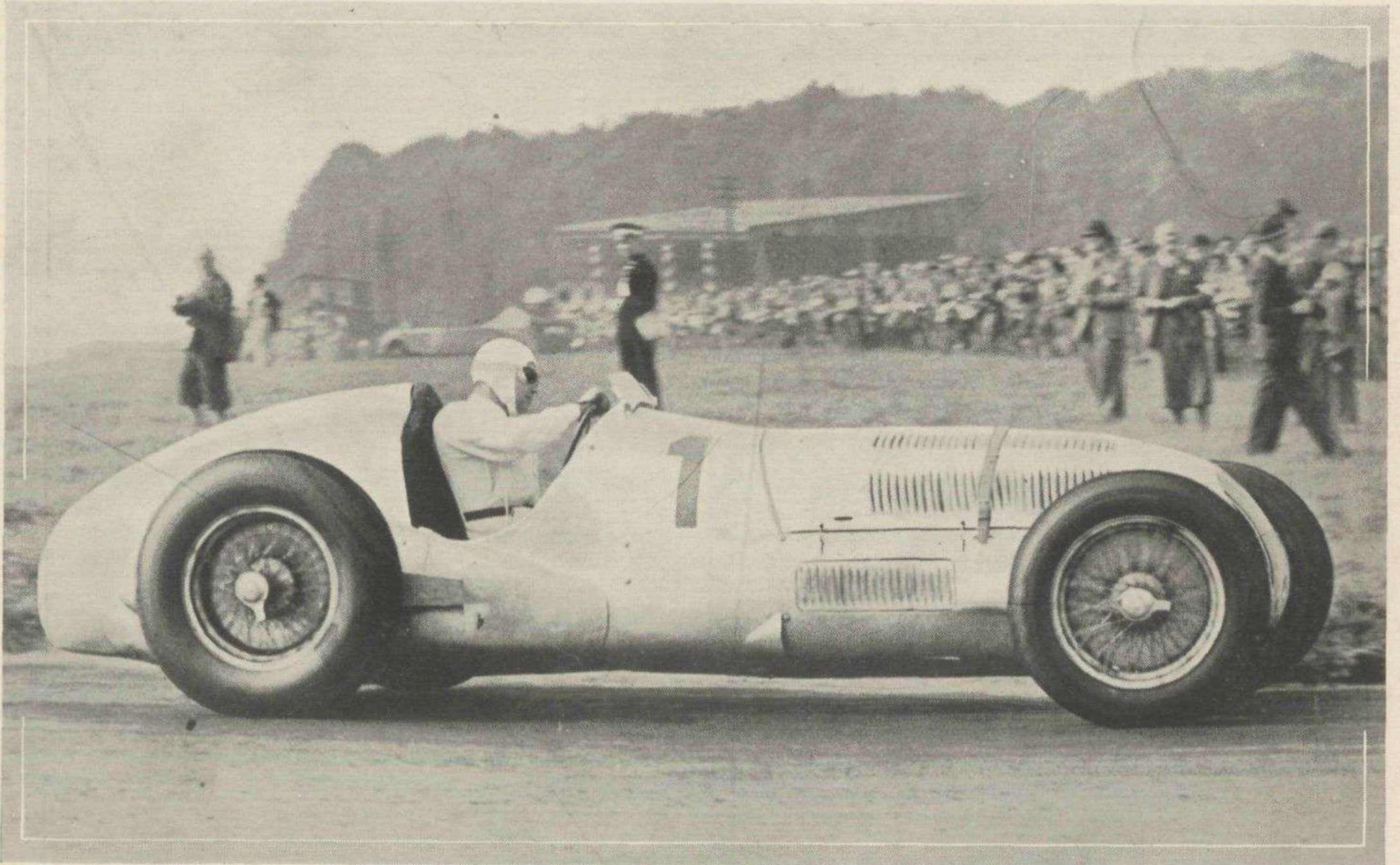


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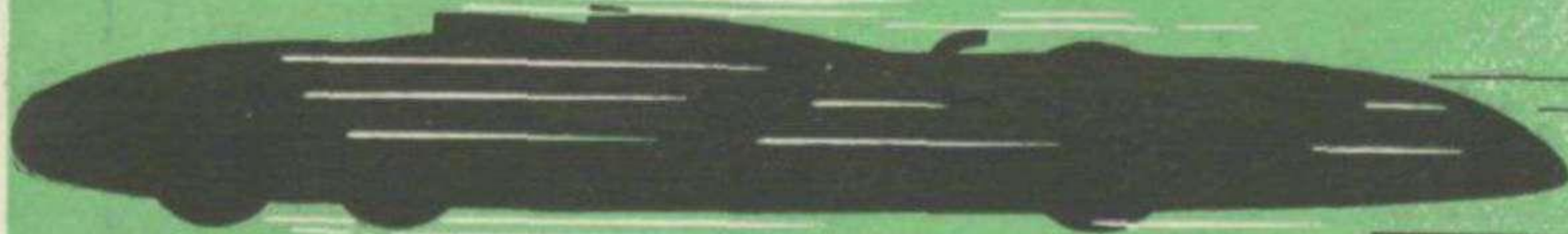
SIXPENCE MONTHLY



[Motor Sport Photograph]

Donington Park—A fine impression of R. Caracciola with the Mercedes-Benz in the Donington G.P. of 1938.

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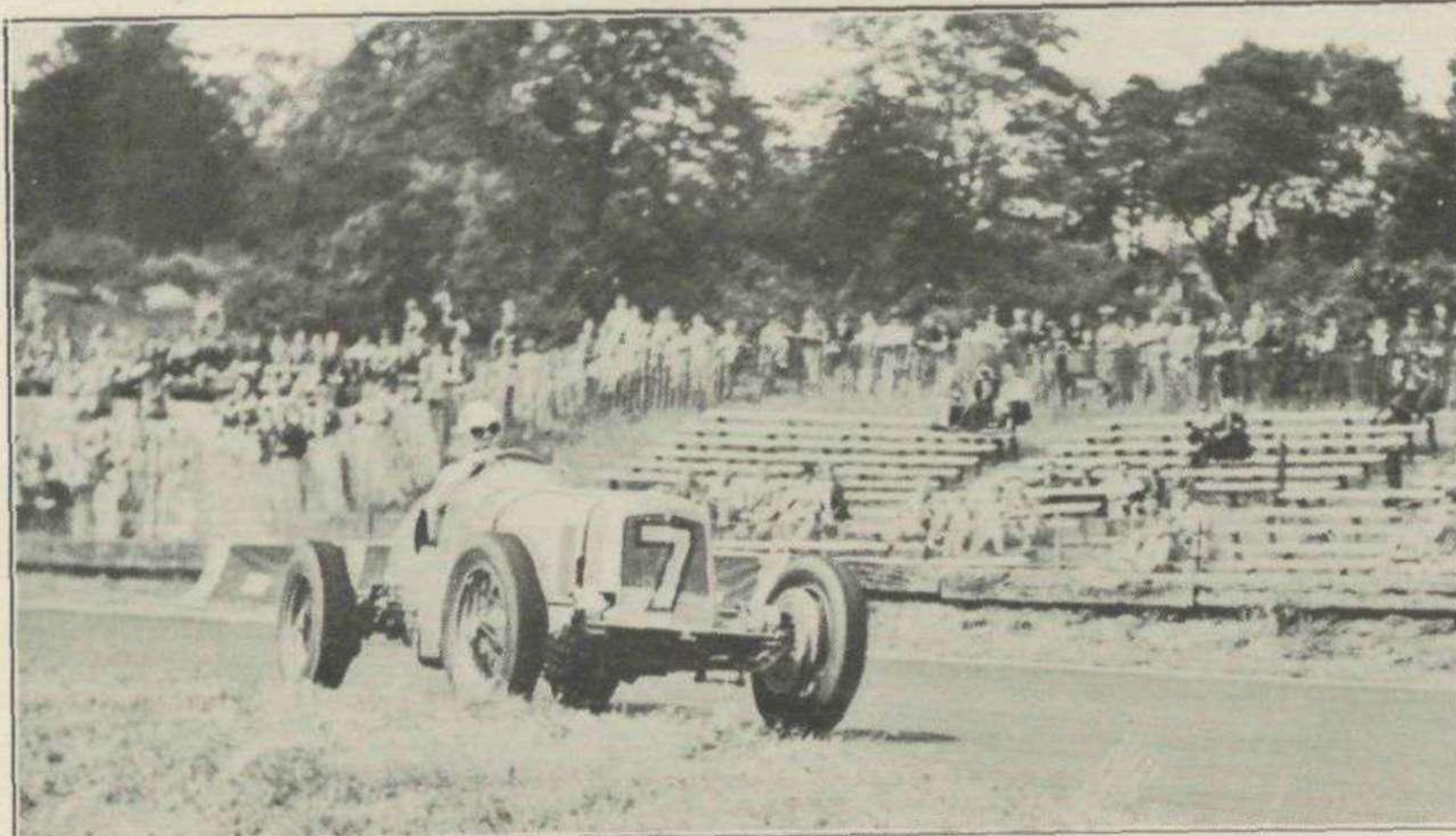
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LONDON G.P. CRYSTAL PALACE, 1938

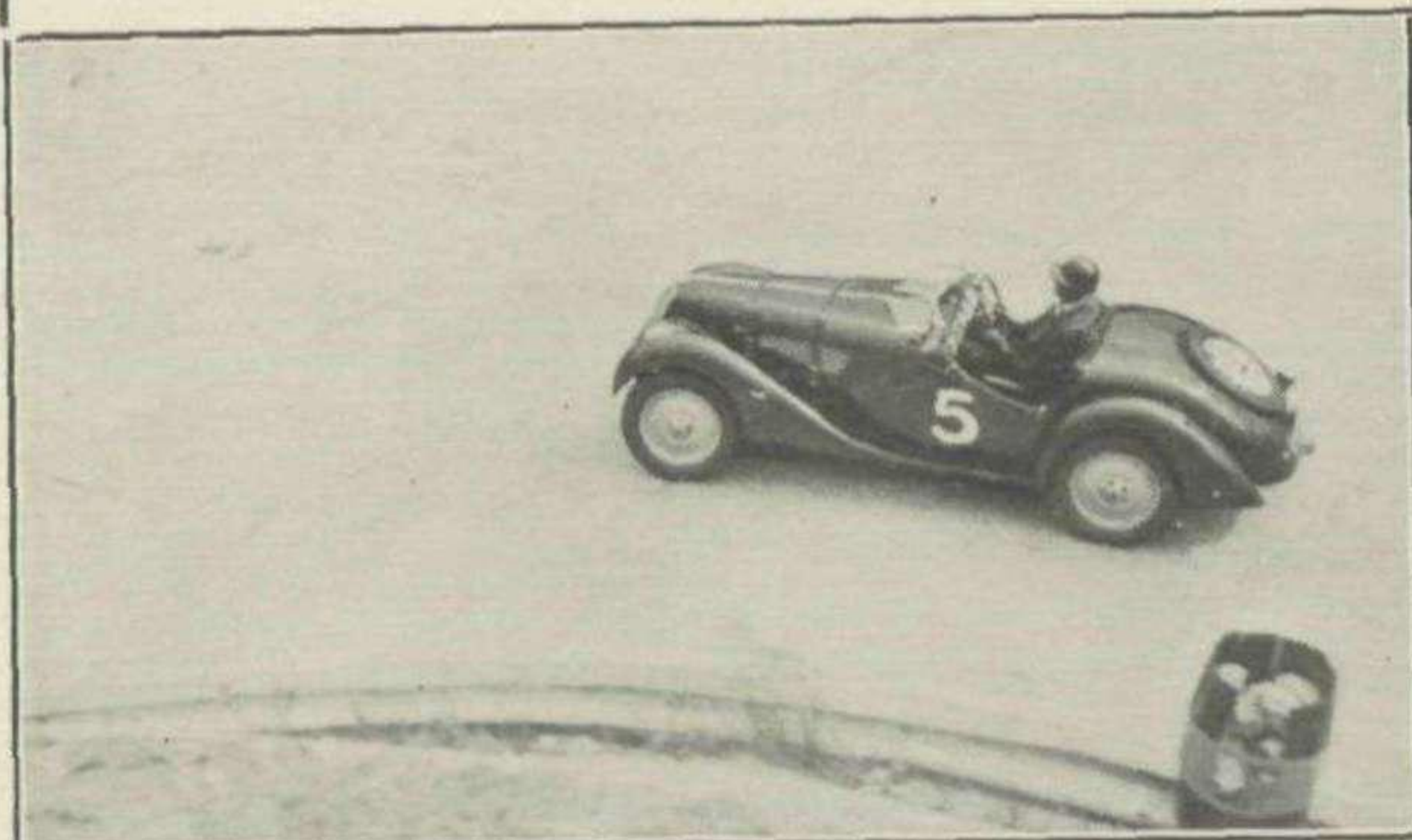
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WE HAVE MANY PHOTOGRAPHS TAKEN LAST YEAR AT BROOKLANDS, CRYSTAL PALACE, SHELSLEY WALSH, LEWES, ETC., WHICH HAVE NOT APPEARED IN "MOTOR SPORT." WRITE TO SEE IF WE HAVE A PHOTOGRAPH OF YOU.



B. Bira, E.R.A.

THE THREE HOUR SPORTS CAR RACE, 1938

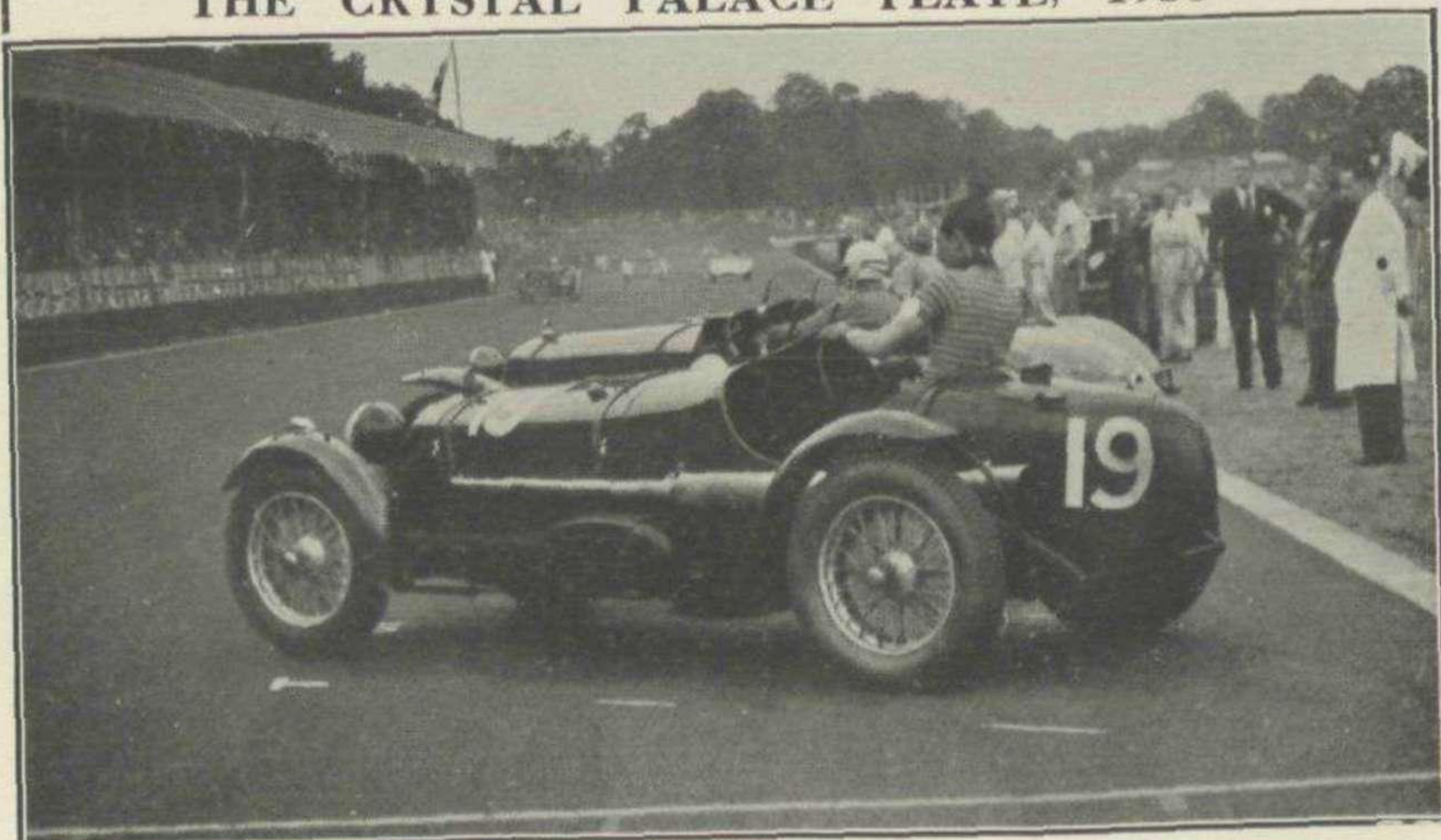


A. F. P. Fane (Frazer-Nash B.M.W.)



H. J. Aldington (Frazer-Nash B.M.W.)

THE CRYSTAL PALACE PLATE, 1938



The Start

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READERS' SPARE PARTS FOR SALE AND WANTED

FOR SALE

- Amilcar spares 1924-1927.** Chassis, engines, gearboxes, axles, radiators, including complete car (underslung) first registered 1937
- Aston-Martin spares 1928-1930,** engine, crankshaft 2 cylinder heads, one camshaft and housing, one wet sump, 2 gearboxes, 2 clutches, several timing gear chains etc., 8 con rods, light alloy $\frac{1}{4}$ " gudgeon 1.625" big end, 2 back axle casings, 2 half-shafts, 2 brake plates complete with shoes and drums, 2 wheel hubs, one Marles steering box, 18" Bluezels spring wheel, 5 21" R.W. wheels with good tyres, 52 mm. 2 A.C. petrol pumps, mechanical. Petrol pump, Ford type, mechanical. 12 v. starter motor, 2 head lamps re-silvered, 2 36 mm. S.U. carburettors.....
- Austin Seven,** cylinder head, intake manifold, with Zenith carburetter, wheels and tyres and 1928 normal Austin 7 gearbox.....
- " wheels, two. Complete with 400x19 Dunlop sports tyres and inner tubes. Run 300 miles only.....
- Austin Cylinder head,** flywheel, clutch plate with fingers and thrust, front half propshaft 2 Ferodo clutch linings with rivets (new) "chock-blocks" with pin (new), set kingpins and bushes (new), crankshaft with main bearing.....
- " 60 m.p.h. speedo, petrol tank, bucket seat, cycle type mudguards, three pairs, doors, off sports model, 12v. electric hooter.....
- " 3 oversize wheels.....
- " radiator and shell, starting handle and bracket, dished steering-wheel, carden shaft, fan complete with bearing and pulley.....
- Axle, front,** cycle type guards, new wheels, large aluminium brake drums, new swivel pins and races.....
- Batteries,** 3 6-volt car.....
- Bentley 3-litre Blue Label 1925/6,** all spares.....
- " 3-litre Red Label, set (4) hour-glass pistons complete with rings, etc. Set (16) valve guides.....
- " 8-litre, Blue Label engine, complete, and gearbox, etc.
- " 3-litre, Blue Label, camshaft, 1925 3-litre Blue Label chassis, F.W.B., complete with scrap saloon body, less engine.....
- " 1923, 16 h.p., 3-litre engine, complete with magneto, carburetter, clutch, etc.....
- Bugatti Type 43 and 37a,** all spares.....
- " Type 37 and 40 cylinder blocks, complete
- " Type 37 and 40 connecting rods, Type 40 gearbox, clutch complete, Brescia gearbox and rear axle.....
- " Brescia, con rods, crankcase, sump, gearbox parts, valves, springs, etc.....
- " 1922, 12 H racing camshaft assembly, fit 1924/5 type.....
- Body 4-seater sports touring body,** aluminium panelled for f.w.d. Alvis, set of good wings, bonnet and radiator.....
- " and wings (aluminium) open four-seater with seats and hood. From 1927 O.M.....
- " aluminium, with frame from ashwood, complete with hand made tonneau cover, with steering wheel pocket, two small screens and aluminium bonnet and two air seats, would fit M.G. or Wolseley Hornet.....
- " all alloy monoposto, suit 1,100-2,000 c.c. chassis, complete with 25 gallon racing petrol tank, metal floors and bulkhead.....
- Carburettors,** 2 Zenith downdraught, for 1½-litre car... twin, suitable 1½-litre, 4-cylinder.....
- Clock and Mirror,** Smith's, new, electric.....
- Carburetter,** Zenith triple diffused horizontal, 36 mm. bore.....
- " Model 36 H.K. Horizontal Flange. 2½" between centre of bolt holes. Right-hand float chamber.....
- " (Two) Zenith N type Horizontal 36 mm. top feed float chambers.....
- " R.A.G. suit Riley Nine.....
- " R.A.G.
- " Zenith
- " S.U. complete (three).....
- " Solex
- " (New) racing 36 mm. Amal, with large assortment of spare jets and chokes
- Carburetter,** 40 mm., downdraught vertical, off V8 Ford, with fuel pump incorporated in float chamber.....
- " Vacturi, 50 mm. bore, float feed racing horizontal suitable for Johnson Seahouse outboard engine.....
- Chassis,** special underslung, nearly completed, A.C. o.h.c. 2-litre engine, epicyclic gearbox, Lea-Francis frame with torque rods to axles.....
- Cycle Type guards,** complete with brackets, suit Lagonda, Bentley or similar.....
- Cylinder Block for 1½-litre Bugatti,** with two Martlett pistons.....
- Cylinder Head 2 port,** complete with rockers, etc., for 12 h.p. Meadows.....
- " for blown Lea-Francis, without valves and rocker gear.....
- " aluminium, for Austin Seven "G.P." type.....
- Delage, D.L.S. all spares,** including aluminium Vanden Plas 4-seater body.....
- Dissolved acetylene cylinder (6 cu. ft.)** with gauge, by Allen Liversidge.....
- Engine, 26 or 27 E.W. twin Douglas,** complete with clutch.....
- Engine, Rover eight, 2-cylinder,** horizontal-opposed air-cooled.....
- " air-cooled V-twin, B.S.A. f.w.d., 18.9 h.p. (1,021 c.c.) 1931/2, Solex carburetter, new pistons, gudgeons and small ends.....
- " Lea-Francis, total mileage 40,000. Rebored 1,500 miles ago. Complete magneto, dynamo, starter, etc., gearbox, back axle, wheels, hubs, brakes etc.....
- Ford 1935/37 10 h.p. 2 only,** 600x16 Dunlop Comp. tyres and tubes used once only.....
- " 2 only 600x16 Firestone covers, used once only.....
- " 2 only 600x16 Silver enamelled wheels.....
- " 1 only, standard size Firestone cover and tube.....
- " 1 only, standard size, silver enamelled wheel.....
- " 1 rear seat swab, red leather, never used.....
- Ford V8 two 600x16 wheels complete with 6.50x16** Dunlop sports covers and tubes and one 600x16 wheel complete with Goodyear G3 tyre and tube. With spare metal wheel cover of 1935 V8 coupe.....
- Frazer-Nash 1929 1½-litre s.v. Anzani engine,** pair of front wings, prop shaft and clutch, 2 bucket seats, almost new hood and brackets, new tonneau cover, rear spare wheel mounting.....
- Gears, rear axle, for 3-litre Bentley,** giving ratios of 3.92 to 1.....
- Gearbox, 4-speed,** to fit 1930 o.h.c. Morris Minor, with remote control.....
- Gearbox, 4 speed,** complete with remote control, from 1½-litre Singer.....
- " Wilson pre-selector, complete.....
- " light, from 1½-litre racing Talbot-Darracq, new gears and clutch.....
- G.N. chassis parts,** special G.N. parts, sprockets, centralized steering.....
- Headlamps, 8" chromium,** two.....
- Heater, 250 hour,** under sump.....
- H.R.G., set of 3rd gear pinions (constant mesh, etc.)** for H.R.G. Moss gearbox, 7 H.R.G. Aerolite pistons, "wide ring" type with gudgeons, 6 piston rings, 6 oil control, 2 compression, and 4 gudgeon pins (new), H.R.G. clutch cover plate (new), 3 bonnet fasteners, 2 special H.R.G. con rods, hand polished and balanced.....
- Legends 3-litre, all spares**.....
- " 2-litre speed model, wanted open four-seater body, also high (4.4-1) crown wheel, pinion and differential assembly
- " 1928-29 2-litre, cylinder head, complete with rockers, pipes and valves (less two) also gearbox, less second gear.....
- Lancia Lambda 14 h.p.** Nine wheels, 765x105, two good tyres. Bonnet, two good rear wings, spare drop arm and draglink and steering arm, petrol tank and gauge fitted with extension for outside filler cap.....
- " Two cutouts (Marrelli) key and switch box (Marrelli), two 8 in. headlamps (Bosch), both mirrors silver plated giving parallel beam approx. 400 yards.....
- " Four 5 in. lamps, rear lamp, two wing lamps (Duco), two way dip switch, 3 switch arrangement for reverse light and horn.....
- Lancia Lambda, Hood and upholstery.** Hood structure altered for lowseating position and lowered steering wheels—steering wheel with special bearing attachment—two steering boxes, dash board to fit altered steering and radiator distance. Hood needs recovering. Seat supports to fit Dunloppillo "Cinema" seats. Triplex glass windscreen (one panel cracked but rest O.K.) opens in halves—folds flat and adjustable to any angle. Scuttle extension for lowered steering and hood, four doors (one needs new hinges) seat squabs, spare set of brand new Ferodo M.R. brake linings.....
- Lea-Francis 12/40 back axle,** 5 Rudge wheels, and large amount of other spares.....
- " 12/40 or 12/50. Two complete engines, cylinder head and rockers (single carburetter) 2 cylinder blocks and pistons, one crankshaft, one camshaft, 3 flywheels (2 for cone, one for plate clutch). Three Lucas anti-clock magnetos, two complete 4 speed gearboxes, 2 Solex carburettors, 3 complete front axles, 2 complete rear axles, 6 4.50x19 Rudge wheels (large fitting) 2 sets of hubs and half shafts, one set of brake drums, one set of brake shoes, 2 steering columns, 4 crown wheels and pinions, 2 complete sets of front and rear springs.....
- Lucas S.F.4 fuseboxes (three) cutout,** junction and fuse box, stoplight switch, magneto and ignition switch, Solenoid starter switch, and steering column switchbox.....
- Magneto, Simms, Verniers for Alvis 12/50**.....
- M.G. J.2 brakes and cables, the set**.....
- " 1933 radiator.....
- " Marles steering gear complete, spring wheel, needs two hemispheres.....
- " Set bottom timing wheels.....
- M.G. Midget, 1933 J.2.** Set of 4 pistons with rings and gudgeons, cylinder head oil drain housing, clutch centre floating plate, and 3 clutch fingers.....
- Motorcycle speedometer,** front wheel drive.....
- Petrolift, new**.....
- Petrol Tank, 5 gallon from M.G. Midget**.....
- Plugs, 2 brass priming,** to fit 18 mm. sparking plug holes.....
- Riley Nine (Monaco) 1929,** crown wheels and pinion (5½ to 1), gearbox, engine, radiator, dynamo, starter, 5 wheels, front axle, 2 half-shafts.....
- Riley, 1931/2, 4-speed box (Alpine) and steering gear**.....
- Salmson 9.5 h.p. 1928 G.P.** One 10x4.50 wheel (well base), one propeller shaft with complete axle-end assembly including pinion, one second gear mainshaft pinion, one second gear layshaft pinion
- " gearbox, 3 speed and reverse (dismantled, but complete except gear lever), universal coupling, magneto, 6 v. dynamo, starter motor, 8 gallon petrol tank, radiator and block, and cowling and Cotex amp. meter.
- Salmson 62 mm. bore 10.4 h.p. block.** Twin carburetter, head complete with valves.....
- " 9.8 h.p. crankshaft with flywheel.....
- " 10.4 h.p. crankshaft with flywheel.....
- " 10.4 h.p. con rods (four).....
- " very special San Sebastian engine unit, special streamline twin carburetter head. A valve has dropped in one cylinder, which requires a new valve and piston and head requires slight attention.....
- Scott Super Squirrel 1928,** complete rebored engine and many spares.....
- Shelsley Special (uncompleted) 30 h.p. Ford V8,** engine in Lea-Francis chassis, underslung at rear, SS. radiator, Lea-Francis steering, spring wheel, Scintilla magneto, four 50x19 wheels, main bearing, just line-bored, many spare parts, no pedals, seats or body.....
- Six volt starter with Bendix pinion, for 1½-litre engine**.....
- Springs, special flattened rear, for Austin**.....
- Supercharger, Centric Arnott,** complete with all fittings for Ford Ten, only done 6,000 miles, recently overhauled.....
- Supercharger Centric, for 1937/8 Austin 10,** complete with carburetter and spare belt.....

SECONDHAND SPARE PARTS—continued

Supercharger, Marshall, complete with all fittings for Ford Ten.....
 Steering Wheel, Bluemell, 18" spring spoke.....
 Stoneguards, pair, chromium for P100 lamps.....
 Sunbeam 14/40 cylinder-head, cylinder block, 3 pistons, gearbox, clutch (relined).....
 Centric Supercharger and Fittings, suitable for C-type J.2 or J.4 M.Gs. driven from nose of crankshaft, 12 lb. pressure.....
 Marshall Roots type Supercharger complete with all fittings for Morris 8.....
 Sunbeam, 14/40 complete power unit.....
 Stoneguard radiator, suitable M.G.....
 Zoller compressor for Series Morris 8.....
 Talbot 8 h.p. 1923. 6 v. coil, 6 v. Benjamin electric horn, connecting rod, Zenith carburetter to take 1/2 in. pipe, torque tube, silencer and extension tube, petrol gauge, 5 hub caps, 8 day clock, one piece 2-seater seat squab, celluloid side screens.....
 Triumph Super Nine cylinder blocks (two) rebored with new pistons.....
 Tubes, 17" Dunlop Inner, new, for tyre sections, 4.50 up.....
 Tank oil, separate facia-board, with drip feed attachment for filling crankcase whilst in motion, with snap-down cap.....
 30/98 Vauxhall, o.h.v. model, parts available.....
 Wheels, 2 from M type M.G. 29-32.....
 " Disc. 710x90 covers suit A.C. hubs.....
 Wheel three spoked spring steering, fit M.G. model after 1932. Needs welding.....
 " 47 mm. with knock-on hub, suitable for Singer, Wolseley, etc.....
 Wolseley Hornet set of four springs, front axle complete with hubs and brakes, rear axle, complete, crown wheel and pinion (as new), set of five Dunlop Magna wheels, 18" six stud fixing, four Rudge knock-off hubs, 2 Lockheed master cylinders, special 2-seater body, 10 gallon.....

Wolseley Hornet Special 1932. 2-4-seater Abbey sports body, pair cycle type wings, front axle assembly, complete, fold flat windscreen, fitted Triplex, radiator, five wheels, knock-off type, 2 30 mm. S.U. carburetters, mainfolds 6" 100 m.p.h. speedometer, 6" rev. counter, 12 volt dynamo.....
 Wing Lamps, 2 chromium.....
 Wolseley Special 1933, Rudge wheels and tyres. Rudge hubs and brake drums, four Rudge caps, complete back axle and springs, carpets (new), steering box, hood complete with frame and side curtains, tonneau cover with zipp fasteners, 12 v. battery.

WANTED

Body complete two-seater sports for Wolseley Hornet, swallow body preferred, condition immaterial.....
 "Ulster" Austin Seven body.....
 " Austin Seven 1930, unblown camshaft.....
 Alfa Romeo, taper tail 2 seater body shell.....
 Alfa Radiator with shell suitable for Mille Miglia 34
 Bucket Seats, 2, leather covers 24" high, 18" wide, one or both to have folding backs...
 Crankshaft (counter-balanced) for 1932 J.2 M.G....
 Crankshaft, one large, for 1929 Austin Seven.....
 Cylinder Barrel (nearside) piston and connecting rod for a 1933 912 c.c. o.h.v. w.c. J.A.P. engine from a 1933 super sports Morgan three-wheeler.....
 Cylinder Block, type 40, 1 1/2-litre Bugatti.....
 Deflector Head for 4-cylinder Meadows engine (1,496 c.c.).....
 Fold Flat Windscreen complete with Triplex for 1934 Singer Le Mans 2-str.
 High Axle ratio bevel and pinion (13/51 or lower to 4.4 to 1) for M type or Montlhery Midget
 Valve Cover for J.2 type Midget.....
 Lea-Francis 4.27:1 gear ratio for old-type Lea-Francis.....

O.H.V. O.M. engine, or conversion block etc., from s.v. to o.h.v.....
 M.G. Midget J4 or C type connecting rods.....
 Morgan, 4-wheeler, Morgan conversion complete car or conversion parts.....
 Pre-War Car, 8-10 h.p., cheap.....
 M.G. J.2 oil and radiator thermometer (dash-board type) and Tapley motor.....
 Seats, bucket type.....
 M.G. J.2. brake handle with ratchet complete.....
 Set M.G. mudguards, similar to J2 but for "P" type. Outside exhaust and system or manifold for "P" M.G.....
 Spring wheels.....
 Gearbox, 4-speed, for a 1930 O.H.C. Morris Minor.....
 Generator and battery charger of German make in aluminium.....
 Boyd-Carpenter body, any condition.....
 Brooklands Riley Engine.....
 " Series " with high lift cams and two carburetters.....
 Set of P type brakes with or without cables.....
 Four con-rods steel, suitable for Meadows engine, Crown wheel and pinion. 10x47.....
 Remote Control for Austin "Speedy" 4-speed and reverse gearbox.....
 " for Austin Speedy 4-speed and reverse gearbox.....
 " for 3-speed Wolseley Hornet.....
 Rev. Counter for 3-litre Lagonda.....
 " for Wolseley Special.....
 Rev.-counter, for Type "C" M.G. Midget and drive and water thermometer (dash board type) for an M.G. Type "N" Magnette.....
 " 3 in.
 1,100 c.c. O.h.v., W.C., J.A.P. engine, suitable for 3 speed and reverse super-sports Morgan.
 Water and Oil Thermos, for M.G. Midget.....
 Salmson engine, less gearbox, 1,100 c.c. o.h.v. twin cam, roller bearing, tubular con-rod.....

A NOBLE CAREER

ONE of the more potent road-cars, and, we imagine, quite a likely contender for "fastest road-equipped sports-car" honours is the four-seater Talbot belonging to C. M. Couper, and well known to Brooklands habitués. This car was specially constructed in 1934 to compete in the Alpine Trial, which classic and arduous contest many people would like to see revived. Two other similar cars went out to this Trial five years ago and the Talbot team proved victorious. The car then had the Type 105 engine and, entered for the 1934 M.C.C. Brooklands meeting it made best time in the first One Hour High Speed Trial, averaging 85.06 m.p.h. and then won a one-lap scratch race at 80.2 m.p.h. and 2 lap handicap at 86.62 m.p.h. At the 1934 Autumn B.A.R.C. Meeting it won a short handicap at 100.81 m.p.h. During 1935 the Talbot again managed fastest time in the M.C.C. run, at 99.61 m.p.h. and won a 1 lap scratch race at 86.32 m.p.h., also coming home second in a 2 lap handicap. For 1936 a Type 110, 3,377 c.c. engine was installed. The car ran, with full equipment in place, in the R.A.C. Rally, gaining a first-class award. Having thus demonstrated its road ability, it returned to Brooklands, winning a long handicap at 112.29 m.p.h. and getting a third place at the Easter Meeting. It then went up to Scotland for the Scottish Rally and won a third-class award. In the J.C.C. High Speed Trial at Brooklands it did fastest time of the day, at 79.8 m.p.h., and got a fourth place in a subsequent 2 lap race. At the August B.A.R.C. Meeting it came

in third in a long handicap, and then tried a sprint event, finishing second in the unlimited unblown sports-car category at Shelsley Walsh.

A new chassis frame was put into commission for the following season, and at the J.C.C. Brooklands' Rally the Talbot was the fastest car in the speed test and was awarded a first-class award in the general results. It next obtained another first-class award for Couper in its second R.A.C. Rally. At the Easter Brooklands Meeting the Talbot was second in a long handicap, and at the next B.A.R.C. Meeting gained two more second places. The J.C.C. High Speed Trial, *avec* corners, resulted in a first-class award and the same thing took place in the M.C.C. High Speed show. At the last B.A.R.C. Meeting of 1937 second place was gained in a short handicap, and the car's aggregate for the Track Gold Star placed it third on the marking list.

Before another season commenced Couper had the bodywork overhauled. In the Locke-King 20 Mile handicap the Talbot finished third and Couper drove it into first place at the August Brooklands Meeting, in a long handicap race, averaging 116.01 m.p.h. The Talbot scored a notable victory at the Jubilee Meeting, by winning the Jubilee Trophy Race at 119.86 m.p.h. It was also second in a long handicap. The aggregate for the Track Star gave it second place. After paying all his entrance fees, insurances and incidental expenses, Couper found that his pastime had cost him

£3 13s. 10d during the 1938 season, after prize money had been paid in. Yet we so often believed that British racing can never pay for itself. The Talbot was singularly reliable, yet it could do a standing Brooklands lap at 104.85 m.p.h. and a flying lap at 129.7 m.p.h.—with four-seater bodywork. Naturally, the 3,377 c.c. Type 110 engine has been tuned and hotted. It now has a compression-ratio of 11 to 1 approximately and gives something like 180 b.h.p. Never once in its career has this Talbot failed to complete a 40 mile journey to the track, and home again afterwards, on the day of a B.A.R.C. appointment, and it does not oil or burn its plugs in doing so. The engine has coil ignition and its original single Zenith carburetter and is a wonderful example of what a soundly designed and constructed British push-rod unit can be made to achieve. If Georges Roesch were not such a modest soul he might well yell at the top of his voice about a lap speed of almost 130 m.p.h. from a five-year-old sports-bodied car. As it is, we are pleased to draw attention to this car's achievements. Possibly it will shortly be seen racing in new hands, because Couper finds that his playtime is becoming increasingly restricted by business interests. He is offering the car for sale, with full road equipment and lots of spares and it certainly constitutes a tempting offer for the racing or touring enthusiast. The green, two-hue body is said to conform to International Sports-Car Regulations. We believe that Couper would accept £385 for the car.

MOTOR SPORT

INCORPORATING THE BROOKLANDS GAZETTE

ADVERTISING AND EDITORIAL OFFICES

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

Telephone : NATional 3045

THE FUND IS NOW A REALITY

The big news of this month in motor-racing is undoubtedly the launching of the British Motor Racing Fund. Backed by a strong list of distinguished names, a fine advisory committee and four respected trustees, it deserves the immediate and whole-hearted support of everyone who takes the slightest interest in the sport.

When one considers the vast sums of money asked for and obtained on behalf of other causes, the £8,000 appealed for by the British Motor Racing Fund does seem a mere bagatelle. Whether this view is based on a just assessment of the enthusiasm for motor-racing in this country—strictly limited as that undoubtedly is—or whether it is likely to be utterly confounded by a lack of response, only time can tell.

The attendance of 61,000 at the Donington Grand Prix last year is tempting but misleading as a guide to the number of real enthusiasts who are likely to contribute to the Fund. It is almost impossible to gauge how many of that concourse of people take a regular interest in motor-racing, and how many simply regarded it as a unique spectacle which they did not want to miss. After all, everyone who goes to the Air Pageant (or rather who went) is not necessarily keen on flying.

On the other hand, the fact that nearly forty motor clubs have agreed to bring the Fund to the notice of their members is distinctly encouraging, and should go a long way towards bringing up the subscriptions to the required total.

There has been some dissatisfaction among many enthusiasts that the Fund should be limited to supporting the E.R.A., to the exclusion of other marques. To them it is worth pointing out that the leaflet describing the Fund mentions that it is designed

“to assist British Motor Racing and, in particular, E.R.A.” Without wishing to anticipate in any way the possible decisions of the Trustees, we see no reason why other firms should not benefit from the Fund if and when it surpasses in extent the £8,000 required to maintain the E.R.A. team. If this should be so—and, we repeat it is purely supposition on our part, and cannot be taken as an indication of what the Trustees may decide—the thing to do is for everyone to give as much in excess of the minimum £1 as he possibly can.

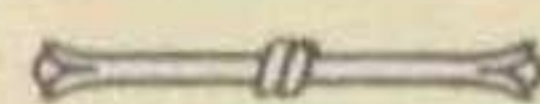
In fact, we believe we are right in saying that the £8,000 asked for should not be regarded as the limit. The more money available, the stronger the team will be—at any rate up to a certain point. After that point has been reached, it may well be that funds will be available for other firms who have been courageous enough to build racing-cars.

Now that the British Motor Racing Fund has actually taken shape, our previous efforts to obtain some indication of the possible support for such a fund must

necessarily fall into abeyance. Without giving precise details, we can safely say that the response to our appeal has been sufficiently encouraging to warrant our having the greatest confidence in the ultimate success of the British Motor Racing Fund.

All that remains now is to thank the hundreds of readers who have responded to our own appeal, and to add our plea to that of the organisers of the Fund for action. And, may we add, let your action be immediate and generous, for on it may depend the representation of Britain in Grand Prix racing—should the possibility of the 1,500 c.c. limit being used become an actuality.

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THE LE MANS LAGONDA

THE prestige that comes to a country as a result of winning the Le Mans 24-Hour Sports-Car Race—the world's greatest sports-car race—is incalculable and consequently great interest attaches to the two V12 Lagondas which will uphold British prestige at Le Mans next June. Everyone in this country hopes that the sequence of French victories may be broken.

We visited the works of Lagonda, Ltd., at Staines at the end of last month and were shown over the racing department by S. M. Ivermee, formerly of the Bentley team. We found one Le Mans engine complete and on the bench and the other in process of erection. Of the cars, only a bare chassis frame, with gearbox installed, was visible at this stage. The body drawings had also been completed. Ivermee said he had hoped to get started on the Le Mans cars on January 1st, as six months is all too short a period in which to prepare—amateur racing-car builders should take heed. As it is, the cars will probably leave one week before the event, which starts on June 17th. The works car will be driven by Arthur Dobson and Charles Brackenbury, as Seaman will not be released by Mercedes-Benz and this car will be backed by Lord Waleran's second car, which he has now purchased. His co-driver will be Lord Selsdon. The Le Mans engine has been hotted-up along quite normal lines and standard components are for the most part retained. Four S.U. downdraught carburettors are used, with horizontal piston-bodies and separate float-chambers. It is anticipated that at least 240 b.h.p. will be developed. The engine will peak at rather more than 6,000 r.p.m., against 5,500 r.p.m. of the standard unit, and at 5,500 r.p.m. the road speed in top gear will be 130.7 m.p.h. Actually, it is believed that the cars will be capable of 142 m.p.h. and Ivermee sees no reason why they should not reach this speed on the course—Le Mans to-day is no mean dice. Aluminium alloy heads will not be employed, partly because there is little time in which to experiment and partly because such heads are not favoured for the production jobs. It was emphasised that Lagonda Ltd. races to learn lessons useful in improving the production cars, rather than as an advertising medium. No large-scale racing programme is planned, but the cars may run in the T.T. and one or two other sports-car races. The bodies will be built in the works and are to have long streamline tails, slightly offset to the driver's

side. The tank, holding some 35 gallons, will be in the tail, the cockpit drops down on the passenger's side, and the whole shell is a very slight affair. It has been rumoured that the cars will weigh as little as 26 cwt. but at the moment the exact figure is not known, which makes it difficult to determine the loading line, or to plan the rear springing. The over-ride suspension control will be retained. Incidentally, recent experiments have resulted in improved front springing of the production V12 cars, and only the rear suspension is now damped. Improved braking has been evolved, but for Le Mans only minor modifications, which include narrower shoes, can be made under the regulations, which British entrants are made to observe very strictly. The body will be rather under 40" in height. The top gear ratio is likely to be 4.09 to 1, in conjunction with 19" x 7" covers. The short stroke of the V12 Lagonda enables it to run at high crankshaft speed, as is well known. Although the racing engines will be kept down to about 6,300 r.p.m., Ivermee told us he can see no reason why this 4½-litre unit should not run up to 8,000 r.p.m. with modification of the connecting-rods. Recent research has resulted in an improvement in fuel consumption of some 14 per cent. Incidentally, in spite of its great performance, the V12 Lagonda is remarkably smooth and pulls very well on top gear, which is an excellent omen in an engine about to be developed for racing. Already the Le Mans engine has proved capable of 100 m.p.h. on about half-throttle very happily at Brooklands.

Talking of the one-hour run undertaken at Brooklands last year, when Earl Howe did over 101 miles in a V12 Lagonda saloon in spite of a tyre-burst, Ivermee said he thought the Brookland's surface far worse than that of any road where speeds about 95 m.p.h. would normally be attempted, and he considers that Montlhéry is 2 m.p.h. a lap faster, apart from being kinder to springs and tyres. Given a streamline saloon body he estimates that a normal V12 Lagonda could put 118 miles into an hour's lappery of the Paris track and do 130 m.p.h. on the road. Referring to the remarkable run made on a German autobahn recently by Laurence Pomeroy and Gordon Wilkins, when with a standard, privately owned V12 Lagonda they averaged 95.26 m.p.h. for 2 hours and did 97 miles in one hour, Ivermee said he felt sure it would be possible to exceed 100 miles in the hour

on the road, given favourable conditions. Indeed, on August 12th last year an expedition was due to the the autobahn for some motoring of this kind, but the political situation decided them against it—not that the man-in-the-street only heard of the crisis at the end of September. We hope Lagondas steady work on the Le Mans cars may be taken as an omen of a peaceful summer.

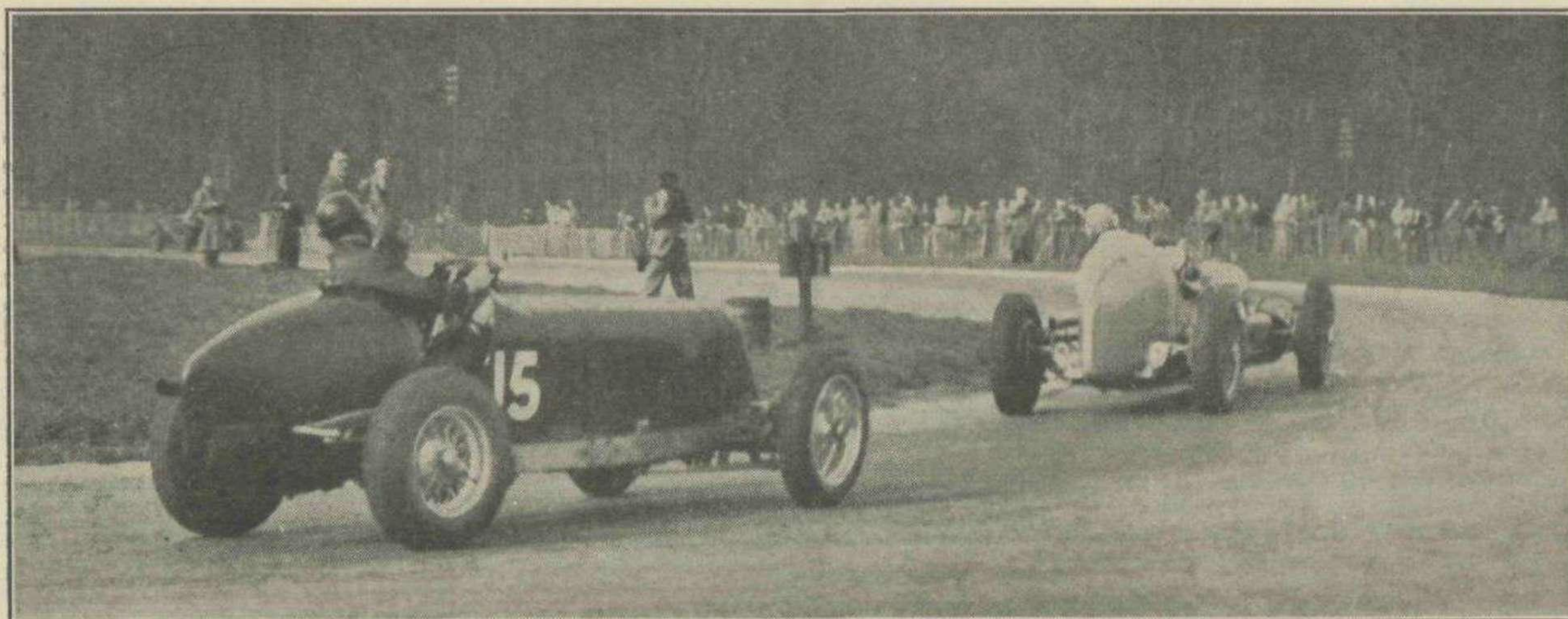
The cars are being assembled in a separate works behind the new office buildings which now grace the Lagonda frontage at Staines. The complete engine occupied the test-bench in solitary state in a special room and the instruments used for research purposes were accommodated in a neat panel at the front of the bed. A big rotary blower has been used to create a depression over the carburettor intakes—just one example of the thorough testing which Lagondas are putting in on these engines. Jubilee hose-clips were noted on each intake, and enquiry revealed that it had been found desirable to extend the mouths of the intakes, which was the purpose for which the clips were used. When you see the careful preparation of such cars and reflect on their cost in terms of material, power, man-hours and drawing-office labour, you understand something of the responsibility of the drivers appointed to handle them. Arthur Dobson and Charles Brackenbury are fully capable of the task before them, and we wish them a good race. Lagonda, Ltd. deserve to reap just reward for thus planning to uphold British sports-car prestige at Le Mans. Actually, their works are working at full capacity turning out the six-cylinder 4½-litre and V12 4½-litre cars, and we should be very proud that we can hold our own in the world's most exclusive markets. Lagonda prestige is firmly established, and will remain unchanged whatever the outcome of Le Mans, where every British enthusiast will hope for another victory by a Bentley-designed product. Incidentally, Tresillian, who shows some of the credit for the V12 design with W. O. Bentley, has left Lagonda Ltd., to join High Duty Alloys, Ltd. Incidentally, the Lagonda concern has representatives in France, Switzerland, Belgium and Holland and on April 1st, R. G. Watney sailed on the "Queen Mary" for the purpose of establishing new contacts in the U.S.A. So many eyes, other than British, will follow Arthur Dobson's fortunes at Le Mans, next June.

ANOTHER UNDER £300 SPORTS-CAR

The class of sports-cars under £300 is fortunately filling up again. We have announced the new H.R.G. and the Le Mans Morgan 4/4. Last month Singer Motors, Ltd., announced an open four-seater, costing £169, and, with various items of extra equipment, available at a total cost of £181 17s. Very sagely, this new Singer is not termed a sports model, thereby freeing it from frigidity at the hands of those who expected 80 m.p.h. from a 1,100 c.c. sports-car a dozen years ago. It is actually a smart,

comfortable open tourer, with a tuned version of the o.h.c. "Bantam" engine. This little engine is rated at 9 h.p. and has a capacity of 1,074 c.c.—ideal for competition jobs of work. It has a three-speed gearbox with ratios of 5.43, 9.9 and 18.08 to 1. Suspension is half-elliptic and the brakes are by Girling. The engine has been gingered up by raising the compression-ratio and using a special camshaft and a new down-draught induction system. It gives over 30 b.h.p. and runs up to 5,000 r.p.m. The

car has 12 volt electrical equipment. Tests on Donington showed it capable of lapping the Manufacturer's Circuit at 54 m.p.h., maintained for 800 miles. The flat-out speed is around 68 m.p.h. A very good point of this new Singer is the attention given to the all-weather equipment. The side-screens of the Singer Roadster, as the new car is officially called, fit very snugly, and glass ones are available at an extra charge of 50/-.



Rounding Red Gate. R. E. Ansell and Robin Hanson with their E.R.A.'s.

VICTORY FOR ROLT—AND DIXON !

E.R.A. DRIVER RUNS AWAY WITH BRITISH EMPIRE TROPHY RACE AT 75.91 m.p.h.
FREDDIE DIXON'S MASTERLY PREPARATION OF THE WINNING CAR

THE British road-racing season opened on April 1st at Donington with the B.R.D.C. British Empire Trophy Race. The result was a resounding victory for a new and formidable combination namely A. P. R. Rolt's E.R.A. prepared and tuned by the famous Freddie Dixon.

We have long considered that Rolt, given a car in really good trim, would reveal himself to be in the very front rank of British drivers, and at Donington this belief was justified up to the hilt. Figures speak better than words, especially when they are based on deeds, so let us reduce Rolt's performance to its simplest terms. His average speed for the 200 miles was 75.91 m.p.h., including a quick stop for fuel, and yet his fastest lap (the fastest recorded in the race, incidentally) was 77.59 m.p.h. There's consistency for you!

The practising period before race-day was chiefly remarkable for Billy Cotton's terrific adventure on the Straight. He had got up to about 120 m.p.h., and was just passing the Paddock gates, when the crankshaft of his E.R.A. broke in two

... The resulting confusion inside the crankshaft had the effect of locking the transmission solid, and the car promptly started to gyrate. Three complete circles did it make before it could be finally steered in a forward direction once more and brought to rest with as little delay as possible. Afterwards it was found that the removal of two bolts was sufficient to cause the remains of the engine to fall into the road. So violent was the disintegration of the reciprocating parts that pieces were picked up for some distance.

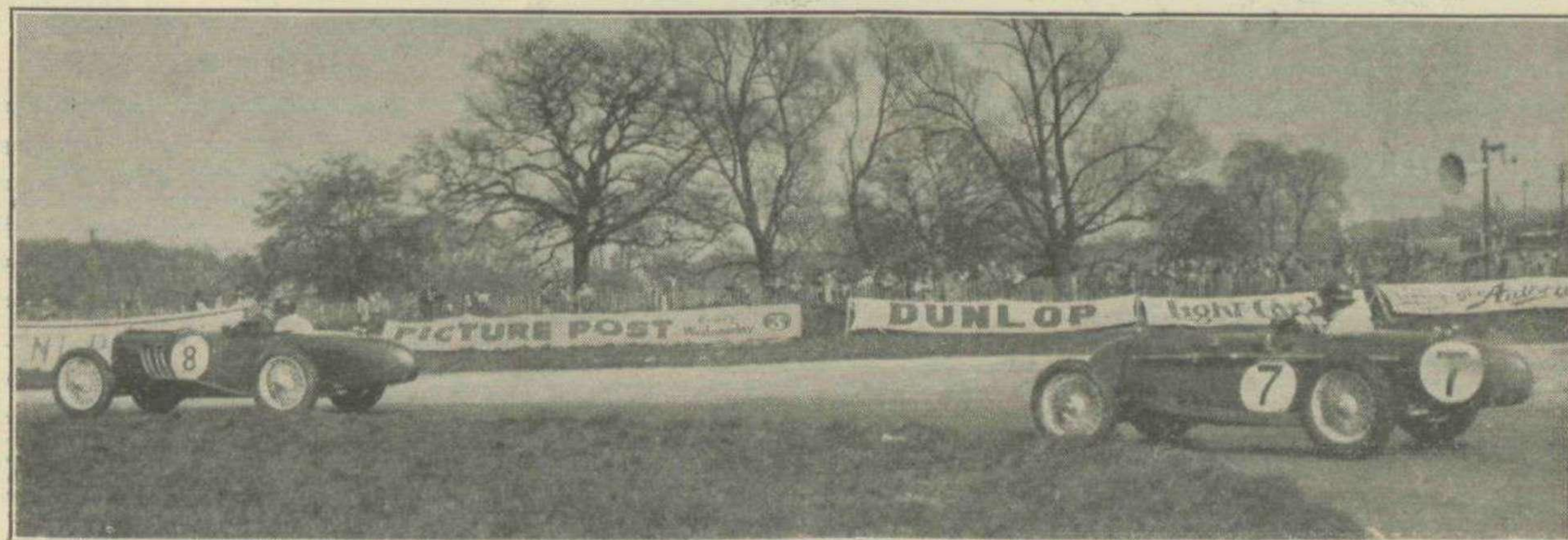
Of the other non-starters, Kenneth Evans had the misfortune to break the back axle of his 2.9-litre Alfa-Romeo; A. B. Hyde's Riley was not ready; and Mathieson's Maserati (a 3-litre raced several years ago by Villapadierna on the Continent, and unused since then) had not yet arrived in England from Morocco.

Charles Dodson was nearly a non-runner. His 1,100 c.c. Maserati—the one raced at the Crystal Palace by Lurani and Everitt last year—developed a

cracked cylinder block, but by dint of much ingenuity and hard work on the part of a famous Derby firm it was patched up in time for Dodson to put in a few practise laps on the morning of the race. Some of the E.R.A. drivers, too, had their troubles, generally in connection with gearboxes.

However, nineteen of the twenty-three entries came to the line, with Wilkinson doing some frantic work on the ex-Dobbs 2-litre Riley right up to the "Off," which was given by George (Fastest Man on Earth) Eyston.

The first lap was quite one of the most extraordinary we have seen for a long time. Rolt, Hyde (3-litre Maserati), Reg. Parnell (B.H.W.) and Arthur Dobson (works E.R.A.) scrapped for the pole position at Red Gate, Rolt getting there first. So far, exciting, but orthodox. Then a roar approached over the top of Starkey Hill. It was Rolt, going like the proverbial bomb. He swept down behind the pits, over the crest of the hill and down to Melbourne before Hyde came into view, chased by Dobson,



J. F. Gee and P. Maclure (Rileys) at Red Gate. Gee finished fourth and Maclure retired.

VICTORY FOR ROLT—AND DIXON—continued

Parnell, Aitken (E.R.A.), Abecassis (Alta), Ansell (E.R.A.), Wilson (E.R.A.), Nickols (M.G.), Hanson (E.R.A.), Dodson (Maserati), Maclure (Riley), Hadley (Austin), Gee (Riley), Pollock (E.R.A.), Brooke (Riley-Brooke), Gerard (Riley), and Wilkinson (Riley). Wakefield had driven directly into the dead-car park via the link road and retired with lack of oil pressure without completing a single lap.

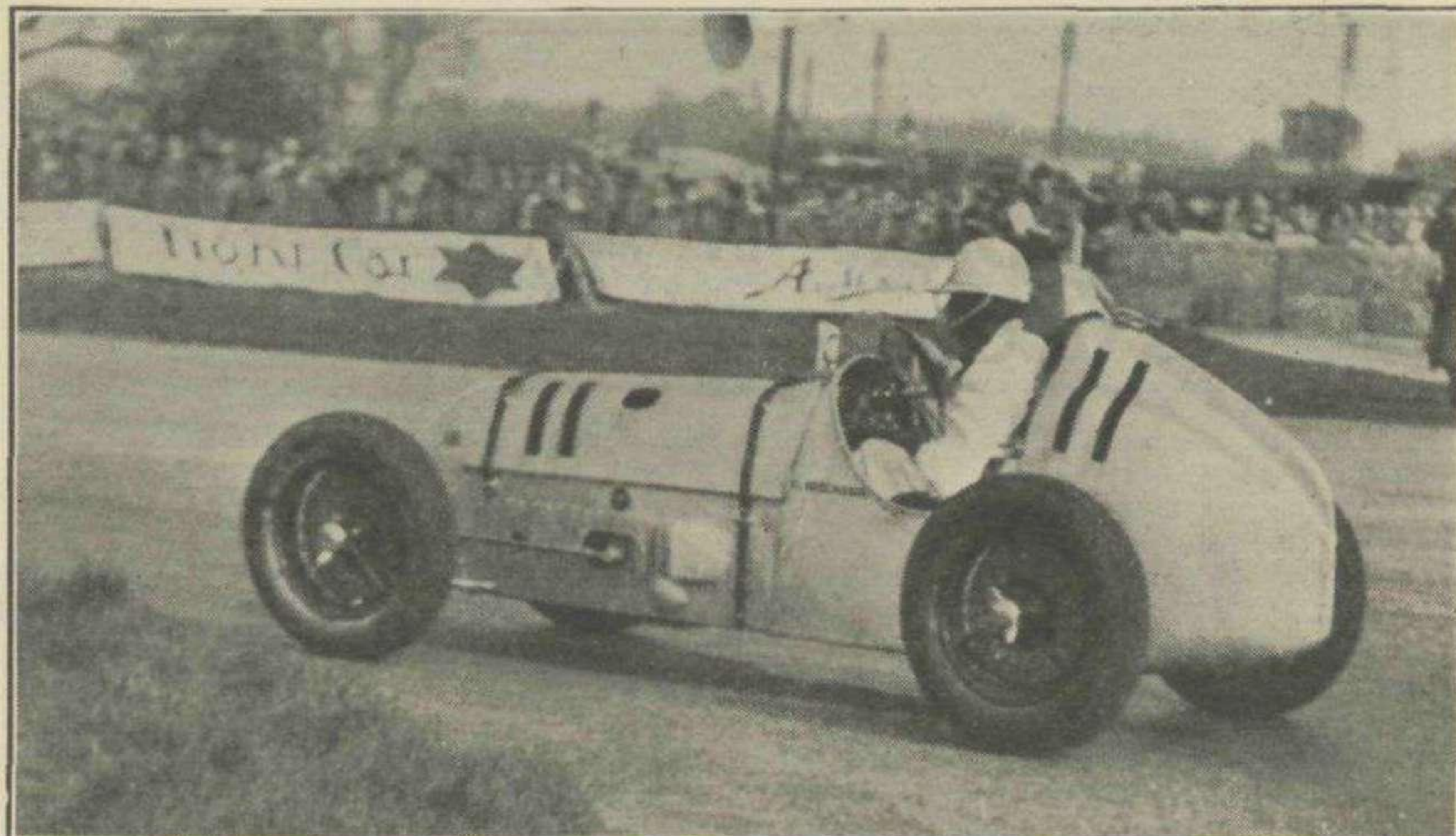
On the next lap Dobson passed Hyde and set about reducing Rolt's 15 secs. lead. By sheer masterly cornering, at which procedure there is no better driver in this country, he managed to clip off a second or so a lap, sometimes, but it shows how extremely quick Rolt's car was that the latter did not have to hurry nearly so much on the bends. This went on for 10 laps, and the gap between them had narrowed considerably, when Dobson failed to appear to schedule. The news soon came through. Approaching Coppice Corner the pale blue-green works E.R.A. suffered a violent breaking up of its vital engine-parts, strewing pieces of metal and quantities of oil on the road. At the same time flames began to lick round the bonnet, and with great presence of mind Dobson drove on round the corner and into the farmyard, where he knew there were some officials with fire-extinguishers. So ended the run of the only "works" E.R.A. in the race, which thus left Rolt without a serious competitor for speed, irrespective of engine size or handicap. He was informed of this fact by his pit staff, who displayed a notice bearing the message "Dob Gone."

Now it remained to be seen whether the leaders in the other classes, Nickols in group "A" and Hyde in group "C," would be able to make any effect on Rolt on handicap as the race wore on. In spite of their best efforts, however, the position was reversed; Rolt steadily

was able to get going properly. But for this, Rolt might have been challenged, instead of dominating the field so irresistibly. Hadley worried his friends, too, by having the belt of his overalls trailing outside the car, where it looked as though it might get entangled with the back wheel at any moment. Eventually he hauled it in, and made it fast—which

crashed into the wires of the public address system. Rolt at this time had averaged over 76 m.p.h.!

The 1,100 c.c. Maserati stopped for a "quick one," and Dodson got away again with grim determination written all over him. He, Rolt and Hadley were now the star performers on the circuit, each being delightful to watch as they slithered



G. Abecassis who called at the pits several times with oil pressure trouble and eventually retired halfway through the race.

somehow sounds as though he was driving a yacht instead of a car.

There were quite a few retirements, which was not to be wondered at considering the cracking pace set by Rolt. Wilkinson went out with a broken selector rod, Brooke with a slipping clutch. Abecassis, after stopping to correct wrong mixture and regulate the oil pressure, found that the latter refused to respond to quick treatment and retired. Hanson

their cars round the curves. At half-past four, two hours after the start, Rolt pulled in for a few gallons of fuel and was away again in 30 seconds.

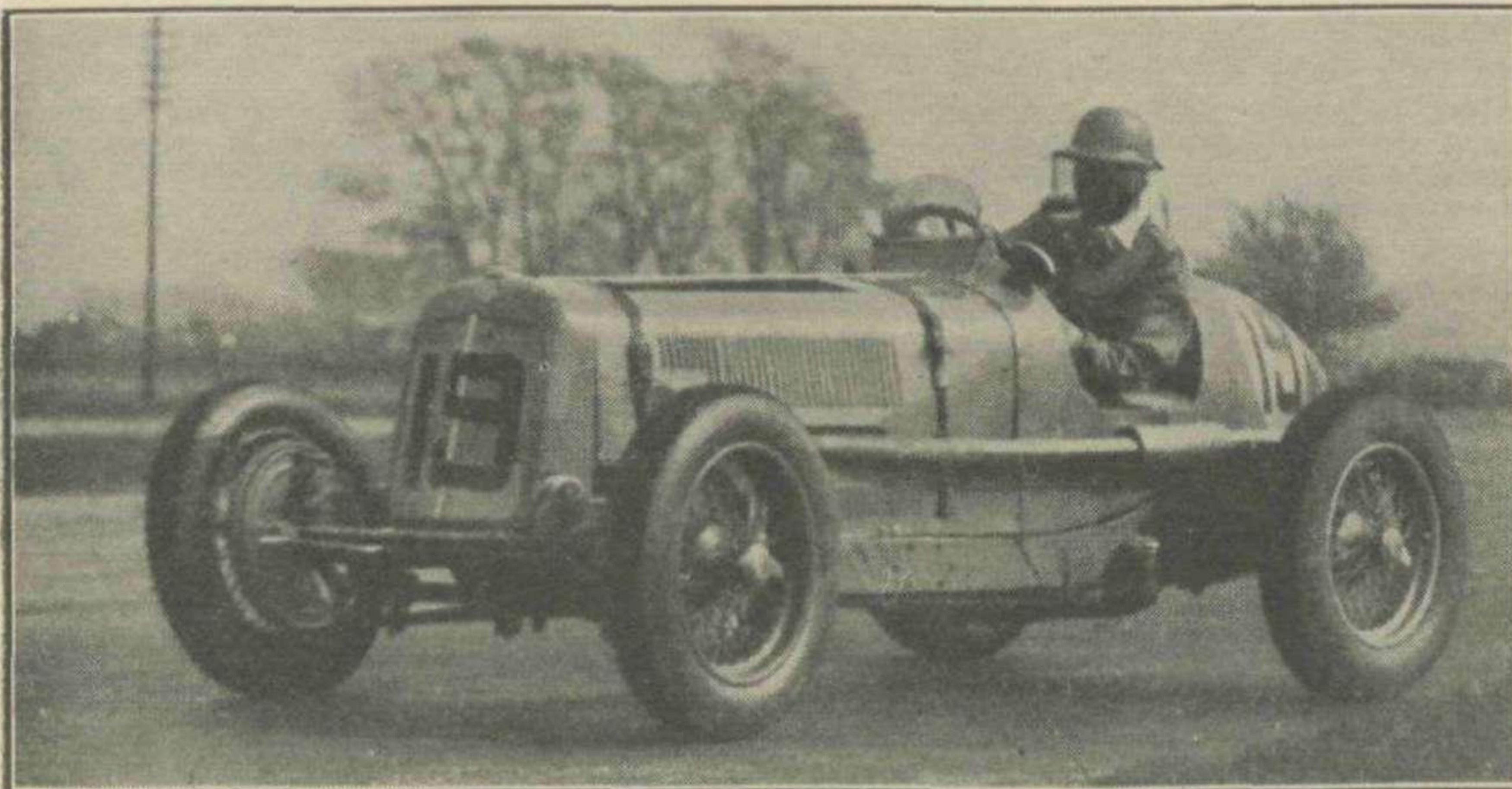
A few minutes later Dodson came in again, and his supporters groaned. Water was pouring out of the exhaust pipe, and the block was well and truly cracked once more. Bad luck after a very stout drive.

Rolt continued on his own supreme way, and at a few minutes past five he crossed the line—one of the easiest winners of a big race for a long time. Behind him, Bert Hadley had profited by the disappearance of Nickols and Dodson—to say nothing of losing his attack of cramp—to get into second place, with Hyde an extremely good third. The latter had handled the 3-litre Maserati remarkably well, the calmness of his driving being matched by the deceptive quietness of his car. Gee brought his Riley home fourth.

RESULTS

1. A. P. R. Rolt (1,488 c.c. E.R.A.) (rec. 1 lap), 64 laps in 2h. 35m. 37s., speed 75.91 m.p.h.
2. H. L. Hadley (747 c.c. Austin) (rec. 4 laps) 62 laps in 2h. 36m. 19s., speed 69.57 m.p.h.
3. A. B. Hyde (2,992 c.c. Maserati) (scratch), 61 laps in 2h. 36m. 31s., speed 73.08 m.p.h.
4. J. F. Gee (1,496 c.c. Riley) (rec. 4 laps) 61 laps in 2h. 38m. 14s., speed 67.54 m.p.h.
5. A. C. Pollock (1,488 c.c. E.R.A.) (rec. 1 lap), 58 laps in 2h. 36m. 29s., speed 68.30 m.p.h.
6. R. Parnell (4,975 c.c. B.H.W.) (scratch), 55 laps in 2h. 36m. 26s.
7. Hon. P. Aitken (1,488 c.c. E.R.A.) (rec. 1 lap), 55 laps in 2h. 37m. 4s.

Also Ran: I. H. Nickols (1,087 c.c. M.G.), 31 laps; C. Dodson (1,096 c.c. Maserati), 55 laps; N. G. Wilson (1,090 c.c. E.R.A.), 6 laps; F. R. Gerard (1,486 c.c. Riley), 46 laps; P. W. Maclure (1,487 c.c. Riley), 14 laps; H. L. Brooke (1,486 c.c. Riley-Brooke-Special); G. E. Abecassis (1,485 c.c. Alta), 15 laps; R. E. Ansell (1,488 c.c. E.R.A.), 51 laps; R. Hanson (1,488 c.c. E.R.A.), 24 laps; A. C. Dobson (1,488 c.c. E.R.A.) 10 laps; J. P. Wakefield (1,488 c.c. E.R.A.) on his first lap; and W. E. Wilkinson (1,986 c.c. Riley), 3 laps.



A. R. P. Rolt (E. R. A.), Winner of the British Empire Trophy.

gaining on his scheduled speed and they just as steadily losing.

Much had been expected of Hadley, even though his engine was so small, but he was being led by both Nickols and Dodson in his class. It transpired that during the first part of the race he suffered agonies from cramp, and it was not until halfway through that he

pulled up at Melbourne Corner with irreparable gearbox trouble.

And so we came to half-distance with Rolt way ahead of the field, Dodson about half a minute ahead of Nickols, who in turn led Hyde by a similar amount. This order did not last long, however, for Nickols lost a rear wheel at Maclean's. He pulled up safely, but the wheel

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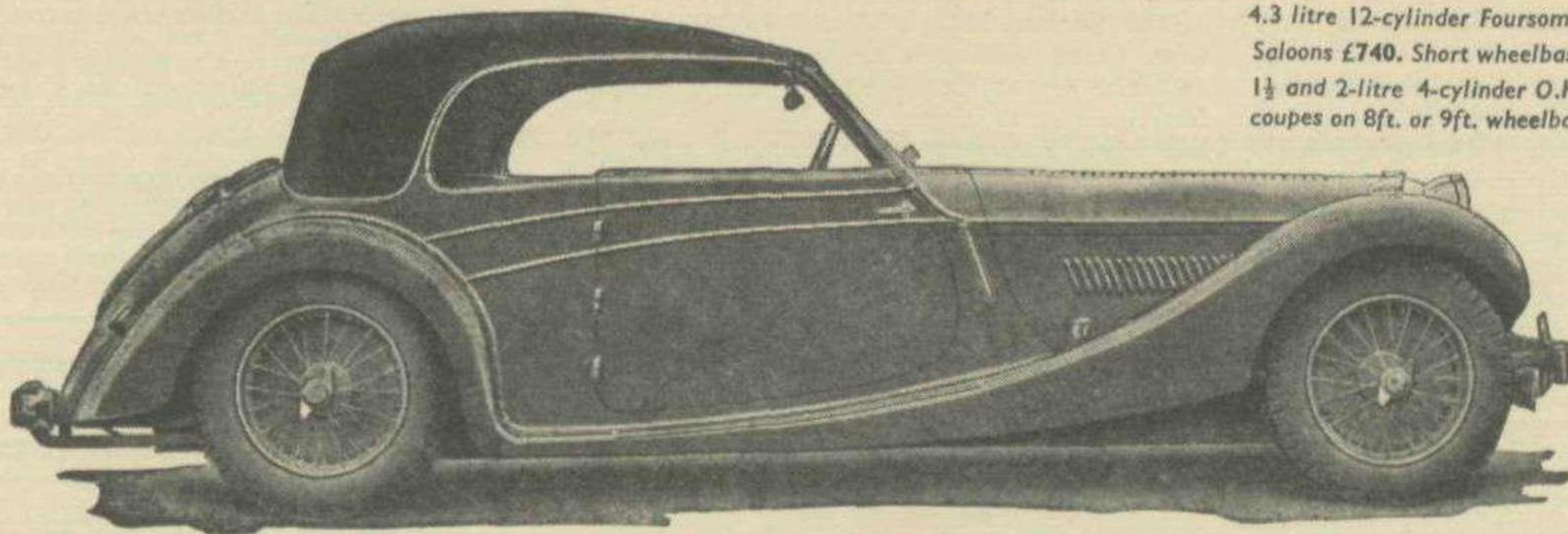
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BROOKLANDS RE-OPENS

I. F. CONNELL'S SPORTS DARRACQ WINS OUTER-CIRCUIT HANDICAP AT 111.49 m.p.h.
A RETURN TO MOUNTAIN RACING

UNDER rather dismal weather conditions Brooklands Motor Course—which literally never closes—re-opened to the general public on March 11th, when two outer-circuit long handicaps and three handicaps over 5 laps of the popular Mountain circuit were contested. Obviously the latter course is very well liked by spectators and it provides a close view of the cars, while the short lap enables race progress to be easily followed. We have heard the circuit described as "artificial." Certainly it is neither a pure road, nor a pure track circuit, nor is it really an "artificial" road course. Yet it does provide a quite normal test of a car. Extremely heavy braking is necessary before the Fork hairpin and this corner places a premium on stability. As maximum speed cannot be reached by a fast car anywhere on the lap, acceleration is of extreme importance; clean acceleration with no over-run between changes. The Members' banking turn is decidedly unconventional, but is again an excellent test of stability. So we are glad this sort of racing, along with outer-circuit and Campbell artificial road-course racing, is to figure in the B.A.R.C. programmes throughout the 1939 season. It is good to find another year commencing with no idea of a ban on outer-circuit lappery and we congratulate Mr. Bradley on refusing to listen to any suggestions that outer-circuit racing should cease. Although racing at an opening meeting is never so enthralling as that which follows, Tony Dunhill remarked to us that he would not miss outer-circuit stuff for worlds and would be extremely sorry were it ever banned—and that is a more general opinion than road-race-only fans may imagine. And as a letter-writer mentioned not long ago, now that those who tour the autobahn look for cars capable of cruising for long periods at low engine speeds without mechanical stress, isn't this the very quality that outer-circuit racing develops?

In the Paddock one naturally looks for changes wrought during the cold season. Dunham had his 1,842, c.c. four-cylinder Alvis II with imposing radiator cowling, as well as the familiar, and very noisy, 2½-litre Alvis I with a different form of nose. Deane's F.I.D. was a blown Austin Special, and Winterbottom had put in some good work on the suspension arrangements of this 1,074 c.c. Alta. J. M. A. Edmondson drove the ex-Dugdale M.G., Parnell was racing again with the "4.9" Bugatti-engined B.H.W., which has transverse independent suspension at the front and a quarter-elliptic assembly at the rear with hydraulic damping.

The first long handicap saw Oats leading in the 1½-litre Follett Alvis, followed by Mrs. E. M. Thomas's sports-equipped black 328 B.M.W. and Dunham's small Alvis, the last named nicely low on the banking. Oats had a cover over the passenger's seat but Baker's old 5.3-litre Graham-Paige carried a passenger. Mrs. Thomas came up fast with the sports B.M.W. and appeared in a very good

position, but Connell got his stripped sports 4-litre Darracq—the car Mrs. Lace used to race—round very rapidly indeed from scratch, to win at 111.49 m.p.h. with the B.M.W. second and Turner's 1½-litre Riley third.

In the next long handicap a very close finish resulted, marred by exclusion of E. M. Thomas with the B.M.W., who finished ahead of the field. At first no statement about this exclusion was forthcoming, but eventually, to satisfy the Press, it was announced that Thomas had badly baulked another driver. We believe that Gerard's Riley was baulked along the Railway Straight—clearly, the B.A.R.C. intends to adopt strong measures in this direction.

This gave the race to Gerard, at 96.67 m.p.h., with Dunham's Alvis I second and Wright's Frazer-Nash-third. Dunham again held a low course. Marston's beautiful ex-Rayson 2-litre Bugatti seemed off-colour.

The first Mountain handicap saw Hyde lead almost from the start, to win at 63.82 m.p.h. with his Riley. Great disappointment and sympathy was felt for George Abecassis on scratch with his now-proven 1½-litre Alta. He slid on a wet patch on taking the Fork hairpin on his initial lap and spun round, the off rear wheel clumping the outside safety sleeper fence and doing too much damage for the car to run again. Connell brought his blue Darracq up nicely to second place and Percy Maclure, handling the Riley Six lately owned by Mrs. Petre was third from the 5 secs. mark. Winterbottom (Alta), and Gerard (Riley) had trouble. Hugh Hunter ran his new sports Alfa-Romeo in this race and, unlike Connell, kept his not inconsiderable wings and other equipment in place. He passed Maclure on the final lap at the Fork, by dint of superior braking, but the racing Riley had the Alfa rather easily on acceleration. So now you know what an E.R.A. must feel like, if you have ever been left by Hunter's Alfa on the road!

The Second March Mountain Handicap saw Peter Aitken's scratch E.R.A. go straight on at the Fork on lap 1, when Mortimer's unblown, ex-Bellevue M.G. led from Lemon-Burton's blown 1½-litre G.P. Bugatti. Burton drove a really fine race, to win by a narrow margin from Connell's ever-present Darracq, at 66.65 m.p.h.

Connell very nearly defeated his re-handicap of 4 secs., and cornering inside the Bugatti at the Fork on the last lap, drew level with Lemon-Burton, but was vanquished on acceleration by $\frac{3}{8}$ of a sec. Parnell, master of his big, squat B.H.W., was third. Lots of excitement occurred on a wet patch at the Fork, where Watson's Riley spun round, which Lewis (Alfa-Romeo) and Walner (Delahaye) had managed to do also, in the previous race. Cowell (Alta) also turned round at this spot on lap 2 and seemed to oil plugs and Beadle's Alta also retired.

The last race on a by now chilly afternoon saw many non-starters—

Abecassis, Lt. Torin, whose Maserati lit up in practice, which luckily it did not do when our representative was getting figures for it a few days earlier, Innes (M.G.), Aldington (B.M.W.), Elgood (Bentley), and Harmer, whose Bugatti blew-up in practice. Wright's Frazer-Nash led for a long while, but Mortimer, on a very fine 2.3-litre Bugatti, came up to win at 69.74 m.p.h., after a slightly hectic moment at the Fork. Parnell managed second place with the B.H.W. and Brooke's new 1,752 c.c. 6-cylinder Riley was third. Wright fell back with expensive-sounding noises and Esplen's R-type M.G. went sick. Aitken's E.R.A. found the wet patch at the Fork and incomed Stuart-Wilton's M.G. and Beadles' Alta. Gerard was fourth in spite of a re-handicap of 5 secs. Yes, this Mountain racing is excellent to watch and calls for a good car.

Two motor-cycle handicaps were contested over this course, the first won by Mobbs (Velocette) and the second by Hamilton-Griffith (Ariel and chair). In the outer-circuit motor-bicycle race the big-twins were fairly numerous but not very effective. T. F. Pullin's Pullin-Special 590 c.c., pullin' a chair and passenger, won at 88.15 m.p.h. and the Mountain race averages were both below the speeds of the car races.

FIRST MARCH LONG HANDICAP

(About 9 Miles)

1, Ian Connell (3.9 Darracq), 6s. start, 111.49 m.p.h.; won by 4.4s., with 96s. between second and third. 2, Mrs. E. M. Thomas (2-litre Frazer-Nash-B.M.W.), 46s. start. 3, R. M. Turner (1,496 c.c. Riley), 46s. start.

SECOND MARCH LONG HANDICAP

1, F. R. Gerard (1,496 c.c. Riley), 46s. start; won at 96.67 m.p.h. by 0.8s. with 1.6s. between second and third. 2, C. G. H. Dunham (2.5 Alvis), 10s. start. 3, R. E. Wright (1,496 c.c. Frazer-Nash), 1m. 17s. start.

FIRST MARCH MOUNTAIN RACE

(About 6 miles)

1, A. B. Hyde (1,089 c.c. Riley), 38s. start; won at 63.82 m.p.h. by 3.6s., with 3.6s. between second and third. 2, Ian Connell (3.9 Darracq), 17s. start. 3, Percy Maclure (1,486 c.c. Riley), 5s. start.

SECOND MARCH MOUNTAIN HANDICAP

1, J. Lemon Burton (1,493 c.c. Bugatti), 25s. start; won at 66.65 m.p.h. by 0.6s., with 5.2s. between second and third. 2, Ian Connell (3.9 Darracq), 17s. start. 3, R. Parnell (4.9 B.H.W.), 5s. start.

THIRD MARCH MOUNTAIN HANDICAP

1, C. K. Mortimer (2.3 Bugatti), 17s. start; won at 69.74 m.p.h. by 6s., with 2.4s. between second and third. 2, R. Parnell (4.9 B.H.W.), 4s. start. 3, H. L. Brooke (1,752 c.c. Riley), 21s. start.

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Continental Notes and News

Rift in the Lute

The trouble between France and Italy in the political sphere is bringing on a first-class crisis in motor-racing.

It came to a head in the matter of the Pau Grand Prix, but actually the trouble has been brewing for some time. The Italians seem determined to make things as unpleasant as they can for France, and their first move was to forbid any Italian driver to take part in the Monaco Grand Prix.

Attention was then turned to Pau, and before you could say Jack Robinson the Italians struck again, this time issuing a general order that no Italian racing motorist—or racing cyclist, for that matter—must compete in France in future.

The effect of this soon became apparent, when the Auto-Union people realised that their first-string driver, Tazio Nuvolari, came under the Italian's ban. Not unnaturally, they were considerably piqued at this lack of co-operation by the Southern end of the Axis, and all the forces of German officialdom were brought into play in an endeavour to get the Italian attitude modified. But even the great Huhnlein himself was unable to make any impression on the adamant Italians, in spite of using his strongest pleas that politics should be kept out of sport. At the time of writing it is by no means certain that Auto-Union will run at Pau with their depleted team, in which case the race should be a walk-over for Mercedes-Benz.

All this has caused the Germans to brood on many actions of the Italians recently which have not been helpful in giving the greatest effect to German motor-racing superiority. There was that Tripoli business, for example. The sweepstake run in connection with this race has made it the most lucrative of all, and the German teams have reaped a nice little harvest out of the trip for several years past. And now the Italians go and make it a 1,500 c.c. race, instead of a full Formula Grand Prix! They have decided that this was a deliberate move to prevent a German victory—although in fairness to the Italians it must be added that there was not much point in demonstrating the inferior speed of their own cars in front of their own people.

The trouble with the Italian attitude to France is that it jeopardises a day of races which was likely to be the high spot of the European racing season: July 9th. In the morning there is to be the Sporting Commission Cup for 1,500 c.c. cars, and in the afternoon the Grand Prix de l'A.C.F.

Take the 1½-litre race first. The entry list, which has already closed, consists of two "works" E.R.A.s, to be driven by Arthur Dobson and Raymond Mays; two independent E.R.A.s entered by Con. Pollock and "Bira"; Abecassis on his Alta; three Alfa-Romeos with drivers as yet unnamed; Maseratis entered by J. Jos, H. Dipper, Cortese, Seconds, Loyer, Louis Gerard and G. Soffietti; two Simca-Fiats entered by Gordini and Paul; and Plate's rebuilt Talbot.

By AUSLANDER

Eighteen cars of which nearly half are to be driven by Italians.

If the ban is still in force, the race as a race will be a flop. I don't suppose the French-owned Maseratis will be as fast as the "works" E.R.A.s, the Alta challenge will suffer from lack of numbers, and the Simca Fiats will be outclassed in speed. What is more important, however, is the fact that the first clash between the new E.R.A.s and the Alfa-Romeos will be postponed.

In the Grand Prix, the absence of Maseratis and Alfas, as well as Nuvolari from the Auto-Union team, would deprive the race of all interest. If Auto-Unions ran, which is by no means certain if the Pau Grand Prix can be taken as a precedent, there is a possibility that Muller and Stuck would chase the Mercedes, or even lead them, but in any case it would be a two-make race. The new Darracq cannot be expected to be really cracking in what may be its first big event, and the Delahayes and Sefac are no match for the Germans in speed.

It all seems a great pity, and completely unnecessary.

Formula Talk

Talk continues to revolve round the possibility of the Grand Prix formula being altered to 1,500 c.c. next year. The great Charles Faroux has declared that in his view it ought to give scope for unblown cars as well, suggesting 1,500 c.c. supercharged and 3-litres unsupercharged as fair limits. It is difficult to see on what grounds he bases his opinion, after our experience of blown and unblown cars in the present formula. Does he really think that an unblown 3-litre would be able to hold a candle to the latest E.R.A., Alfa-Romeo or Maserati? Both in all-out speed and acceleration the small car would have it every time.

Another suggestion—this time from Signor Jano, one-time head man at Alfas,—is that cars should be two-seater saloons with adequate luggage room and equipped with a spare wheel. The body should be of all-metal construction, and the use of ultra-light alloys would be forbidden (which seems a bit reactionary, I must say). There would be no limitation on the engine size or the weight of the car, but it would have to be capable of running for 312 miles on ordinary pump petrol without refuelling.

On the credit side Jano's scheme would probably broaden the entry in Grand Prix races, as it would be much cheaper to build cars of his specification. On the other hand, the snags are that the races would lose their spectacular interest; research work in the matter of high efficiency design tuning would give place to making the best of our present knowledge, and we should cease to find out anything more about light alloys and fuels.

What do you think?

As for the future of the formula, it would certainly be a fine thing for Britain

if it were limited to 1,500 c.c. Firms like E.R.A. and Alta would have a good start on newcomers in the problem of extracting really high power outputs from small engines, but most important of all would be the fact that Britain would once more be represented in full Grand Prix racing. What is more her cars would have every chance of being successful, in which case it would be the first time a British car won a Grand Prix race since 1923, which is a long, long time ago.

The Germans continue to deny that they have any 1½-litre cars in preparation, which is only understandable. But if Huhnlein does really mean business in suggesting a 1½-litre formula, it can be taken as certain that German 1,500 c.c. cars do exist. I would even go so far as to say that they must be in a pretty advanced state of development, and showing every signs of promise. Otherwise they would never have advocated a change in the formula.

New Blood

The search for new drivers goes on. In Italy the Alfa people received no less than 300 applications from hopeful drivers who thought they deserved a place in the team for 1939. Their records and testimonials were accordingly sifted by a specially appointed committee, and the most likely of them are to be given a trial at Monza in the near future.

Actually, the Alfa Corse is in need of some really top-line men. The roll-call at the moment, for both Formula and 1,500 c.c. cars, reads: Farina, Biondetti, E. Villoresi, Aldrighetti, Severi, Pintacuda, Tadini and Righetti. All good men, especially Farina, Biondetti and Pintacuda, but somehow not quite in the same flight as Caracciola, Nuvolari, Von Brauchitsch, Lang and Seaman. But maybe that is unfair, and is based on the fact that they have not been seen on such fast cars.

Anyway, it is significant that Achille Varzi, now reported to be completely recovered from his long spell of ill-health, has been invited to join the Corse to drive in the Formula team.

It seems that we can't get along without the old-timers, and Hans Stuck has been dragged from his retirement on the shores of Lake Zurich to take his place once more in the Auto-Union team. How often he will race in long Grand Prix events will probably depend on the way Meier and Bigalke shape. Kautz is no longer with the team this year—he got married in Paris last month—and Hasse may stand down. Stuck himself, I believe, would much prefer to confine his racing to hill-climbs, which do not require the stamina which he feels he lack nowadays.

Talking of drivers, Darracqs have signed up Etancelin, Le Begue and Carriere. I had an idea that Chiron and Wimille might be seen in the team this year, but apparently it is not to be so. At present the plans of these two are undecided, but it certainly seems a thousand pities that Wimille has not been given a mount by some firm. I have always thought that

CONTINENTAL NOTES AND NEWS—continued

he has it in him to become a top-liner, if he were given the right car.

Round the Clock

Le Mans looks like being a pretty good show this year. The Lagonda people are laying their plans with all the patience and far-sightedness that characterised the Bentley successes of old—and which so largely contributed towards them. To begin with they are not really concerned about winning the race at all. They regard it purely as a full-course trial on the actual tideway. The two cars are coming along nicely, delivering plenty of b.h.p. and being light in the chassis withal. I should imagine they will go like bombs from the word go.

One car will be in the hands of Lord Waleran and Lord Selsdon, the other being entrusted to two drivers whose names are at present a state secret. I don't think there is any harm in saying that one of them is a leading E.R.A. exponent, and the other has already driven Lagondas in races, as well as being one of Britain's steadiest and most competent drivers.

The B.M.W. challenge in the 2-litre class will be a formidable one, three cars being entered with Prince Schaumberg-Lippe, Briem and Heinemann as drivers.

Entries to date total forty-six, and include three cars under the mysterious nomination "Ecurie Watney." These have now been revealed as a new type of competition-model Delage to be known as the "Olympic," for which great hopes are held. The engine is a 3-litre six-cylinder, with push-rod overhead valves. It has three carburettors, five crankshaft bearings, cast-iron cylinder block and head, pistons of R-R alloy, and a compression ratio of 8 to 1. Adequate lubrication is assisted by an external oil radiator in front, and the maximum power is developed at 5,300 r.p.m.

As is the case with other Delage models, the "Olympic" has a Cotal electromagnetic gearbox. A total weight of only 15½ cwt. for the chassis results in an excellent power-to-weight ratio, and with a short wheelbase of only 8 ft. 6 in., the car should be very handy in races. A maximum speed in the region of 125 m.p.h. is talked about. The front suspension is, of course, independent, with semi-elliptics at the rear.

The drivers so far nominated by the Ecurie are Louis Gerard and Georges Monneret, the French motor-cyclist. Another has yet to be named, and I understand that several English drivers are in the running for the odd place in the team. The patron is Mr. Walter S. Watney, an Englishman who has lived in France for some time, and his plans for the season include Le Mans, the Tourist Trophy, Independents' Day at Montlhéry, Antwerp Grand Prix, Liege Grand Prix and the Paris 12-Hours Race.

This "Olympic" racing model forms the basis of two additional cars in the Delage range, the "Olympic Normal" and the "Olympic Sports." Both cars will have a longer wheelbase of 10 ft. 4 ins., and they will have hydraulic brakes instead of the mechanical type used on the competition car. Other alterations are that they have flexible engine mounting, instead of the fixed method applied to the racing-car, and the external oil radiator is dispensed with. The "Sports" has three carburettors, and the "Normal" only one. The "Sports" type is already in production, and is reputed to give a comfortable 90 m.p.h. with a full sized body.

Fiat's Loss

In the passing of Signor Zerbi, technical director of the Fiat concern, the motor-racing world has lost a distinguished pioneer. For it was Zerbi who really put the supercharger on the motor-racing map.

It was at the French Grand Prix at Tours in 1923 that the Fiat team surprised everyone by turning up with supercharged engines. They had won the race the previous year, and were all out to repeat the performance. Bordino, Salamano and Giaccone were the drivers, and they soon showed that their cars possessed tremendous speed. Alas, the blowers were of the paddle-type, and they could not last the distance. One by one the Italian cars came to a standstill, and Segrave went ahead with his Sunbeam to record the only all-British victory in an International Grand Prix since the War.

However, Zerbi profited by the experience and scrapped the paddle type of blower in favour of the Roots. For the rest of the year the Fiat team was

invincible, and after that other manufacturers all took up the use of superchargers.

Not This Time

First place in the Paris—St. Raphael Rally eluded the British competitors this year, but they nevertheless did very well.

In fact, if it hadn't been for the car in front dropping a pool of water on the road at the Draguignan test, Miss Haig might very well have pulled it off once more. As it was her M.G. got into a fearful slide when she braked, which utterly ruined her time.

There was some excitement at the new Orange hill-climb, including a complete somersault by film-star Mme. Kronbauerova with her little Jawa, without damage to car or driver. Instead she pluckily carried on and won the class for competitors who have not figured previously in the first three places in the General Classification.

The full results were as follows:

CLASS A

(Competitors having previously figured in the first three places in the General Classification)
1, Mme. Simon (Hotchkiss), 2,133 pts.; 2, Mme. Rouault (Delahaye), 2,080 pts.; 3, Miss Betty Haig (M.G. S.), 2,077 pts.; 4, Mrs. Kay Hague (Riley), 1,893 pts.; 5, Countess Moy (Frazer-Nash-B.M.W.), 1,843 pts.; 6, Miss Enid Riddell (Frazer-Nash-B.M.W.), 1,820 pts.; 7, Mme. Fleury (Darracq), 1,634 pts.; 8, Mme. Boufridi (Hotchkiss), 869 pts.; 9, Mme. Griffon (Delage), 630 pts.; 10, Mme. Charriol (Simca-Fiat), 467 pts.

CLASS B

(All other competitors)
1, Mme. Kronbauerova (Jawa), 1,799 pts.; 2, Mlle. d'Oncieu (Georges Irat), 1,672 pts.; 3, Mlle. Cassignol (Georges Irat), 1,625 pts.; 4, Miss Patten (Peugeot), 1,596 pts.; 5, Mme. Lefebvre (Georges Irat), 1,504 pts.; 6, Mlle. Dassonville (Peugeot), 1,040 pts.; 7, Mlle. Meyrat (Standard), 992 pts.; 8, Mlle. Barrier (Peugeot), 760 pts.; 9, Mme. Gibon (500 Simca-Fiat), 234 pts.

Class Results

750 c.c. : 1, Mme. Kronbauerova (Jawa).
1,100 c.c. : Mlle. Cassignol (Georges Irat).
1,800 c.c. : 1, Mrs. Hague (Riley); 2, Miss Haig (M.G.).
2.2-litres : 1, Countess Moy (B.M.W.); 3, Miss Riddell (B.M.W.); 4, Miss Patten (Peugeot).
3-litres : 1, Mme. Fleury (Darracq).
Over 3-litres : 1, Mme. Rouault (Delahaye)
2, Mme. Simon (Hotchkiss).
Concours d'Elegance Pratique de la Route
Grand Prix Winners : Mlle. Streas (Simca-Fiat), Mme. Meyrat (Standard), Mme. Jourdan tied with Miss Patten (both with Peugeots), Mme. Fleury (Darracq), Mme. Simon tied with Mme. Boufridi (both with Hotchkiss).
Premier Awards : Mme. Kronbauerova (Jawa), Mme. Lefebvre (Georges Irat), Mrs. Hague (Riley), Mlle. d'Oncieu (Georges Irat), Mme. Rouault (Delahaye).

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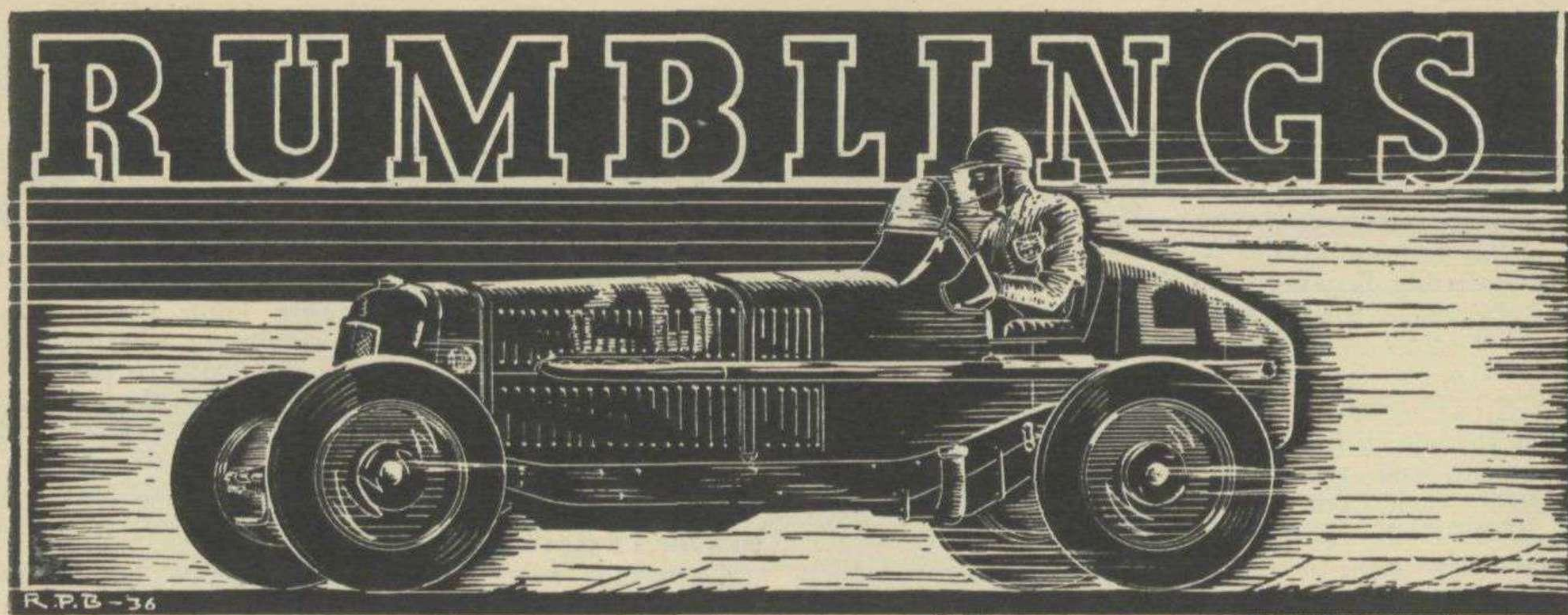


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Personal Ideal

WHEN we were very young we often used to occupy ourselves by planning either the ideal car, or the ideal stable of a given number of existing makes. Either way, a final decision was very seldom reached, and as such considerations, pondered over by a group of enthusiasts, always meant late hours and a heavy consumption of that commodity referred to by even quite unromantic souls as "midnight oil," we decided to cure ourselves of this habit. However, just lately quite a few well-known motoring writers have pondered in print on their ideals, and there is really a lot of fun to be had by so doing, and, which is perhaps more to the point, by seriously contemplating a car embodying all one's fads and fancies one learns to appreciate existing cars which approach, in the more important aspects, this mythical ideal.

For ourselves, too big an engine seems an extravagance, delightful as it is to drive behind. Really great urge from a properly constructed small power-unit of sound design has much to commend it. So let's fix the thing at 2-litres. That should give at least 25 m.p.g. everywhere, if we do carburation and attendant matters as Lancia and H.R.G. do, for example—for they get over 30 m.p.g. from 1½-litre motors. Unquestionably inclined valves in a polished hemispherical head are a good thing—look at racing design. But excessive revving is not wanted for everyday motoring, so push-rod operation à la Riley and Autovia is indicated, or else a single o.h. camshaft.

We would like to crib the push-rod system used on the 328 B.M.W. The crankshaft must be stiff and really well balanced, and as our engine will be a four-cylinder—simplicity and a sense of pulling power are craved—it will run in five plain bearings. One big down-draught carburettor on a decent manifold will suffice and the throttle rods must have joints and pivots to delight an engineer's heart. As to the rest of the under-bonnet machinery, coil ignition *has* let us down ere now and a Lucas vertical magneto seems nicer. Pump cooling would be used and the head would have the modern idea of water flow in the vicinity of the exhaust valves. The block would be light alloy with dry inserted liners, and the head would be alloy likewise, with 12 mm. plugs and inset valve seats. The

sump would merely be a shallow base chamber below the alloy combined crankcase and block. Oil would be carried in a tank out in the air-stream as on the Aston-Martin dry sump system, because light alloy construction heats up the lubricant considerably and modern bodywork restricts the effectiveness of a heavily ribbed sump. Given decent pump layout and sound connections this system never gives any trouble and filling and topping up are extremely easy. You have to wait some time while warming up, but most enthusiasts do.

This engine we should mount quite reasonably rigidly in a conventional sort of chassis of moderate dimensions. The side members would be boxed-in for rigidity and braced by tubular cross members set where our slide rule expert tells us to put them. Only one gearbox would appeal and that is a four-speed non-synchro box with a stiff central lever. As we are so faddy nowadays about noise we suppose third might be constant mesh, to allow conversation to proceed while dealing with the sort of traffic which flows out of London. The action of the change would be like that of the Lancia Aprilia, with a shorter, but equally stiff, lever. It would possess a really positive catch for a reverse stop. The handbrake would be a toss up between the M.G. type and that used on the 12/70 Alvis. Transmission would be by open-shaft to a hypoid bevel rear-axle. As to suspension, Bentley and Bugatti have rather convinced us that a normal half-elliptic layout can be made to do everything required for motoring in this country, and without the sponginess sometimes associated with independent front springing. Such a system would need the Bentley—Rolls-Royce type of over-ride damping control, because ordinary telecontrols take some time to twirl to the degree of adjustment required. The beauty of the arrangement used on the 4½-litre Bentley is the manner in which you can stiffen everything up by merely flicking a lever, so that, for example, a hump-back bridge can be smoothed out and the suspension instantly re-set for a comfortable ride over the cobble-stone, restricted street immediately ahead. It would be most interesting to see how the system would function on a small, light car. If it were unsatisfactory, full independent suspension would be

RUMBLINGS—continued

accepted without hesitation. Details would worry us a lot, and bodywork even more so. A drop-head coupé giving generous visibility when open, yet providing a sense of being more than merely a hood over one when erect, is craved. If such a body required quite a few minutes to convert we should not mind very terribly, because you get fair warning of approaching storms as a rule, and in open form with the glass side windows up protection would be quite reasonable in showers. It is absolutely no use asking how thick the front screen pillars would be and how one could fold the screen flat. Even an ideal is largely a compromise, and you have something preferable to a saloon when Continental, Welsh or Scottish scenery calls for full visibility, or when an English summer makes any kind of roof above one's head unbearable. And so many keen motorists find a saloon not too bad, much as they may desire an open body at times. The front seats would be of heavy bucket-type, so arranged that they could be brought together to form a bench seat with accommodation for three persons if desired. The rear seat would be narrower, but with well padded side squabs and deep foot-wells, so that two persons could occupy it without being thrown about when the rear tyres squealed. The rear luggage compartment would be easy to reach from inside the car, by folding forward the rear seat squabs, which would be in two sections, bucket fashion, and its rear panel would lower downwards. As our car is small, two doors would suffice and if the back seat passengers could not see out of the side of the hood when it was erect—well, they would not want to come with us so often . . . ! The fascia would contain two deep cubby-holes, rubber-lined, with easily openable lids and on the driver's side of the scuttle would be a flat, deep locker to hold maps, which could be withdrawn almost as easily as from a door-pocket. The instruments would be grouped on a central wood fascia and have normal dials. Small speedometer and rev-counter, clock, ammeter, oil-gauge, radiator thermometer and oil thermometer would suffice and all would be illuminated by an anti-dazzle remote lighting. The wheel centre would contain horn button, ignition control and indicator levers. Hand throttle, lamp switches, choke and the rest would be old-school style and set along the base of the fascia. Two Lucas P100 headlamps and a decent spot-light would suffice, with a fog-lamp mounting for use in winter months. The lamp dipper and spot-light switch would be a combined affair, also on the wheel centre. Fancy lighting does not intrigue, but there might well be under-bonnet and luggage-locker lamps, of unbreakable type, with their switches inbuilt, and two interior lamps, a bright one shining rearwards and a subdued one placed centrally. All tools would live beneath the bonnet, which would have old-fashioned clips. The battery would live beside the tools, in a case having small grips to enable it to be quickly lifted out and about. The rear blind would have positive driver-control and twin electric wipers would be fitted. One-shot lubrication, in-built, under-frame jacking, a spare fuel tap, and radio, would figure in the specification. The interior would be plainly finished on open car lines and have leather upholstery. We should expect

85 m.p.h., 70 m.p.h. cruising and a 45 m.p.h. average most everywhere. The resultant car would have something of old school charm, yet be modern as to design and performance. It would not be expensive to maintain, yet it would be fast enough for any normal journey. Such things as easy brake adjustment, easy means of checking and draining the oil tank, gearbox and rear axle, separate lamp fuses, etc., would concern us more than wondering whether the engine would like to be blown—but not to pieces—or whether an over-drive top could be worked in. As to gear-ratios, it would be given as high a top gear as it could pull.

Bravo, Ladies!

Charming ladies and fast motor-cars—you may reverse the adjectives if you will—are not altogether disassociated. The former, as much as the latter, are very definitely part of every big sporting motoring fixture, and sometimes will even condescend to do a real job of work, in the pits and elsewhere, and travel home in an open car after the meeting, instead of being merely decorative. Seriously, one could name quite a lot of ladies who regularly help drivers during classic races. Now the Paris-St. Raphael Rally provides further proof of feminine keenness, with emphasis on driving ability. Nor were the British girls so far away from the plums.

Miss Betty Haig was third in Class A with her blown M.G., which Bellevue prepared, 56 points behind Mme. Simon (Hotchkiss), the outright winner. Mrs. Hague's Riley was fourth, and Miss Riddell's Frazer-Nash-B.M.W. sixth. In Class B Miss Patten's Peugeot was fourth and Miss Meyrat's Standard Eight was seventh. Mrs. Hague won her class and Miss Patten and Miss Meyrat both gained Grand Prix awards.

Odd Spots

The Type 57S Bugatti has been replaced by the blown 57C, on which a new "Stelvio" four-seater drop-head cabriolet body is available, at £1,060. It has faired wheels and a flowing tail. The Type 57 model is continued.

* * *

The Cork Race, due on April 22nd, has been abandoned.

* * *

Philip Mayne is now Racing Manager to E.R.A. The new cars have independent suspension and entirely new frames. They are due to appear at Brooklands on May 6th.

* * *

R. Parnell is building a very specialised 1½-litre car for 1940—one person, at least, cheerfully looks ahead. He may dispose of the B.H.W.

* * *

The Bentley Drivers' Club held a luncheon run to Thame on March 26th.

* * *

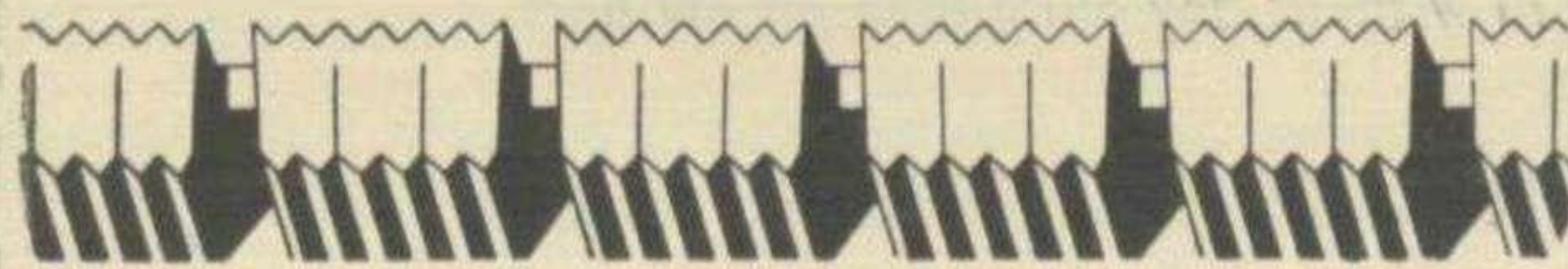
Chris Staniland's Multi-Union will be watched expectantly this season. A V12 Lagonda saloon recently averaged 95.26 m.p.h. for two hours on a German autobahn and did 97 miles in the hour.



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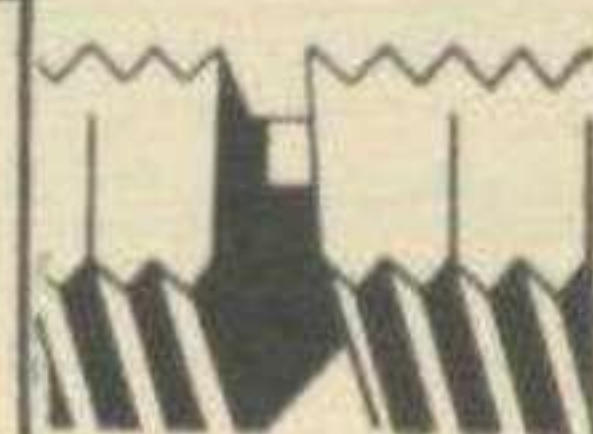
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MOTOR SPORT, 21, CITY ROAD, LONDON, E.C.1

JUST SUGGESTIONS

MIXING, as we do, with real enthusiasts, we hear lots of interesting side-lights on sports motoring. The other day several impecunious folk were discussing plans that might be undertaken for a small outlay with a view to producing a sound motor-car different from the majority. When lack of big gold-bags prevails you might be excused for suggesting a vintage motor. Actually, vintage cars can give very fine service and be a source of intense pride and joy to their owners, but, as the owner of an old-school Bentley emphasised to us recently, and as any good vintagent will tell you, it is a mistake to cut costs too fine if you wish to motor successfully in a veteran. In the first place, insurance companies, spare-part dealers and old-tyre vendors invariably associate a vintage car with a hidden source of unlimited wealth. It becomes necessary to pay about double the normal third-party premium and desirable to fit new wheels to carry modern-sized boots. It is true that lots of MOTOR SPORT readers tell us of good service obtained from really old cars. The solution seems to be that either they run the car for a holiday-period only, and are extra lucky, or else that they expect nothing very sensational in the way of performance. But experience suggests to us that one should be prepared to spend at least as much as the purchase price on overhauling a sports-type vintage motor, if satisfactory service is craved. There is nothing so fascinating as putting into good order and regularly running a really unique marque or model, but to do so successfully we would suggest meeting the original designer, acquiring all the available blue-prints and spares, and rebuilding every component in proper engineering style. Which costs a pile of gold. Cars like Forrest Lycett's 8-litre Bentley and the Lambert Aston-Martin and Sir Lionel Phillips's Leyland Eight are not motors for poor men. . . . Otherwise, it is saner by far to buy a proven type, such as a 12/50 Alvis, a 3-litre Bentley, a 12/40 Lea-Francis, or such like, and to spend a reasonable amount on restoring it to order. With very few exceptions Edwardian machinery should be avoided, as it is only suited to sporting purposes. If your idea is to buy something quite unheard of for a few shillings, to retain the larger chunks of gold for overhauling it, we can only observe that all the breakers whom we have approached have regarded £5 as the lowest acceptable price for any car, no matter what its state of decay. After which, the foregoing deterrents still apply. A further factor against the vintage job is that lots of relatively unwealthy enthusiasts require something in the 8 h.p. taxation category, capable of at least 40 m.p.g.—no matter how convincingly statistics may show that the saving over a 9 or 10 h.p. car is negligible and that if you cannot find the difference you cannot rightly afford to be a car-owner, we believe that finding the additional ready cash each quarter, and at the petrol-station, makes the eight-horse a most desirable possession in the eyes of lots of us. And, so far as

vintage cars are concerned, the only good examples in this class seem to be the 8/18 Talbot and the Gwynne Eight; excellent little motors, but not too easy to find.

So, having explained our outlook, perhaps our inbuilt enthusiasm for vintage motor-cars has been sufficiently defended for us to advise those with only a small outlay at their disposal—say, a maximum of £20-£25—to steer clear—unless they are seeking a car for occasional playtime use only.

Is there anything left, different from the depressing second-hand bargains which are now displayed in odd yards about as numerous around London as cheap barbers' shops and impossible cafés. We do not profess to recommend the following schemes, or even to say whether they are mechanically possible, let alone sound, but they may suggest worthwhile lines of approach. In contemplating something non-vintage, small and cheap to build, the idea of achieving a good performance by high power-to-weight-ratio appeals. The Austin Seven can be picked up in any breakers' and is lightweight construction personified. Moreover, it is said that, properly assembled and lubricated, the back-axle will stand a lot of abuse and it is a fact that the transmission lines up very easily. It has been suggested that a Ford Eight or Ford Ten engine could be installed, and it certainly looks so. One line of thought suggests that it is not worth while gaining an increase of only 186 c.c. and that the "Ten" should be used. On the other hand, this would put the car in the 1½-litre class in most competitive events. As the 1933 Ford Eight saloon was only .2 of a second slower on acceleration from 10-30 m.p.h. than the 1929 "M"-type M.G. Midget, however, even the "Eight" might be quite sensational. On the other hand, given improved road-holding to suit, the speed capabilities of the "Ten" are attractive, for the 1935 saloon did almost 70 m.p.h. pulling a top-gear ratio of 5.5 to 1, whereas the light weight of the Austin should enable the 4.9 to 1 ratio to be employed, giving some 75 m.p.h. or more. There are those who say the small space to spare in the Austin Seven engine-department would render it very difficult to install any other power-unit. Patience, they claim, might lead to a crashed late car of this type being found, when the 3-bearing engine, which developed 17 b.h.p., against the 13½ b.h.p. of the 1930-type unit and 10½ b.h.p. of the magneto-ignition engine, could be installed. We have seen late-type engines picked-up in this way and used to good effect, because, apart from the power-increase, they are often smoother and in sound order generally.

The Austin Seven is really very wonderful and is certainly about the cheapest car which can be bought in going order and for which bits and bobs are easily got. But remember that that £8 "Chummy" will have seen hard service, and is probably a pathetic performer and likely to shed all its sump oil rapidly even after a rebore—via its back-main.

The little M-type M.G. Midget is an excellent little car with remarkably good lines for such a short 'base and a decently weather-proof body. Examples are available for as little as £15 or less, but most of those under £25 need a lot of attention. It might be an idea to install a side-valve Morris Minor engine in such a chassis, to obviate troubles inseparable from a well-worn o.h.c. unit. There would then be a four-speed box if you play trials and we believe this unit tunes quite nicely. One enthusiast suggests that it might be fun to acquire an o.h.c. Morris Minor engine for about a fiver and tune it up to a pitch one would hardly care to risk for road use, dropping it in for competition work. Alternatively, one might put in the Morris unit as the everyday engine and tune the original M.G. engine for competition work. It is, we believe, partial to normal hotting-up and will give some 70-75 m.p.h. if the ports are enlarged, a larger carburetter fitted, and the "Double Twelve" camshaft fitted, while still remaining very dependable. On the other hand, we confess we have not enquired whether this camshaft is still obtainable from the makers, nor do we know how such performance-increase adversely affects economy. Reverting to the matter of improving power/weight ratio, the Ford Ten engine in the "Eight" chassis seems attractive and we know installation is possible, while the 8 h.p. unit will bore out to just under 1,100 c.c. with beneficial results. At the other extreme, it might be possible to liner down an Austin Seven engine to command the £4/10/0 tax, while still retaining more or less standard urge by careful hotting-up—the Fiat 500 is so far still outside our expenditure limit. Thus we visualise an Amilcar or a Salmson or a Senechal or a Vernon-Derby with a Ford Ten, or a Riley Nine or a 12/50 Alvis engine installed. Alas, here again experience suggests that the transmission will not easily line-up, that an entirely new rear-axle is necessary, that weight-distribution will probably come out all wrong, and that the cost will rival that of thoroughly overhauling a standard vintage motor of known qualities.

The same probably applies to converting a Morgan tricar into a V-twin four-wheeler, or of putting a single-cylinder engine into a Morgan—incidentally, when we mentioned the Dirt Track J.A.P. last February as a possible unit we naturally meant in de-tuned form to use pump fuel. However, we may conclude by saying that a reader—once very satisfactorily put a 10/23 Talbot engine into the 8/18 chassis. Motoring really cheaply does not embrace reliable vintage sports models, not yet an ambitious "special." The prices of second hand cars, which may seem high at first sight, are justified in many cases by the reasonable order of the car so priced. But, if you have to watch your wallet, remember that building up a special job for a given purpose, to a pre-arranged theory, is far preferable to spending hard cash on making a mechanically standard motor-car match the white flying-hat. Are we all agreed?

ON STREAMLINED FORM

STREAMLINE form has a bigger influence on mankind than is generally realised—we are referring to that streamline form which you contemplate at Brooklands, in the daytime when the motors are going round, of course. Not so very many years ago the general public regarded streamlining as something rather mysterious that you had to do to the back part of a racing-car. Indeed, the racing-car was the only object in the engineering world, if we except the ship, in which the need for streamlining was at all evident. Consequently, the ordinary man and woman in the street found it not too easy to believe that air-pressure could matter so much, nor was every racing-car constructor seriously worried about the matter. Later, motor-cycles built for very high speed record runs were faired-in and in the world of aeronautical engineering much more thought is now given to the complex problem, or rather problems, of streamlining, than in any other sphere. The ordinary person sees streamlined locomotives, both steam and electric, sees aeroplanes drawing in their undercarriages, perhaps owns a semi-streamlined car, and is told quite often in the technical and semi-technical Press that air resistance goes up as the square of the speed. But do not forget that the racing-car started it all. Even early flying machines were not very seriously faired and much of what the pioneers of Aviation knew of streamlining fuselage and undercart in 1909-1910 came from study of racing-car methods. Perhaps to-day the position has reversed. Curious that the very persons who scorned things mechanical should be the slowest to see that the streamlined racing-car was merely in steel and sheet metal what Nature had preached since the beginning of Time. However, we do not intend to labour the psychological aspects of streamlining nor to attempt to show how everyday economics are influenced by man's growing knowledge of how to combat the slipstream—which reminds one of the aviation official who, admitting that certain old-type Imperial Airways' liners had "built-in headwinds," observed that they also had "built-in dividends";

speed, acquired by streamlining, was not the only quality appreciated by the passengers.

But, in view of its extreme importance to vehicle operation in general, it is opportune to trace, very briefly, some of the ways in which streamlining applied to the racing-car, has developed. To-day, good streamlining is absolutely essential to success in record-attacks, in all engine-size categories for sprint runs, and not merely for land-speed record work. In the sphere of road-racing, again, streamline is nowadays of vast importance, albeit factors of control and visibility make its extreme application impossible. For Track work, which really developed streamlining as nothing else has done, few cars are now expressly constructed, but it may be said that those cars built for outer-circuit work are often small-engined or rather dated types, which need all the help possible from good body-form and that their varied chassis styles give scope, as was the case with Brooklands' cars in the past, for great variety and ingenuity to be applied to the mode of attack.

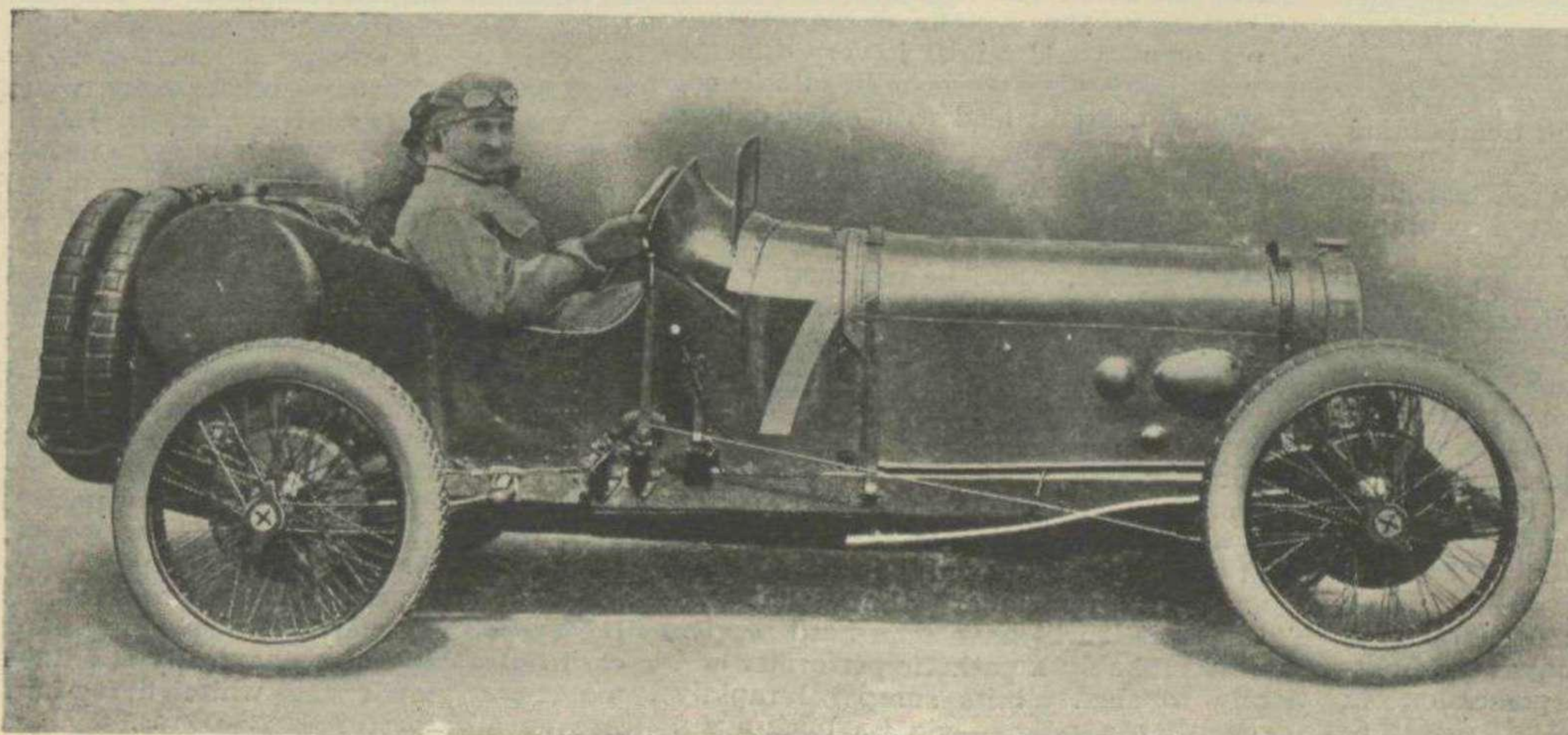
Something of the potency of self-created wind pressure was emphasised at Brooklands Track in 1907 when tests were carried out with a 40 h.p. Napier. This racing-car was run at a speed of 79 m.p.h., after which laths were attached and the car timed with varying head resistance erect. It was assumed that engine power dropped proportionately with the speed. The speed fell from 79 m.p.h. to 60 m.p.h. with an increased drag of 14 square feet and to 50 m.p.h. with a 38 square feet increase, and finally to 48 m.p.h. with 40 square feet of additional drag.

[The pressure varies with the square of the speed and the power with the cube.] In 1912 the formula $P=0.003 AV^2$ was used to calculate loss due to drag, P being pressure in lbs., A the frontal area, and V the velocity in m.p.h. It was considered that a typical touring body had an area of about 23 square feet, so that at 30 m.p.h. the loss became $P \times S$ over 33,000, P being pressure in lbs. as calculated above, and S speed in feet

per minute, the answer being 4.96 h.p. Thus at 60 m.p.h. 40 h.p. would be absorbed, and at 80 m.p.h. nearly 90 h.p. Which is why your 80 m.p.h. pre-War car had a big motor. Here we may digress to observe that before the War Robert W. A. Brewer used a Trotter Accelerometer, made by Everett, Edgecumbe and Co. Ltd. for Track tests—so Tapley and Ferodo performance meters are quite well-established instruments.

In modern aeronautical practice wind-resistance is considered under the headings of frontal resistance, interference drag, parasitic drag and skin-friction. In a racing-car interference drag is at a minimum, because there is not the problem of blending wings, rudder, fin and tail to the main body. Parasitic drag is confined to axles, and wheels, where these are not enclosed, exhaust stubs and wind-screen, if we except small catches, straps and studs, etc. In consequence, it seems likely that skin-friction accounts for as much loss as interference and parasitic drag combined, but, unfortunately, not much is known about it, even in scientific aeronautical circles, although it has definitely been established that drag is set up by the breaking away of the boundary layer, and seemingly at speeds at which ordinary aeroplanes and racing-cars travel. The cure is to polish all exposed surfaces, and Germany has used polished body panels for her record-breaking cars for some time.

Another difficult problem is that of determining the ideal streamline shape. It was originally thought that little could be done beyond fairing-in the nose and making the body as a whole of "airship" formation with a tapering tail, the current theory being that maximum depth, or diameter, should be at a point about $\frac{1}{4}$ from the nose. However, very little idea exists as to how long the tail should be—witness a photograph used for a front cover of "The Brookland's Gazette" in 1924, where all lengths of tails are seen at Brooklands. Tommy Hann even claimed that a structural tail could be replaced by an outlet of high-pressure air, and put his theory into practice when he



Jean Chassaque
with the 3-litre Sun-
beam with which he
won the 1922
Tourist Trophy
Races:

ON STREAMLINED FORM—continued

built his racing Lanchester saloon "Hoieh-Wayarah-Gointoo." Now a further problem arises as to whether shape should not vary materially with speed, if maximum efficiency is to be achieved. This may not involve track cars, or cars built to attack a record at a predetermined speed, assuming that wind-tunnel tests indicate when a good form has been achieved. But what of aeroplanes in which cruising and maximum speeds are far apart, or road-racing cars in which acceleration suffers on account of drag from 70 m.p.h. upwards, yet which are required to reach, and hold over double this speed, every lap? As emphasising the importance of reducing wind drag, remember that on ultra high-speed aircraft the expensive surface-type radiator is used solely to reduce resistance and that on modern record-attacking machines there is hardly sufficient surface, using all the wing and fuselage area, to adequately cool the engine; and that a quite different class of record-breaking aeroplane, Henshaw's Mew Gull, found a retractable navigation light worthwhile. Up to 60 or 70 m.p.h. streamlining matters not very much. After that, nearly all your efforts to extract more power from your engine are made to defeat air-drag. It remains to be seen whether cars and aeroplanes will have to give best to air-resistance at speeds around 700 m.p.h., at which pace even light rays crave a better streamline form.

Space is limited in which to enlarge on a very complex subject, and we will content ourselves with a few notes on the development of streamline form in three spheres; track racing, road-racing and record work.

Track Cars

Although there was at least one air-ship-nosed racing-car at the opening Brooklands meeting in 1907, Brooklands Track was responsible for a very concentrated application of streamline form. Around 1909-1912 very narrow bodies were the vogue on the then high chassis, silencers, dumb-irons and axles were faired, and disc wheels were popular. The isolated radiator, later introduced on the "Golden Arrow" and "Blue Bird" and then used by the 100 m.p.h. Austin Sevens, Horton's M.G. and other cars, was used about 1912 by Austin.

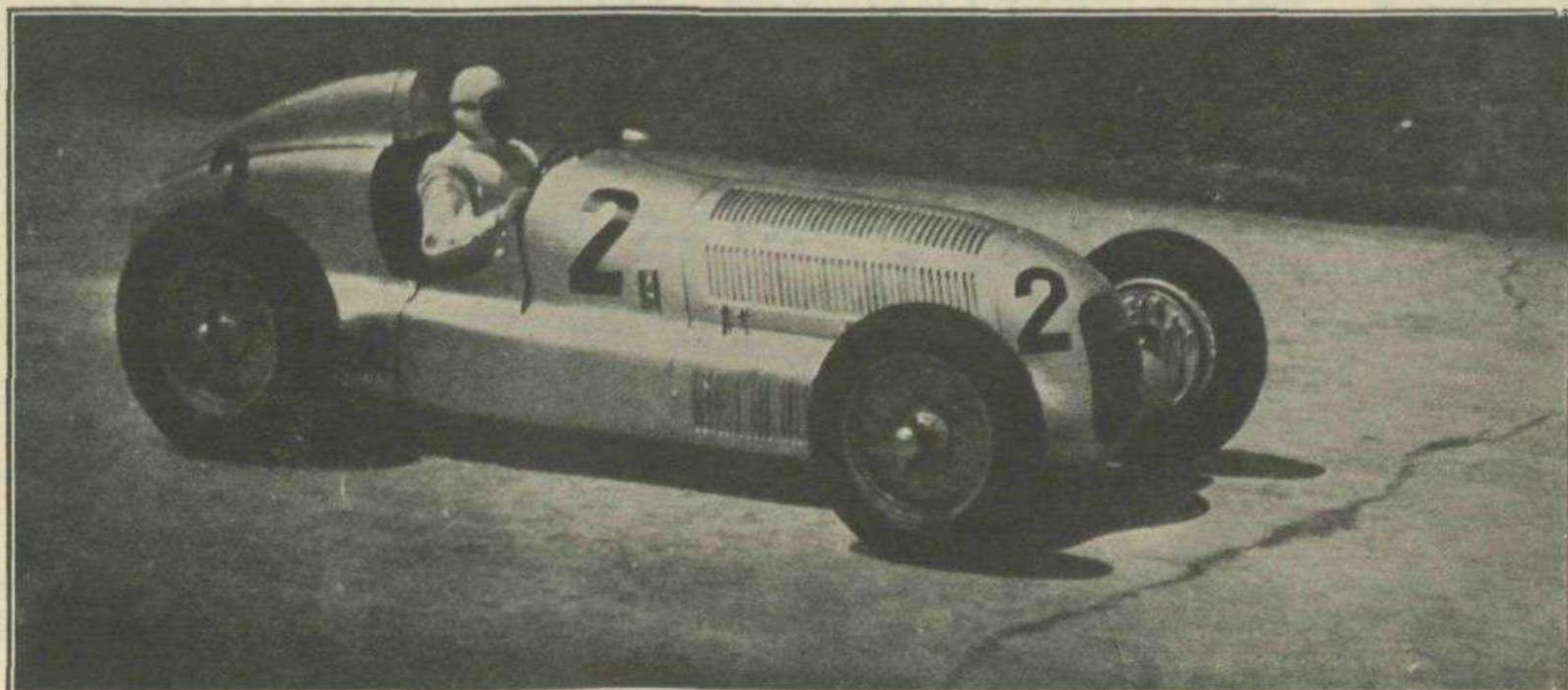
Very often tails were left open at the end to allow internal air to escape. Percy Lambert's famous 25 h.p. Talbot had faired dumb-irons front and back and a Sunbeam had the exhaust outlet in the tail centre, presumably to obviate the drag of an outside pipe. Hancock's famous Vauxhall "KN" had a narrow off-set body, disc wheels, and a very tapered radiator cowl. Coatalen's "12 Hour" 30 h.p. Sunbeam had an absolutely pointed nose and so had the very early Napiers, in which the water-tubes were led along the bonnet sides. After the war, more sober streamlining was used, and at first radiators were usually enclosed by a cowl which merely reduced the opening—the Eldridge cowl. Later, dumb-iron casings were added, and Parry Thomas introduced a cowl which covered both the cooling element and the forward chassis members, a scheme followed in wide variety ever since, with many individual variations, albeit the simple Eldridge cowl of the early nineteen-twenties still persists in modified forms, notably on the Barnato-Hassan, the Pacey-Hassan and Dunham's Alvis I. The Napier-Railton, Bentley-Jackson and Dunham's Alvis II have Thomas-type cowls, and Duller's Duesenberg, typically American, merely has a curved grille. There was Hann's remarkable Lanchester aforementioned, an A.C. which had an undershield so efficient that it could run flat-out over a bit of newspaper without disturbing it, the "Hour-Record" Aston-Martin with a razor-blade body designed round Sammy Davis by the De Havilland Aircraft Co. Ltd., with a maximum width of 18½", and an Austin Seven with a body the width of the wheels. About 1926 the low-chassis craze started and "flat-iron" cars like the Eldridge-Special, f.w.d. Alvis, Thomas-Special, G.P. Talbot, Delage, Eyston-M.G., etc., appeared, a low seating position by means of a wide frame and off-set transmission encouraging low, flat, bodywork. Eventually loss of speed was attributed to the air-friction below the undershield and to-day the tendency is to use a special axle with the prop. shaft running into it at an angle so that a low seating position can be combined with narrower bodywork. Amongst track types to-day streamlining is less of a scientific business and more a

matter of adapting the bodywork to the particular chassis available. Apart from Brooklands, in 1926 Panhard built a 1,500 c.c. record-breaker in which the steering column and wheel was replaced by a large ring, to enable the driver to sit really low and within the body. He steered by means of a grip on this ring, which actuated the steering via a rack and pinion. The front brake drums were enclosed in the wheels and the rear springs within the body. I believe a larger edition was also produced, but one or other crashed with fatal results and the idea was abandoned. True track cars often have rear-brakes only, to reduce drag, amongst other considerations.

Road-Racing Cars

In very early times road-racing cars were totally unstreamlined. The idea of fairing-in the chassis, even if it had been thought of, would have seemed incompatible with extensive hole-drilling to reduce weight. However, the Paris-Madrid De Dietrich certainly had a truly pointed bonnet behind its gilled-tube radiator, and a tail ending in a knife-edge. It also had proper undershields, but, alas, at weighing-in, both this, and the tail, had to be discarded. The 1904 Wolseley "Beetles" had very low frames and pointed bonnets and tails, but no attempt was made to enclose the driver. In road-racing circles streamlining made relatively slow headway, in spite of the lessons of Brooklands, until the 1911 Voiturette races. For the 1911 Coupe des Voiturettes Sunbeam used a decently enclosed driving compartment and a faired tail, Vauxhall used "V" radiators and boat-like tails, and Peugeot also decided on a proper tail, albeit his long-stroke engine called for a bonnet too high to blend with the formation of tail employed. Excelsior and Sizaire also faired in their rear ends. In the 1914 G.P. both Peugeot and Fiat ran cars with bodies that were of distinctly good streamline form. Then, in 1919, Ballot had decently streamlined bodywork, with the spare wheel set vertically in the tail, as had the pre-war Peugeot—fancy spare wheels in to-day's Grands Prix! A most significant development took place in 1921, when the 3-litre Fiats appeared with bodies that had been

Streamlining in
1935. The win-
ner of the 1935
French Grand
Prix, R. Carac-
ciola with his
Mercedes-Benz.



ON STREAMLINED FORM—continued

wind-tunnel tested on specialised automobile, as opposed to aeronautical principles. In place of the current round cross-section, the body sides and undershield were nearly flat, and the tails tapered to the by now quite usual knife-edge. This design of two-seater road-racing body remained with us almost as a standard form, until the *monoposto* era. An exactly opposite idea was tried out by Ballot and Bugatti for 1922, when both used circular section bodies with tapered tails and truncated-cone radiator cowls. For 1923 Bugatti tried another experiment, together with Voisin, although Sunbeam, Fiat, Alfa-Romeo and Rolland-Pilain were content with what we may term the "Fiat form." Both these makers used bodies like the wing of an aeroplane, extending out over the wheels.

Bugatti reduced his wheelbase and track to 6 ft. x 3 ft. to accommodate this unique two-seater body, and rivals said that if the inmates would duck they would pass them by running up the Bug's tail and down the curved bonnet. The "Air-line" Singer saloons, which one still sees about, remind one of these 1923 racing-cars, and we saw a very ugly Wolseley Hornet with a similar body in Esher recently. Voisin only enclosed the rear wheels, put on discs, and had his engine bonnet built out of the curved main bonnet. Very similar bodies were used on large and small Le Mans Chenard-Walkers in later years. By 1924 Bugatti had seen the wisdom of Fiat form and has been one of the last to cease using it. In 1927 lower construction was in evidence, but a similar body line persisted. It will be recalled that Delage found

difficulty in keeping his drivers cool-footed with his first combination of body-form and exhaust-system. The Eldridge-Special took this low build to its logical conclusion by using a semi-circular section, "half-airship" sort of body, whereas Parry Thomas, after doing something rather similar on the much higher, track-racing four-cylinder Thomas-Special, used an extreme flat-iron form, with flat bonnet and undershield and vertical sides, for his straight-eight Thomas-Special cars—which, although often regarded as track machines, were actually built for road and semi-road-course races. It seems that bad eddies below the body detracted from the efficiency which these bodies sought to gain by reason of considerably reduced frontal area. As G.P. cars became larger this difficulty seemed likely to be accentuated, while there was the need to give the driver a good view and adequate arm-room, as well as a reasonable seating-position and plenty of elbow-room. So the "Fiat-form" persisted, an innovation being the *monoposto* Alfa-Romeo of 1933, marking a new era where in the riding-mechanic no longer had any place in racing, chiefly because of the risk of fatality should he be involved in a crash. Alfa-Romeo used the now famous twin propeller-shaft layout so as to sit the driver reasonably low down in the car, and ever since great favour has been shown for off-set or at-an-angle transmission with the same object in view, though E.R.A. still used a conventional transmission with the driver perched above it up to the end of last season. As speeds increased, the need for really good streamline became evident in road-

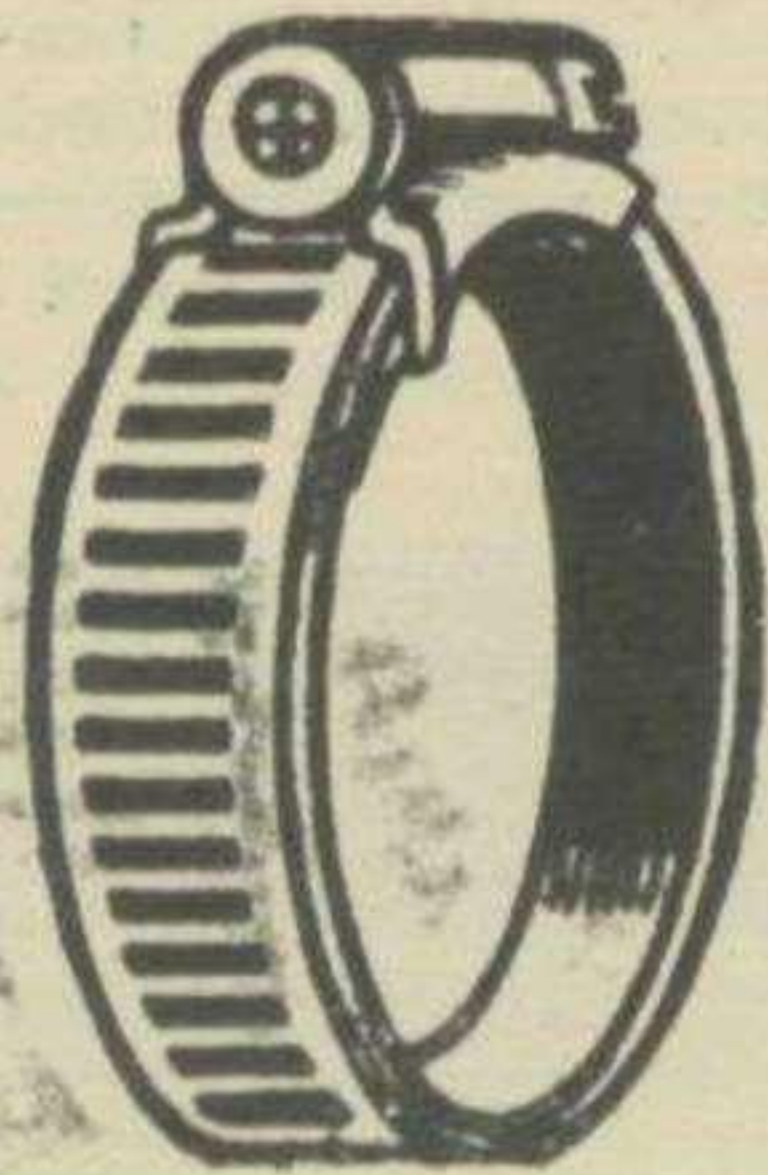
racing, especially as acceleration is materially reduced by wind resistance at speeds above 100 m.p.h. Since 1934, when road-racing cars frequently attained a speed of over 140 m.p.h. and had to accelerate up to such a speed, the streamline form of the G.P. car has been up to, or beyond, the general standard of that of track and record-attacking types, with the proviso that enclosure of the wheels and cockpit is not practicable for road contests, although both Mercédès-Benz and Auto-Union have employed wheel-enclosure (using new bodies entirely) at Avus, taking special precautions to enable the drivers to inspect the tyres. The modern G.P. body is not built like a glove around the driver, but a low seating position is regarded as essential, to keep head-resistance as low as possible. Axles, etc., are faired over in a manner which obviates interference drag, and reduced air inlets and a small screen alone set up parasitic losses. Good form is as essential to acceleration as to maximum speed—which in any case is greater than that of the track car—as road-racing is played to-day. Weight must be kept to a minimum, but this presents no real difficulty to-day and there is always stressed-skin aircraft technique, whereby the outer covering takes all loadings without recourse to internal bracing, from which to draw.

Record-breaking Cars

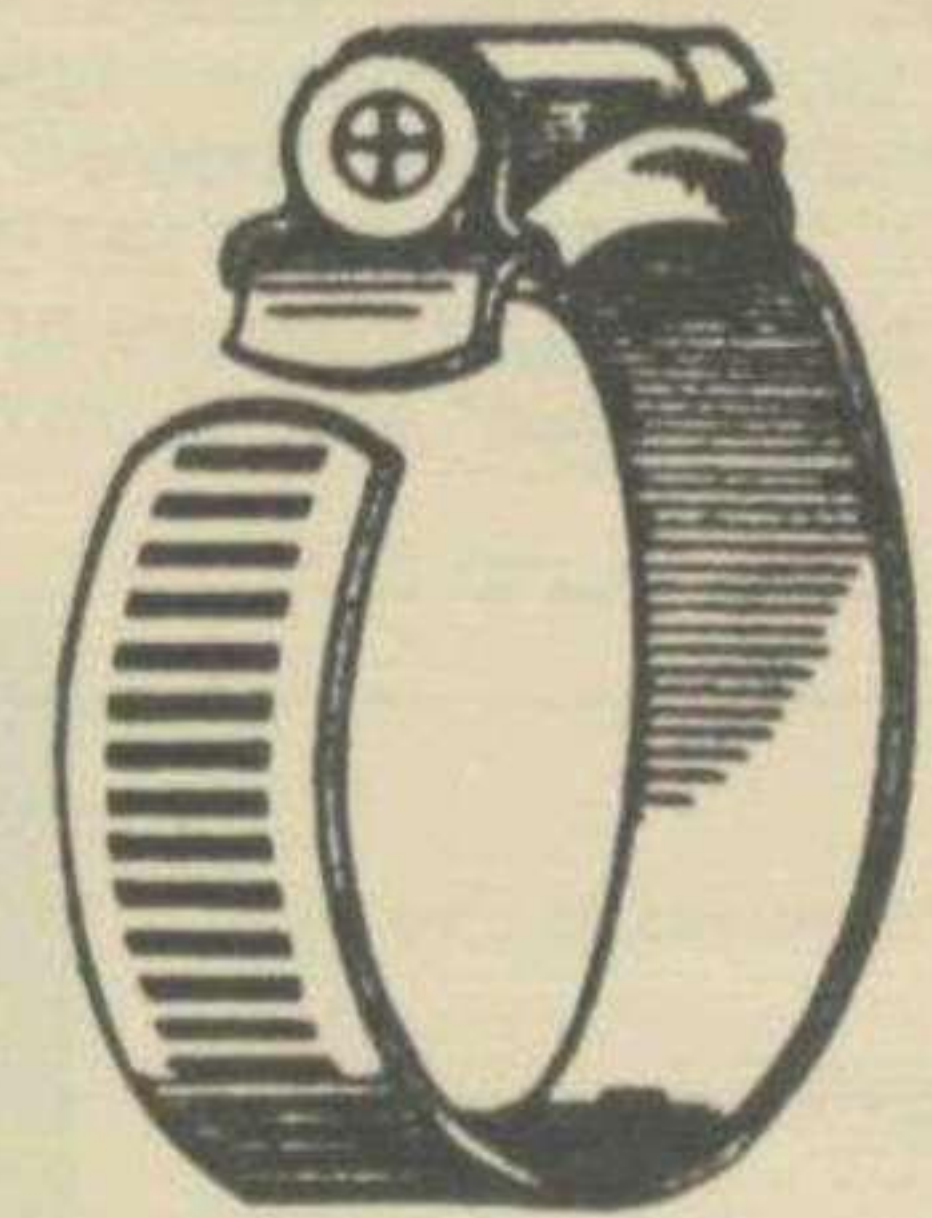
Record-breaking, particularly at speeds above 200 m.p.h., demands streamlining of the highest form and we propose to endeavour to find space in which to discuss this aspect of streamline form in the May issue.

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Club News

KENTISH BORDER C.C.

The Kentish Border Car Club will hold a freak hill-climb at a new and secret venue near Kingsdown, Kent, on Sunday, April 2nd. Competitors will start from the Clearways Filling Station, Kingsdown at 1 p.m. and be led to the hill. The new hill is said to have a grass surface of a non-chassis breaking nature, and to possess a gradient worse than Knatt's. Climbs will be timed.

The Club has in operation an Individual Championship award system and up to the Stafford Cup Trial Sydney Allard was leading with 5 marks, R. M. Andrews was second with 4, and D. G. Silcock and K. N. Hutchison had 3 marks each. A new bulletin was started last month and contributions will be gladly accepted.

Hon. Secretary: K. R. W. Shackel.

N.W. LONDON M.C.

The Committee is now formed as follows:—W. J. B. Richardson (capt.), L. G. Johnson (vice-capt.), T. W. Dargue (treasurer), K. N. Hutchison, E. J. Haesendonck, H. W. Johnson, R. M. Andrews, C. G. Fitt, M. S. Soames and S. E. G. Tett—a very strong team of unrivalled slime-storm experts.

Hon. Secretary: Paul Hardy, 33, Cyprus Avenue, Whitton, Twickenham, Middlesex.

SCOTTISH SPORTING C.C.

That really admirable trial, the Highland Two Days, takes place on April 8th-9th. It commences from Rossleigh's Garage, Stirling, at 9 a.m., and finishes at Glen Devon, Perthshire.

Some 300-400 miles will be covered. The invited clubs are: Ford Enthusiasts' Club, Berwick and D. M.C., M.G. C.C. and the Caledonian clubs.

Hon. Secretary: W. L. B. Callander, 100, West Regent Street, Glasgow.

M.G. C.C.

This year the classic Abingdon Trial is to undergo a change. It will comprise a two day combined trial and rally, and a move is to be made from the Cotswolds to Wales—where much fresh trials stuff of the right sort is waiting to be used. As usual with an F. L. M. Harris-backed event, the arrangements are most interesting and the prizes very generous. It is expected that competitors will start from controls at Abingdon, Birmingham and Chester. The trials element will be timed up Rushmere's 1 in 1½ gradient while the rally competitors do a series of tests. After that cars will converge on Shrewsbury and on the Sunday will tackle a route of about 130 miles in Welsh trials' country. The three different classes will be based on wheel-base. Lady competitors compete for a

special trophy. As long as Harris is in the game, he is never short of new ideas, nor afraid to employ them when there is any point gained by so doing. Regulations will be available soon, and the date of this invitation classic is May 13th-14th.

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

AN UNFORTUNATE CLASH

What a pity classic fixtures still clash! Because both the Great West M.C. "Bournemouth" trial and the Margate & D. M.C. Wye Cup Trial fell on March 19th, the former excellent event was postponed until an unspecified date and the latter classic attracted only about thirty entries.

ROAD RACING CLUB

The Road Racing Club was formed before the opening of the Crystal Palace road circuit, which course it exclusively controlled. Lots of people who joined it in anticipation of obtaining admission advantages to the London circuit were surprised to find that when the course was in action no special privileges were accorded them and they had to pay for admission on the same scale as non-members. So it is good to learn that this has now been changed. The entrance fee is now 10/- and the annual subscription 25/-, instead of the previous total of £2, but privileges include free admission to all meetings, free transfer to stands, use of Members' marquee and free car-parking. The Club's new address is:—R.R.C., Low Level Station, Crystal Palace, London, S.E.19. Racing at the Crystal Palace circuit commences this month.

M.C.C.

At Easter the Land's End Trial will take place, true to tradition. Entries are very well up to standard and the hills are all worth spectating at. Jackie Masters sends something like 700 or more folk Westwards very pleasantly every Easter, not counting those of us who motor down to watch on our favourite acclivity and dash home again on the Sunday so that we may be at Brooklands on Bank Holiday.

SEVEN-FIFTY CLUB

"W.B." wishes us to thank all those who have written to him with a promise to support the proposed Austin Seven Club. He has been quite unable to reply to everyone individually, and, indeed, has handed most of the preliminary work of organisation over to Mr. Hunter. A small committee has been formed to decide how the club may be successfully run on small sub-

scription and moderate entry fees, and by this time those who promised support should have received notice of how it is proposed to run the Club. The first event will probably be a rally, or a simple trial.

FORD ENTHUSIASTS' CLUB

The Croydon Rally of March 26th is the subject of a report elsewhere in this issue. The next important fixture is another Rally at the same venue on July, 16th. Members have gained several notable trials' successes recently, and another invitation to a classic trial was received in respect of the Scottish Sporting Car Club's Two-Day Highland Trial. The Club has now acquired its Mascot, in the form of a 1912-13 model-T Ford car with genuine American-built landaulette bodywork. It was used until some years ago, as it had been all its life, as a taxi in a Bedfordshire village, and was rescued and brought home from its resting place amongst the fowls by W. Boddy on March 22nd. Full details of the Club are now available in pamphlet form and all Ford enthusiasts are welcome.

Hon. Secretary: S. H. Allard, 15, Millbrooke Court, Putney, S.W.15.

VINTAGE S.C.C.

The week-end of March 25th-26th was occupied with the ambitious Welsh Rally, of which we hope to insert a report elsewhere in this issue. We know that Forrest Lycett was due to go down, competitively, in his 1914 Alphonso Hispano, that Col. Clutton's 1909 Fafnir was going and that John Seth-Smith was leaving from Chelmsford on his 1908 one-cylinder Sizaire-Naudin, if the clutch withdrawal mechanism could be put at its ease in time. And there were at least nine others. So as to include a report of this event—and the tales of Edwardian competitors should fill one issue of MOTOR SPORT very readily—the Club's "Bulletin" is being issued this month instead of in March.

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

J.C.C.

In view of the pressing problems of obtaining support for race-prize-funds these days, it is worthwhile emphasising who are the donors for the prize fund for the International Trophy Race—one of our foremost fixtures, due to be run off at Brooklands on May 6th. These generous firms and individuals comprise: S.M.M.T., Dunlop Rubber Co. Ltd., Viscount Wakefield of Hythe, Joseph Lucas, Ltd., Vacuum Oil Co. Ltd., J. Coryton Ltd., Capt. Frazer-Nash, W. E. Rootes, S. Smith & Sons (M.A.) Ltd.,

CLUB NEWS—continued

K.L.G. Sparking Plugs, Ltd., Whitney Straight, the M.G. Car Co. Ltd., and the two leading motoring weeklies.

The J.C.C. is organising another American Rally this year, to be held from June 17th-July 23rd. Details from: J.C.C. Empire House, Thurloe Place, Brompton Road, S.W.7.

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

The Stanley Cup Meeting at the Crystal Palace on April 15th promises to be a most enthralling event for amateurs. There will be races for various types of cars, and a handicap for vintage cars and another for pre-1915 veterans.

OLD MARLBURIAN MOTOR CLUB
Second Annual "Club Day" Trial,
11th March, 1939

Though the entry lists for the events of the Old Marlburian Motor Club are never likely to be very large, owing to its limited membership, their trials can always be guaranteed to produce a really good day's motor sport. The hills are always of the "sane" type since the Club expressly caters for cars which have to serve their normal purposes for the rest of the year bar another event or so.

For the second year their "Club Day" Trial, held on the 11th March, took place in the Cotswolds with a main road run to time schedule from the Cotswolds to the finish near Marlborough. The Start was from Mill Park Garage, Broadway, at 11.30 a.m. and the first hill, Stanton, was situated some three miles away. Owing to heavy rainfall during the previous week, the hill had developed a very sticky patch and consequently failed the whole entry except H. H. Merriman's M.G. Magna which made a very well-judged climb. The only motor cycle competitor, M. Moore (Francis-Barnett), made an excellent climb but unfortunately his clutch gave up on the higher reaches. A. S. C. Hart's 3½-litre SS. Jaguar accumulated immense speed at the foot of the hill but not sufficient to take his heavy car over the treacherous patch.

The second hill, which was Old Stanway, including the extra loop as used in the Colmore Cup a fortnight previously, was fairly dry and offered no difficulty to the cars though the motor-cycle again succumbed. Kineton (Old Hill) which followed was also quite easy and the complete entry made consistently good climbs. Hart found the Jaguar somewhat of a handful though his large reserve of power brought him to the top.

After this trio of hills the entry had to cover some fifteen miles of main road to reach Greenway Lane, the other side of Cheltenham. Here was situated the Quick-starting Test, similar to that used by the J.C.C. in their Brooklands Rallies. The big Jaguar was the fastest with a time of 7 secs., H. H. Merriman (M.G.) being only .4 secs. longer. The observed section which followed proved to be money for jam and caused competitors no trouble.

The second special test, the Brake Test, was held on the hill down to the

foot of Stancombe, the fifth hill. The best time in the test was recorded by Merriman's Magna with 11 secs. Considerable delay was caused at the entrance to the lane where the test was situated owing to Hart's SS. becoming "dug in" fore and aft at a hairpin bend (not part of the actual course). After much heaving and digging the car was released and the trial continued. Stancombe Hill proved very easy except for the motor-cycle which fired and internal salvo with terrific effect, smoke exuding from every joint.

The sixth hill before the Lunch Stop at Hyde was Mackhouse. This was in a very wet but comparatively easy condition. About the fastest mover on this hill was P. U. D. Vigor's Morris "Twelve" which literally romped up. H. M. Sheane's Riley "Nine" also motored hard up this section, having had a few "moments" at the lower bend.

Owing to various delays it was decided to cut out the last observed hill, "Glory Ann," which appeared to be almost impossible owing to the wet, and continue straight on to the finish at the Red Lion Hotel, Avebury. Here a suitably substantial meal was awaiting competitors after their 80 miles motoring. The Annual General Meeting followed and the results were announced as hereunder. Merriman's victory was very well deserved since he had driven a well judged course throughout and was outstanding.

Astede Cup:

(for the best performance in the trial)
H. H. Merriman (M.G. Magna)

First Class Award:

H. H. Merriman (M.G. Magna)

Second Class Awards:

A. S. C. Hart (3½-L. SS. Jaguar)
H. M. Sheane (Riley 9)
P. U. D. Vigors (Morris 12)

Third Class:

None qualified

GENERAL NOTES

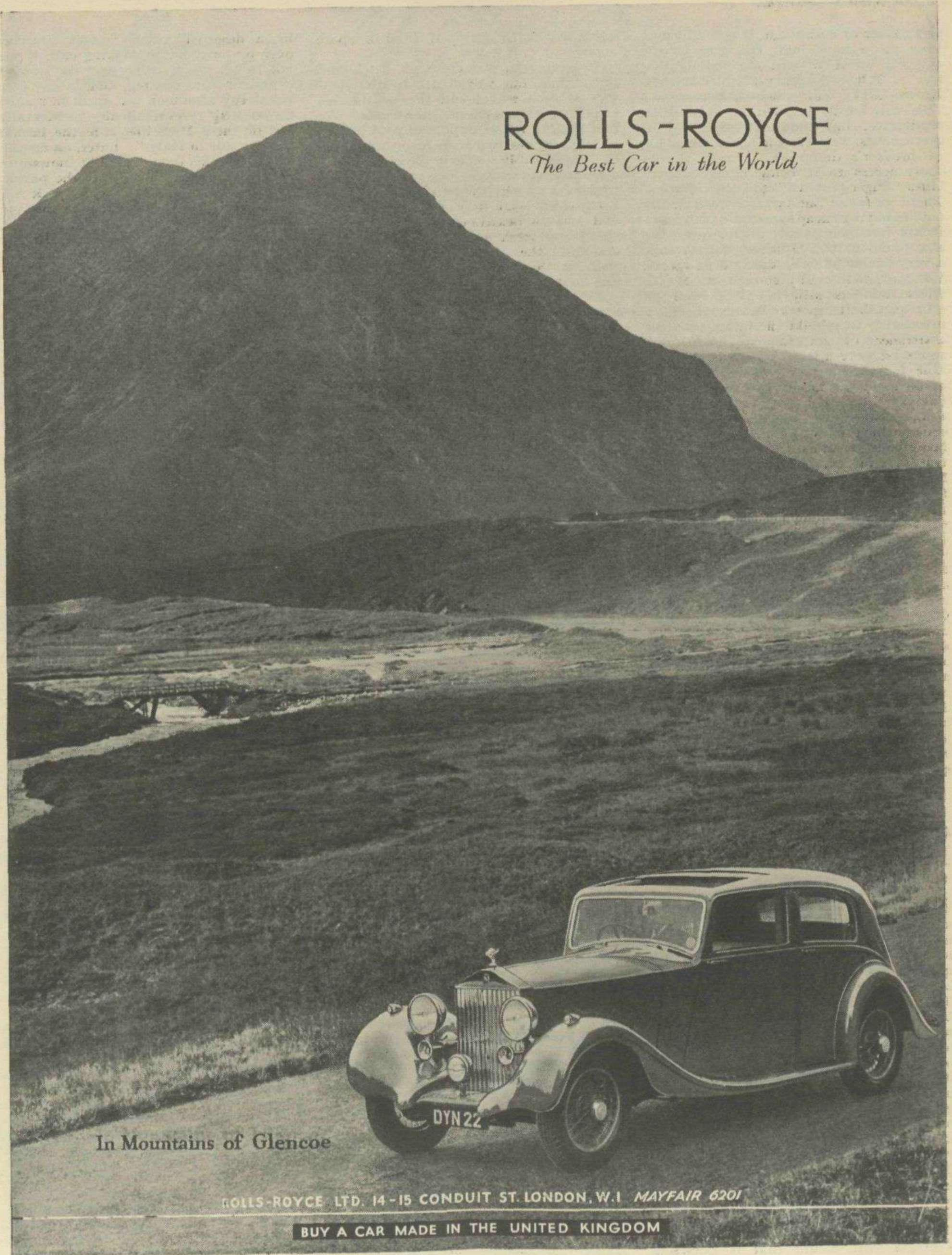
The search for Edwardian cars, which the Vintage S.C.C. imbibed into our blood some few moons ago and which that indefeatable letter-writer Sam Clutton has never allowed to subside, was punctuated for a few glorious hours when the passenger's seat of Lt. Torin's Maserati was offered us at Brooklands one soaking afternoon. That brief lappery was real motoring at its very best, and well worth the drenching. Thereafter, the vintage germ got down to things again. It may seem idiotic to motor hundreds of miles in search of antique cars of unknown quality and distinctly doubtful reliability, that hitherto unenthusiastic owners may demand at least twice the sum for which you can procure a very serviceable bull-nose Morris (yes, I know half-shafts costs 10/- apiece, but try buying a pre-war l.t. magneto and set of "automatic" candles!) as soon as they smell Castrol-R and a couple of ancient leather coats... However, we sought consolation in the thought that collectors of antiques in other fields go just as far in their searchings, so at least we can claim a not altogether unique degree of an outlook which our friends refer to briefly and

finally as "bats." Well, first of all we motored the Austin utility death-box down a fast main-road along which sat, at intervals, sombre men beside little huts, large cards in their laps. They were, of course, engaged in taking a census, and as some trials' competitors were floating down the route it seems quite possible that Burroughs went down as a "light lorry" and perhaps that Allard and Hutch. were classified as "Bombs!" But what fun these census takers could have; think of making your entries and totting them up—so many death-boxes, quite a lot of dice-boxes, some comparatively non-fatalistic glass-houses, a few sportswagen, and a dribbling of real motor-cars (i.e. pre-1931). Oh well! Our objective was a Humberette in a wood-pile, but when we eventually arrived at the town where we believed the old car to be the local wood-yard was shut, the local garage likewise and our informer, was not at home. "Eighty miles for nothing," quoth the driver. "'Fraid so," said the writer, very conscious that the idea had been very much all his. Off again, we decided to see Cambridge in the twilight, which always pleases, and the Austin was well wound-up when the brakes went on as hard as the earlier Seven's brakes ever will. In a wayside garage we had noticed, quite by chance... a Sizaire-Naudin single-cylinder. She was low and long for a veteran, but quite unmistakable, with the little flag on the cylindrical header-tank that forms part of the bonnet. She had no tyres, and apparently the lorry body had been added after 1909: indeed, we were told she had been used for transporting local coffins until about 1915. But there she was, a Sizaire-Naudin and seemingly all complete, though the prop.-shaft had had to be uncoupled before she was towable and her delightful inlet valve speed control had given way to a conventionally-throttled carburetter. Alas, her present owner proved to be "ex-R.A.F." and a steam-engineer withal, and he knew her worth, if not her age and engine size. But if we rattle the scuderia money-box long enough she may be ours.

Not quite appeased by this wholesome find we went again to the home—a suburban back-garden—of the N.S.U. tricar mentioned last month. At a touch, more bits fell away and even our enthusiasm was damped, but there she is—most likely pre-1904 and not expensive to acquire, if anyone feels like some truly tough work. We also re-inspected the adjacent three-wheeler. It had a s.v. V-twin J.A.P. engine set in line with the frame, motor-cycle fashion, and started by a handle on the near side. It drove by an immense length of chain to what looked more like a two-speed counter-shaft than a gearbox proper, controlled by a central gear-lever, and final drive was by another long chain. The chassis side members were tubular, with coil-springs at the rear and half-elliptics at the front. The body was a sort of racing tail, a very narrow affair, and she had disc wheels. Doubtless she gave her owner many absorbing hours in the early nineteen-twenties, when to own any kind of car stamped one as either a millionaire,

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CLUB NEWS—continued

or tinkerer or enthusiast, if not all three. Was she a home-built specimen of the cyclecar breed, or will some student of the T.B.—Coventry-Premier-Merrell-Brown-L.S.D. era name her marque? This visit hardly inspired our Edwardian tendencies, but the next week-end or thereabouts we were off again, to a big car-breaker's dump at a truly remote spot, access to it being along country lanes finger-posted "to the dump." There we found Sunday afternoon family parties buying cheap spares and embellishments for their family motor-cars. We also found a 1902 Humber, not for sale, a very fine 30/98 O.E. Vauxhall, a special V8 Ford, with, sadly enough, its M.C.C. trials numbers still in place, and an o.h. camshaft sports Beardmore—how interesting to rebuild the latter with the assistance of its famous engineering sponsors, were a large bag of gold available for the purpose. We then progressed, on the advice of the extremely friendly breaker bloke, to see a 1911 8 h.p. two-cylinder Renault, in very fine order, which a very pleasant and enthusiastic young man used to employ as daily transport until a year ago, but for which he now has no further use. Where that find is we are not telling. If you are jealous, the writer knows of a 1913 four-cylinder 11 h.p. Delage in nearly as good order . . . Coming home we got mixed up with a trial and dived the Austin to such good effect that the ignition distributor drive sheared coming down a hill. Late that night we made Victoria Coach Station in a seemingly very modern Leyland coach, which, our driver explained, had been very slow up a noted climb on the route because, for all its external beauty, it was an old chassis rebodied. The value of the Austin Seven for everyday motoring is indicated by the fact that it was towed in next day behind a Ford Eight and within two hours of arriving at the home garage was running as well as ever—

new bits being stripped from a spare engine.

Reverting to our enforced coach and bus riding, one was struck by the comfort of such travel and the satisfaction of putting the dicing in other hands. We had time to reflect on lots of past motoring experiences, to discuss future additions to "Automobiles—Their Shortcomings" and, as a motor-cycle club run went past, to ponder on why the percentage of really keen girls—who defy weather, comfort and general beastliness in the cause of speed and fresh air—is so much higher amongst the motor-cycling fraternity than in the motoring (on four wheels, in a box) world. Have you any theories?

Later came more vintage adventure, first in the form of a run to see an old Humber and to enquire after a 1914 G.P. Pipe, which drew blank so far as cars were concerned, but showed us some new country, good to see, and then to bring home a 1912 model-T Ford landaulette for the Ford Enthusiasts' Club. We had already made several journeys to a little Bedfordshire village with the unique name of Heath and Reach, to see the old car and to settle a price with the owner—a most obliging gentleman with great faith in his ex-taxi, which he had driven since it was new and had pensioned off about ten years ago. He has never driven any other car. We had been up the week before, loading trade-plates and tools in great confusion into the back of a brisk and beautifully-braked modern Ford Eight saloon, in the hope of driving our veteran home—and what a veteran the old model-T Ford is, as an example of the car which introduced motoring to thousands and which was doing good everyday service at a time when most cheap motor vehicles were still only playthings. However, work as we might in that quiet field where she had found what might well have been her final resting-place, sheltered by some substantial outhouses, flanked

by a deserted village street, watched over by an unhappy-looking calf, it was not to be. The coils—you use one per cylinder—were missing, and, in any case, the sleepy afternoon was spent in making the 30" x 3½" tyres retain air—incidentally, one of these Michelins bore the inscription "made in Italy." Later, on another afternoon, this time devoid of snowstorm, but again disturbed only by the passage of an occasional vehicle or by R.A.F. aircraft overhead, we dealt with the tyre-problem, got the steering wheel to act the right way and not swing the car left when you steered right, as it was wont to do, and, that evening, made up a tow-bar out of a plank and filled the paraffin rear-lamp. At 11 p.m. the model-T was hitched to the sleek 22 h.p. V8 Ford saloon and we were away. It was an eerie journey. She steered quite well, and you could literally look over the V8's roof. You sat up appallingly high, and creepy thoughts assailed you as you reflected on how many queer cargoes she had carried; how many village funerals she had followed . . . Glancing astern, the wheel-spokes, reflected in the red glow of the oil tail-lamp, recalled some scare-film we saw last winter. However, we bowled nearer and nearer to London, stopping every so often to insert air into a doubtful tyre, or to free the gear-hands, for she several times selected a ratio to suit herself and nearly shook her big cylinders off before we could warn the driver of the V8. At 4 a.m. in Acton, a front tyre completely subsided. It was raining hard and we reluctantly called it a day. But as we unhitched her in a public garage that rear lamp was burning as well as ever . . . Now days pass by when the magnetic fly-wheel and the technicalities of the trembler coil oust all other considerations. For we hope that quite soon our model-T may yet motor convincingly without V8 assistance.

R.A.C. RALLY PROSPECTS

This year's R.A.C. Rally promises to be quite one of the most interesting and instructive of the series. Entries have closed at 221 cars, or thirty-four fewer than last year. Seventy-five are due to start from the London control, fifty seven from Blackpool, fifty-four from Stratford-on-Avon, and thirty-five from Torquay. Cars will be of production type and blowers and competition tyres are banned. The average speeds—26 m.p.h. to Scarborough, 24 m.p.h. on to Buxton and 30 m.p.h. on to Brighton—are quite stiff, as no allowance is made for stops. Moreover, an optional colonial section will be included on the Scarborough-Buxton route, for which extra marks can be gained. If the final tests are of a nature which involves accelerating to, and braking from, decent speeds, the 1939 Rally will provide a very excellent test of car-performance. In recent years the Rally has rather had the air of being a sort of grand "motor-propaganda" event so far as the road-section was concerned. Now, the stiffer sections and slightly raised averages will ensure that it possesses

more of a "contest" nature, and this impression will be strengthened because the ornate Rally plaques will be replaced by quite small numbers.

Brighton should make an excellent rallying-point, because it is one of the brighter seaside towns, and fortunately not at its very brightest in April. The Madeira Drive is very well suited to spectating and for tests. The competitors reach Brighton on April 27th, late afternoon and evening. There is a final control in Aylesbury, if you wish to see them pass through, about mid-day. There will be a stop-go test on arrival at Brighton and the other tests—which are of a secret nature—will be contested on Friday, April 28th. The Coachwork Competition happens on Saturday, April 29th.

* * *

AN IMPORTANT BRITISH FIXTURE

One of the most important British races of the year, this year's J.C.C. International Trophy Race will probably be the finest Brooklands fixture of the 1939 season. It happens on May 6th at Weybridge. The race owes much of its success

to the ingenious system of channel handicapping, which enables all classes of cars to compete on a common basis, so that the event is as easy to follow as a scratch contest, while a full and diverse entry is assured. A combined road and track circuit of 3.4 miles will be used, and the race distance will be 60 laps, or 204 miles. The famous rolling start will be retained, but cars will be positioned in accordance with practice lap-times—so make a point of getting down to see "the training" if you can. Brooklands is the only track at which this ingenious type of handicap can be effectively operated. The splendid way in which it plans out is little short of a miracle. This time blown 1,100 c.c. and unblown 1,750 c.c. cars go into one group, blown cars up to 1,750 c.c. and unblown cars up to any limit into another group, and all blown cars over 1,750 c.c. into a third group. This is one of the big races of the year and should not be missed. Last year the entry was thirty and the winner was P. Maclure (Riley) at 84.36 m.p.h.

Details from: J.C.C., Empire House, Brompton Road, London, S.W.7.

Letters from Readers

THE E.R.A. CLUB

Sir,

I enclose a copy of the outline of the new scheme which is designed to appeal to those who would like to assist in keeping E.R.A. cars in the field, but cannot afford 25/- at one swoop,

That there is a rapidly awakening support for the Club, is proved that since the beginning of the year over seventy new members have joined, and I am sure in my own mind that we could have got even more if it were not for a certain measure of restraint being used when we go after new members.

What I mean by this latter statement is that we have several schemes ready to be launched, but we feel that if the promised National scheme was launched and turned out to be a flop, the Club would probably get the back-wash if we had already done something off our own bat, although it would not be a national appeal.

1. For 25/- you can become a *Full Member* of the *E.R.A. Club*. Subscription £1 per annum, Entrance fee 5/- or any greater amount that you can afford. Car badges cost 10/6. A Member's coat badge is sent free.

The Club organises visits to the Works and to races, tea runs, an annual dinner, lectures by well known drivers, and produces "Hearsay," a magazine published in alternate months, giving details of E.R.A. activity and news from the works.

2. For 5/- (or any amount up to 25/-) you can become an *Associate Member*. You will be entitled to—a coat badge—the option of attending the annual dinner, when the presentation to Mr. Cook will be made—if you join the Club as a Full Member later, we will waive the Entrance fee.

N.B.—Date and venue of the dinner will be notified to all Members.

3. For 1/6 you may obtain an E.R.A. *Pin Badge*.

4. *Donations of any amount* will be welcomed.

I am, Yours etc.,

S. GREEN.

Thornton Heath.

TO SOUTH AFRICA

Sir,

While looking through *MOTOR SPORT* for January, on my return from the Cape, I noticed a paragraph referring to Gleisner and Gérard's adventures, concluding with references to Browning and I having started off for the Cape in the Wolseley. This ends: "They, too, reported a hectic journey across France on icy roads, and it is just these hectic dashes across France which are likely to bring the whole idea of the record into disrepute."

Might I point out that we were taking no chances whatever and allowed ourselves thirty-six hours to get from Boulogne to Marseilles, about 650 miles, in view of the extremely bad weather conditions in France? This works out at an average speed of 17½ m.p.h. Surely this cannot be called hectic?

Even when weather conditions are perfect I never allow myself less than twenty hours between leaving Boulogne after lunch and arriving at Marseilles two hours before the boat is due to leave. This is an average speed of 33 m.p.h., including one stop for dinner. Knowing the road as you do, I am sure you cannot call this hectic.

Gleisner and Gérard allowed themselves very much less time to get from Calais to Marseilles. In fact, they would have had to have averaged 45 m.p.h., including all stops and almost entirely in the dark, so that I was not altogether surprised to hear that they had crashed near Lyons.

I quite agree with you that hectic dashes across France would be likely to bring the whole idea of a record into disrepute, but nobody with any sense, having 10,000 miles to go, would dream of taking a chance and driving fast before they had even got to Africa.

I am, Yours etc.,

H. E. SYMONS.

Leatherhead.

* * *

VETERANS

Sir,

Knowing the well merited attention paid to vintage motor cars through the pages of your magazine, I thought that the following might prove of interest to your readers.

Some time ago I came across a Diatto four-seater, date circa 1924, in excellent condition. Supposition was that it was one of the type that ran in the Targa Florio at that period. The engine was of 2-litres capacity, having a single overhead camshaft, fuel being supplied to the four cylinders via a single large Zenith carburetter. There were four forward speeds, the huge central gear lever working in a visible gate. Road holding was excellent but I am unable to remember the exact type of suspension, but believe that there were massive semi-elliptics at the rear. The brakes were servo operated and immensely powerful. The hand brake worked on the transmission and was, on one occasion, left on for some distance resulting in a mild fire "below decks." The car was tuned somewhat during my acquaintance with it, a metal to metal contact between head and block producing a really fierce compression ratio. Some 85 m.p.h. was claimed on top with 60 on third. I personally had a genuine 75 out of it with

four up, a very draughty excursion as the top right-hand section of the detachable V-screen was missing.

Since the Diatto a Lorraine Dietrich, bereft of everything save bonnet, running boards and mudguards, has come to light. Hearsay has it that this is the actual car with which Bloch and Rossignol won at Le Mans in '26. After the race, the story continues, it was brought to England in chassis form, where it was fitted with a saloon body. Eventually it came into my orbit in its present stark condition (the owner drove it some 20 miles to his home and said it was the coldest journey he had ever had, which was hardly surprising as it was November) after receiving a thorough engine overhaul and being rewired. I am unfortunately quite unable to verify the Le Mans part of its history. Probably some other reader will write to say that Messieurs Bloch and Rossignol's vehicle reposes in quite another part of the world! The engine is a six-cylinder 3-litre, two plugs and four valves per cylinder, the latter being operated by means of pushrods of minute construction reminiscent of steel knitting needles. There is a large auxiliary oil tank beneath the scuttle, oil radiators being set in each side of the massive, beautifully plated radiator. The original head lamps and stoneguards are still in place, also the starter, all being in working order. Mechanically-operated brakes, upswept chassis at rear, also transverse friction shock absorbers. No details of performance are available but the exhaust note is most inspiring and the clutch has to be treated with considerable respect otherwise vigorous wheel-spin results, even on dry concrete.

Whilst on the subject of old cars I might mention an Austin Seven tourer of the 1926 era which I was fortunate to possess for a short time (the shortness of time being the result of the usual dismal story of "lack of financial support"). Although quite standard and untuned the little car gave 45 m.p.h. on second gear with only moderate valve bounce and maintained over 50, three up, for quite long distances on several occasions. The figures are speedo readings, but I can vouch for the accuracy of this instrument as the police informed the previous owner that it was certainly so and could they see his licence, please?

A suggestion I should like to put forward is this: we have a Road Racing Star, and now there is to be a Trials' Drivers' Star, so what about a Sprint Star? I feel sure that it would add even greater interest to a branch of the sport which is having a very healthy revival, I worked out, for my own amusement, what would have been the position at the end of the 1937 season, awarding 10, 8 and 6 marks for first, second and third. F.T.D. respectively and 3, 2 and 1 marks for class wins and places.

LETTERS FROM READERS—continued

The first ten places by my reckoning (which is probably somewhat inaccurate) would have read as follows:—

- 1. D. G. Evans and A. Baron ... 56
- 3. J. Lemon Burton ... 51
- 4. J. Bolster ... 46
- 5. G. Taylor ... 45
- 6. H. L. Hadley ... 38
- 7. A. F. P. Fane ... 37
- 8. G. B. C. Sumner ... 35
- 9. G. Hartwell ... 34
- 10. F. Lycett and R. J. W. Appleton ... 29

Apart from any other considerations it would settle once and for all who was the most successful sprint driver of the year. The aforementioned idea would only apply to speed trials and hill-climbs held within the British Isles and doubtless a "Sprint Drivers' Club" with certain qualifications of entry (similar to the B.R.D.C.) would have to be formed to simplify matters. Would that I were in a position to "do something about it."

I am, Yours etc.,

JOHN BALLARD.

Birkenhead.

* * *

THIS ALVIS CONTROVERSY

Sir,
Regarding recent letters about the Alvis, winner of the 1923 J.C.C. "200" the following information may be of interest, same being part of letter from a friend of mine in Melbourne. Talking, or rather writing, of old race cars, he says one of the most famous is the 12/50 Alvis, winner of the '23 "200." To use his words: "It has been entirely re-built; the chassis, axles and wheels are 'Willys-77' but the engine is the same save for a blower. The radiator is the original. The whole car is magnificently finished and is an engineering job throughout and only a close inspection would reveal the Yank components. Mr. Bullen recently drove the car over the flying mile at Canberra at 101 m.p.h."

This should help to prove the car is (or is not) "down under."

I would be pleased if any reader can inform me as to the "present whereabouts" of the 1,000 h.p. "200 m.p.h. Sunbeam and the 12-cylinder 350 h.p. 'Beam."

I am, Yours etc.,

"A READER."

E.18.

* * *

Sir,
A friend and I have recently acquired a Salmson of unknown vintage and possibilities, and wonder whether you could identify it, or put us into touch with someone who could. As far as I can make out, it is a Grand Sport twin overhead camshaft, but several enthusiasts consider it to be a San Sebastian imported into this country in the dim distant past by one Bob Clark who used it in sundry hill-climbs and track races.

The animal possesses, apart from a rather fierce aspect, a twin o.h.c. engine, the number of which, situated just above the "care of motor" plate, is 20894. The exhaust ports are separated while the

inlets are branched internally. The valves appear to be inclined to each other at about 70°, clearances being set by inserting shims between the cam-follower washer and the sliding piston. The inclined plugs appear to live in a very oily atmosphere and are fired by a Salmson magneto placed on the exhaust side of the engine at right angles to the crankshaft. The magneto bed has a counter-part, presumably for a dynamo on the inlet side. The crankshaft has three bearings and is built up, as in the Appleton Riley, of two pieces bolted through the centre. We are told that the original rods were tubular, but the big ends used to run at the slightest provocation owing to con-rod deflection. The existing rods are dangerously filed I-sections. The crankcase shows mute evidence of an inquisitive con-rod, and has a deeply finned sump attached to it.

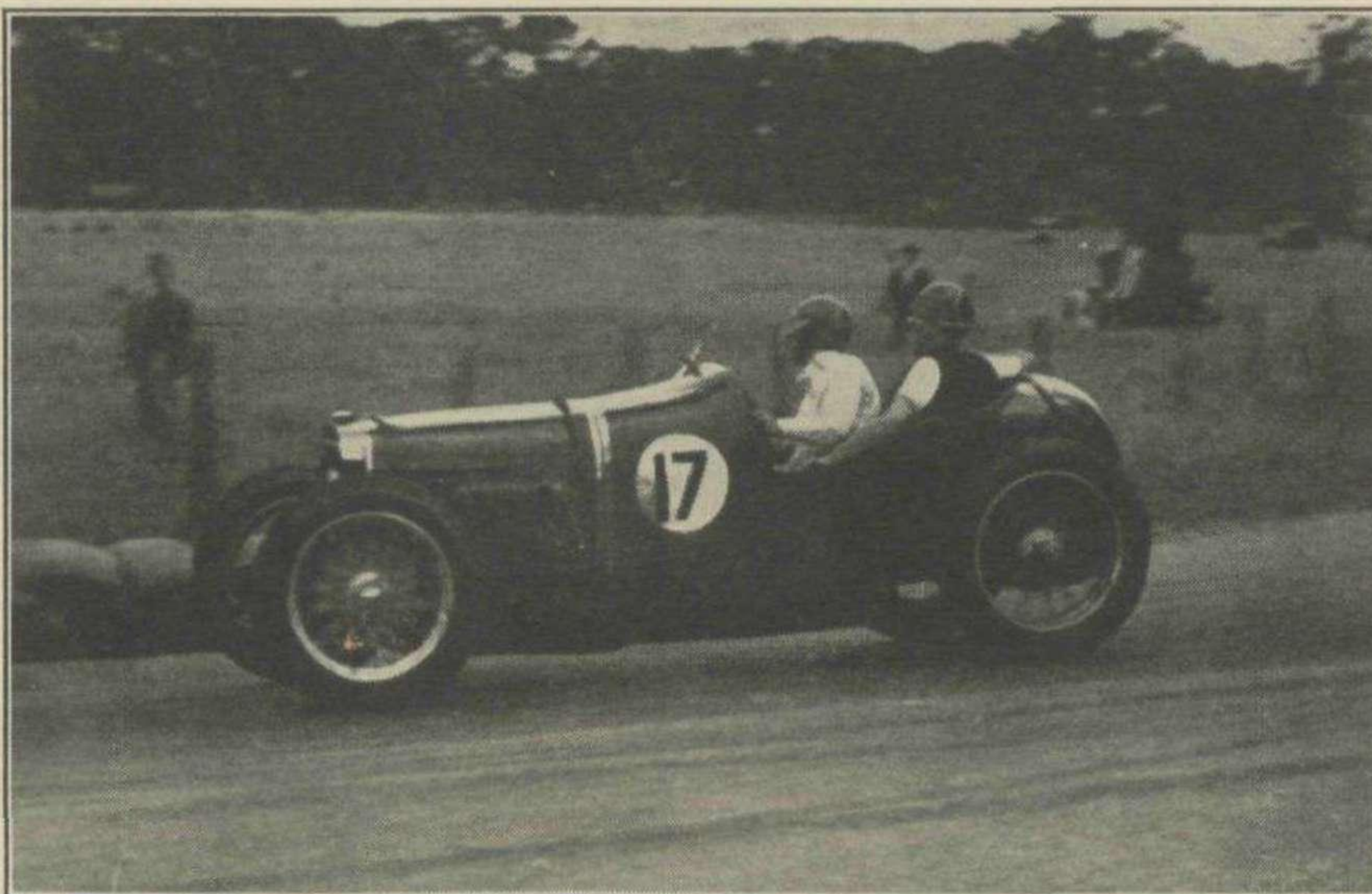
The three-speed box, which rumour has it was originally a four-speed box, has

AN OUTSTANDING "BLUE LABEL"

Sir,

I am glad that your report on my 3-litre Bentley appears to have interested some of your readers. In particular, I am pleased to see Mr. Russ-Turner's letter, as I was "waiting for it" from someone.

Actually, at the time of the test, the car was wearing 7.00x21 Fort Dunlops, the effective circumference of which is greater than that of the tyres mentioned in the article. In view of this, I think that the alleged m.p.h. per r.p.m. will be found not far out. The rev. counter was tested dead accurate in December, and the car has been paced at varying speeds by another car with a speedo. of known accuracy. Nevertheless, I do sincerely regret that Brooklands was not available at the time of your run, in order that actual timed tests could have been made. I hope to do this myself when opportunity offers.



The 1922 2-litre Sunbeam driven by M. A. Moulden of Melbourne in the "Grand Prix" at Lobethal, 1938.

power transmitted via a single-plate clutch. The chassis is suspended by semi-elliptics in front and quarters at the rear, while everything is stopped by four wheel brakes, of which the front ones are somewhat larger than those at the rear. The body expired long ago, and the radiator was replaced by a cut down Austin Seven radiator.

If you could inform us as to its date of birth, habits and capabilities we would be extremely grateful, as information is difficult to obtain in this land of Philistines. A handbook would be appreciated if someone could be persuaded to part with one, or alternative data such as, valve clearances, plugs, rev. limit, lubrication, strength of valve springs (the existing ones being very soft indeed), and where spares are obtainable.

I am, Yours etc.,

J. WATSON.

Johannesburg,
South Africa.

Incidentally, I should apologise to your contributor for forgetting to tell him about the increase in tyre sizes since the car was described in the "Vintage Bulletin," from which I gather he culled his information.

I am, Yours etc.,

PETER C. T. CLARK

W.2.

[And we apologise for not checking-up on the size.—Ed.]

* * *

CONVERSIONS

Sir,

In recent issues of MOTOR SPORT I have noted various references to a converted Morgan three-wheeler. About eighteen months ago I started on the job myself, using a 1933 super-sports Morgan and a rear axle obtained from an Amilcar Grand Sports.

After five months work I had cut down the axle and had various welding and

LETTERS FROM READERS—continued

general cutting-about operations carried out and the result was, I thought, a decent layout. However, such was the power of the engine, and thus the pull of the chain, that the rear axle showed a marked tendency to come smartly to the gearbox and sprocket, besides forming a lovely arch. After a few more layouts had been tried and without success, all owing to the terrific chain pull, a completely new axle casing was made for the job, with the existing Amilcar hubs and brake drums bolted on. New radius rods were fitted and the entire job made more workmanlike.

I then, for various domestic reasons, had to lay off for about six months. However, at about November 1938 I towed the car behind my 350 camshaft Velocette to my home town of Dewbury, a matter of thirty-four miles. The journey was an epic and shows much for the bike. I had a good try out on the road with the Morgan and it was pretty good, would spin its wheels on wet roads for thirty yards in bottom gear when accelerating and could lick the Velocette on maximum. Incidentally, the Morgan was not taxed, insured, nor even registered, had no mudguards, and had open exhausts. My brother had neither licence nor insurance and he rode the Velos, the while I tried the car. I am now getting a decent garage of my own and will have a good go at putting the finishing touches to the model ready for summer.

The body I built myself out of $\frac{1}{4}$ " three-ply and ash frame and really is a good looker. To lower the whole top line I even made a radiator and now it looks rather well.

Owing to the lightness of the new body the whole job weighs about $7\frac{1}{2}$ cwt., so it is sure of good P-to-W. ratio.

I am, Yours etc.,

NORMAN LOCKWOOD.

York.

Sir,

I have been very interested in Mr. A. J. P. Deacon's comments on the 10.8 h.p. Wolseley tourer as four years ago I purchased a 1926 two-seater for £3/10/0. Some of Mr. Deacon's notes on the mechanical features are not quite in order. The clutch on my car was a multiplate, running in oil, with a clutch stop. This clutch was one of the snags to the car as it used to refuse to free itself when cold if heavy oil was used, and make a horrible noise if light oil was used. Incidentally, there was no splined drive in the clutch, the whole of the front half of the propeller shaft (a $1\frac{1}{4}$ " diameter tube, not $\frac{1}{2}$ " shaft) moved forward when the clutch was disengaged, a pot type universal joint allowing this motion.

Mr. Deacon does not mention the worm and wheel steering which gives seven-eighths of a turn from lock to lock with a strong caster action. Incidentally, reversing at the speeds rendered possible on a 14-1 gear used to produce a series of terrific swerves, as the caster action was, of course, negative in reverse.

I never used this car on the road, but ran it many miles over a farm for a year and then stripped it to pieces and rebuilt it with a frame the side-members of which came from a Ford "T" 1 ton truck, and the cross-members from the side-members

of two Ford "T" light vans. The front springs and radius rods were used as before, the rear springs were semi-elliptics from the front of an Essex, with the frame passing below the axle. The wheelbase was reduced to 8 feet. The engine I was afraid to tune in any way owing to the two bearing crankshaft, but in spite of this, the performance was quite good owing to light weight and cornering was excellent owing to low centre of gravity and wide rear spring base. This special I dismantled about six months ago as I now have no accommodation for it under cover.

Mr. Deacon may care to note the following particulars:—bore and stroke $2.6875" \times 3.75"$, giving 1,270 c.c. (which is curiously enough very nearly the same as the Wolseley "Hornet"), compression ratio 4.75 to 1; 25.5 b.h.p. at 3,000 r.p.m. Inlet valve opens 9° after T.D.C. Exhaust closes 7° after T.D.C. Gear ratios 17.54, 8.8, 5.25 to 1.

I have now had, for a year, an Austin Seven Nippy 1935 model which has taken me 25 miles daily to work and back with only two lapses one a big end which had been badly re-metalled before I bought the car, and the other, a distributor cap which refused to work after I had decarbonized. The data relating to the Nippy and Speedy models in your article "Tuning the Austin Seven" is not quite in accordance with facts given in various Austin catalogues which I have.

The "65" model was listed during 1934 at £148 with close-ratio gearbox and 5.6 axle ratio giving 23 b.h.p. at 4,800 r.p.m. and having the short tailed body. According to the "Autocar" description this car had jet crankshaft lubrication. For 1935 this car was known as the Nippy but power output was given as 21 b.p.h. at 4,400 r.p.m. In addition the Speedy was listed with the pointed tailed body, pressure fed crankshaft and 5.25 to 1 axle ratio, at £172, giving 75 m.p.h. from 23 b.h.p. at 4,800 r.p.m. These models were continued for 1936 and for 1937 the Speedy model was dropped and from December 1937, the Nippy had a three-bearing crankshaft and from August 1936 Girling brakes.

Another point is that the ribbed aluminium sump on my car takes only 3 quarts, not 1 gallon as stated in the "Autocar" description, the "Castrol" lubrication chart and repeated in the MOTOR SPORT article.

A piece of information which readers may care to add to that contained in the article is that until the 1929 models, is all magneto ignition engines except the blown ones, crankshafts had $1\frac{1}{8}$ " diameter big-ends, all other models having $1\frac{5}{16}$ " diameter ends, except the Nippy, Speedy and "65" models which are $1\frac{1}{2}$ " diameter.

Another vehicle which I have owned, which may interest MOTOR SPORT readers, is a 1914 $4\frac{1}{2}$ h.p. B.S.A. motor-cycle which I bought in 1936 for 10/-, having had very little use. For its age it was a really remarkable design, having enclosed all chain drive with three-speed gearbox, clutch and kickstarter. The kickstarter was rather peculiar as it worked on the final shaft of the gearbox so that to use

it the machine had to be put up on the stand and one of the gears engaged. When the engine was started, the clutch was disengaged—it was operated by a rocking pedal and would stay in or out, and the machine put on the ground. In actual practice, the clutch never freed at all until it was thoroughly warmed.

May I end with a request. I have been interested in Lea-Francis cars since owning my 12.40 but have never heard much about the 14 h.p. twin camshaft sixes built about 1928. Can any readers provide any details.

I am, Yours etc.,

J. MOON.

Surrey.

* * *

THE E.R.A. OUTLOOK

Sir,

I have read with great interest your article—"The E.R.A. Outlook" in the February issue and congratulate you on giving a matter of great importance to motor-racing the publicity it deserves.

We, at the Alta works, knowing perhaps a little more than some the trials and tribulations attached to building racing-cars, not mentioning its expense, are full of praise for the whole E.R.A. equipé and without them, and Alta, English racing would be in a sorry state.

We should regret it very much indeed if E.R.A.s ceased to race. Competition is good both for the sport and the individual.

The E.R.A. Club is a very good organisation too, and its committee are to be congratulated. Now, to return to your article—you mention that this club has noticed our efforts (probably due to our success over the E.R.A. at one or two important events) and that were our efforts to increase they might assist us with a donation.

While appreciating to the full that last paragraph, I am going to criticise it.

Frankly, I don't like donations in a commercial concern that could lead to a lot of complications.

Secondly, I feel the E.R.A. club should be heart and soul for the E.R.A.

If there is a real appreciation of Alta's effort, I feel an *Alta Club* should be formed or very much better still a club with a title such as *British Racing Enthusiasts' Club* combining a mutual effort to all racing.

There are many ways this Club could help. I will suggest one—Purchase a car and nominate some first-class man to drive it.

Since 1931 the Alta concern has primarily built sports and racing cars—it has been done without any great capital or any outside assistance whatsoever, but has produced to sell as any other commercial concern and, incidentally, all income has been put into the business to make the Alta, both sports and racing-cars, a real good job.

I feel it is deserving of help.

Do you agree?

I am, Yours etc.,

H. JOHN GRIFFITHS.

Walton-on-Thames.

LESLIE JOHNSON (B.M.W.) WINS F.E.C. CROYDON RALLY

WINTER weather persisted for the Ford Enthusiasts' Club's third Croydon Rally on March 26th. L. G. Johnson arrived late, drove beautifully, and won the Challenge Cup from Michael Lawson, who was runner-up. The event was held at the Autodromes School of Motoring, South Croydon, which is an ideal venue. Not only can spectators command a view of several tests at once from the high banks in perfect safety, but competitors drive from one test to the next without delay, so that three runs were possible, the best time in each test counting towards the aggregate on which times were decided. A. E. S. Curtis was a sympathetic R.A.C. Steward and Messrs. Allard, Canham and Boddy had plenty of willing help in running the show. Forty-nine entries were obtained. The first test consisted of reversing into and driving out of a series of bays. Here K. N. Hutchison (V8 Allard) was best, in 12.8 secs., with Lawson's white Meadows-H.R.G. runner-up, in 13.2 secs. Johnson's smart 328 Frazer-Nash-B.M.W. made best time in the acceleration sprint which followed, in 13.0 secs., which was slower than best time at previous meetings, possibly because a North wind was blowing up

the course. The runner-up was Hutchison, in 13.25 secs., and he found considerable dicing desirable at the bumpy upper-section. A double figure-8 test followed, where Johnson required only 19.8 secs., with Hutchison runner-up in 21.0 secs. The popular Monte-Carlo test comprising a line of posts through which cars had to zig-zag followed, and, although the turn back at the end was banked, the re-entry was not at all easy. A Riley Sprite smote the safety fence and severed its near side front spring from the chassis and Miss Wilby's 2-litre Atalanta saloon removed a driving-school post without much detriment to the car's front works. Johnson again made fastest time, in 22.4 secs., and after a very spirited run Hutchison's Allard, which was neatly spun round the end pylon, beat everyone but Johnson, in 23.2 secs. Westwood over-revved his Smith-Special Fiat and retired with lots of dying ponies under the bonnet. A tricky hill test followed, in which cars reversed down a hill and hastily up another hill. Johnson narrowly escaped contacting a very solid barrier, to make fastest time in 19.3 secs., and Hutch. diced everywhere, returning 19.8 secs. The results, quite promptly worked out, while com-

petitors rested in the lounge and patronised the excellent buffet—where the Autodrome scores again—showed that Leslie Johnson's B.M.W. had won the Challenge Cup, with 89.7 marks. D. B. Shelton-Ginn took the Cup for the best show by an F.E.C. member with his V8 Ford, which gained 103.65 marks. A complimentary award went to vice-President S. N. Fry for his run with a most interesting sports version of the model-T Ford, which had red flaired wings, balloon tyres, cable-operated front brakes, an auxiliary gearbox, fuel tanks beneath the running-boards and a white sports body with airship tail. Boddy's 1912 model-T Ford was on view, but was not in running order. Altogether a thoroughly successful meeting, which the F.E.C. will repeat on July 16th.

The class-placings were:—

Small Ford Class : C. O. R. Goss (Ten), 107.4 marks,
V8 Ford Class : D. Perring (V8 saloon), 104.4 marks
Saloon Class : 1, D. Loader (B.M.W.), 103.7; 2, R. Truscott (Talbot Ten), 105.8.

Up to 1½-litre : 1, M. H. Lawson (Meadows' H.R.G.), 92.7; 2, D. T. Russell (Aero-Minx), 101.3; 3, R. E. Richards (Rover), 102.0.

Over 1½-litre : K. N. Hutchison (V8 Allard), 90.5; 2, D. G. Silcock (V8 Allard), 94.6; 3, C. E. Truett (2½-litre S.S.), 98.8.

THE 750 CLUB IS FORMED

Those thirty-five or so readers of MOTOR SPORT who supported the suggestion, published exclusively in the February issue, that an Austin Seven Club, to be known as the 750 Club, should be formed, will be glad to learn that at a meeting at Willesden on March 29th, this Club came into being. P. H. Hunter, of 39, Warlands Road, Plumstead, S.E.18 was elected Hon. Secretary. A provisional committee was formed, composed of A. W. Butler, J. C. Brown, S. Head, G. C. Kipps, F. J. Brymer, F. Williams and W. Boddy. It was agreed that the Club be open to all Austin Seven owners, particularly owners of sports models, including late-type saloons, and that Austin Eight and Big Seven owners be admitted. It was further agreed that an Associate Membership group

should be open to owners of any make of car, and particularly to owners of other makes of 8 h.p. cars, such as Morris Minor, Singer Junior, M-type M.G., Gwynne 8, Talbot 8/18, etc. The annual subscription was agreed at 7/6 in both categories, with no entry fee. Associate members will not be able to compete in every competitive event, but otherwise will enjoy full privileges. The Club aims at running sane trials suited to 750 c.c. cars, and of holding "jumble sale" evenings, as model railway clubs have done for years, for the purpose of exchanging and selling Austin parts, the static design of the famous Seven lending scope to this scheme. The Club is negotiating for the use of a small hall in South London for this purpose. An attractive car-badge is in hand and will, it is hoped, sell at

2/6. The Club proposes to hold a Rally on Sunday, April 16th or 22nd, starting from the Viginia Water Tea House at 3 p.m. and concluding at the same place for tea at 5 p.m. after a follow-my-leader run. All prospective members and friends will be welcome. The Club is at the moment in the hands of W. Boddy and P. H. Hunter and the aforementioned committee, officers will be elected and rules framed, in due course. Applications for membership and full particulars are available from: P. H. Hunter, 39, Warland Road, S.E.18. The Club will expressly cater for the impecunious enthusiast and hopes to hold some novel social meetings and sound competitive events that will justify its existence as something more than "just another motor club."

MERCEDES BUILD 1½-LITRE CARS

DEFINITE ANNOUNCEMENT FROM THE FACTORY ENDS THE RUMOURS

AT last the rumours which for months past have been flying about concerning a 1½-litre Mercedes-Benz racing-car have been fulfilled, by a definite announcement from the factory that cars of this type have been built, and that two of them will run in the Tripoli race on May 7th.

No details concerning the new cars were available at the time of going to press, but it is believed that they employ supercharged eight-cylinder engines. The official announcement states that for "first line races" under the present formula Mercedes-Benz will continue to make use of the 3-litre models. Under Grand Prix conditions, the new 1½-litre cars would equally be eligible, with a minimum weight of 10 cwt. against 16.69 cwt. for the 3-litre cars.

The Tripoli race, however, is this year

reserved for 1½-litre cars, and with the appearance of the new "Merces." it is all the greater pity that England will not be represented by the E.R.A.s. Indeed, it is doubtful whether Raymond Mays' back, injured recently while skiing in Switzerland, would have recovered sufficiently by that time. Mays was a spectator at the British Empire Trophy Race,

NOTICE.

Commencing with the May issue and all subsequent issues, the publishing date of **MOTOR SPORT** will be the first of each month

and few realise how serious the injury was. He was hit by an iron point, and received severe shock, the effects of which are still troublesome.

"B. Bira," who at one time was likely to enter Tripoli, has now decided against it, and should be seen instead in the International Trophy. At Tripoli there will therefore be a straight fight between the new German cars and the Italian Maseratis and Alfa-Romeos.

In announcing the new car, the Mercedes people state that they are entering a field reserved for several years for Great Britain and Italy, and that they realise the difficult task which they are undertaking. Their appearance gives greater point than ever to the British Motor Racing Fund, which received its official send-off at the Empire Trophy Race.

OXFORD'S LOST CAUSE

CAMBRIDGE SCORE SIXTH SUCCESSIVE VICTORY IN INTER-VARSITY SPEED TRIALS AT SYSTON PARK

CAMBRIDGE, who have not been beaten in the Speed Trials by Oxford since 1933, continued their run of victories at Syston Park, near Grantham, on March 18th, winning "The Motor" Trophy by nine events to three. Quite a large crowd watched the racing, which was spoilt by some miserable weather.

Only those classes in which both Universities were represented counted in the result, and, with the powerful Cambridge entry, this meant in fact that the scoring classes were those in which Oxford had at least one representative. Without this concession, Cambridge would have had a further three events to their credit.

It is said that Oxford is the home of lost causes, but in recent years they have had such a weak car entry that they have not given themselves a chance. University regulations handicap the resident members, but this year even Kenneth Evans, one of the most consistent supporters of the Dark Blues, and Gerald Sumner, both among the veterans—those who have gone down—were absent from the entry. Sumner has just bought a very fast Magnette, and he was present to lend moral support, but the car could not be prepared in time.

As it was, Oxford won only one of the eleven car classes, that for 1,300 c.c. sports-cars, and their remaining two successes were among the motor-cycles. In this category the Dark Blues had a much stronger entry, but in the two classes for racing motor-cycles Cambridge riders just got the better of their Oxford rivals.

Frank Kennington had a great tussle with the Oxford secretary, E. N. Bunting, both riding very rapid T.T. Nortons, and by some determined "dicing," just kept ahead in the 500 c.c. class. In the unlimited class Bunting had a big twin Vincent-H.R.D., but he had against him the redoubtable M. N. Mavrogordato for Cambridge, riding a Brough Superior which once held the world's record. "Mavro" was fortunate in getting his first run over just before the rain had made the surface slippery, whereas Bunting did not turn out till later.

The Cambridge rider's 26.85 secs., on a course which was already a little damp, was a remarkable achievement, and was actually the fastest run of the day, coming very close to the late Eric Fernihough's motor-cycle record of 26.30 secs., set up with his famous Brough Superior in 1936.

The car record for the half-mile course, set up by Ian Connell in 25.67 secs. with his E.R.A. last year, was not broken, for in the afternoon the rain set in properly, and the racing-cars had a treacherous surface with which to contend. Getting off the mark on the wet tarmac became a matter of very close judgment.

The course slopes uphill with an appreciable gradient at the start, then flattens out, passes round several fast curves, which were very tricky in the conditions, and finally rises again to the finish. Competitors were able to carry straight on and return to the paddock, making use of the back leg which once completed

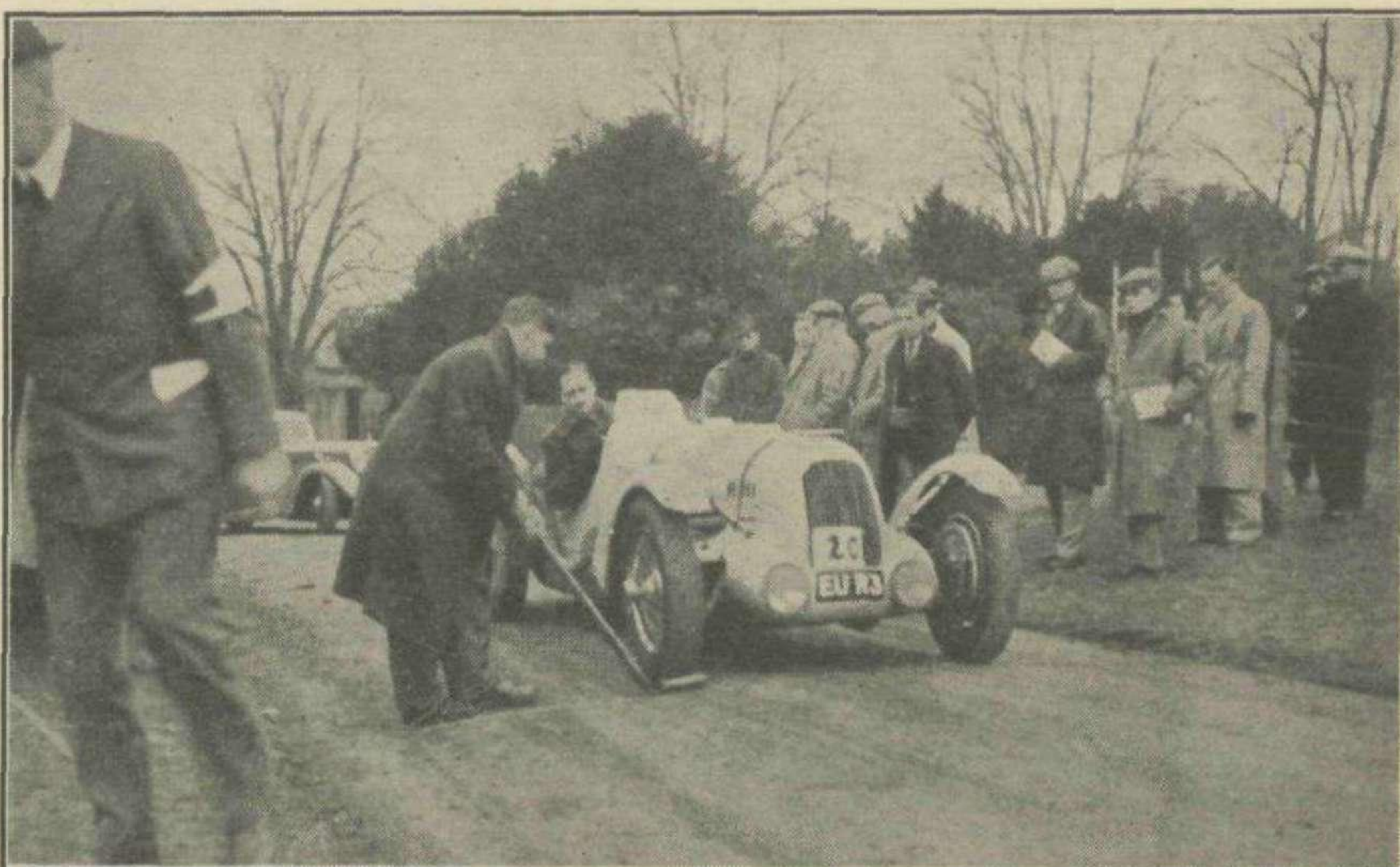
a nice little circuit for motor-cycle racing, though too narrow for cars to pass one another.

All honour goes to R. P. R. Habershon, a Cambridge undergraduate, for his splendid handling of A. B. Hyde's 3-litre single-seater Maserati on the slippery course. This car was once raced by Earl Howe and then by T. P. Cholmondeley-Tapper, while Hyde himself drove it in the German Grand Prix last year. Habershon had little previous experience of fast cars, and had only driven the Maserati for the first time on the day before the event.

On his first run he put his foot down at the start, the wheels spun, and the car slewed on to the grass. Habershon

just gone down from Cambridge. He was driving R. Parnell's formidable B.H.W. which basically is the supercharged 4.9-litre Bugatti, raced by Kaye Don, but which now has independent front suspension. Hampshire, too, had a slow first run, as was only to be expected, but thereafter steadily improved his times with 29.84 secs., 29.75 secs., and 28.79 secs.

Other incidents in the racing classes were the frightening series of skids suffered by R. M. W. Arbutnot in his Monza-type Alfa-Romeo, the car proceeding at great speed with all four wheels on the grass half way up the course, and the fine driving of G. E. Lind-Walker in his supercharged Bugatti, which won the 1½-litre class.



I. F. Connell (Cambridge) on the starting line with his Darracq. He broke the sports car record.

corrected the skids, and continued, but when he returned to the paddock was somewhat shaken, and expressed the opinion that with his limited experience he could not do justice to the car on such a day.

Roused from this despair by the urgings of a chief marshal, he tried again. Benefiting from his previous experience, he now got away splendidly, and on successive runs recorded 27.08 secs., 27.51 secs., and finally 26.99 secs.

On this last run he made a masterly start which few drivers even of much greater experience could have bettered. The starting marshal gave him the "O.K." and placed the portable electric timing strip in front of his wheel. Habershon sat quite calmly for a few secs., concentrating on the task, and then got away smoothly with practically no spin at all, only giving the engine the gas when well under way, after which his acceleration was terrific. Somehow he held the car on the course round the slippery curves and set up a new class record, making best car time of the day.

Scarcely less courageous was the display given by D. A. Hampshire, who has

As there were so few racing machines in the Oxford ranks, several of the Dark Blues drove the same car in the 1,100 c.c. class, an unsupercharged M.G. Amongst the drivers was Reggie Tongue, who was also down to ride a B.M.W. motor-cycle. This would assuredly have been a great event, and Tongue's friends were wandering all over the paddock looking for the machine. Tongue, however, refrained from "dicing" on the two-wheeler owing to doctor's orders. In the end P. R. Monkhouse, of Cambridge, defeated the combined Oxford efforts with a blown Magnette. A six-cylinder Amilcar was running in this class, but it was a shadow of its former self.

In the morning the sports-cars had a dry course, though the weather was bitterly cold. A tremendous battle went on for fastest time, and indeed this section usually overshadowed by the racing-cars, provided a great spectacle, with many of the fastest sports-cars in England running.

Oxford scored their solitary car win through L. S. Dixon's fine work with his M.G., beating four Cambridge drivers

THE INTER-VARSITY SPEED TRIALS—continued

in the newly instituted 1,300 c.c. class. The first competitor to set up a really fast time was Michael May, handling one of the new 1½-litre H.R.G.s, with the latest type of engine. The car had snappy acceleration, and held the road well.

When A. F. P. Fane brought out his 2-litre Frazer-Nash-B.M.W., also of the latest type, the fun began in earnest. Fane's first time was 28.43 secs., which handsomely beat all previous sports-car records for the course, supercharged or unsupercharged. The previous best was 28.78 secs. by a Mercedes-Benz last year.

However, the record stood for only a short time, for when the big sports-cars appeared, I. F. Connell took his Darracq up the course in 28.20 secs., and even so, only just beat R. R. C. Walker with the Delahaye raced last season by "B. Bira." R. R. Jackson did well to secure third place with a 3½-litre Hotchkiss saloon, beating two more Delahayes and a fast two-seater S.S.

In this event a car is eligible to take part only in its own class, with two runs and not in those for machines with bigger engine capacity, an arrangement which prevents a fast small car from running away with all the awards. However, those who desire a further two runs can enter in an "all-comers" class run without handicap for cars of any capacity.

In the All-Comers class Connell improved the sports-car record still further with a well-judged run in 27.53 secs., which was actually second best car time of the day and thus now holds both the

racing and the sports-car records. The Monaco stable did well on the day, for Connell secured two firsts and also, in the racing classes, two thirds, while his partner, Peter Monkhouse, also won two classes, and, running among the all-comers, put up a new record for supercharged sports-cars with a time of 29.14 secs. on his 1,100 c.c. M.G. Between them Connell and Monkhouse now hold five of the Syston records.

Fane came into the picture again with his Frazer-Nash-B.M.W., with runs of 28.32 secs., and 27.78 secs. and Walker with the Delahaye also improved, showing fine consistency with 28.20 secs., and 28.16 secs., and being thus beaten only by Connell and Fane on their last runs.

Piquant interest attached to the demonstration runs by Forrest Lycett with his 8-litre Bentley, and Hugh Hunter with his supercharged 2.9-litre Alfa-Romeo, for there was keen rivalry between these two drivers, together with Connell and Fane, for the honour of owning the fastest sports-car. Lt. Torin had also been invited to drive his Maserati, but following a fire at Brooklands this car was still out of commission. The demonstrators were not actually competing, as not belonging to either University, but their times were followed with keen interest.

Lycett led off with 28.30 secs., and then improved this to 27.83 secs., and was thus fractionally slower than both Connell and Fane on their best runs. Obviously he could not use the full power of the big Bentley on the narrow course, and had

to keep cutting his engine in and out. Hunter on the Alfa was travelling at a great speed over the finish, and did well to record 28.83 secs. and 28.21 secs. without any previous practice. Connell, Fane, Lycett, Walker and Hunter had all made better times than the previous sports-car record, and the battle was thus worth seeing.

OFFICIAL RESULTS

Sports-Cars

1,100 c.c.: 1, A. J. Kilpatrick (C) (Singer), 41.07s.; 2, R. E. A. Mason (C) (Singer) 41.66s.; 3, J. M. A. Edmondson (O) (M.G.), 43.32s.

1,300 c.c.: 1, L. S. Dixon (O) (M.G.), 38.52s.; 2, I. St. L. Morris (C) (M.G.), 40.62s.; 3, P. B. F. Denys (C) (Wolseley), 40.70s.

1,500 c.c.: 1, M. W. B. May (C) (H.R.G.), 34.40s.; 2, G. Kinsey-Morgan (C) (Frazer-Nash), 36.43s.; 3, M. Swithinbank (C) (Aston-Martin), 40.40s.

2,000 c.c.: 1, A. F. P. Fane (C) (Frazer-Nash-B.M.W.), 28.33s.; 2, Hon. R. de Y. Bateson (C) (A.C.), 35.13s.; 3, K. N. Smith (C) (Frazer-Nash-B.M.W.), 35.30s.

Over 2,000 c.c.: 1, I. F. Connell (C) (Darracq), 28.20s.; 2, R. R. C. Walker (C) (Delahaye), 28.55s.; 3, R. R. Jackson (C) (Hotchkiss), 34.04s.

Supercharged: 1, P. R. Monkhouse (C) (M.G.), 29.73s.; 2, M. C. Crowley-Milling (C) (Alfa-Romeo), 29.99s.; 3, B. Dyke-Acland (O) (M.G.), 33.05s.

All-Comers: 1, I. F. Connell (C) (Darracq), 27.53s.; 2, A. F. P. Fane (C) (Frazer-Nash-B.M.W.), 27.78s.; 3, R. R. C. Walker (C) (Delahaye), 28.16s.

Racing-Cars

1,100 c.c.: 1, P. R. Monkhouse (C) (M.G.), 31.21s.; 2, A. H. B. Hurst (O) (M.G.), 35.17s.; 3, R. E. Tongue (O) (M.G.), 35.65s.

1,500 c.c.: 1, G. E. Lind-Walker (C) (Bugatti), 31.24s.; 2, J. E. Clowes (O) (McEvoy), 33.56s.; 3, M. W. B. May (C) (H.R.G.) 36.13s.

Over 1,500 c.c.: 1, R. P. R. Habershon (C) (Maserati), 27.08s.; 2, D. A. Hampshire (C) (B.H.W.), 29.84s.; 3, I. F. Connell (C) (Darracq), 30.24s.

All Comers: 1, R. P. R. Habershon (C) (Maserati), 26.99s.; 2, D. A. Hampshire (C) (B.H.W.), 28.79s.; 3, I. F. Connell (C) (Darracq), 29.15s.

NEW SPORTS TWO-SEATER

USEFUL PERFORMANCE LIKELY FOR THE LATEST V12 4.3-LITRE ATALANTA

LAST month MOTOR SPORT was able to give the first published road test of the V12 Atalanta saloon, and some details are now to hand concerning the open sports two-seater on this chassis. The first of these two-seaters has recently been completed for G. L. Glegg, well known to Shelsley enthusiasts for his handling of the four-wheel-drive "Dorcas." Glegg is likely to run his new Atalanta at Shelsley this year.

The two-seater has a wheelbase of 9 ft., which is just a foot shorter than that of the saloon tested by MOTOR SPORT, and with a considerable reduction in weight also, the car should be capable of very high speeds, with acceleration to match. It will be remembered that the saloon tested exceeded 100 m.p.h., in slightly favourable conditions.

When the sports two-seater was seen, it had covered only a little over 1,000 miles, and was thus not yet ripe for all-out speeds. On a short run, however, 85 m.p.h. was achieved on what seemed a very small throttle opening, and there is no doubt that the model will join the select band of genuine, give-and-take 100 m.p.h. cars.

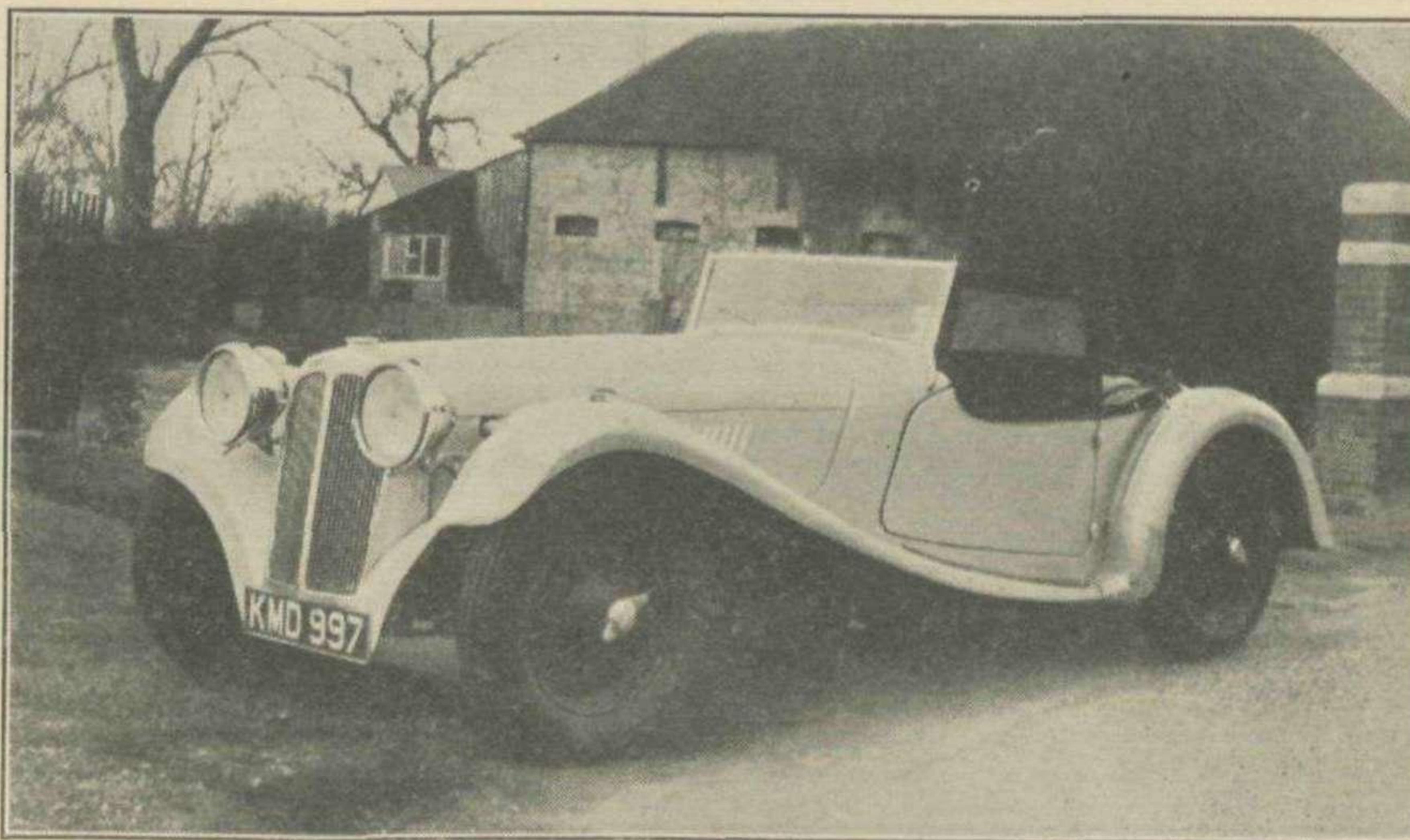
The bonnet is very long and imposing, and with the low radiator mounting there is a most satisfying view ahead. The hood folds neatly away out of sight, and well-shaped side-curtains are provided, as shown in the illustration. In the rounded tail there is plenty of room

for luggage, an excellent feature which is by no means shared by all modern sports two-seaters.

Glegg likes to sit with his legs straight cut in front of him, and in consequence the writer found the driving position somewhat cramped. However, this merely illustrates the point that in all such matters the manufacturers are perfectly

willing to build the car according to individual requirements.

The twelve-cylinder side-valve engine, as on the saloon, has a bore of 69.85 mm., and a stroke of 95.25 mm., giving a capacity of 4,379 c.c. The sports two-seater Atalanta costs £655, as compared with £740 for the saloon.



The V12 4.3-litre Atalanta, recently acquired by G. L. Glegg.

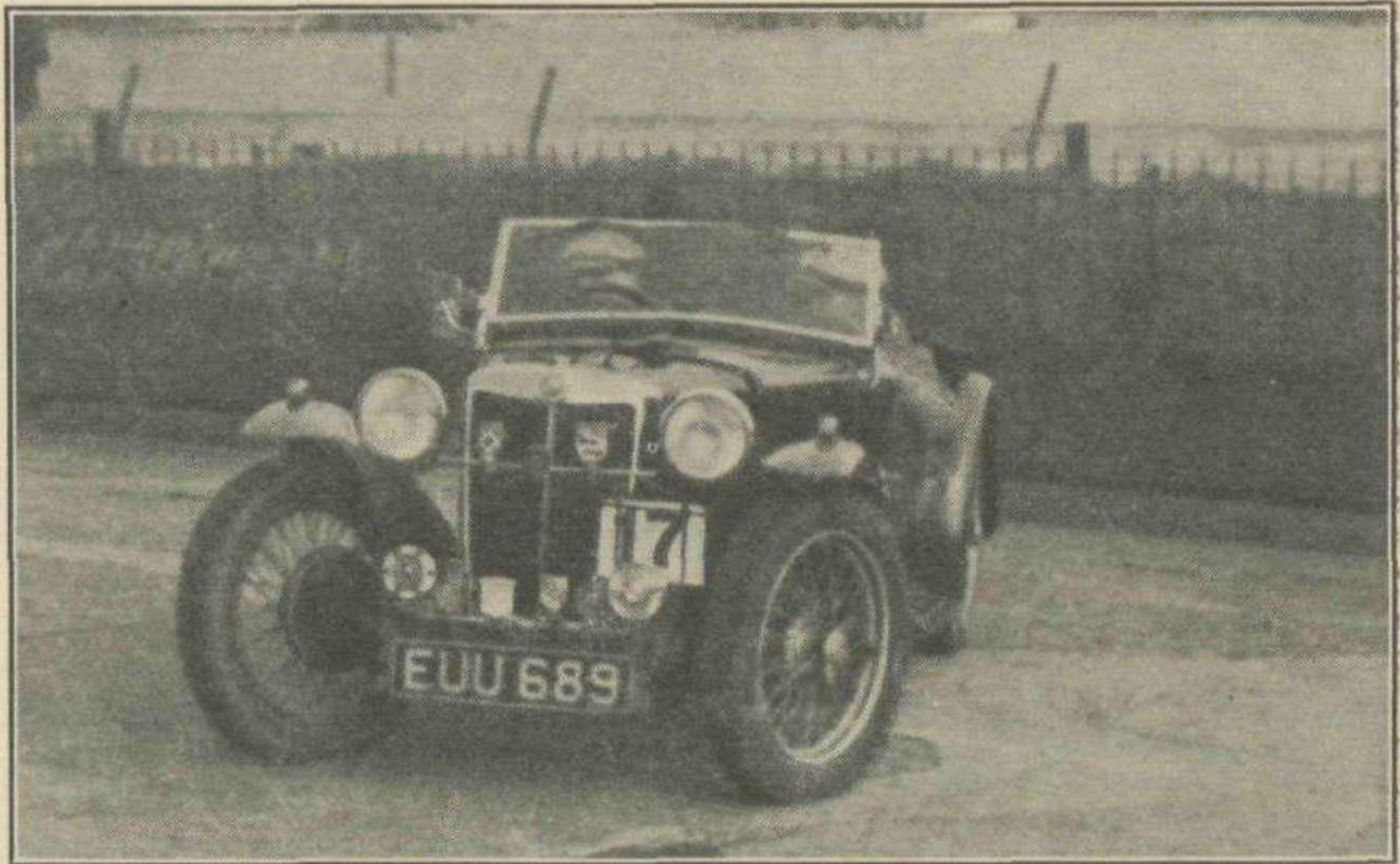
THE J.C.C. AT PLAY ON BROOKLANDS

FANE MAKES BEST SHOWING WITH A FRAZER-NASH-B.M.W. AT ANNUAL MEMBERS' MEETING

THE Junior Car Club—for such it is still called—had a miserably cold day for its eighth members' day at Brooklands on March 25th. It even snowed during the afternoon, but quite a few bright young things speculated, while there was an entry of 136. Seven tests were used. The first was a starting-test, in which Anthony Curtis and his 9 h.p. H.R.G. took only 10.6 secs. The popular, older-style Monte Carlo test followed, a good test of braking and acceleration as well as of driving skill, and Fane, in a borrowed Type 328 B.M.W. managed the very fine time of 57.6 secs., whereas Cristea took 65 secs. at this evolution in the 1936 Monte Carlo Rally—only, of course, Cristea's car had had an arduous run first. Hunter and Johnson tied for second place with 328 B.M.W.s, Smith's B.M.W. took its class in 64.8 secs., and Rushbrook's blown T-type M.G. headed the small-car class in 65.6 secs. A tricky parking-test followed, which failed eighty competitors. The driving skill test saw A. C. Westwood's Smith Special Fiat, looking rather like a dodgem' car, clocked 15.2 secs., with Loader's B.M.W. runner-up in 17.2 secs. The flying half-mile saw Ian Mathieson's V12 Lagonda do 92.78 m.p.h. four up and Fane and Aldy 91.84 m.p.h. with B.M.W.s. The half-mile commenced earlier this year and embraced the Byfleet banking. The Hill tests proved fairly easy. We did not quite like the system of flag-signalling used in conjunction with timing the Monte Carlo tests. Incidentally, Sydney Allard and Ian Connell were not very popular with the organisers for bringing a trials V8 Allard and the sports 4-litre Darracq, respectively. They were allowed to run, but not for Best Performance. Allard was excluded last year; Allard cars are definitely in production, but the Supplementary Regulations specified that the event was open to any four-wheeler car, but not a vehicle which, *in the opinion of the Club*, is a racing-car. Apparently, Allard paid the penalty of putting a fairly normal V8 Ford engine into a Bugatti-tailed body, for the L.N. Special, Gerard's blown Riley, and Golman's S.S. Special were allowed to compete. Fane deservedly won the whole thing with a Type 328 Frazer-Nash-B.M.W. and Miss P. M. Lambert's T-type M.G. took the Ladies Award, after most other lady drivers had made several mistakes. Twenty gained first-class awards, as shown in the list which concludes this report. This J.C.C. Rally is rather like the old Crystal Palace circus; so much happens at once that a lot has to be missed. We concentrated on the Monte Carlo test. Pinkerton (M.G.) was neat, but needed a couple of reverses, Rushbrook (T-M.G. s/c) was truly masterful, and both Miss Stanley-Turner and G. Walker (M.G.s) were neat, but Miss Turner was rather slow. I. G. Williams (M.G.) made a general mess of things, Gerard's blown, shortened Riley was neat, Maidens (Rover) slow, Cromar (Singer) slow also, while Westwood's comic little Fiat nearly

pulled off its shoes on a hectic run after stalling while reversing for the first pylon. Bennett's Standard saloon made a poor turn and heeled over, Blade's elderly Standard was slow, likewise Palmer's Standard, and Clark's drop-head Sunbeam-Talbot. Couper handled his Talbot Ten saloon beautifully, using lots of revs., but Lay's Talbot Ten was touring and Gillett's Monthéry M.G., without outside exhaust system, was well handled, but not very rapid. Yarbrough-Bateson (A.C.) braked heavily and was moderate in the bays, and Hill, with huge pipe and outside exhaust, did not place his A.C. very neatly and had axle judder. Houlding (A.C.) had a drop-head body which his passenger apparently does not

rolled, Watson's Fiat was steady, and Miss Dobson's Frazer-Nash very slow. Miss McOstrich blipped her Frazer-Nash through, Fitt (B.M.W.) was fairly quick, Hancock's B.M.W. saloon steady and Smith's B.M.W. very nicely driven. Loader, handling a B.M.W. in place of a Hansa, was notably spirited, Delingpole blipped his H.R.G. and drove very well, if steadily, and Robins (H.R.G.) put up a polished performance, likewise Vriens (Lea-Francis). Innes (blown M.G.) went through with wheels spinning, but experienced a stuck throttle at the second reverse and retired after his engine had revved furiously. Kemp's M.G. looked slowish, but Mann's blown M.G. reached interesting revs. on a very good



E. G. Bonile (M.G.) taking part in the second test of the afternoon, the "Wiggle-Woggle."

trust, for she wore a white helmet, and Maynard (A.C.) overshot the first pylon badly and was slow thereafter. Samuel's beautiful Alfa-Romeo took it steadily, fuel escaping from the tank filler, Shepherd (Alvis) and Watson (Alvis) were slow—we are concerned with speeds on the figure-8 bit—and it began to snow. Beauchamp (Aston-Martin) got muddled, Doyle's well preserved Aston-Martin was very slow and just got round, Ferguson's s.v. Aston-Martin was touring and Hindes's Aston-Martin coupé was neat. Macklin put his long chassis Aston-Martin through skilfully and steadily, and Ian Mathieson (Aston-Martin), in helmet, almost spun round, took the "8" carefully, sliding a bit, and pinked away. Somerville was slow, but good for so large a car as his long-chassis Aston-Martin, while Miss Wilby's smart Atalanta approached fast, took some time to restart after the reverse, and was very good, if wild, through the bay. Needell's Fiat was slow to restart from the pylon and rolled considerable round the obstacles, Tipper's blown Fiat had the radio going, was very slow in reversing and

run, Remfry's M.G. was good, but Stileman (M.G.) went too wide in the bay and Acres (Riley) died with what seemed to be fuel starvation. Beetson (Riley) was good, Bussey (Riley) calm, likewise Mrs. Hague (Riley), but Hubbard overshot the first turn considerably, afterwards going well in his Riley. Lusty (Riley) was excellent, and Melly (Riley) put up a most commendable show. Taylor (Riley) was slow, Coppin (Rover) rather laboured, and Rowbotham (Rover) neat, whereas Wilmott slid the tail of his Rover. Meaden (SS.) was neat, and Osbourne (S.S.) made lots of errors and did a second circuit of the bay as a sort of comic turn. Squire's Standard was quite good, but Denny (Riley) used blipping tactics and was slow. So to the cars over 16 h.p. Hardaker (S.S.) was neat, Pierpont's Auburn was too big to do justice to the "8," Shaw (Alvis) favoured a white flying hat and was very slow, Allard made a good run with the V8 Allard and Gregory's huge Bentley Six saloon just fitted, was placed beautifully and accelerated with a crunch of gears. Martin slid the tail of his 4½-litre Bentley on a

J.C.C. AT PLAY ON BROOKLANDS—continued

spirited run, and the balanced cornering of the modern Bentley was very evident. Sabey took his Bentley round very nicely but was not fast. Gordon Wood put up an exceptionally fine show in his 4½-litre, tyres protesting, and Ian Connell's Darracq needed two reverses at the turn, after a very rapid entry. Thereafter the wheels spun and a vicious tail slide had to be corrected. Brierley's Ford V8 was neat, Burton (Ford) toured, Viscount Chetwynd (Ford) was slow and took an unusual route in turning, Hall (Ford) was hectic and heeling, Lydall (Ford) drove nicely, likewise Mann (Ford) while Whalley (Ford) did some immense braking and must have established a record for spinning wheels. Don Aldington (F.N.-B.M.W.) was very good, Viscount Curzon (B.M.W.) likewise, and then Fane showed us how it should be done, spinning his B.M.W. 90° at each pylon, to make fastest time of all. The same

expert tactics were used by Hugh Hunter (B.M.W.), who tied for second best time with Leslie Johnson, who elected to change down to help his brakes and not to spin for the pylons, which he rather overshot the second time. Murray (B.M.W.) was slower and needed two reverses and was troubled with misfiring. Mrs. Wood (B.M.W.) was slower still, Bamlet had a rumble-seat occupant in his huge Hudson, Mathieson's V12 Lagonda was sanely driven and heeled over, Silcock's two-seater Allard V8 just managed to stop for the turn and was very quick, Smith (Lagonda) had to reverse within the bay, Smith (Lagonda) did a fast, well-judged run, and C. W. P. Hampton's vintage Lambda Lancia saloon almost lost it boots on a very fast run. Goldman (special S.S.) took the "8" carefully and had a racing exhaust note. Mann's S.S. had a nice exhaust note and went splendidly, Smith's S.S. showed up well, and

Miss Streather (S.S.) used blipping tactics and was neat. Wood's S.S. had poor brakes and went rather wide at the pylons, Dr Squire's Terraplane, smoking, approached the turns at high speed and was very good and Goodson managed his big Wolseley well. The entry indicates that there is nothing much amiss with the state of amateur-side of the sport in this country. And the driving seemed of a much less wild standard than in previous years—but possibly the cold resulted in cramped style.

RESULTS

First-Class Awards: A. E. S. Curtis (H.R.G.), J. A. Andrews (Morgan), C. G. Gibbs (M.G.), Miss P. M. Lambert (M.G.), R. E. Rushbrook (M.G. S), F. R. Gerard (Riley S.), A. C. Cromar (Singer), W. B. King (Standard), A. F. Needell (Fiat), C. G. Fitt (F.N.-B.M.W.), K. N. Smith (F.N.-B.M.W.), D. A. Loader (F.N.-B.M.W.), K. C. Delingpole (H.R.G.), G. H. Beeton (Riley), S. H. Allard (Allard), G. Wood (Bentley), D. A. Aldington (F.N.-B.M.W.), A. F. P. Fane (F.N.-B.M.W.), H. C. Hunter (F.N.-B.M.W.), H. K. Place (S.S.).

THE H.P. OF THE AUSTIN

Our articles on Tuning the Austin Seven aroused widespread interest, and lots of queries came in afterwards. We are now able to give some further information about the power-output of the Austin Seven. The early models, with magneto ignition and updraught Zenith carburetter, gave 10.5 b.h.p. at 2,400 r.p.m. The new horizontal Solex carburetter on the new manifold enabled the 1933 engine to give 14 b.h.p. at 3,500 r.p.m. We believe engines of coil ignition type but with the early induction system, were developing about 12 b.h.p. at 2,600

r.p.m. With the introduction of the three-bearing engine in June, 1936, the compression-ratio was increased from 5.6 to 1 to 6 to 1 and, although no other fundamental alterations were made, the h.p. increased to 17 b.h.p. at 3,800 r.p.m. The unblown "Ulster" engine of 1930 gave 24 b.h.p. at 5,000 r.p.m. and the blown "Ulster" 33 b.h.p. at 5,000 r.p.m. This compares with 20 b.h.p. at 4,000 r.p.m. from the later "Nippy" and 23 b.h.p. at 4,800 r.p.m. from the "Speedy." The "Big Seven" gave 25 b.h.p. at 4,000 r.p.m. and the new Austin Eight develops over 27 b.h.p. at 4,400 r.p.m.

ANOTHER NEW CLUB

Maurice Laudet, popular leader of the "Mountineers" team of trials Wolseley Hornets, is hon. secretary of the newly-formed Kensington Car Club, which has been formed to hold treasure hunts, rallies, trials, etc. This club proposes to divide its trials into Expert and Novice categories. It has a strong committee and an attractive badge has been designed. The subscription is 7/6 per annum with an entry fee of 2/6 and full particulars are available from: M. Laudet, 2, Inkerman Terrace, Kensington, W.8. Telephone: Western 3772.

THE VINTAGE SPORTS-CAR CLUB

The Vintage Sports-Car Club Welsh Rally on March 25th and 26th marked another step forward in the revival of Edwardian motoring, since it is thought to have been the first road event for 1904-14 machines—certainly of any size—to be run in this country. The immense enthusiasm displayed by the participants also augurs well for the future.

There was also a class for "modern" vintage cars and the two classes together drew twenty-seven entries. Clive Windsor Richards brought the racing 30/98 in really magnificent condition and on the aggregate marking of the rally, appearance competition and trial he won the event. Joan Richmond had come an immense journey on her very fine 8th series Lancia and was second on aggregate. Among other competitors was Fitzpatrick with a 1926 supercharged Phantom I Rolls-Royce which he sportingly drove through the trial and took fourth place. This car has about the same performance as a Phantom III and has the world's very largest compressing plant.

In the pre-war class Col. Clutton travelled furthest—227 miles—in his 1910 Fafnir and close to him was Bradshaw's immaculate 1908, 10½-litre sleeve valve Daimler, with 216 miles. In addition to the Rally, there was an appearance competition and a hill-climbing test, the Daimler coming out top on aggregate with the Fafnir second. Among

other competitors was Dick Caesar on a 1912 Belsize, Anthony Heal, driving Anthony Mills' 1907, 7½-litre Renault, resplendent in a magnificent coat of red paint, and Forrest Lycett with his Alfonso Hispano-Suiza. Heal made the best ascent of the hill. Perhaps the most sporting effort of all was John Seth-Smith, who drove his 1908, 1½-litre, single-cylinder Sizaire Naudin 180 miles. This is a most difficult and tiring car to

conduct and he arrived in a largely exhausted condition. Nine Edwardians started and finished, covering, in all, over 1,500 miles, entirely trouble-free, except for a leaking petrol tank on the Suiza.

In the modern's trial, the course was dry and there were few failures, though some of the hills were steeper than 1 in 3. Quite one of the best motoring weekends for a long time.



The pre-1915 cars lined up at the foot of the hill for The Vintage Sports-Car Club Rally, won by Bradshaw's Daimler.

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A SELECTION OF MOTOR SPORT ROAD TESTS THAT HAVE APPEARED IN PAST ISSUES

If you do not see the road test that you require write us a letter. We may have it in stock, but not published below.

Make of Car	Issue	Make of Car	Issue	Make of Car	Issue
A.B.C. 11 h.p. 2-cyl., 2-seater.....	Feb. 1926	DARRACQ 12.32 h.p., Weymann saloon	Sept. 1924	NOMAD 350 c.c. (Villiers 2-stroke) 2-seater	Dec. 1926
A.C. 2-litre, short-chassis, 15.7 h.p. 2-seater	July 1936	Delage 14 h.p., 2-litre, 2-3-seater...	June 1927	O.M. 6-cyl., 2-litre, 4-seater.....	Oct.-Nov. 1928
A.C. 2-litre, 16.40 h.p., 3-seater.....	Oct. 1927	Delage 8-cyl., sports saloon.....	April 1930	PACKARD V12-cyl., 57 h.p. coupe...	Feb. 1934
A.C. 2-litre, 16.66 h.p., 2-seater ...	March 1926	Delage D.8 120, drophead coupe.....	May 1938	Peugeot "201" 4-cyl., 1,122 c.c. saloon	Sept. 1931
A.C. 2-litre, 16.66 h.p., 4-seater.....	June 1934	Delahaye 3.5-litre "Coupe des Alps" drophead coupe.....	Aug. 1936	RAILTON Terraplane 4-seater.....	Oct. 1934
A.C. "Ace" 16/80 h.p.....	July 1937	Delahaye 3½-litre drophead coupe...	Dec. 1937	Railton Light Sports tourer.....	Dec. 1935
Alfa-Romeo, 1½-litre supercharged 6-cyl. Charles 2-seater (1929).....	March 1934	D.K.W. "Special" saloon.....	Feb. 1938	Railton Cobham 28.8 h.p. saloon...	Sept. 1938
Alfa-Romeo 1½-litre supercharged 8-cyl. "Zagato" 2-seater (1932)	July 1934	ESSEX Terraplane 8-cyl. 4-seater...	Sept. 1935	Riley Nine "Gamecock" 2-seater...	March 1932
Alfa-Romeo 2.3-litre supercharged 8-cyl. "Zagato" 2-seater (1933)	Aug. 1936	Excelsior 5½-litre, 6-cyl., super-sports test chassis.....	Sept. 1927	Riley Nine "Monaco-Special," two-carb. saloon.....	March 1931
Alfa-Romeo 2.3-litre supercharged 8-cyl. 4-seater (1931).....	Aug. 1932	FIAT 20.70 h.p., 6-cyl., 2-4-seater...	April 1933	Riley Nine, 4-seater.....	June 1931
Alvis 11.9 h.p., 4-cyl., "Firefly" saloon	Feb. 1933	Fiat "Balilla" saloon.....	May 1934	Riley 16 h.p., Big-four Kestral saloon	June 1938
Alvis 4-cyl., 12.60 h.p., 2-seater	July 1931	Fiat "Ardita" 17 h.p., 4-cyl., saloon	Feb. 1934	SINGER 1½-litre, 6-cyl., Le Mans 2-seater	March 1935
Alvis 6-cyl., "Silver Eagle" 4-seater coupe (1929).....	Aug. 1931	Fiat "Balilla" 10 h.p., 2-seater.....	Jan. 1935	Singer Nine, 4-seater	March 1933
Alvis 6-cyl., "Silver Eagle" 4-seater	June 1930	Fiat 6 h.p., Type 500, coupe.....	March 1937	Squire 1½-litre, 4-cyl., 2-seater.....	Aug. 1935
Alvis 3½-litre saloon.....	Feb. 1936	Frazer-Nash 6-cyl., 1½-litre (Blackburn) 2-seater	July 1933	S.S. I special-bodied 2-seater (1933)	Feb. 1934
Alvis Speed Twenty Vanden Plas saloon	Feb. 1935	Frazer-Nash 4-cyl., 1½-litre T.T. Replica push-rod o.h.v. 2-3-str....	Nov. 1931	S.S. I coupe	June 1933
Alvis Speed Twenty Charlesworth saloon	Feb. 1934	INVICTA 4½-litre low chassis, 4-str.	March 1931	S.S. II coupe.....	May 1932
Alvis Speed Twenty 4-seater.....	June 1932	Invicta 4½-litre Weymann saloon...	June 1929	Steyr Type XII, 14.35 h.p., Weymann saloon.....	Aug.-Sept. 1928
Alvis 12/70 4-door saloon	July 1938	Invicta 4½-litre saloon.....	Dec. 1929	Stutz "Black Hawk" supercharged 4-seater	Jan. 1930
Ansaldo 2-litre, 4-cyl., o.h.c., 4-str....	Sept. 1924	Isotta-Fraschini 45 h.p., 4-seater...	Oct. 1926	Stutz 5-litre, 8-cyl., 4-seater.....	Dec. 1927
Armstrong-Siddeley 20 h.p., 6-cyl., 4-seater	July 1933	LAGONDA 2-litre 4-cyl., twin o.h.c. 4-seater	Jan.-Feb. 1928	Sunbeam 3-litre, 6-cyl. (twin o.h.c.) fabric saloon.....	Nov. 1927
Aston-Martin Mark II, 11.9 h.p., 2-4-seater	Jan. 1935	Lagonda 2-litre, 4-cyl., twin o.h.c. supercharged 4-seater.....	Oct. 1930	Sunbeam 6-cyl., 21 h.p., (push-rod) Speed Six saloon	Dec. 1933
Aston-Martin Ulster 11.9 h.p., T.T. 2-seater	Oct. 1935	Lagonda 4½-litre, 4-seater.....	May 1936	TALBOT "90" Brooklands-bodied 2-4-seater	April 1931
Aston-Martin Le Mans 11.9 h.p., 2-4-seater	June 1933	Lagonda 4½-litre Rapide 4-seater...	May 1935	Talbot "105" sports saloon.....	April 1934
Aston-Martin International 11.9 h.p., 4-seater	Aug. 1932	Lagonda 4½-litre, 4-seater.....	Jan. 1934	Talbot 3½-litre saloon	March 1936
Aston-Martin T.T., 11.9 h.p., racing 2-seater	Dec. 1931	Lagonda Rapier 10 h.p., 4-seater...	Sept. 1934	Talbot Ten "Rally" 4-str.....	Oct.-Nov. 1936
Aston-Martin 11.9 h.p., 2-seater.....	Jan. 1930	Lagonda 16.80 h.p., 6-cyl., 4-seater	Jan. 1933	Talbot "105" Vanden Plas 4-str....	Nov. 1932
Aston-Martin, 2-litre Speed model...	May 1938	Lagonda 3-litre, 6-cyl., 4-seater.....	March 1932	Talbot "90" 4-seater.....	Nov. 1930
Aston-Martin 1935 Ulster	Aug. 1937	Lagonda 2-litre, 4-cyl., twin o.h.c., 4-seater (1928).....	March 1931	Talbot Ten sports coupe.....	June 1938
Auburn 30 h.p., 8-cyl., supercharged 2-seater	June 1935	Lancia Aprilia, Type 238, saloon.....	June 1938	Tatra 4-cyl., 1,154 c.c., coupe.....	Dec. 1932
Austin Seven Boyd Carpenter 2-str.	Sept. 1930	Lea-Francis 1½-litre supercharged T.T. 2-seater (1929).....	June 1934	Terraplane, 8-cyl 29 h.p., 4-str.....	July 1935
Austin Seven "65" 2-seater.....	Jan. 1934	Lea-Francis 1½-litre supercharged special T.T. 2-seater.....	Sept. 1933	Triumph 2-litre "Vitesse Six" saloon	April 1935
BENTLEY 3½-litre, 6-cyl., Vanden Plas, 4-seater.....	Nov. 1933	Lea-Francis 1½-litre supercharged "Hyper" 4-seater.....	Aug. 1930	Triumph 10 h.p. "Gloria Southern Cross" 2-seater.....	June 1935
Bentley, 4½-litre, 6-cyl., Park Ward saloon	June 1936	Lea-Francis, 14 h.p., 6-light saloon...	Dec. 1938	Triumph 10 h.p. "Gloria" saloon...	Jan. 1934
Bentley 6½-litre, 6-cyl., long-chassis saloon (1928).....	Dec. 1936	Leyland Eight (1929), 2-seater.....	Feb. 1938	Triumph Nine "Southern Cross" 4-seater	June 1932
Bentley 4½-litre Vanden Plas coupe	Aug. 1938	MERCEDES-BENZ Type 540K, 5.4-litre, 8-cyl., supercharged, 2-str....	April 1937	Triumph Eight "Gnat" 2-seater...	Aug. 1931
Bentley 8-litre sports 2-seater.....	April 1938	Mercedes-Benz Type 500, 5-litre, 8-cyl., supercharged, 2-seater.....	Nov. 1934	Triumph Eight, supercharged 2-str	Dec. 1929
Bugatti 3.3-litre 8-cyl., Type 57 saloon	May 1934	Mercedes-Benz 12.40 h.p., supercharged 2-seater.....	June 1925	Triumph Dolomite 14/60 saloon	June 1937
Bugatti 2.3-litre 8-cyl., Type 55, supercharged, 2-seater.....	July 1932	Mercedes-Benz 36.220 h.p. supercharged, 2-4-seater.....	April 1928	VALE-SPECIAL 832 c.c. 2-seater... ..	Aug. 1933
Bugatti 2.3-litre, 8-cyl., Type 43, supercharged 4-seater (1930).....	Dec. 1932	Mercedes-Benz 33.180 h.p., supercharged, 4-seater.....	Aug. 1927	Vauxhall 30/98 O.E. 4-seater (1925)	Jan. 1936
Bugatti 2.3-litre 8-cyl., Type 43, supercharged 4-seater.....	May 1930	Mercedes-Benz 2.3-litre, saloon.....	April 1938	Vauxhall 30/98 O.E. 4-seater (1924)	Dec. 1930
Bugatti 3-litre, 8-cyl., Type 44, saloon	July 1928	M.G., 6-cyl., Mark I, 4-seater.....	May 1931	Vauxhall 20/60 h.p. "Hurlingham" 2-seater	Feb. 1930
CITROEN, Twelve f.w.d. saloon.....	July 1938	M.G. Magna, "L" 2-seater.....	Nov. 1933	Vauxhall 17 h.p., 6-cyl., "Cadet" saloon	Sept. 1931
Crossley 20/70 h.p., 4-cyl., s.v. 4-str.	Nov. 1925	M.G. Midget "P" 2-seater.....	Aug. 1934	Vauxhall 14 h.p. "Stratford" 4-str.	Sept. 1933
Crossley Ten, 1½-litre "Regis" saloon	Jan. 1936	M.G. Midget "J3" supercharged, 2-seater	May 1933	WINDSOR 4-cyl., 11 h.p., "Special" 2-3-seater	Nov. 1926
Crossley Ten, 1,122 c.c. 4-seater.....	April 1932	M.G. Six Mark I, saloon.....	Aug. 1930	Wolseley Hornet Swallow 2-seater (1933)	April 1934
Crouch Anzani 12.30 h.p., 2-seater...	Aug. 1924	M.G. Midget Double-Twelve racing 2-seater.....	June 1930 & Aug. 1930	Wolseley Hornet E.W. "Daytona-Special" 4-seater.....	May 1932
		M.G. Midget "J1" 850 c.c. 2-str....	Sept. 1932	Wolseley Hornet (12.08 h.p.) saloon	Sept. 1930
		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		

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