted with equal thoroughness and tended with equal enthusiasm. Mr. Craner, who staged for us this great exhibition, deserves the highest possible commendation On the Thursday beforehand he spoke in very unreasonable terms of the Press in general and the Motor Press in particular, but we hope this can be put down to excitement at what he had brought about and that next season, with Press co-operation, he may stage another International Grand Prix at Donington, under the new formula, which will be even better attended than was the race on that historic date—October 2nd, 1937.

DONINGTON G.P.—continued from page **406**

tubular frames, with independent suspension, front and rear. The fuel tank is behind the cockpit but ahead of the engine, and not ahead of the cockpit as the Race Programme had it. The water flows from radiator to engine via oval tubes passing inside the cockpit. The front suspension is torsion bar, there is a five speed gearbox in unit with the engine, and the Roots-supercharger delivers to the engine, sucking from the carburetter. The cylinders are set at 45°, the o.h.v are operated by short push-rods and rocking-levers from a single camshaft, the built-up crankshaft runs in roller-bearings, and the alloy cylinder blocks have wet steel liners. Dr. Porsche is the designer, Herr Feureisen the team manager and Sebastian, once riding mechanic to Caracciola, his chief assistant. The four ringed badge indicates the Horch, Audi, D.K.W., Wanderer Auto-Union combination.

The Mercédès-Benz has an eight-cylinder, 5,660 c.c. blown twin o.h. camshaft engine with four valves per cylinder and wet steel cylinder liners in an alloy block. The latest long-wheelbase frames are tubular, with all-round independent suspension, torsion bar at the rear and coil spring at the front. In spite of Seaman's early statements the front suspension is identical with that of the sports models, which no doubt will be still further improved as a result of Donington lessons. The Roots supercharger now blows through the carburetters and the right-hand controlled gearbox is in unit with the rear axle. It gives four speeds and reverse and the clutch is a single dry plate. Both cars were designed for the International G.P. formula imposing a weight limit of 750 kilograms, which expires this season. Both use Lockheed hydraulic brakes. The Mercédès-Benz team is managed by Herr Alfred Neubauer and attended by one of the designers, Herr Uhlenhaut. The mechanics are presided over by Zimmer and Lindermeyer and time-keeping is done by Alice Caracciola and Geier. Seaman is to make a demonstration run with a Merc. at the Crystal Palace on October 9th, and, if timed, will no doubt net the lap record. And Mercédès are likely to get busy on Brooklands lap and other records quite soon, of which we first had wind from an announcement seen in a German motor-paper on September 29th. How they overcome the silencer difficulty and what subsequently transpires, MOTOR SPORT is watching very closely.

THE SOUTHERN MOTOR COMPANY

We recently had an opportunity to inspect some of the reconditioned Rolls-Royces in which the Southern Motor Co. of 72, Park Hill, Clapham, London, S.W.4 (Mac. 4343-5) specialise. Outwardly these cars, mostly 1927 chassis, appear to be 1938 models. The reconditioning embraces rebuilt wheels, new Dunlop or Michelin tyres, and raised, chromiumed radiators. So far as the chassis is concerned, the wise policy is followed of reconditioning not so much to a set rule, but as is found advisable, then submitting the reconditioned chassis to Messrs. Rolls-Royce Ltd. for their very strict official examination—which occupies some twenty-four hours' testing. Naturally if Rolls-Royce do not pass the chassis further reconditioning is carried out until they do so. Usually engines are rebored and fitted with new pistons, axles and gearboxes overhauled and clutch and brakes relined, etc. It has been found useless to attempt to recondition used bodywork and obtain satisfactory results. Consequently entirely new Ranaleigh coachwork is fitted, with new seating upholstered in good quality smooth leather. The normal range embraces two and four-door saloons, drop-head coupés, etc., and naturally detail alterations can be easily incorporated, or entirely special bodies can be designed and fitted. Prices range from £400 in the case of the four-speed 20 h.p. models, which give about 60 m.p.h., are guaranteed 20 m.p.g., and provide extremely refined performance and accuracy of control with the outward appearance of 1937 20-25 h.p. cars. Similar replicas of 1937 40-50 h.p. models are available, and it should be possible to build a very interesting 90 to 100 m.p.h. open car around a reconditioned "Phantom II" Rolls-Royce chassis. R-R., A.A. and R.A.C. examinations are invited. These reconditioned, 1937 replica Rolls-Royce cars should be of particular interest to our overseas readers. Mr. May and his sons, proprietors of the Southern Motor Co., have specialised in Rolls-Royce work for some twenty-five years. They are themselves enthusiasts, well known at race meetings, and own a very fast 30/98 Vauxhall as a personal car. The bodies we saw were beautifully finished and of modern outline, with high bonnets, dropped waist lines and built-in luggage lockers containing the spare wheels.

RATHER FUTILE

A contemporary suggests in an Editorial that a way of ensuring that foreign entrants really do run in our races would be to charge the full entry fee and refund it, in cases where it is usually waived, after the car has started. In view of the fact that an entry of a team of cars in a big race seldom costs more than £60, often less, it seems that this is rather a futile suggestion, remembering what it costs to transport cars, drivers and staff to this country from abroad. For example, what can it have cost Mercédès-Benz to import those five lorries, six cars, forty or fifty mechanics and to bring four drivers and the manager over by air from the race at Masaryk . . . ? No! The only way to seal the bargain is to pay sensible appearance money, as Mr. Shields and Mr. Craner have so convincingly shown us. The publicity resultant on entering but not appearing might in any case be worth the sum of the entry fees. And usually when a foreign team enters it seriously intends to come and is prevented quite genuinely by uncontrollable considerations—which, nevertheless, some £1,000 or so of guaranteed appearance money can be relied on to obviate!

NOT UNSTUCK

It is denied that Hans Von Stuck's place in the Auto-Union team at Donington was taken by Hasse as a result of a disagreement. Apparently Stuck finds full length G.P. races rather too tiring and has a leaning towards record-breaking on the water.

VINTAGE SPORTS CAR CLUB

The following officials have been appointed for the Northern Section of the Vintage Sports Car Club :—

Chairman : E. T. Lewis.

Hon. Secretary : K. Neve, 36, Deacon Road, Widnes, Lancs.

Hon. Treasurer : P. Wike.

Hon. Activities Secretary : P. Lees.

Hon. Press Secretary : G. W. Snelling.

The new section seems to be fulfilling a long-felt need and the many inquiries and expressions of goodwill which are coming in a steady flow from many Northern areas indicate the presence of enthusiasm beyond expectation. Twenty-four followers, including four who had travelled over sixty miles, turned up for the first convivial gathering at the Junction Hotel in North Manchester. Another of these meetings will be held on October 22nd at the Waggon and Horses, right-hand side, 2½ miles north of Congleton, on the main Wilmslow road. Anyone interested is urged to be present.

FORD MOTOR EXHIBITION

THE exhibition to be held at the Royal Albert Hall, from the 14th October to the 23rd, will not only display the wide range of the latest Ford cars, industrial power units, and accessories, but will tell the story of their design, manufacture and servicing by scores of demonstrations and "action" displays, the whole exhibition being full of life and movement. Most people like to "see the wheels go round." At the Ford Exhibition they will be taken behind the scenes, and men and machines from Ford works, Dagenham, will show how things are done. Following are a few of the outstanding exhibits.

Crankshaft Balancing

Dynamically testing Ford crankshafts for perfect balance—i.e. while the shaft is actually in rotation. The balancing machine is one of the most interesting to see at work, and because of its high sensitivity is operated under conditions ensuring constant temperature.

The "Disappearing Engine"

In this intriguing demonstration a Ford "Eight" engine will gradually become transparent while rotating. The whole engine will then disappear. This is similar to the mystifying "disappearing car" demonstration which created so much interest last year.

How a "Soft" Clutch Works

A visual explanation of the principle of the Ford V8 "centri-force" clutch, showing how immense plate pressure is obtained with light pedal action. The clutch will be shown rotating at various speeds, corresponding to those attained as the engine is accelerated or slowed down, and the centrifugal weights will be seen coming into operation to build up pressure as the speed mounts.

Car Radio Display

Specially arranged to show the design and construction of the latest Ford radio installations.

History of Linear Measurement

A pictorial account of man's first efforts to create standards of length from parts of the human body—the first dim beginnings of measurement will be shown side by side with modern high-precision instruments capable of measurement to within two millionths of an inch, and which is the basis of modern precision production.

Precision Measurement

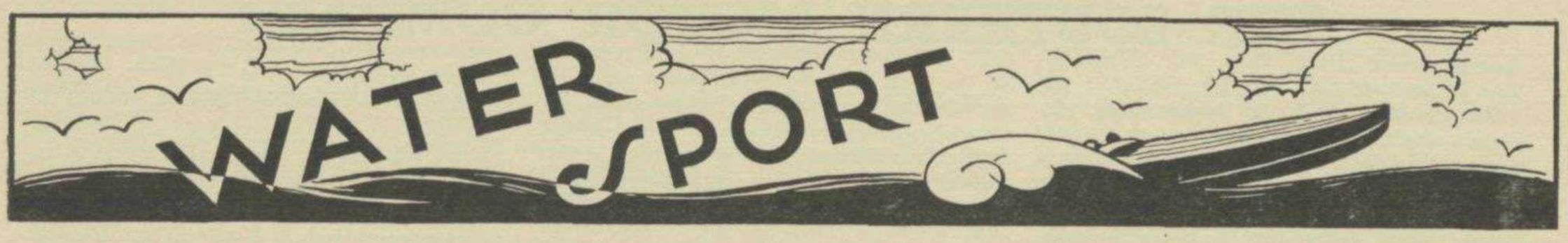
Examples of instruments used at Ford Works for high-precision gauging and measuring, including the Ultra Optimeter, with which measurements as small as one millionth part of an inch can be obtained.

The Ford V8 "30"

Many different examples of the wide range of modern body-styles available on the Ford V8 "30" chassis will be shown. In addition to the Touring Saloons (six-seaters with large luggage boots at the rear), body types include a handsome coupé, a club coupé, a cabriolet and a club cabriolet. The club coupé provides room for five passengers, while the club cabriolet is a beautiful convertible car which provides open or closed car enjoyment for five occupants. Prices from £235. An interesting body type is the Utility Car, which is widely used on country estates.

The Improved Ford V8 "22"

This well known five-seater saloon will be shown with newly-designed bodywork providing still greater roominess for rear passengers, and enlarged luggage accommodation, accessible by means of an outside lid. It has achieved great popularity among British motorists who desire a spacious, refined and speedy car of medium power and moderate running costs. Price £240.



IMPORTANT MOTOR-BOAT AND MARINE DEVELOPMENTS

Ambitious Programme of The British Motor-Boat Manufacturing Co. Ltd.

By "PROP SHAFT"

DURING the years of the depression the virility of the motor-boat and marine industry was cause for much favourable comment. This was in no small measure due to the far sighted policy of The British Motor-Boat Manufacturing Co., under the able guidance of Mr. J. W. Shillan, whose ambitious programme for 1938 is revealed on the company's stand in the marine section of the Motor Exhibition at Earl's Court.

For many years this firm has offered a splendid series of small open craft built to a first-class specification at surprisingly low prices.

Motor cruisers have also been produced, but until the present time no really serious effort has been made to supply boats of this type in considerable numbers, apart possibly from small cruisers intended specifically for use with outboard motors.

Realising that there is considerable demand for a capable cruiser at a really attractive price, the 22 ft. Rytecraft "Hawk" model is being shown for the first time.

Some years of experimental work are behind this development in order that every detail could be thoroughly tested and the design of the hull and lay-out of the accommodation be so near to ideal as possible.

Having a length of 22 ft. overall, a beam of 7 ft., and a draught of 2 ft. 6 in., this cruiser is fitted with four-cylinder four-cycle 10/18 h.p. "Solo" marine engine which is well known for its refined performance and power producing characteristics, which give the best boat a really excellent turn of speed.

There are two convertible settee berths in a roomy saloon which is provided with skylight and six opening port-lights. The toilet and cooking facilities are really adequate, whilst the hull, which is built to a thoroughly sound specification and including all the usual equipment, is available for commissioning at the surprisingly low price of £290.

Rytecraft launches and dinghies are to be continued in the same range which has proved so successful during the past season and they seem to have escaped the threatened general rise in prices. For example, a 9 ft. mahogany outboard dinghy equipped with oars and rowlocks and finished in first-class style costs only £15, whilst the larger 14 ft. engine, built more on the style of a runabout, is listed at £24.

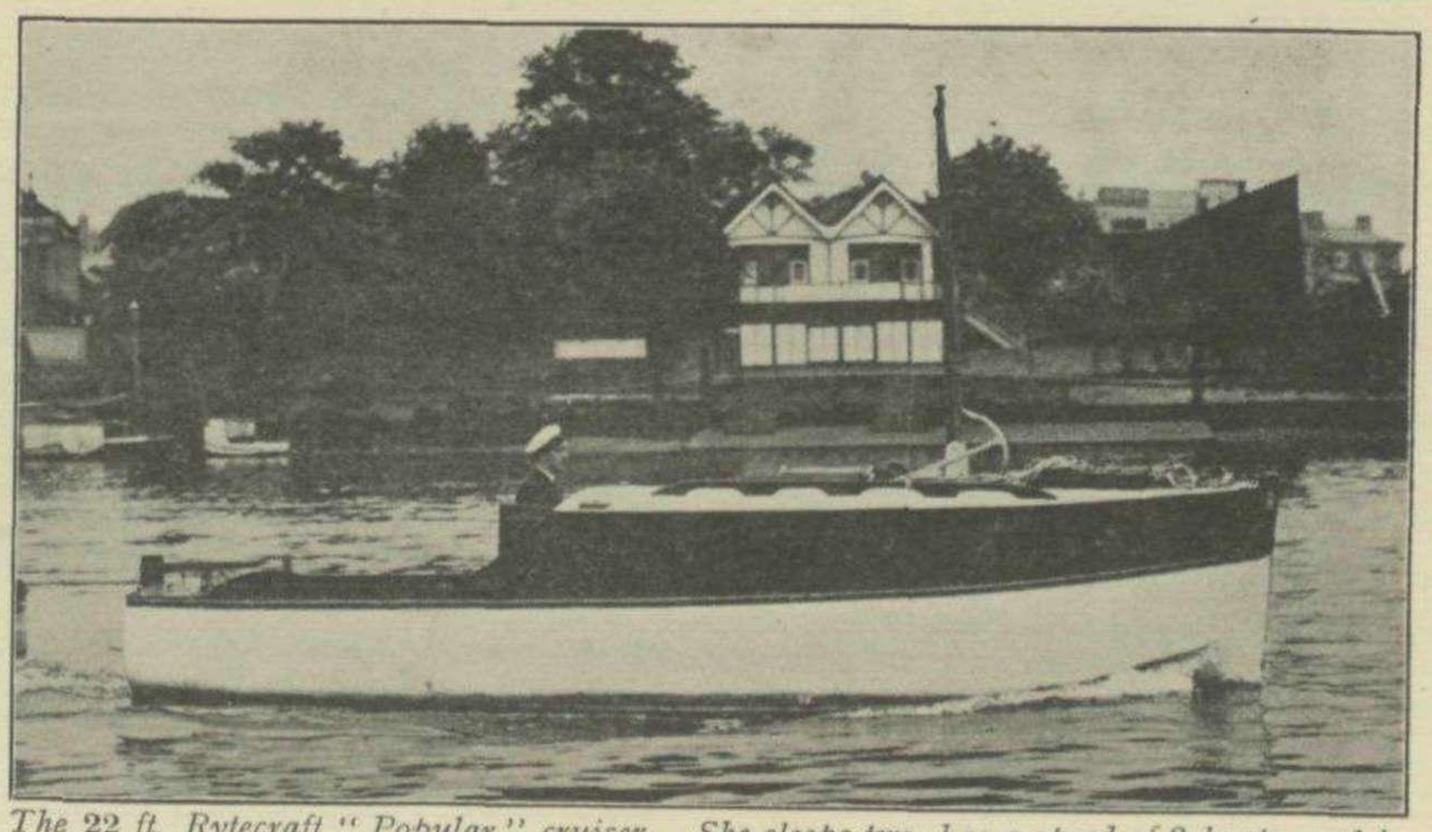
One of the most popular Rytecraft models is a 12 ft. mahogany motor launch equipped with a 2½/4 h.p. "Solo" marine engine and reverse gear, wheel steering and decks both forward and aft. This is listed at £80.

Those whose interest lies in the direction of sailing, will doubtless be attracted by a 10 ft. centre-board dinghy which, with full equipment, can be purchased for £22 10s. 0d.

The "Solo" engine which is handled by The British Motor Boat Manufacturing Co. Ltd. has earned a reputation for smooth running, reliability and economy. At Earl's Court, no fewer than eight models will be seen. There are three single-cylinder two-cycle motors, the smallest of which is 2½/4 h.p., and costs £21. The largest of this particular series is rated at 4/6 h.p., and sells for £35 10s. 0d.

So far as the four-cycle models are concerned, space does not permit of a detailed description of the entire range, the variation in power being from 4/6½ h.p. to 16/24 h.p.

A particularly popular outfit is the four-cylinder model H 10 which is the power unit developing 10/18



The 22 ft. Rytecraft "Popular" cruiser. She sleeps two, has a speed of 8 knots, and is priced at £290.

WATER SPORT—continued

h.p. and is standardised in the "Hawk" cabin cruiser. All moving parts are entirely enclosed, including the flywheel, whilst the reverse gear casing is compactly combined with the crankcase. With an engine of this size hand starting is so simple that it is often preferred. The handle is raised to a convenient height, the connecting chain being enclosed, thus protecting it from water and any other cause for deterioration. A Bosch impulse started magneto is a standard item of equipment and included in the price of £103.

For the benefit of those owners who favour electric starting equipment, and this is often on account of the fact that the battery which is necessary in such cases provides a ready means for lighting the boat, a two-unit starter and generator are available as an optional extra for the price of £20.

Intended for use with somewhat larger craft than the "Hawk" cruiser, the 16/24 h.p. four-cylinder "Solo" engine will doubtless offer a strong appeal at £123 10s. 0d. Simplicity is the keynote of the design and a certain indication of the manufacturer's knowledge of the exacting needs of marine service.

For 1938 there are no fewer than nineteen models from which to choose. So far as the Britannia series is concerned these show considerable modification in regard to the power head, which has been streamlined in order to conform with modern ideas; but the changes are much more than a matter of mere appearance for complete protection is afforded to the ignition and other vital parts in the event of spray or even solid water galling upon the engine.

No change has been made in price of 1 h.p. Elto "Pal," which is the most inexpensive of all outboard motors as it sells for so little as £11 11s. 0d.

There are seven alternative models of the Elto series the largest of which is rated at 23¼ h.p. and costs £60. This motor can also be supplied with an electric starter which adds £10 to the price.

The nine Evinrude models do not clash with any of the Elto motors, and one of the most interesting of this series is rated at 16.2 h.p. and is provided with four-cylinder power head.

The special Elto model intended for the use of fishermen, amateur and otherwise, is deserving of particular attention. When Mr. Ralph Evinrude was in this country a short time ago, he stated that this particular Elto model, which is priced at £50, has taken some years to develop, but it was truly weedless and could be driven through shallow weed choked waters without the slightest fear of marine growth wrapping itself round the propeller and thus causing trouble.

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ASTON-MARTIN

1931 ASTON-MARTIN International sports 4-seater, finished red, host of fittings, really carefully used, very fast and in exceptional condition, our price, with written guarantee, £125. Apply Box T 301, c/o MOTOR SPORT.

1½-LITRE 1931 model ASTON-MARTIN sports-man's coupe, black and grey, recently overhauled, first-class condition, £85. Apply Box R 309, c/o MOTOR SPORT.

BENTLEY

1928 4½-litre BENTLEY Vanden Plas 4-seater sports, maintained by Bentleys, guaranteed 100% condition throughout, good tyres, sacrifice £90. Apply Box Z 308, c/o MOTOR SPORT.

BENTLEY

RED LABEL BENTLEY drop-head coupe, in immaculate condition, reconditioned and modified 1932, good tyres, chromium, 65 gns. Apply Box U 307, c/o MOTOR SPORT.

FRAZER-NASH

1½-litre FRAZER-NASH, very light 2-seater racing body, overhead camshaft eng'ne, entire car specially built at cost of £1,000, and largely made of electron £295. Apply Box E 319, c/o MOTOR SPORT.

LAGONDA

1932 3-litre LAGONDA metal-panelled sports saloon, beautiful order throughout, black-blue, genuinely fast, £120. Apply Box N 318, c/o MOTOR SPORT.

LEA-FRANCIS

£30 12-50 LEA-FRANCIS, coach-built, low chassis, wide-track model, fitted coach-built drop head coupe, finished in dark green, just recellulosed, chromium-plate throughout, nearly new tyres, engine recently fitted cylinder liners, etc. very smart, an undated car with an excellent performance. Apply Box S 314, c/o MOTOR SPORT.

M.G. MAGNETTE

1933 M.G. MAGNETTE KD pillarless sports sun saloon, just rebored and overhauled at our works, magnificent condition, many accessories, preselecta gear, etc., 98 gns. Apply Box F 311, c/o MOTOR SPORT.

RAILTON

1934 RAILTON Terraplane 8 special saloon, finished in two shades of blue, in exceptionally good condition throughout, £95. Apply Box M 320, c/o MOTOR SPORT.

SENECHAL

£12 1928 9 h.p. SENECHAL 2-seater sports, safety glass folding screen, large f.w.b. Black/Silver, good tyres, spring wheel. 59, Beechwood Avenue, London, N.3. Finchley 3804 after 6.30 p.m.

SINGER

1935 SINGER Le Mans sports 2-seater, very fast, Scintilla magneto, two spare wheels, £85. Apply Box O 323, c/o MOTOR SPORT.

1933 SINGER 9 special sports coupe, black and green, twin carburetters, very fast, good tyres, exceptional condition, £55. Apply Box N 321, c/o MOTOR SPORT.

1937 SINGER 9 de luxe sports coupe, mileage 3,000, cost £165, accept £108. Apply Box T 327, c/o MOTOR SPORT.

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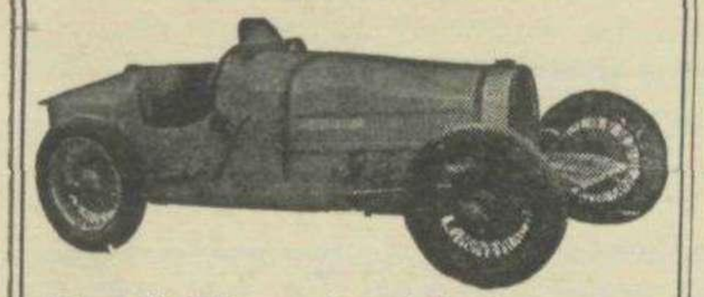
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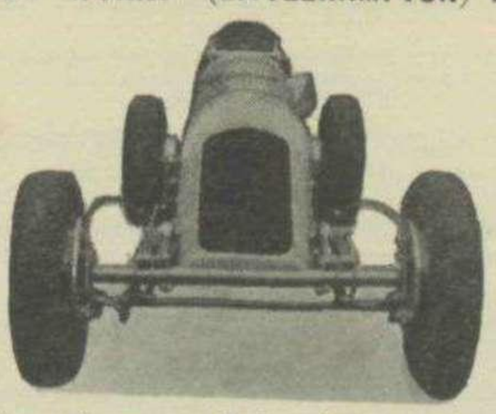
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Alfa-Romeo 1½-litre supercharged 6-cyl. Charles 2-seater (1929)	March 1934
Alfa-Romeo 1¾-litre supercharged 8-cyl. "Zagato" 2-seater (1932)	July 1934
Alfa-Romeo 2.3-litre supercharged 8-cyl. "Zagato" 2-seater (1933)	Aug. 1936
Alfa-Romeo 2.3-litre supercharged 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 4-cyl., 12.50 h.p., super-sports 2-seater	April 1925
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
Amilcar 4-cyl. 1,100 c.c. "Grand Sports" 2-seater July 1927 & May	1926 & Jan. 1925
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 1935
Aston-Martin International 11.9 h.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
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
Austin Seven sports 2-seater	July 1930
Austin Seven "Brooklands" 2-seater	Feb. 1925
BENTLEY 3-litre, 4-cyl., speed-model, 4-seater	July 1924
Bentley 3-litre, 4-cyl., 4-seater (1927)	Jan. 1932
Bentley 3½-litre, 6-cyl., Vanden Plas, 4-seater	Nov. 1933
Bentley 4¼-litre, 6-cyl., Park Ward saloon	June 1936
Bentley 4½-litre, 4-cyl., supercharged 4-seater	Jan. 1931
Bentley 6½-litre, 6-cyl., long-chassis saloon (1928)	Dec. 1936
Bentley 6½-litre, 6-cyl., special 2-str. (1934)	May 1935
Bentley 6½-litre, 6-cyl. speed-model 4-seater	March 1930
Bugatti 11.9 h.p., Modified Brescia 4-seater	Aug. 1925
Bugatti 1½-litre, 4-cyl., Type 37 G.P. 2-seater	Sept. 1926
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
FRAZER - NASH - B.M.W., 2-litre, Type 45, saloon	Feb. 1937
Frazer-Nash-B.M.W., 2-litre Type 55, 2-seater	Nov. 1935
Frazer-Nash Anzani s.v. super-sports, 4-seater	Feb. 1927
Frazer-Nash 6-cyl., 1½-litre (Black-burn) 2-seater	July 1933
Frazer-Nash 4-cyl., 1½-litre push-rod o.h.v. "Interceptor" 3-4-seater	Jan. 1931
Frazer-Nash 4-cyl., 1½-litre T.T. Replica push-rod o.h.v. 2-3-seater	Nov. 1931
LANCIA AUGUSTA 11.9 h.p., saloon	Sept. 1934
Lancia Astura, 25 h.p., 8-cyl., James Young saloon	Nov. 1932
Lancia Dilambda 31 h.p., 8-cyl., saloon	Dec. 1930
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 2-litre 6-cyl., "Ace-of-Spades" saloon	Nov. 1930
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., super-charged 2-seater	June 1925
Mercedes-Benz 36.220 h.p. super-charged, 2-4-seater	April 1928
Mercedes-Benz 38.250 h.p., super-charged, 2-4-seater	Nov. 1929
Mercedes-Benz 33.180 h.p., super-charged, 4-seater	Aug. 1927
M.G., 6-cyl., Mark I, 4-seater	May 1931
M.G. Midget Jarvis 3-4-seater	Jan. 1931
M.G. Magna, 12 h.p. Abbey 4-seater	Feb. 1932
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. Midget 750 c.c. Montlhery supercharged 2-seater (1931)	May 1932
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. 2-litre, 6-cyl., 4-seater	Aug. 1926
O.M. 6-cyl., 2-litre, 4-seater	Oct.-Nov. 1928
RILEY NINE "Gamecock" 2-seater	March 1932
Riley Nine "Monaco-Special," two-carb. saloon	March 1931
Riley Nine, 4-seater	June 1931
Riley Nine "Monaco-Special" saloon	July 1930
Riley Nine "Brooklands" racing 2-seater	July 1930
Riley Nine "Brooklands" Speed model 2-seater	June 1929
SALMSON 1,100 c.c. o.h.c., Grand Sports 2-seater	Jan. 1926 & Dec. 1926
Salmson 4-cyl., twin o.h.c. Grand Sports 2-seater (1928)	April 1931
Singer 1½-litre, 6-cyl., Le Mans 2-str.	March 1935
Singer Nine, 4-seater	March 1933
Squire 1½-litre, 4-cyl., 2-seater	Aug. 1935
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
Tatra 4-cyl., 1,154 c.c., coupe	Dec. 1932
Terraplane, 8-cyl., 29 h.p., 4-str.	July 1935
Tracta 1½-litre, f.w.d., 2-seater	March 1930
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
VALE-SPECIAL 832 c.c. 2-seater	Aug. 1933
Vauxhall 30/98 O.E. 4-seater	Sept. 1925
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. "Velox" saloon	May 1929
Vauxhall 20/60 h.p. "Hurlingham" 2-seater	Feb. 1930
Vauxhall 17 h.p., 6-cyl., "Cadet" saloon	Sept. 1931
Vauxhall 14 h.p. "Stratford" 4-str.	Sept. 1933
Vernon-Derby 1,100 c.c. (Ruby) 2-seater	March 1928
WINDSOR 4-cyl., 11 h.p. "Special" 2-3-seater	Nov. 1926
Wolseley Hornet Swallow 2-seater (1933)	April 1934
Wolseley Hornet Abbey AS.3 2-4-seater	Jan. 1932
Wolseley Hornet E.W. "Daytona-Special" 4-seater	May 1932
Wolseley Hornet Boyd-Carpenter 2-seater	Jan. 1931
Wolseley Hornet (12.08 h.p.) saloon	Sept. 1930

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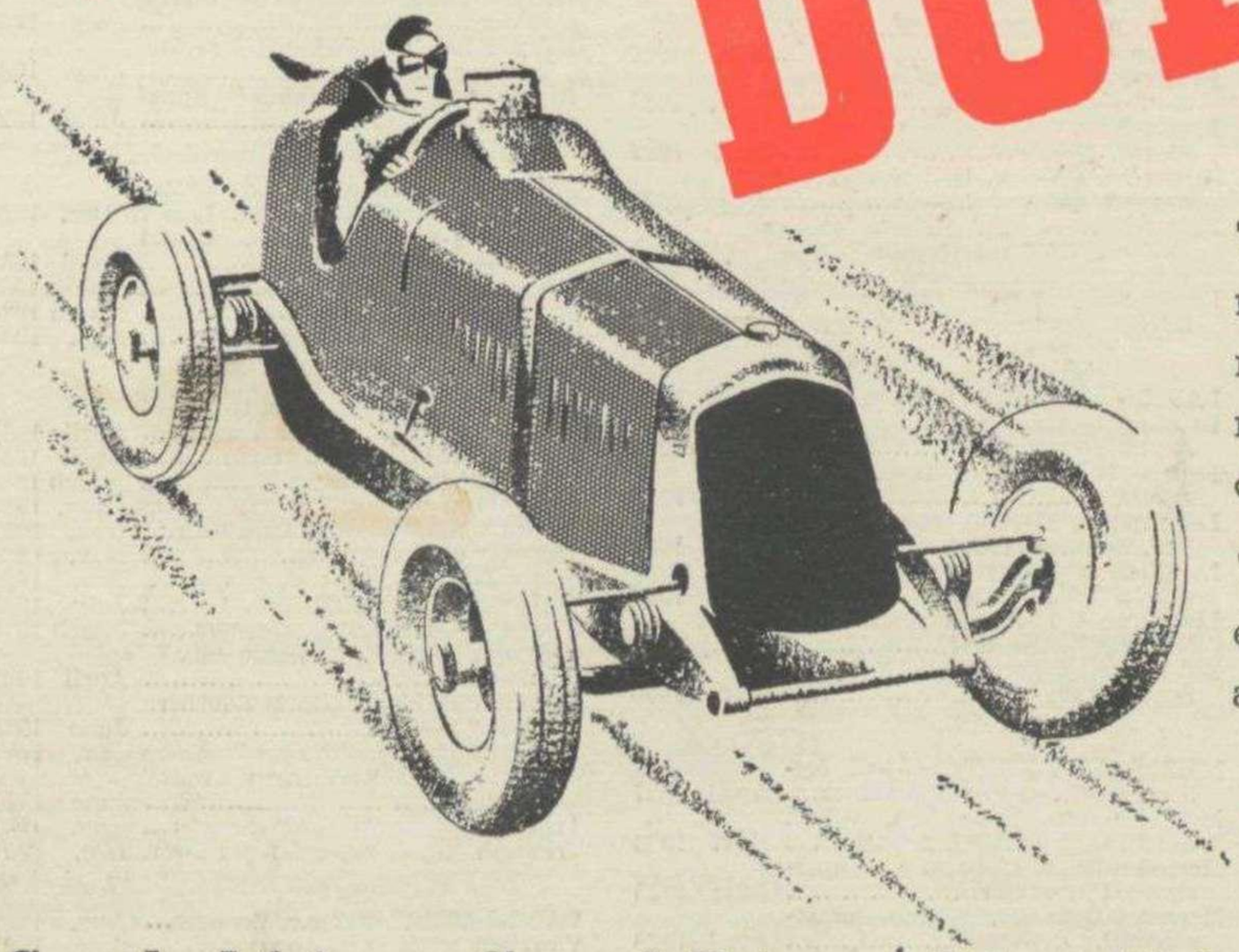
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Rand Grand Prix
Pau Grand Prix
B.A.R.C. Easter Meeting
British Empire Trophy Race
Turin Grand Prix
(1500 c.c. class)
Tunis Grand Prix
Grand Prix de Frontieres
(2-litre class)
Bol D'or (General class)
B.A.R.C. Whitsun Meeting
Bone Grand Prix
Cork International Car Race
Avus Race (1500 c.c. class)

Isle of Man International Race
Marseilles Grand Prix
Nuffield Trophy Race
Le Mans Grand Prix
Ulster Trophy Race
French Grand Prix
Donington
12 Hours Sports Car Race
J.C.C. International
Trophy Race
Berne Grand Prix
J.C.C. 200 Miles Race
R.A C. Tourist Trophy Race
B.R.D.C. 500 Race

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