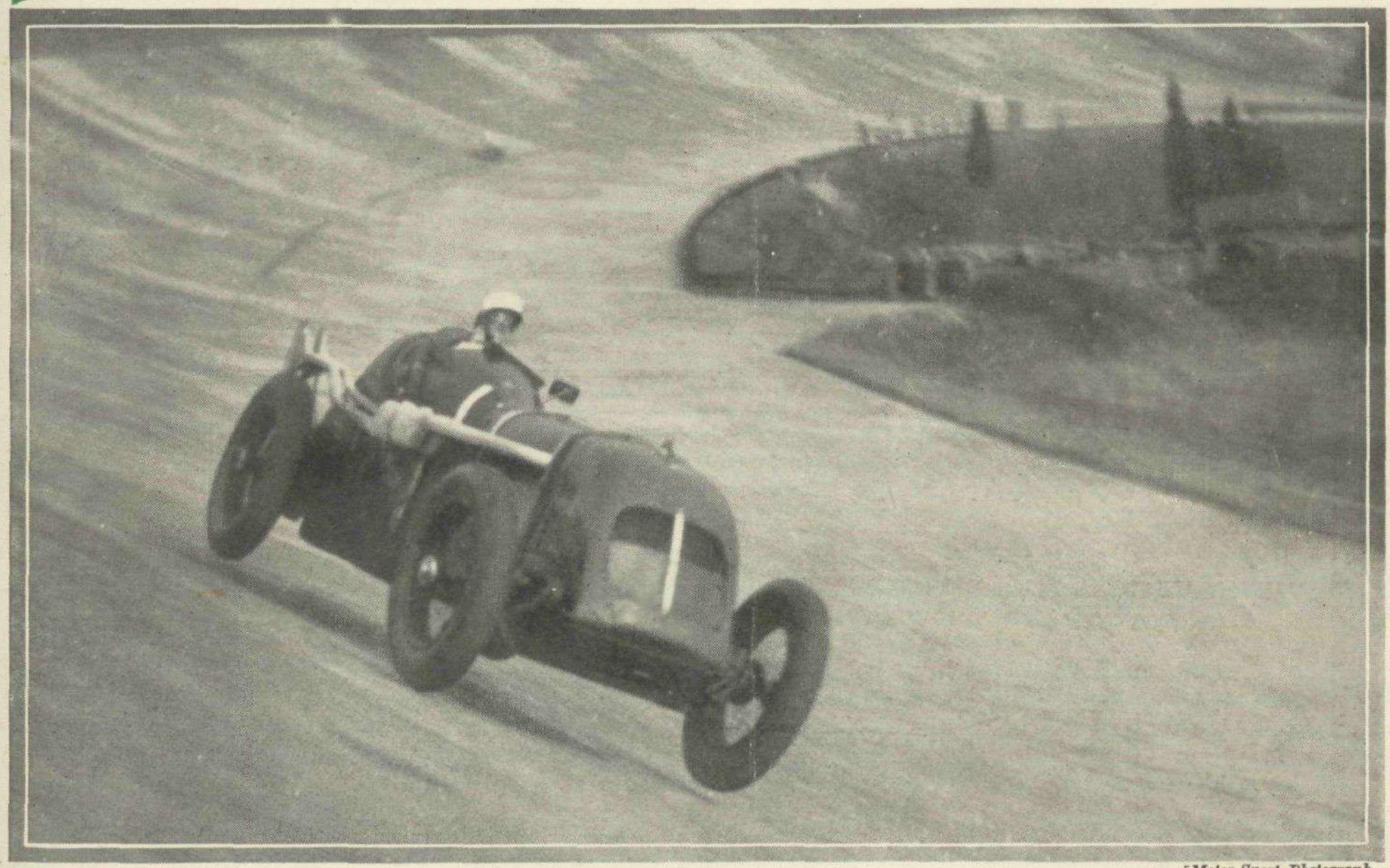
Vol. XII. No. 6 **The 1936 R.A.C. Rally** *April, 1936*

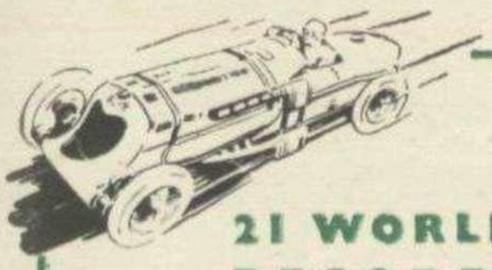
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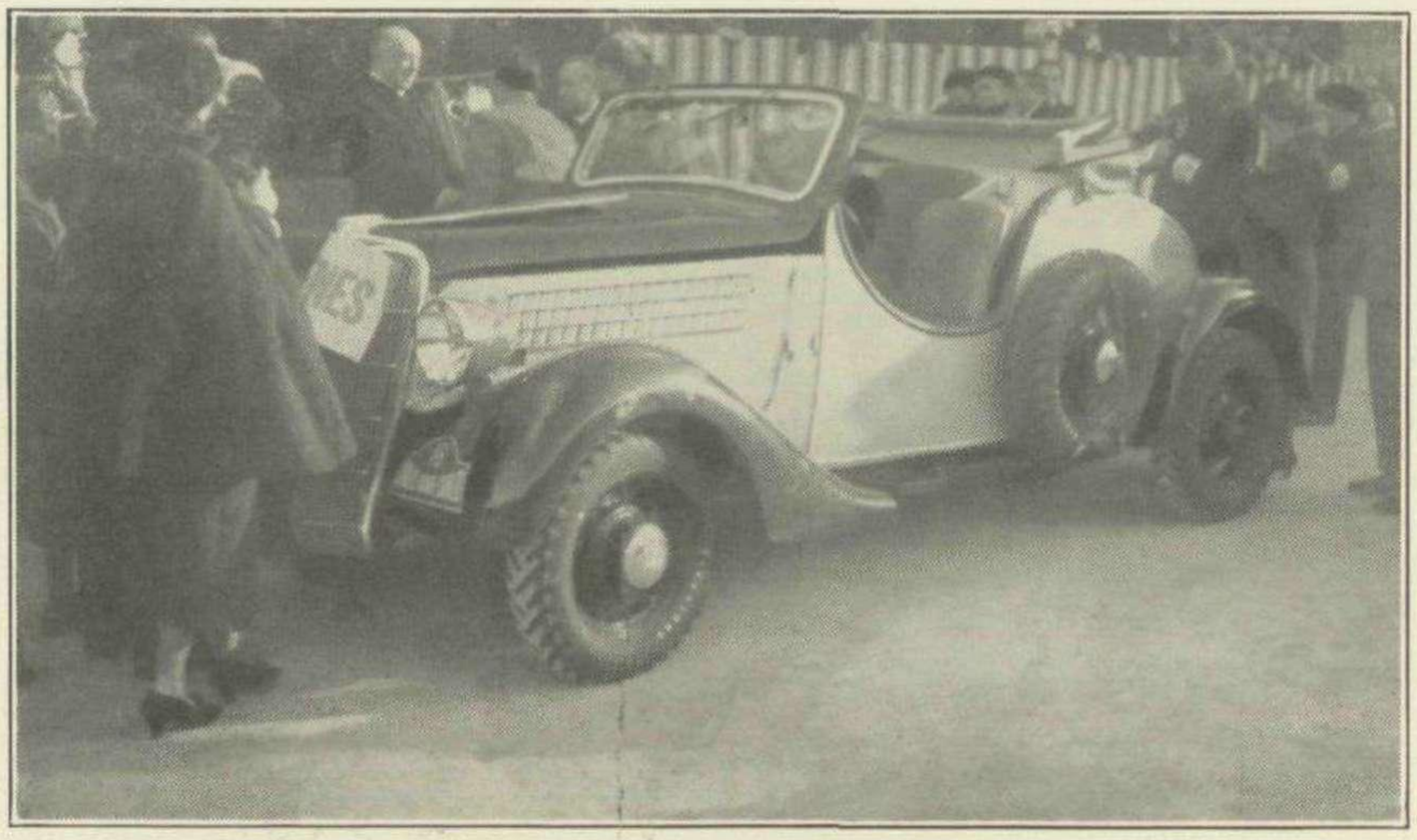
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Le Mans 24 Hour Race, Cars No.
1, 4, 8, 9, 10, 11, 12, 14, 19, 24, 28, 29, 32, 48, 50, 51, 56, 61.

French Grand Prix, Cars No.
2, 4, 8, 10, 12, 14.

Shelsley Walsh (May), Cars No.
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Shelsley Walsh (Sept.), Cars No.
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Mannin Moar Race, Cars No.
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 15.

Mannin Beg Race, Cars No.
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500 Miles, Cars No.
1, 2, 4, 15, 18, 20, 21, 22, 23, 24, 26, 27, 31, 35, 36, 39, 41, 42.

Ulster T.T., Cars No.
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Brighton Speed Trials, Cars No.
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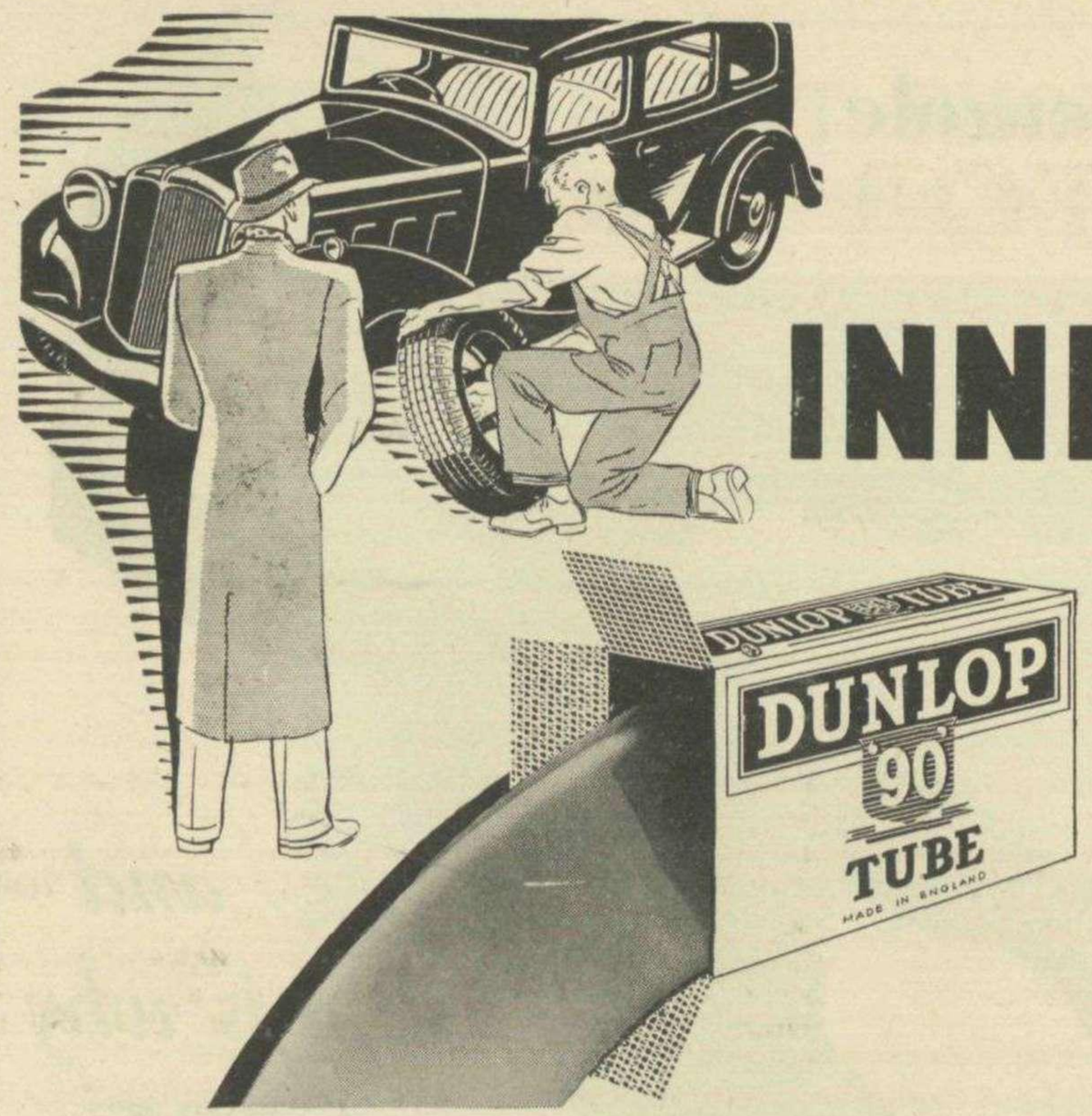
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"I TOLD YOU SO!"

It has been the policy of this journal to draw attention to various aspects and phases of motor-racing which, to us, have appeared to be detrimental to the interests of the sport. Very often the publication of these admonitions and warnings has brought down a storm of criticism on our innocent heads, but happily we have emerged from the ensuing conflicts bloody, but unbowed. Nay, more, the subsequent course of events has proved us to be right in our forebodings, thus placing us in the potential position of that detestable type of person who glories in saying " I told you so ! "

But human nature being what it is, we intend on this occasion to say as loudly as possible the phrase most calculated to arouse murderous feelings in the hearts of our opponents.

The cause of this self-complacency is the fact that the Brooklands authorities have ceased to recognise a special Ladies Lap Record for the Outer Circuit, a decision which we advocated on this page in the teeth of the fiercest feminine opposition, so long ago as November, 1934.

We called the article " A Record We Don't Like," and in holding that view we were supported by a mere handful of people. Our reasons could be summed up in the following paragraph, which we quote at length :—

" The only motoring records necessary are the existing World's, International Class, and lap records, open to the fastest cars of various sizes. It is not unfair to expect women to compete for these records on a level footing with men. Mrs. Gwenda Stewart has proved that a woman can drive a car just as fast, if not faster, than a man."

Our readers probably need no reminding that Mrs. Stewart, in addition to holding the absolute lap record for the Montlhéry *piste de vitesse,* also owns the Class E Outer Circuit record at Brooklands, while Mrs. K. Petre held, for a short space of time, the Class F Mountain Circuit record.

Well, the Brooklands Committee appears to have heeded our warning, and we hope that all those nasty things that were said about us at the time will be mentally withdrawn.

And now, having vented our spite to the full, let us review, very briefly, the truly remarkable group of lady-drivers who grace our racing circuits. To avoid complications, we will say at once that the order in which we mention them is purely haphazard, and not based on merit.

Mrs. Stewart holds the Montlhéry lap record at 147 m.p.h., and has lapped Brooklands at 136 m.p.h., both performances being absolutely phenomenal. Mrs. Petre has driven the 10-litre Delage round Brooklands at 134 m.p.h., a speed which Cobb and Bertram were unable to improve upon materially with the same car. Her Ladies' Record at Shelsley Walsh was accomplished at a masterly speed, and she has shown herself the equal of men drivers on the Mountain Circuit. Miss Doreen Evans has displayed an astonishing degree of unflurried skill in her racing appearances to date, and in this respect is vastly superior to many of the mere males who get so very excited at Brooklands and elsewhere. Miss Fay Taylour is seen all too rarely, but has shown that she can more than hold her own with the front rank British men drivers. Mrs. Wisdom, too, has established herself as a skilful driver.

So there they are, fine drivers all of them. May they break plenty of records in the coming season !

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THE R.A.C. RALLY

FOG AND RAIN ENCOUNTERED ON ALL ROUTES
"IN-AND-OUT" AND HILL-CLIMB ELIMINATING TESTS

Out of the 276 cars which took part in the fifth R.A.C. Rally only twenty-one failed to reach the final check at Torquay. A 24 m.p.h. average is well within the capabilities of any modern car and even with fog and rain to contend with, only six cars were behind time; two drivers, one of them the Hon. Brian Lewis, were penalised for arriving too early at the finish, and twenty-four others lost marks for damage or defects to their cars. As in the early days of the Monte Carlo Rally, drivers were allowed to check in at the intermediate controls as soon as they were open, and those with fast cars were able to pick up five or six hours at intermediate points on the journey.

There were nine starting points, namely Blackpool, Bristol, Buxton, Glasgow, Harrogate, Leamington, London, Newcastle-on-Tyne and Yarmouth, and from each of them a route totalling one thousand miles and passing through various intermediate controls led to the finish. Open and closed cars were each divided into 4 h.p. groups, with eight trophies as Premier Awards, and First, Second and Third-Class Awards were also allotted to cars completing the road section and eliminating tests.

On the Road

The route from Bristol was probably the fastest and least difficult of all, and everyone made Blackpool, the first check, without any set-backs. Here, Toulmin, the M.G. trials man, was in charge, and his efforts in arranging for plentiful supplies of hot water, towels and food were much appreciated.



Journey's End. C. H. Cooper (Rover 14) passes the timing box on his way to the Car Park



W. M. Couper was particularly good in the Hill Test in his 3½-litre Talbot. A stalled engine defeated him in the "In-and-Out" Test on Torbay Road.

At Penrith, on the way to Glasgow, an accident occurred, unhappily followed with fatal results. A Humber limousine driven by H. J. Williams, a chauffeur employed by the firm, crashed into a house, Williams was killed and H. Thornton Rutter, motoring correspondent of the *Times*, and F. Barnes, another employee of Humbers, were seriously injured. Most of the cars were by this time well on their way to Scotland, not realising about the sad occurrence behind them.

There was rain and patches of mist between the Border and Glasgow, but not enough to be a very serious hindrance and Eason Gibson on a Frazer-Nash-B.M.W. and other drivers arrived there with six hours to spare. The hotel was unpleasing and apparently disorganised by its influx of motoring visitors and rally drivers gained rather a bad impression of the town.

Returning south there was really thick fog on Shap, and most of the cars were reduced to 15 m.p.h. With good eyesight and a Notek fog-lamp, Nigel Holder was one of the few who was able to maintain his speed, and soon was leading a long queue of cars with his Bentley at a steady forty. Arriving at Harrogate, after a quick journey, one of the drivers who had followed him said, cuttingly, "Of course, it's easy when you live in this part of the world," a rather unfortunate remark as Holder is a Londoner.

Down the Great North Road a regular Grand Prix took place, and Brian Lewis was reported to have gone through a thirty-mile limit at 70 m.p.h., much to the interest of the police patrol. An average of fifty was quite usual and again six hours of sleep was enjoyed by many drivers. Heavy rain, cold, and mist persisted throughout the run west to Torquay.

Newcastle starters met with thick fog in Scotland, and Londoners encountered it in Yorkshire, on the way to Scarborough. The Leamington route led north through the Yorkshire resort, and those who followed the coast through Newcastle again encountered bad visibility. Those who ventured across the Pennines to Carlisle, when going north, oddly enough had a clear run.

Humour plays a great part in every Rally, and this year's event was no exception. First of all there was the lady with the trumpet or "Road to Paradise" horn. She started out on her thousand-mile journey in full racing kit, with a get-away to match and prolonged "doo-da-doo-daas" on the horn, overtaking several cars in the first two miles. Five miles further on she was seen stopped at the side of the road mending a radiator leak, but soon the accursed horn was heard as she continued her dicing with death. This continued

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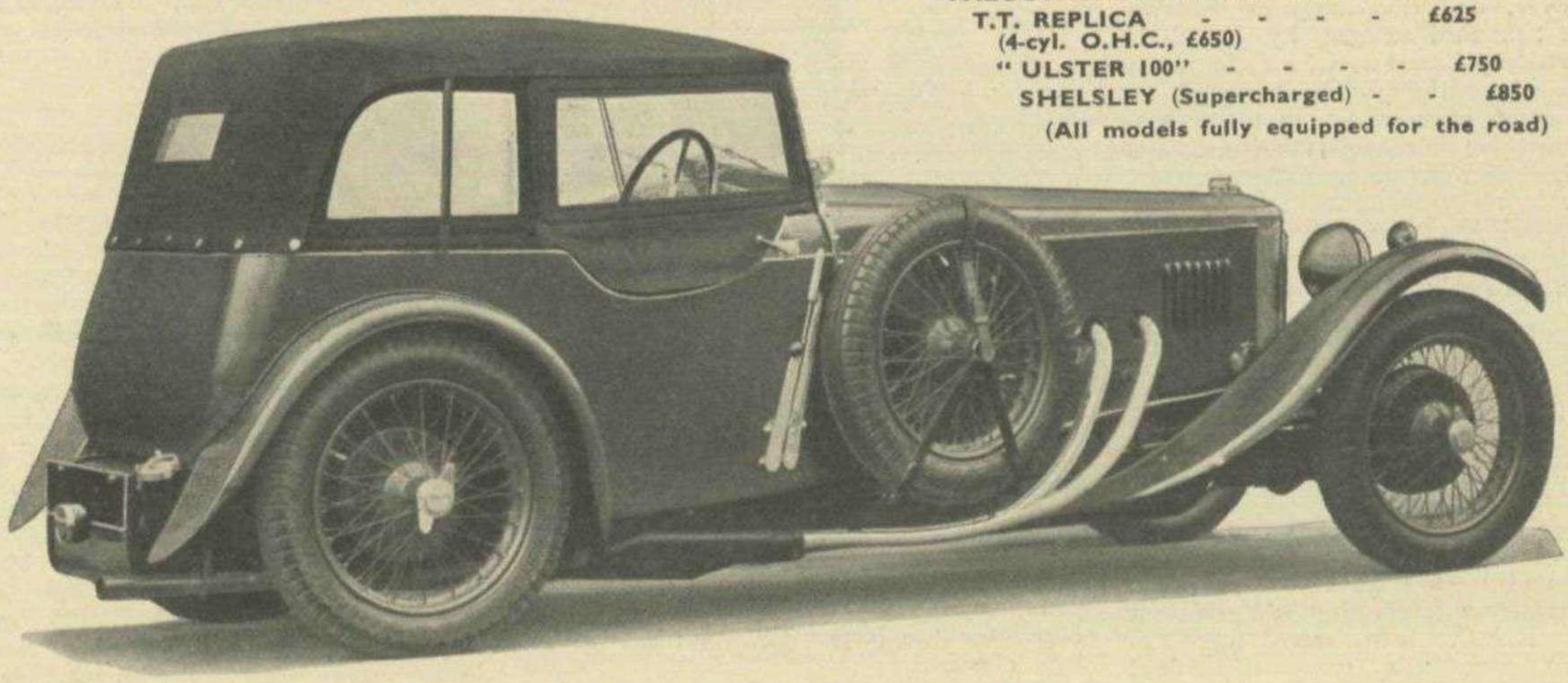
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THE R.A.C. RALLY—continued

throughout the Rally until the arrival at Torquay. Here the examining official pressed the horn button, but after a feeble bleat there was silence. The horn took about 20 amps and would only operate when the engine was running. This resulted in a loss of five marks and general rejoicings from co-starters and sufferers.

The racing turn-outs much amused old hands at the game, another crew, men this time, changing into spotless white overalls only to have a puncture in the first few miles. The équipe turned up at the first of the intermediate checks looking as black as sweeps, so possibly their overalls were justified on their particular car. Another crew with a luxurious closed car delighted everyone by wearing Sidcots built of the heaviest possible leather.

Mixed crews provided considerable amusement, the female part of it in several cases proving the Better Half. In one case the lady, who is not unknown at Brooklands, drove for the first 300 miles. She then handed over to her companion who forthwith trod so hard on the clutch pedal that he broke it off, then suggested that the woman should get out and find out what the damage was. No sooner was this fixed than he tore off the gear-lever, being used to driving bigger cars, as he said. Being unable to average better than 25 m.p.h. when the car was intact, the luckless lady then returned to the wheel and was forced to return him to the passenger's seat and continue to drive for the rest of the trip.

There were few reports of police activities and Miss Joan Richmond was said to have been piloted through a big town at a steady 55 m.p.h. by a car whose bowler-hatted occupants were almost certainly policemen.

Never a rally it seems without a car turning over, and this happened in two cases. A Standard entered by Nockolds was inverted by its crew, which continued to Torquay by train quite unhurt. B. P. Dixon did the same thing on his 8 h.p. Ford somewhere north of Yarmouth, his front wheel having apparently touched the bank at the side of the road. After two-hours' work the car was restored to its wheels again, and the crew checked in dead on time in spite of the accident.

The sky was overcast and fine rain was falling as the cars made their way into Torquay on the Thursday morning after nearly two days on the road. Many drivers had arrived at the town with time enough for a wash and a shave before checking in and crews in some cases had even cleaned their cars. Two grass fields were used as parking grounds, and unexpected rain had made the ground very soft, but an efficient gang of R.A.C. men were there to help cars over this unexpected final Colonial Section. The usual inspection of lamps, windscreen wipers and for condition was made. This year the officials were particularly severe on scratched wings, so much so that two motoring journalists amongst others lost marks for minute and almost invisible injuries which had been there eighteen months.

The Eliminating Tests

The final order was decided on the usual two tests, details of which were kept secret until after the cars had been safely locked up in their parks. In the first test the car had to be driven a distance of 200 yards, backed into a bay and driven out facing the opposite direction. A run of 100 yards back towards the starting line brought the car to a second bay. Into this also the car had to be backed. Then, facing the original direction, a further run of 150 yards brought the car to the finishing line. 50 yards beyond this again was a braking line, and crossing this latter line entailed a penalty of ten marks.

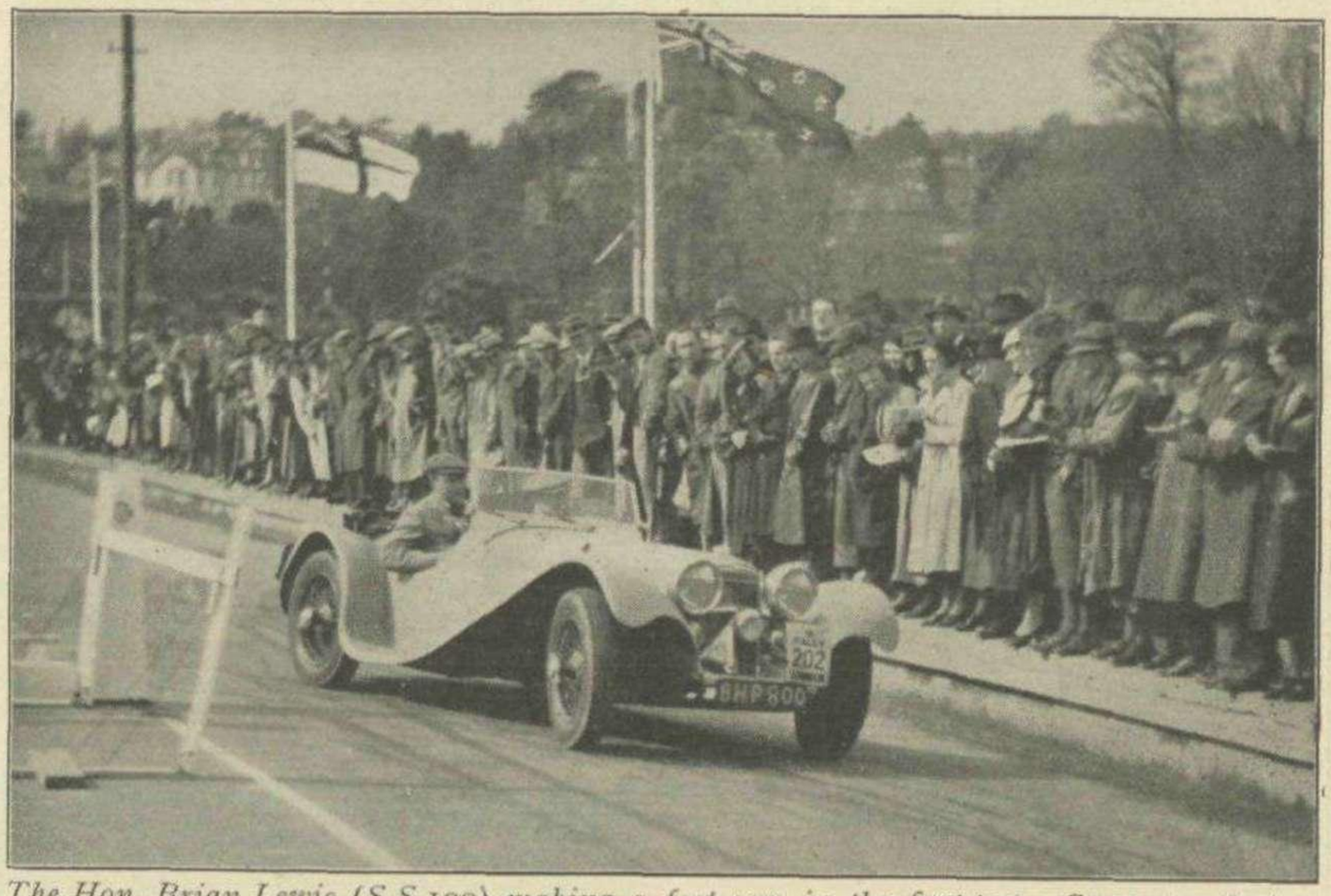
A wet day would have added considerably to the difficulty of the road tests, but happily fine weather prevailed. Only nine cars lost marks in the easy-starting test, and planks were laid down to ensure a clean get-away once the engines were running.

Proceedings on the Torbay Road were opened by the open cars up to 8 h.p., the majority of which were M.G.s. With a short wheelbase and good lock the test held no terrors for them and no one offered to touch the obstacles. At the same time one felt that the task set was a practical and fair one, better than any of those devised in the previous four rallies.

The two closed 8 h.p. cars, one of them Dixon's somewhat battered Ford, were soon disposed of, and the sides of the pens were then moved further apart to allow for the larger cars of the 8 to 14 h.p. classes.

F. S. Barnes was first on the line with his 1½-litre Singer and was unmistakably very quick and neat. Hillmans, Singers and Rovers went through in quick succession, but the only one to touch a barrier was W. P. Maidens on a Rover Twelve. Lambert, on a Singer Nine, made a very rapid run and the other members of the Automotor team, A. H. Langley and J. D. Barnes, also showed the proper way to carry out the test.

The three Talbot Tens all made a good showing, as also the J.C.C. team of Balilla Fiats driven by Tett, Sandford and Westwood. Like the team of white Singers, which were labelled "Candidi Provocatores," the Fiat team bore an inscription of Latin, but the editorial staff having parted with the last shreds of its classical education, we are unable to impart the meaning of the words. We preferred the simple "Ruddy," which appeared on the bonnets of Harris's team of Singer Nines, but even better, simple and unadorned cars like Anthony's T.T. Aston-Martin. Out of over ninety entries in this class, incidentally, only three cars touched the barriers.



The Hon. Brian Lewis (S.S.100) making a fast run in the first test. Spectators had a perfect and with some cars rather an exciting viewpoint on the high kerb.

The closed cars were unexciting, except when Pares' Rover cleared the pavement of spectators with the front bumper and sent a suitcase for six. Imhof, the third member of the "Candidi" Singers, had fitted a saloon roof to his Nine with light pieces of wood and celluloid panels, and with the further aid of a supercharger had no difficulty in mopping up the family saloons.

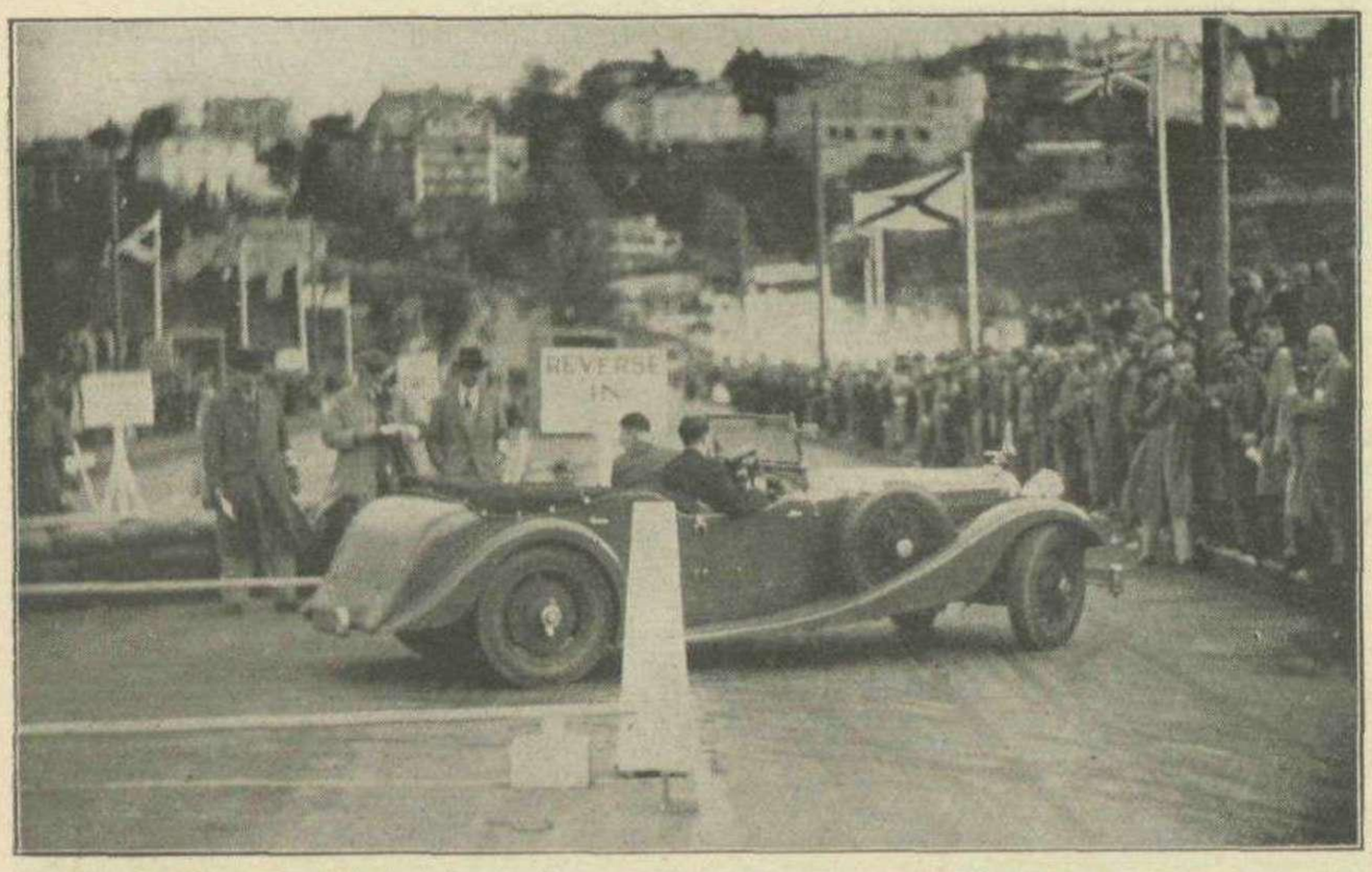
Roberts was disappointing with his smart new S.S. 100, the short-wheelbase model, but Brian Lewis on a similar car received a well-earned round of applause. A.C.s both long and short now dominated the scene. Chapman, whose trials experience should have stood him in better stead, went nose-first into one of the pens, thereby losing 100 marks. Fairtlough's car, which has recently been fitted with a blower, had a piercing exhaust note but bad carburetion. Margaret Allen on one of the short "Flea" models was outstandingly good in spite of a spectator who stepped off the pavement in the middle of the run. Whilst Sidney Light, doubtless depressed at having lost forty-two marks through arriving too early at the final check the day before, was not trying very hard.

THE R.A.C. RALLY—continued

The Frazer-Nash-B.M.W.s were noticeably nippy, Mrs. Moss on a Marendaz Special nearly missed the reversing pen altogether and then jammed the front wheels of her car against the curb, while Mrs. Lace's car made most curious clockwork sounds. In the closed class the Frazer-Nash-B.M.W.s with their short wheelbase and good lock had matters all their own way. Eason Gibson got away surprisingly well, though petrol slopped out of the filler-caps of the latter make. The surface was getting loose at the end, but just survived the last of the big closed cars.

The Coachwork Competition

There were twenty-one classes in all in the Coachwork Competition, seven price classifications and a further sub-division into open cars, two-door closed and four-door closed cars. Drop-head coupes could be entered in either the open or the closed class. Out of 100 marks, thirty were awarded for appearance, twenty for comfort, and the rest for condition, visibility, interior convenience, ease of ingress and egress, luggage carrying, tools and special fittings.



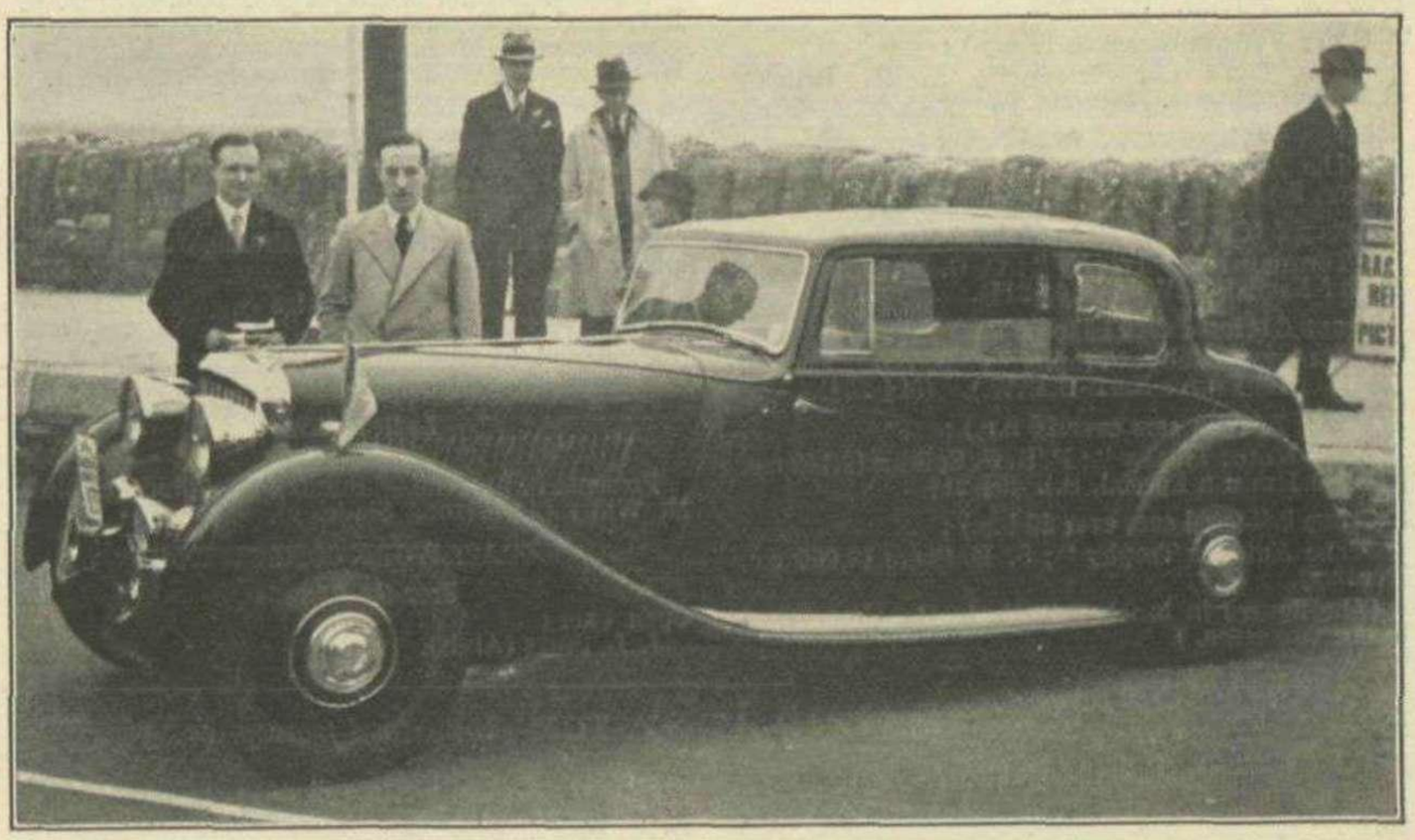
Careful does it with the big cars! Guided by his passenger, T. W. McCallan backs his Alvis Speed Twenty into the reversing bay.

was actually 1/5 second faster than Finigan, who won the class, but touched one of the posts.

In the over 20 h.p. class short, light cars like the Hillcoat's T.T. Ford and Strang's Hudson showed up strongly against Lagondas, Daimlers and Bentleys. Spikins on his supercharged Hudson Special with a chassis shortened by 8 in. showed colossal acceleration and made fastest time of all.

The second test took place on St. Mary's Hill, a narrow road with a right-angle corner near the top and a maximum gradient of 4½ to 1. Half-way up it a canvas screen 4 yards long was placed with an official stationed at each end of it. The car had to be driven up the hill far enough for the driver to see the official at the top end of the screen, reversed back till the lower one was visible and then accelerated away to the top. In theory, it was quite a sound test, but unfortunately, in practice, in a number of cases drivers and officials were not in agreement as to whether they could see one another, and the driver suffered, the penalty for not running up or dropping back sufficiently being 100 marks.

Bracey, on the M.G., the first man up, was one of the best with 22 1/5 seconds and it was not until Lambert and Barnes came along with their Singers that this time was beaten. Frame (1½-litre Singer) brought it down to 20 3/5 seconds and Langley recorded a level 20 seconds. Miss Joan Richmond (Triumph) clocked 20 1/5, Hillcoat, on the Ford, 20 4/5 and Spikins, whose car had wheel-spin through the entire climb, 21 2/5. Large cars like the Bentleys and S.S. Jaguars



S. E. Sears' 3½-litre Bentley, which won the two door, closed car class for cars over £1,000.

There were no entries in Class 1. In 2a the judges were given a difficult task by being confronted with the "Ruddy" team of Singer Nines, all identical with their light grey coachwork and red wheels and upholstery. Instead they fell for Mrs. Petre's neat little 12 h.p. Avon Standard, with a drop-head coupe body. Finished in dark grey with black bonnet and waist line, it certainly looked very smart. Patrick's B.S.A. had a neat looking fixed-head coupe body, finished with a sliding roof, while A. G. Jones's Standard saloon with sloping tail matching the bonnet line showed the great advance which standard (no pun!) coachwork has made.

In class 3a the three Talbot Tens finished in racing green with dark green wings, the rear ones faired into the body, were distinctive, and boasted very complete side-curtains and a fairly roomy back seat. The prize-winners were Rovers, fitted with the practical open four-seater bodies which have gained successes in previous Rally Coachwork Competitions.

The two-door class did not produce anything unusual but in the four-doors we liked the Riley Kestral entered by R. J. Fursdon and finished in grey with blue trimmings. Olive's blue green Standard was chiefly notable for the row of ten club badges which were ranged along at the bottom of the front wings. "Badgitis" was indeed rather prevalent amongst the closed cars.

In class 4 (£350-£500) there were a number of sporting vehicles, Hillcoat's Ford and Clark's lowered Jensen Ford looking particularly businesslike. Lewis's S.S. 100 looked low and snappy, and despite the long bonnet there was excellent visibility and good head-room with the hood up. The short A.C.s entered by Miss Allen and S. C. Light also appealed to the open-air motorist. As an all-weather touring car the Avon Standard 20 with a white drop-head body and a black luggage trunk was both smart and roomy.

Sports cars proved the winners in Classes 5 and 6a. Miss Patten had one of the new 21 h.p. short-chassis British Salmsons which was fitted with a smart two-seater body finished in light blue. Good points we noticed were comfortable seats with plenty of leg and elbow room, ample luggage space behind the seats, a

THE R.A.C. RALLY—continued

20-gallon petrol tank and two spare wheels. Watkinson's Alvis was a prize-winner for the third year in succession. A distinctive shade of dark green, comfortable Vanden Plas coachwork and two spare wheels helped to influence the judges in their decision.

Alvis cars also scored heavily in higher price categories. Charles Follett scored a class-win and a Premier Award with a dark-brown two-door four-light saloon, of his own design. Clease had a four-door saloon painted in an unusual mauve shade, while the open car Premier Award went to J. L. Sears with a 3½-litre Alvis. The body in this case was a Continental Tourer by Oxborrow and Fuller, on which the glass windows and the substantial-looking drop-head could be folded completely away at will. A similar body was shown on Capt. Oxborrow's 3½-litre Bentley, which had two large suitcases and a cleverly arranged tool kit in the rear locker.

S. E. Sears' Bentley had a Salmons two-door four-light saloon body, finished in dark blue, with a distinctive falling waist moulding. Notable exterior points were the enormous Marchal head-lamps and the capacious luggage trunk. The facia board held an intriguing collection of instruments, including an aneroid and an air-speed indicator, while the route was written out on special flaps which could be swung down from the roof. Colonel Rippon's Humber was fitted with a spacious saloon body with amazingly soft upholstery, and by virtue of its roominess no less than its finish won the four-door Premier Award.

RESULTS

Group 1 (Open cars up to 8 h.p.) :
"Torquay Rally Trophy" : N. E. Bracey (746 c.c. M.G.). (52-22⅛).

Group 2 (Closed cars up to 8 h.p.) :
"Torquay Rally Trophy" ; C. E. A. Westcott (745 c.c. Austin). (59⅜-39⅜).

Group 3 (Open cars 8 to 14 h.p.) :
"The Light Car Trophy" ; A. H. Langley (1,493 c.c. Singer). (46⅝-20).

Group 4 (Closed cars 8 to 14 h.p.) :
"The Autocar Trophy" ; A. G. Imhof (972 c.c. Singer, S.). (49-23⅛).

Group 5 (Open cars 14 to 20 h.p.) :
"Torquay Rally Trophy" ; C. G. Fitt (1,911 c.c. Frazer-Nash-B.M.W.). (50⅝-21⅜).

Group 6 (Closed cars 14 to 20 h.p.) :
"Torquay Rally Trophy" ; J. L. Finigan (1,911 c.c. Frazer-Nash-B.M.W.). (52⅛-23⅜).

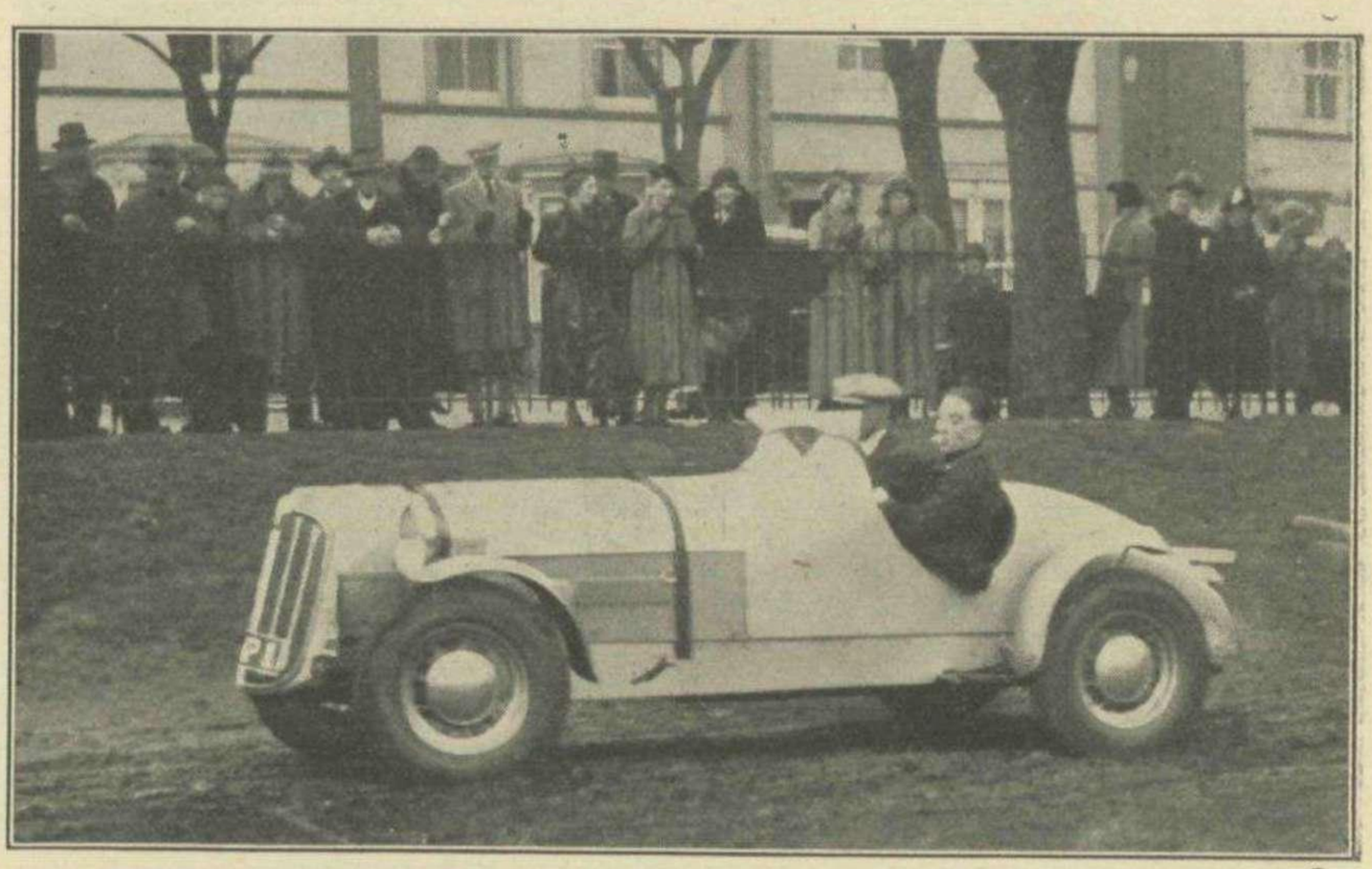
Group 7 (Open cars over 20 h.p.) :
"The Motor Trophy" ; F. R. G. Spikins (4,168 c.c. Spikins Hudson Special, S.). 45⅜-21⅜

Group 8 (Closed cars over 20 h.p.) :
"The Autocar Trophy" ; S. E. Sears (3,669 c.c. Bentley).

(The figures in brackets indicate the time taken in the two tests.)

Starting Control Prizes

Blackpool.—The "Daily Dispatch" Trophy ; F. S. Barnes (Singer).
Bristol.—The "Western Daily Press" and "Bristol Mirror" Trophy ; J. F. Lambert (Singer).
Buxton.—The "Sunday Chronicle" Trophy ; J. D. Barnes (Singer).
Glasgow.—The R.A.C. Trophy ; G. M. Frame, Junr. (Singer).
Harrogate.—The "Yorkshire Post" Trophy ; H. Hillcoat (Ford).
Leamington.—The "Midland Daily Telegraph" Trophy ; A. H. Langley (Singer).
London.—The "Daily Telegraph" Trophy ; F. R. G. Spikins (Spikins Hudson Special).
Newcastle.—The "Newcastle Evening Chronicle" Trophy ; K. Hutchison (Ford).
Great Yarmouth.—The Great Yarmouth Trophy ; A. G. Imhof (Singer).



F. R. G. Spikins supercharged Hudson had Spartan coachwork for a 1,000 miles Rally but plenty of "works" inside

Manufacturer's Team Prize:
The Wakefield Trophy

Winner : Messrs. Singer & Co., Ltd., (A) ; F. S. Barnes ; J. D. Barnes ; A. H. Langley.
Runner-up : Messrs. Singer & Co., Ltd., (C) ; M. H. Lawson ; W. J. B. Richardson ; A. G. Imhof.

Club Team Prize
The R.A.C. Trophies

Winner : The Singer Motor Car Club (Midland centre) ; F. S. Barnes ; J. D. Barnes ; A. H. Langley.
Runner-up : The Singer Motor Car Club (Northern centre) ; W. C. Butler ; G. M. Frame, Junr. ; H. E. Bradley.

Ladies' Prize
Open Cars

Presented by the "Daily Sketch" ; Miss Joan Richmond (Triumph).

Ladies' Prize
Closed Cars

Presented by the "Sunday Graphic" ; Miss M. Wilby (Armstrong Siddeley).

COACHWORK COMPETITION
Premier Awards

Open Cars :
J. L. Sears (Alvis).

Two-door Closed Cars :
C. Follett (Alvis).
Four-door Closed Cars :
Col. R. Rippon (Humber).

Class Awards

Class 2 (a) :
1. J. R. Maudslay (Avon Standard).
2. W. Elsey (Hillman).

Class 2 (b) :
G. Patrick (B.S.A.).

Class 2 (c) :
1. R. K. Wellsteed (Morris).
2. A. G. Jones (Standard).

Class 3 (a) :
1. H. E. Gibbon (Rover).
2. Miss M. Jennings (Rover).

Class 3 (b) :
Miss L. M. Roper (Triumph).

Class 3 (c) :
1. F. D. Cooper (Rover).
2. C. Bicknell (Wolseley).

Class 4 (a) :
1. J. R. Maudslay (Avon Standard).
2. G. M. Biggs (Hillman).

Class 4 (b) :
1. E. H. Siddeley (Armstrong Siddeley).
2. Miss I. C. Schwedler (Rover).

Class 4 (c) :
1. Miss M. C. Smith (S.S.).
2. D. S. Hand (S.S.).

Class 5 (a) :
Miss M. D. Patten (British Salmson).

Class 6 (a) :
W. E. C. Watkinson (Alvis).

Class 6 (b) :
C. Follett (Alvis).

Class 6 (c) :
A. G. D. Clease (Alvis).

Class 7 (a) :
J. L. Sears (Alvis).

Class 7 (b) :
S. E. Sears (Bentley).

Class 7 (c) :
Col. R. Rippon (Humber).

INTER-VARSITY SPEED TRIALS AT SYSTON—continued from page 230

Class H
1. A. F. P. Fane (Frazer-Nash 1,496 c.c.) 29.4s. (C).
2. K. D. Evans (M.G. 1,287 c.c.) 30.8s. (O).
3. R. R. K. Marker (Hudson 4,168 c.c.) 31.8s. (C).

Class I
R. E. Tongue (M.G. 746 c.c.) 27.35s. (O).

Class J
1. J. E. Clowes (McEvoy Special 1,086 c.c.) 33.2s. (O).
2. R. R. Jackson (M.G. 1,087 c.c.) 33.6s. (C).
3. G. B. C. Sumner (Sumner J.A.P., 998 c.c.) 35.5s. (O).

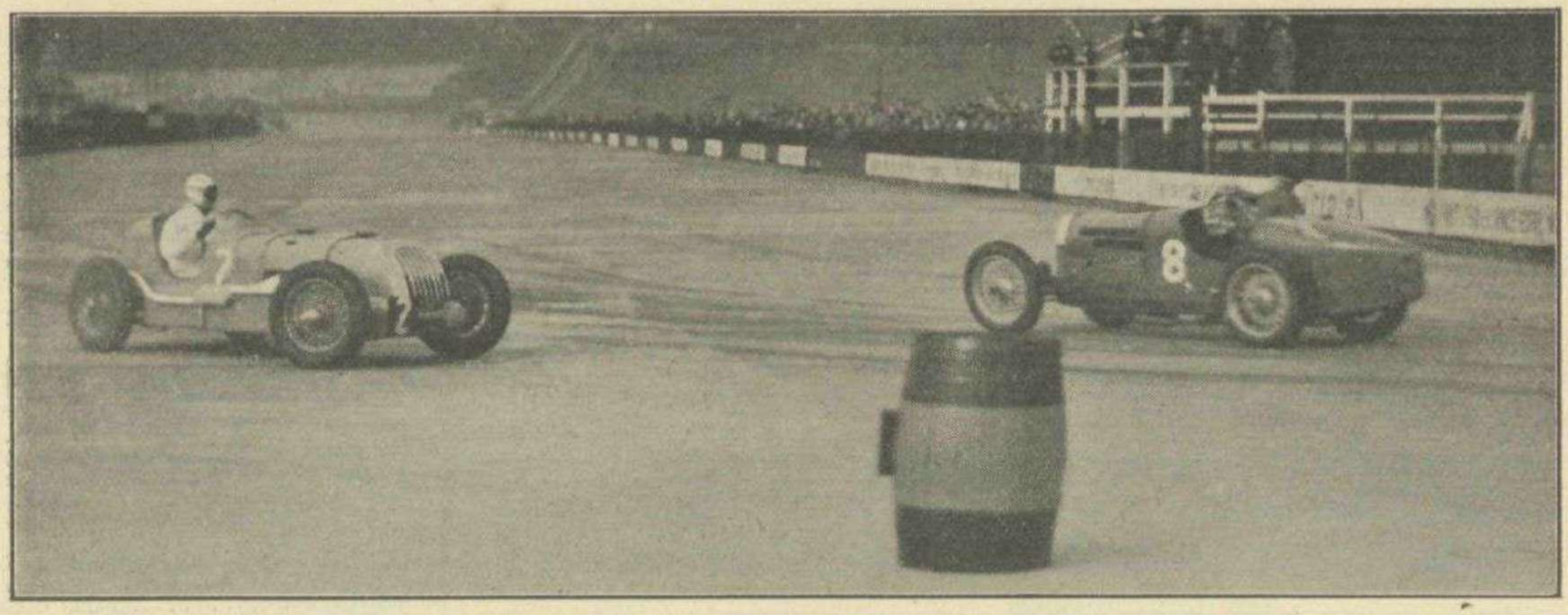
Class K
1. A. F. P. Fane (Frazer-Nash 1,496 c.c.) 29.6s. (C).
2. I. F. Connell (M.G. 1,286 c.c.) 34.7s. (C).
3. R. E. Tongue (Frazer-Nash 1,496 c.c.) 35.6s. (O).

Class L
R. V. C. Bolster (Bolster 1,962 c.c.) 29.5s. (C).

Class N
1. O. H. J. Bertram (Delage 10,688 c.c.) 28.15s. (C).
2. The Duke of Grafton (Alfa-Romeo 2,375 c.c.) 30s. (C).
3. N. H. P. Fitzgerald (Mercedes 7,020 c.c.) 32.7s. (C).

Class O
1. R. E. Tongue (M.G. 746 c.c.) 27.2s. (O).
2. O. H. J. Bertram (Delage 10,688 c.c.) 27.4s. (C).
3. K. D. Evans (M.G. 746 c.c.) 27.99s. (O).

MOTOR CYCLES
Class S & T
R. Laird (Brough Superior 1,150 c.c.) 32.9s. (C).
Class V & W
1. M. N. Mavrogordato (Scott 498 c.c.) 30.35s. (C).
2. B. T. Hardy (Sunbeam 493 c.c.) 34.1s. (C).
Class X
1. E. Fernihough (Brough Superior, J.A.P. 998 c.c.) 26.3s. (C).
2. M. N. Mavrogordato (Scott 498 c.c.) 29.3s. (C).
3. R. Laird (Brough Superior 1,150 c.c.) 32.99s. (C).



Cormack (Alta) turns round at the Fork after some very rapid driving. A. M. Leitch (1½-litre Bugatti), the limit man, maintained his lead and kept ahead of C. Martin.

THE BROOKLANDS OPENING MEETING

The Opening Meeting of the B.A.R.C. is always a very sure sign that the winter is well and truly over and that the new season is at last getting into its stride. So it was fitting that a spring-like sun should be shining on March 14th, when the curtain rose on the 1936 Brooklands season. It certainly was pleasant to be in the Paddock again with signs of activity on every hand, friends to meet, and a general atmosphere of speed apparent.

Although the super-fast cars were not present, there was much of interest to be examined in the Paddock before the competitors in the first race went out to the line-up. In the absence of the Napier-Railton and the Barnato, Richard Marker's imposing, short-chassis 6½-litre Bentley was a centre of attraction, more especially as Miss Allan was driving it in the second race, and subsequently it covered a lap at practically 130 m.p.h. in its owner's hands.

P. F. Jucker's gold-finished monoposto Frazer-Nash, with Marshall supercharger and Shelsley engine, was attracting much attention, as was the 2.9-litre Alfa-Romeo with which Charles Martin finished second in the Pau Grand Prix a week previous.

Two very imposing Alfa-Romeos were on view outside Thomson and Taylor's new paddock premises, one of which, Jack Dunfee's monoposto with which Nuvolari won the 1935 German Grand Prix, attracted quite as much attention as any competing car, in view of its Dubonnet independent front suspension. The only E.R.A. actually running was "Bira's" new 1½-litre, resplendent in a coat of blue paint, with a bonnet overcoat to match.

Amongst the big fellows were Rex Munday's veteran black Leyland and G. L. Baker's 5.3-litre Graham-Paige, which has four Solex carburetters and a forward-swept exhaust system. Both Lemon-Burton and Alan Bainton had blown up their Bugattis pretty seriously in practice, but the ex-Bugatti exponent, E. K. Rayson, was making his first appearance with the little 1½-litre Maserati that he has acquired from Gino Rovere, a really beautiful little car. A. Powys-Lybbe had forsaken his veteran Alvis for a 2.3-litre Alfa-Romeo, the car on which Fontes won the International Trophy last year.

Turning to the racing, the hair-raising passing episodes that we have come to look for at a B.A.R.C. meeting were largely diminished by the absence of the really fast cars, but some very hectic cornering, mostly at the Fork hairpin, was a feature of the Mountain races. Handicapping on the whole was poor, though it must be difficult to estimate first time out the improvement in speed of various cars after their winter overhaul. There was only a small gathering in the public enclosure, but when the spectators congregated on the enlarged Fork stand to watch the Mountain competitors cornering the crowd seemed of more impressive dimensions. Incidentally, the view at this point has been much improved by the demolition of "Chronograph Villa," and the accommodation generally is better than was the case last season. The new road which is to by-pass the Paddock by looping round behind Robin Jackson's works was not completed, neither was the members' lawn.

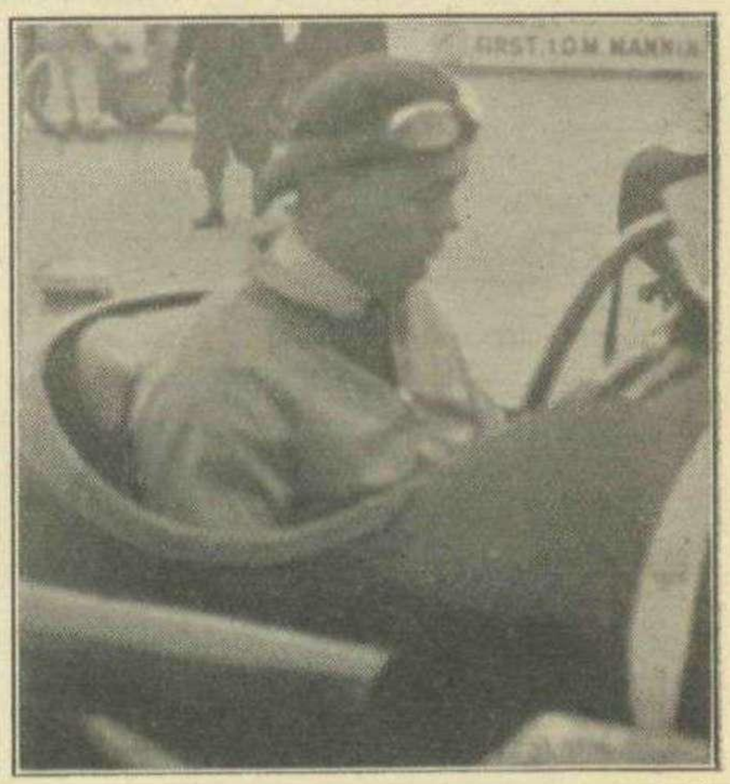
The ladies were having a real day out, as they were competing for the first time in any race against the men. Miss Summers (Marendaz-Special), Miss Allan (Bentley), Mrs. Roy Eccles (Eccles Special), Mrs. D. G. Evans (M.G.), Mrs. Briggs (Riley), Mrs. Lace (Singer), Miss Doreen Evans (M.G.) and Miss Chaff (Fiat) turned out in appreciation of this revised ruling.

FIRST MARCH SHORT HANDICAP
About 6 Miles

G. D. Sandiford let away on a Singer Nine, followed 16 secs. afterwards by Miss Summers, driving a white sports Marendaz-Special. G. Briggs, one-time Frazer-Nash exponent, followed, going nicely on a Brooklands model Riley Nine. A. F. P. Fane, deputising for H. J. "Aldy" who had sprained an ankle, made a poor start on the blown Frazer-Nash, apparently because of crossed H.T. leads. Charles Follett got



Charles Follett is well satisfied after winning the first race of the season driving an Alvis. His speed was 97.56 m.p.h.



C. E. C. Martin pensive at the wheel of his new Monoposto Alfa. He scored a second place in the First Mountain Race.

THE BROOKLANDS OPENING MEETING—continued

going very well on his Alvis Speed Twenty and won by 200 yards at a speed announced as just over 90 m.p.h. and subsequently amended to 97.56 m.p.h. He worked up to 114 m.p.h. during this race. Baker's big Graham-Paige was second and the Eccles-Special, making up on its very heavy handicap, ran in third, 200 yards behind.

RESULT

1. Charles Follett (2.7-litre Alvis) 31s.
2. G. L. Baker (5.3-litre Graham-Paige) 28s.
3. R. H. Eccles (1,083 c.c. Eccles-Special S.) 12s.

Won by 200 yards at 97.56 m.p.h.

Also Started : G. P. H. Noble (Bugatti), A. F. P. Fane (Frazer-Nash), G. Briggs (Riley), Miss D. Summers (Marendaz-Special), G. D. C. Sandiford (Singer).

SECOND MARCH SHORT HANDICAP
About 6 Miles

H. B. Shaw, running a rather cumbersome-looking British Salmson, only just got started in time to line-up, and was not so fast as expected. Windsor-Richards got his old 30/98 Vauxhall motoring well, but neither he nor the other back markers could wear down Miss Summers' lead and her Marendaz-Special won very easily. R. J. Munday's Leyland came over the line 300 yards in the rear, seeming to ease up near the end, and C. G. H. Dunham was third, his streamlined Speed Twenty Alvis reaching a speed of about 117 m.p.h. down the straight. Miss Allan drove the big Bentley very well, her standing lap being run off at over the century mark, and her flying laps at nearly 120 m.p.h., but she was unplaced from scratch. Her best lap was actually at 119.15 m.p.h.

RESULT

1. Miss Summers (2-litre Marendaz-Spec.) 1m. 14s.
2. R. J. Munday (7.2-litre Leyland) 21s.
3. C. G. H. Dunham (2.5-litre Alvis) 26s.

Won by 300 yards at 89.03 m.p.h., 60 yards between 2nd and 3rd.

Also Started : Miss M. Allan (Bentley), T. A. W. Thorpe (Frazer-Nash), P. F. Jucker (Frazer-Nash), Mrs. R. H. Eccles (Rapier-Special), H. T. H. Clayton (Clayton-Amilcar), G. L. Baker (Graham-Paige), C. W. E. Windsor-Richards (Vauxhall), H. B. Shaw British Salmson).

MARCH LONG HANDICAP
About 9 Miles

The only long handicap of the afternoon was won by A. C. Kelway, driving a rather ancient, unblown 1½-litre Bugatti. But it was not an easy victory, for Richard Marker's big Bentley, again from scratch, was only 20 yards away as Kelway crossed the line, having lapped at 130 m.p.h. in the course of the race. The Bugatti averaged over 90 m.p.h. Dunham again took third place with his Alvis. Baker was motoring quite rapidly in his Graham-Paige, but Jucker's new Frazer-Nash monoposto was not on form.

RESULT

1. A. C. Kelway (Bugatti) 1m. 36s.
2. R. R. K. Marker (Bentley). Scratch
3. C. G. H. Dunham (Alvis).

Won by 20 yards at 90.49 m.p.h., 350 yards between 2nd and 3rd.

Also started : P. F. Jucker (Frazer-Nash), G. L. Baker (Graham-Paige), Charles Follett (Alvis), Mrs. D. G. Evans (M.G.), H. B. Shaw (British Salmson), D. Powell (M.G.).

FIRST MARCH MOUNTAIN HANDICAP
About 6 Miles

There were five non-starters in a field of fifteen in the season's first Mountain race, but interest was fully maintained by C. E. C. Martin with his new Alfa-Romeo, which was reputed to have knocked a couple of seconds off the lap record in practice, Rayson's Maserati and Cormack's 1½-litre Alta.

Scott-Moncrieff's Singer, driven by Mrs. Lace, was the limit car and seemed thoroughly vague at the Fork. Andrew Leitch soon had his unblown 1½-litre Bugatti well in front, while some particularly good cornering was put in by the Hon. Jock Leith on a similar, but supercharged, car.

There was a highly-exciting duel between Rayson and Cormack, who both started off the 13-second mark. Cormack managed to get in front by virtue of some exciting work at the Fork, but doing it once too often, spun round facing the other way. Martin found the re-surfaced Fork corner slippery with sand and streaks of tyre rubber, and had to take things rather gently. He caught Rayson, but Leitch got home with 400 yards to spare.

RESULT

1. A. M. Leitch (1,496 Bugatti) 1m. 20s.
2. C. E. C. Martin (2.9-litre Alfa-Romeo S.) scratch
3. E. K. Rayson (1½-litre Maserati S.) 13s.

Won by 400 yards at 60.87 m.p.h., 300 yards between 2nd and 3rd.

Also started : A. J. Cormack (Alta), Hon. J. Leith (Bugatti), J. N. Innes (M.G.), Mrs. G. Briggs (Riley), Mrs. A. C. Lace (Singer).

THIRD MARCH MOUNTAIN HANDICAP
About 6 Miles

In this race Baron was the limit man driving one of his interesting hybrid Bugattis. This particular car had a Brescia engine in a Grand Prix chassis. This combination was most successful and he was still a complete lap ahead of Martin when the latter passed him on the Alfa on his second lap.

Smith and Carr made good use of their start, speeding up the finishing straight while the rest of the field were snarling round the Fork. Powys-Lybbe (Alfa), 17 secs., kept ahead of Cormack, 13 secs., but Martin passed Rayson (Maserati), 13 secs., at the Paddock their second time round.

On the third lap Baron was still strongly in the lead, passing Jucker's Gold Standard Frazer-Nash as the latter pulled up, misfiring at the Paddock. Smith still had a twenty-yard lead on Carr, the order of the others being Powys-Lybbe, Martin, Cormack, Rayson.

On the fourth lap Smith and Carr were together, the latter moving into second place behind Baron as they passed behind the Members' Hill. Martin right in "Bira's" path. This turning round business was evidently infectious, for Mrs. Lace, Smith on a nice-looking Magnette, with lowered chassis, and finally Fane on the Frazer-Nash rotated in the Fork area. Miss Doreen Evans drove a cool race on her R-type Midget and was rewarded with third place. Powys-Lybbe made no mistakes with his Alfa-Romeo, but with a start of only 4 secs. on the scratch cars he did not come into the picture.

RESULT

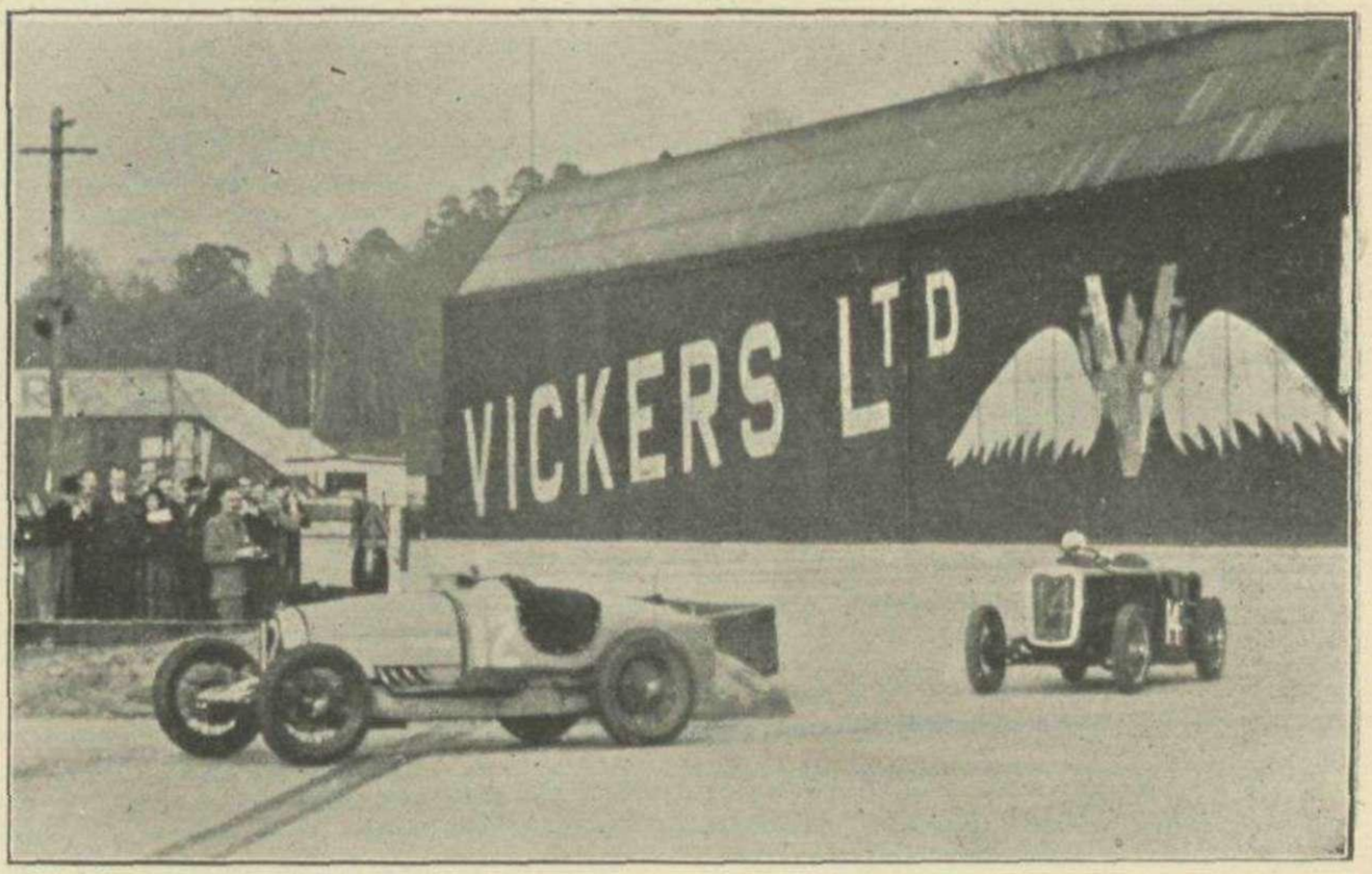
1. D. L. Briault (1,074 c.c. Alta S.) 27s.
2. A. Ashton-Rigby (1,087 c.c. M.G. S.) 27s.
3. Miss D. B. Evans (747 c.c. M.G. S.) 17s.

Won by 500 yards at 70.43 m.p.h. 150 yards between 2nd and 3rd.

Also started : "B. Bira" (E.R.A.), R. Jarvis (Bugatti), A. Powys-Lybbe (Alfa-Romeo), A. F. P. Fane (Frazer-Nash), J. H. T. Smith (M.G.), H.P. Bowler (Bentley), J. P. Almack (Austin), Mrs. A. C. Lace (Singer).

THIRD MARCH MOUNTAIN HANDICAP
About 6 Miles

In this race Baron was the limit man driving one of his interesting hybrid Bugattis. This particular car had a Brescia engine in a Grand Prix chassis.



A. M. Leitch (Bugatti) followed by Mrs. A. C. Lace (Singer) in the First March Mountain Handicap. A. M. Leitch won the race at 60.87 m.p.h.

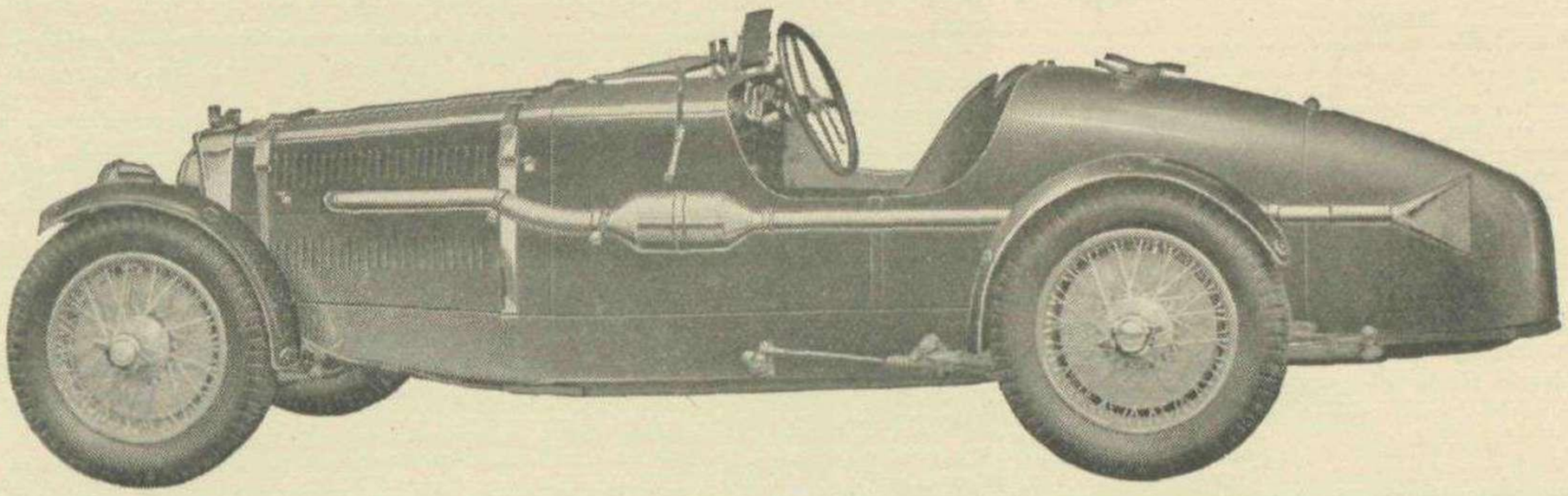
SECOND MARCH MOUNTAIN HANDICAP
About 6 Miles

Eleven cars of rather varied characteristics lined up for this race, but once again unfortunate handicapping and an unexpected turn of speed on the part of Briault's 1,100 c.c. Alta upset any hope of a close finish. Almack's Austin, a neat little car with cast aluminium wheels, failed to produce its expected knots owing to a blown gasket, and Bowler's 3-litre Bentley was rather overpowered by the blown stuff, Ashton Rigby's M.G. and Briault's Alta which soon started coming through the field.

Jarvis on a 2.3-litre Bugatti and "Bira" on his immaculate bright blue E.R.A., started off together on the scratch mark. Jarvis lead by 15 yards on the first two laps, but only by reason of keeping his foot hard down and snaking unpleasantly after the Fork. The third time round he was unable to hold it and the car turned half-round

ULSTER MODEL

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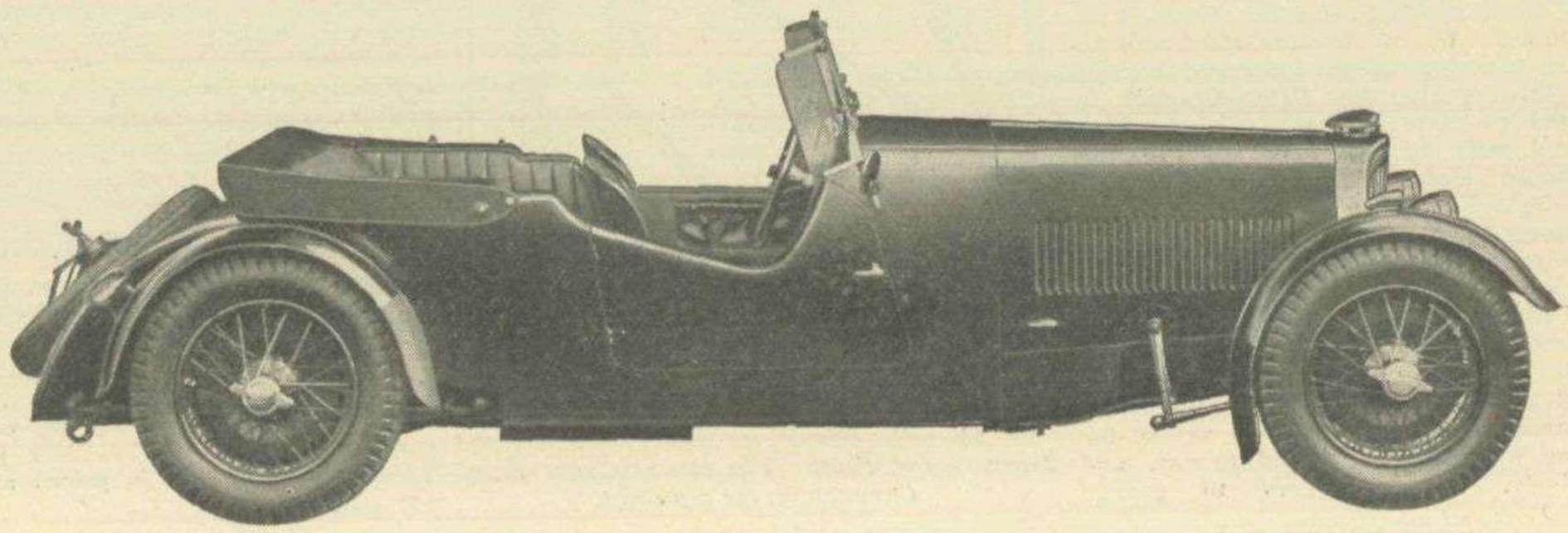
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Cresta Motor Co. Ltd., Broadwater Road, Worthing - - - - - - - - - Sussex
S. H. Newsome & Co. Ltd., Corporation Street, Coventry - E. Warwickshire, Leicestershire, Rutland & Northants
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THE BROOKLANDS OPENING MEETING—continued

moved into fourth place, not much consolation after some fine driving, and Cormack's Alta dropped out with misfiring after some very rapid laps. Baron won by the length of the Finishing Straight and Carr maintained his lead over Smith.

RESULT

1. A. Baron (1,496 c.c. Bugatti) 1m. 20s.
2. F. W. Carr (1,087 c.c. M.G. S.) 40s.
3. J. H. T. Smith (1,087 c.c. M.G. S.) 45s.

Won by 400 yards at 62.77 m.p.h., 30 yards between 2nd and 3rd.

Also started : C. E. C. Martin (Alfa-Romeo), A. J. Cormack (Alta), E. K. Rayson (Maserati), A. Powys-Lybbe (Alfa-Romeo), P. F. Jucker (Frazer-Nash).

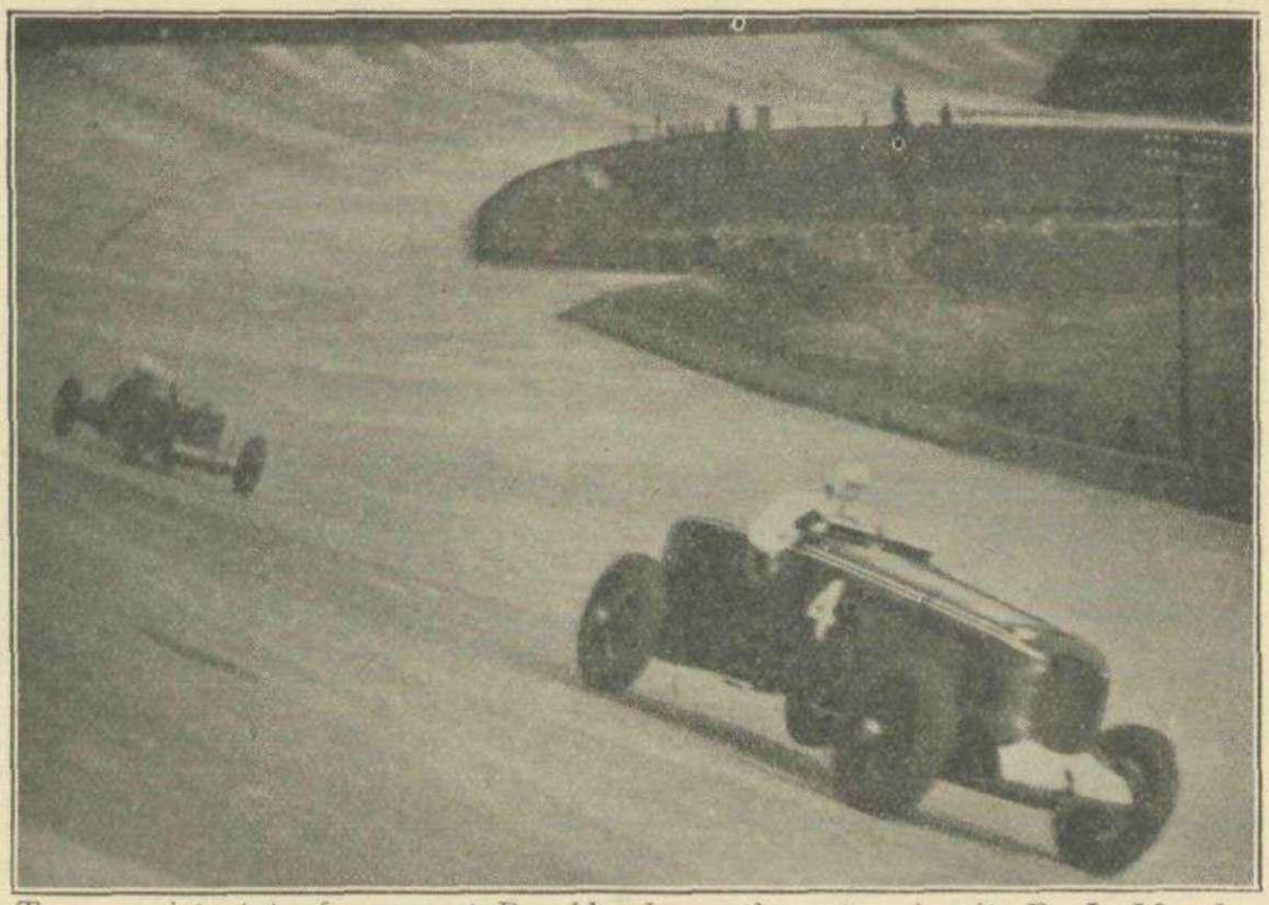
FOURTH MARCH MOUNTAIN HANDICAP
About 6 miles

After his rapid lapping in the second Mountain race, Ashton-Rigby (M.G.) was set back from 27 to 23 secs., a re-handicap which gave a remarkably close finish to the last race.

Miss Chaff set off from the limit mark with a handicap of 1 min. 24 secs. with Leitch on his Bugatti 17 secs. afterwards. This order held the first time around, but Kenneth Evans was hard on the tail of Leith's 1½-litre Bugatti, while "Bira" was leading from Fane's single-seater Frazer-Nash which started level with it from the scratch mark.

On the third lap Ashton-Rigby driving splendidly had got into third place, while Evans had passed Leith, Eccles and Bowler to claim fourth position. It was evidently going to be a hot finish.

The fourth lap saw Rigby in the lead, with Evans 200 yards behind him and coming up well. "Bira," too, had at last got to grips with his handicap and was fairly blasting along in fifth place.



Two consistent performers at Brooklands on the outer circuit. R. J. Munday (7.2-litre Leyland-Thomas) and C. G. H. Dunham (2.5-litre Alvis) crossing the bump in the Second Short Handicap.

There was only forty yards in it as the two M.G.s rounded the Fork turn, but despite the smaller car's every effort Evans could only make up ten yards on the way to the finishing line, a mere second behind. "Bira" finished strongly in third place 150 yards further back.

With this final promise of brighter things to come the first meeting of the season ended. We look forward to more of this sort of handicapping and some really fast cars at the Easter Meeting in April.

RESULT

1. A. Ashton-Rigby (1,087 c.c. M.G. S.) 23s.
2. K. D. Evans (747 c.c. M.G. S.) 17s.
3. "B. Bira" (1,486 c.c. E.R.A. S.) scratch.

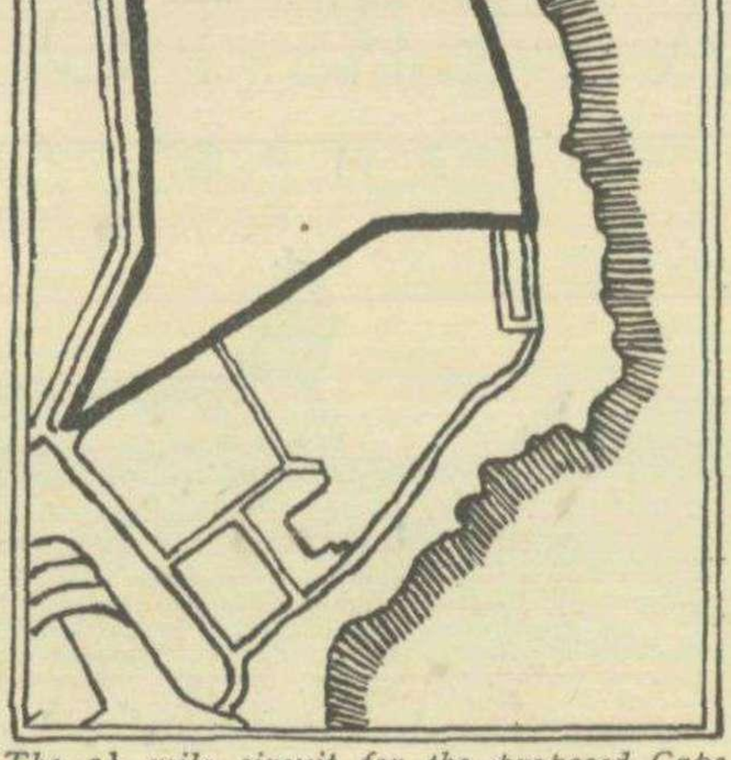
Won by 30 yards at 70.43 m.p.h. 150 yards between 2nd and 3rd.

Also started : A. F. P. Fane (Frazer-Nash II), R. C. Vickers (Bugatti), R. H. Eccles (Rapier-Special), Hon. J. Leith (Bugatti), H. P. Bowler (Bentley), A. M. Leitch (Bugatti), Miss D. Chaff (Fiat).

A CAPE TOWN GRAND PRIX

Dick Slabber, vice-chairman of the Metropolitan M.C. and C.C., is endeavouring to organise a Grand Prix race at Cape Town, over a circuit on Green Point Common, which was approved by Earl Howe during his visit to the country for the South African Grand Prix.

The circuit on Green Point Common has a lap of 2½ miles with many exciting corners, including a 90 degrees turn out of Beach Road into the Viel road across the Common, and other difficult corners by Three Anchor Bay and at Portsmouth Road, opposite The Green Point Cycle Track. It is estimated that this circuit would be safe for 150 m.p.h. cars, and it is suggested that the race be run over sixty laps, making a total distance of 150 miles. A new by-pass road will be needed to complete the proposed circuit, but this work the City Council is believed to have in hand. There is a hospital near by, but not near enough for those already using it to be inconvenienced by the race. The circuit is placed so that it would be very easy to isolate it on the day of the race, yet it is so easy of access from Cape Town that 100,000 people might well go to spectate. And as the *Cape Argus News* so sagely remarks, "Such an event would be worth hundreds of thousands of pounds to Cape Town as a whole, for holiday makers must spend money, and everybody, from hoteliers to garage proprietors, would benefit." We agree, for we always have held the view that money follows the motor-race. The R.A.C. of South Africa has put its offices at the disposal of the organising club, and a search is now said to be in progress for a "Bishop" for Cape Town—a man of leisure, influence and enthusiasm to lead the organising committee.



The 2½ mile circuit for the proposed Cape Town Grand Prix. The site is Green Point Common on the sea coast.

* * *

FRAZER-NASH-B.M.W. ROAD TESTS

A.F.N., Ltd., of 32, Grosvenor Street, Mayfair, W.1, has issued a very interesting collection of road-test reports on the various models in the Frazer-Nash-B.M.W. range, being reprints of tests published in MOTOR SPORT, *The Autocar, The Motor, Light Car, Daily Telegraph, Observer,* etc.

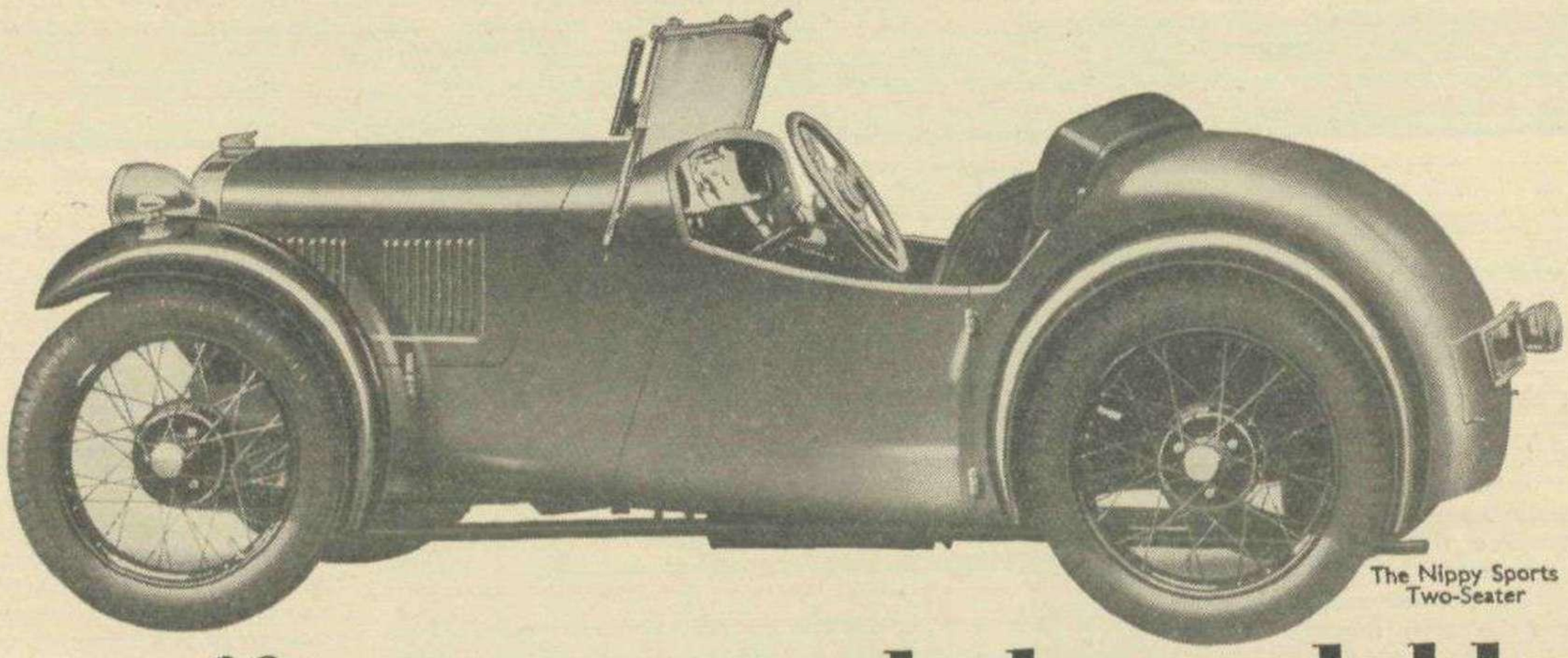
There is no denying that such tests, relating to a high-grade, high-performance car, make very interesting reading, and those who would like a copy of this booklet, which contains some good pictures, can get one free of charge from the above address, on mentioning MOTOR SPORT.

* * *

FILTRATE GEAR OIL

Filtrate Extreme Pressure Gear Oil for back axles is now officially approved for use in Morris and Wolseley cars. This oil withstands a tooth pressure of up to 20,000 lb. per sq. in., against approx. 5,000 lb. per sq. in. of normal gear-lubricants made by older processes. This special Filtrate is priced at 8s. 4d. per gallon.

THE SPORTSMAN'S INVESTMENT

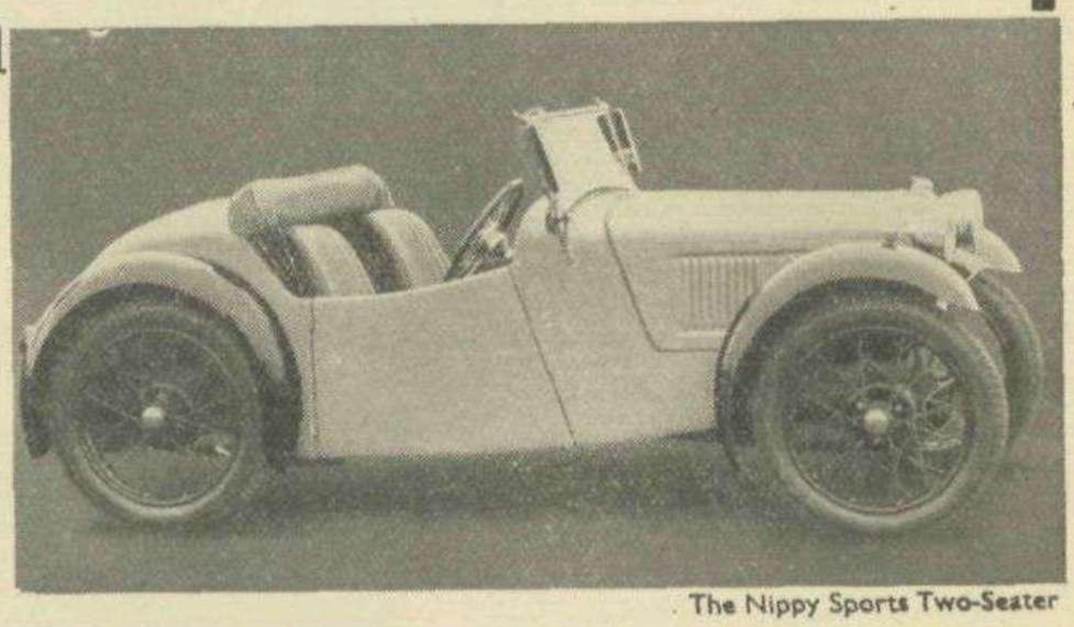


The Nippy Sports Two-Seater

swift as a record, dependable as an Austin

Austin Sports models have two great advantages. They have behind them all the experience which has won the Austin its successes on the race-track—and that other fund of experience which has made it 'Britain's Dependable Car' on the road. They are speedy and lively in acceleration and at the same time they possess great stability and road-holding properties. Note the first-grade materials and workmanship, also how thoroughly practical these Sports cars are in every detail. Your dealer will arrange a test without obligation.

NIPPY SPORTS TWO-SEATER: 7.8 h.p. developing 21 b.h.p. at 4,400 r.p.m. Special features include: high-compression engine with down-draught carburation: high-lift camshaft and special valves: bound road springs, spring arm steering wheel, sports front axle, etc. Gear ratios: 5.6, 8.38, 13.3 and 21.9 to 1. Price, at works, £142.



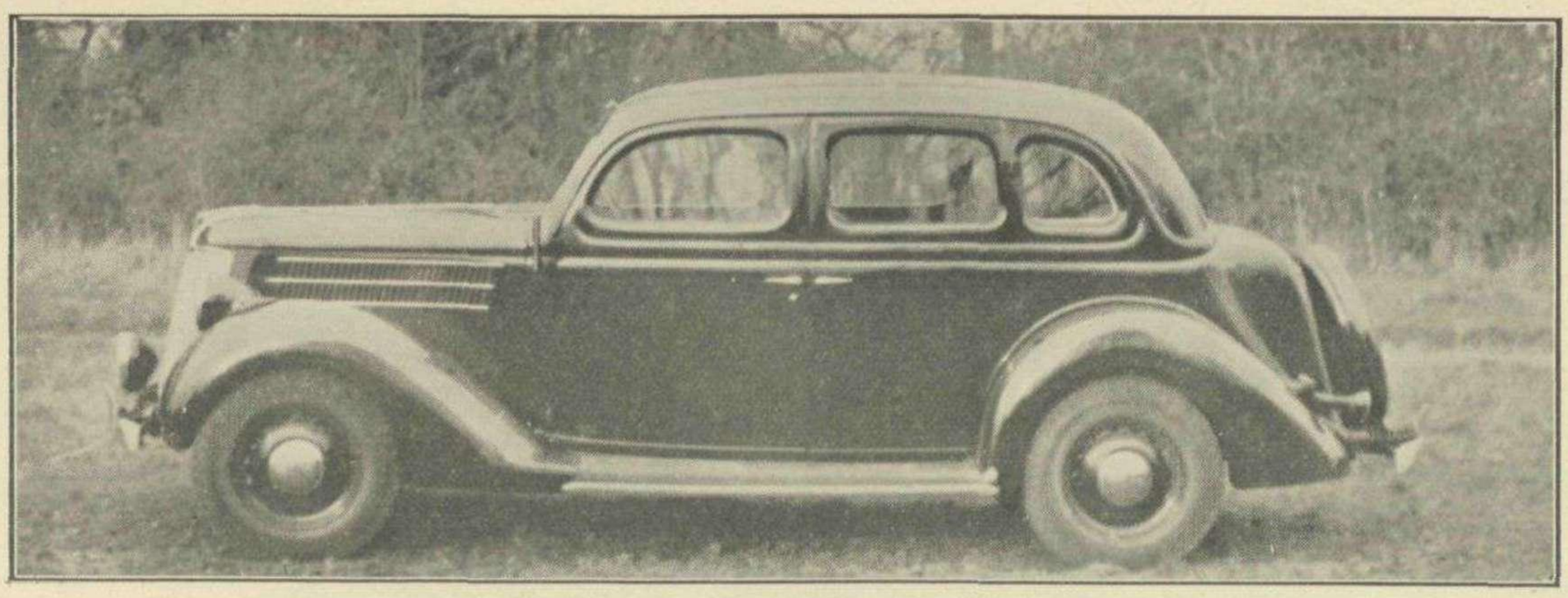
The Nippy Sports Two-Seater

RIPLEY SPORTS TOURER: A 10—4 four-seater developing 30 b.h.p. at 3,800 r.p.m. A smart and 'racy' car with all the special features of the Nippy and others besides. Price, at works, £215.

KEMPTON SPORTS SALOON: A striking and elegant car with a fine roomy interior and many refinements in equipment. Price, at works, 15.9 h.p., £305: 13.9 h.p., £295.

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The 1936 V8 Ford as a roomy six-seater saloon.

THE 1936 V8 FORD

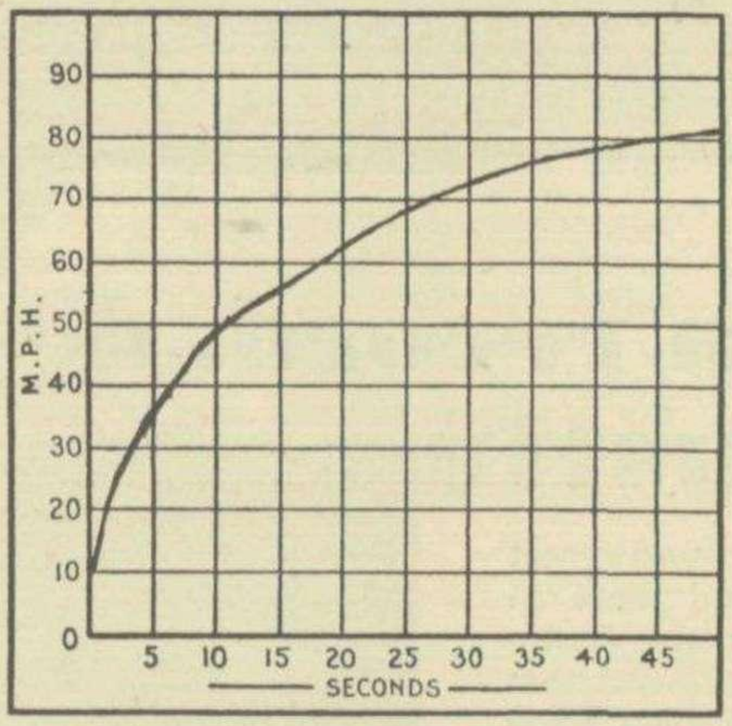
A TOURING CAR WITH OUTSTANDING ACCELERATION AND CAPABLE OF SUSTAINED HIGH SPEED

Figures, though they never give the whole story, often sum up the situation in a striking way. When trying the six-seater V8 Ford, which costs £250, we obtained a speed of nearly 84 m.p.h. with acceleration to match, and, though the sporting motorist expects a good deal more from his car than mere speed, as will later be seen the car reaches a standard in other directions comparable with cars of several times the price.

We took over the car in the heart of London, and soon were threading our way towards the Kingston By-Pass and Brooklands, moving along in almost uncanny silence. Top gear is employed in all but the thickest traffic, with touches of first and second, which have silent-running helical gears, when darting away from traffic lights. Driving the Ford is a little like being at the wheel of a silent motor-boat, for one only sees the tip of the radiator, pointing ahead like the prow of a boat. Instinct has long since taught us how much to allow for invisible wings, and in half-a-mile, thanks to the upright driving position and good field of view, we had gauged to a nicety the width of this spacious three-abreast saloon.

The V8 is now built entirely at the great factory in Dagenham, on the Thames estuary, but follows the design of its American prototype. We were, therefore, prepared for soft and somewhat unstable springing, and were pleasantly surprised to find that at 70 m.p.h., along the By-Pass, the car required no special attention to keep it on a steady path. High speed on the open road, and brisk acceleration up to 30 m.p.h., on the small, restricted roads leading to Brooklands, brought us down to the track with less effort and in a shorter time than we have recorded for several months.

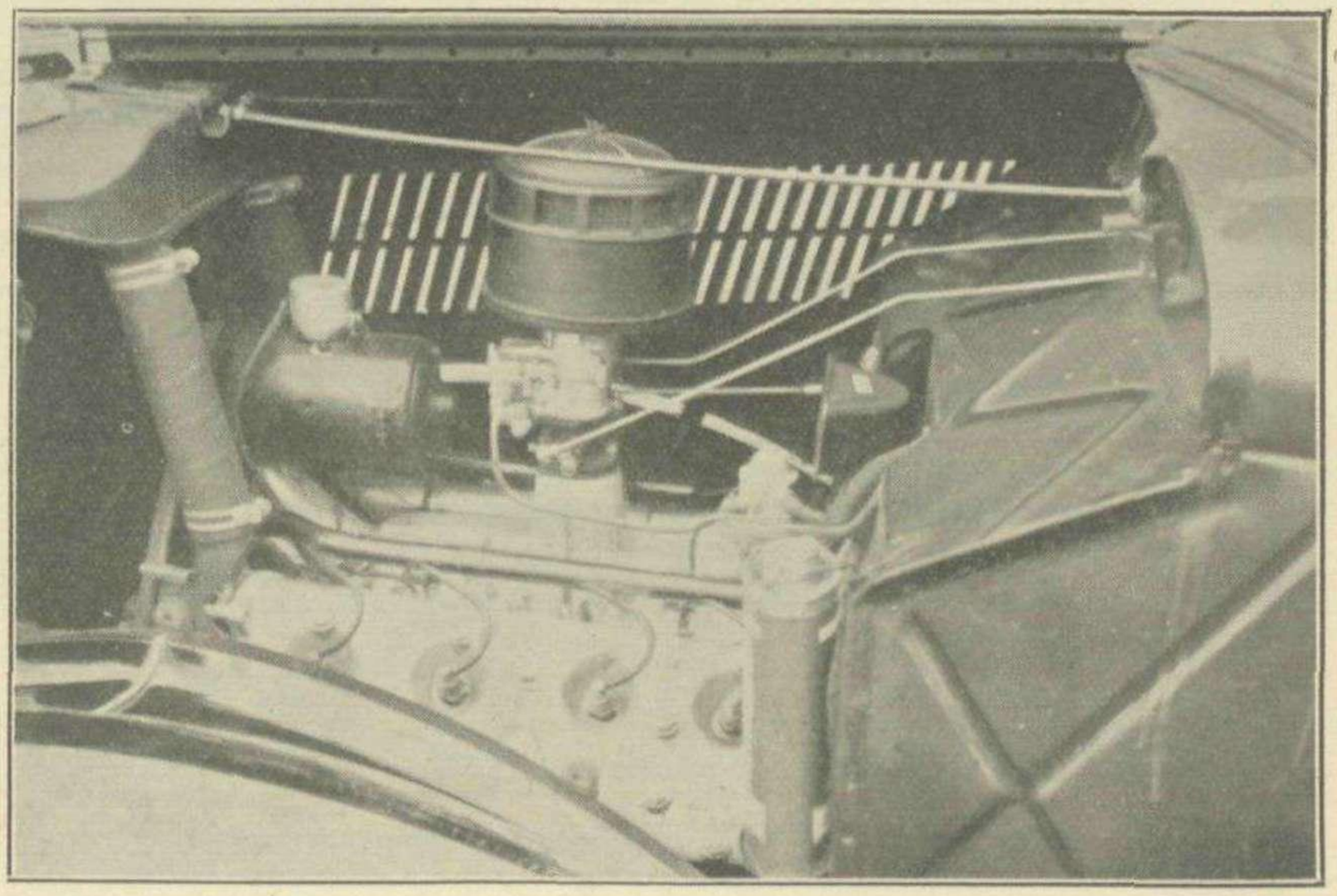
Trying the car round the outer circuit, we averaged each time over a flying half-mile 83.7 m.p.h., the car running at 85 m.p.h. almost all the way round. As an experiment we started the car on one occasion from in front of the Vickers Sheds, which meant that it had a run of less than a mile, with a gradient of 1 in 15 to start with. Once again we recorded the same speed. The acceleration necessary to get up to 83 m.p.h. under these conditions means that the full speed range of the car is available for use on any reasonably straight road, with consequent high cruising speed, while a fast touring speed of 50 m.p.h. is reached in 9½ seconds from 10 m.p.h.



The acceleration chart of the V8 Ford.

The gears, as has been said, are quiet running. 32 m.p.h. is about the maximum on bottom gear and 53 m.p.h. on second. The engine speed is approximately 4,200 r.p.m., and at 80 m.p.h., on top, 3,950 r.p.m. The gear-change presents no difficulties, and the lever can be pulled across almost instantaneously if desired. Synchromesh mechanism is fitted to second and top, and offers a certain resistance if not allowed to complete the synchronisation necessary for a silent change.

The braking distance from 40 m.p.h. was 57 feet, but the car pulled round



The V8 engine. Plugs, dynamo, carburetter and oil-filler (at the rear of the engine) are easily reached.

THE V8 FORD—continued

badly even on dry concrete. Correctly adjusted, 60 feet should be an average figure. The brakes were progressive in action and slowed the car well with a moderate pedal pressure.

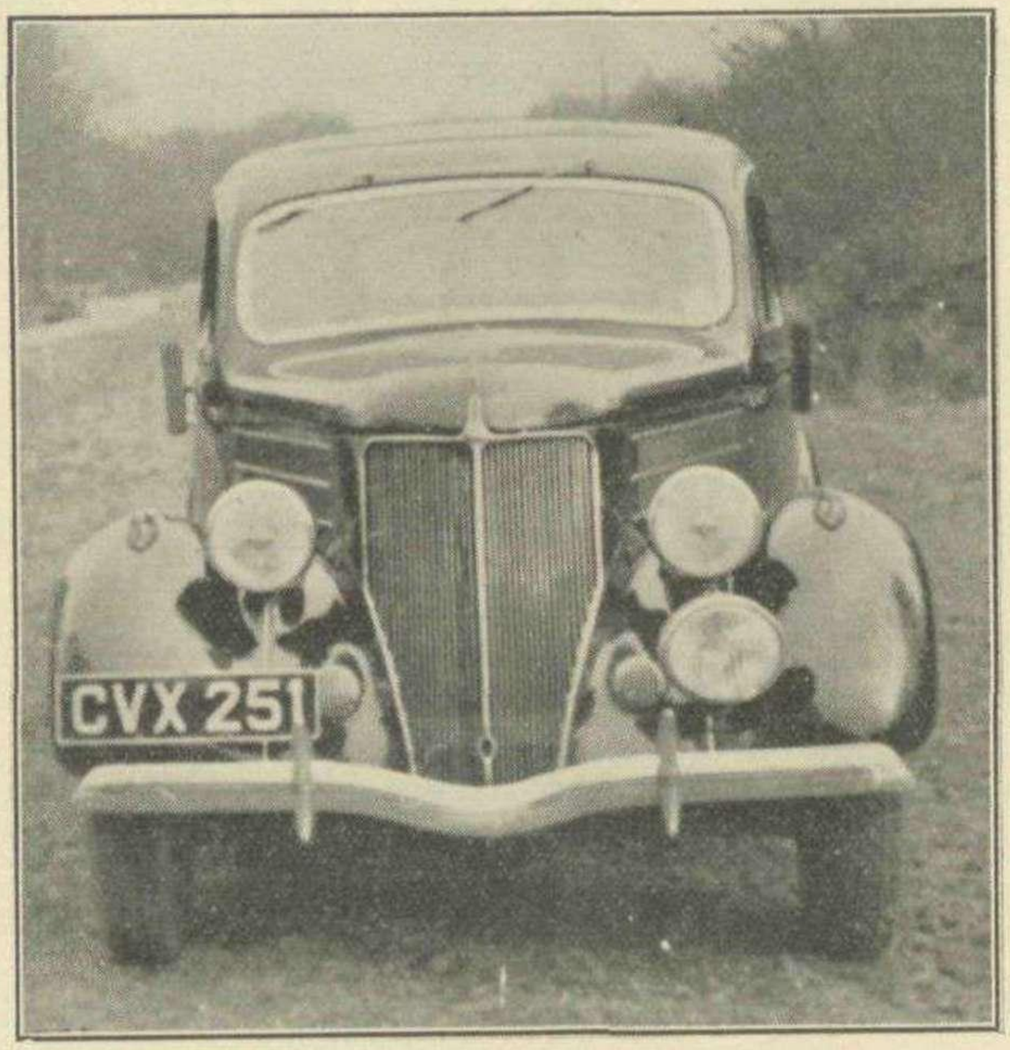
Encouraged by the Brooklands figures, we set off to try out the V8 as a car for long, fast journeys. The first part of the run lay over fast, wide main roads and here the car distinguished itself. Inaudible and dead smooth up to 50 m.p.h., it is not hard to understand the popularity of the car with the ordinary motorist. Everything can be carried out on top gear, and there is still a surge of power which recalls third gear performance on many a less ambitious sports car.

Roughness from the engine made the range between 50 to 58 m.p.h., speeds which often fit in with one's mood of fast motoring, less pleasant than above or below. From 60 m.p.h. onwards, the engine regains its sweet running, and, indeed, 75 m.p.h. along a good stretch of road is as effortless as 25 m.p.h. through the Park. Exhaust and mechanical noises have been almost entirely banished from the Ford, even at the highest speeds, and one needs to keep a sharp look-out when approaching rural areas, in order to avoid shooting along at 45 m.p.h. where 30 is the legal limit.

The transverse springing proved quite satisfactory on straight roads, speed can be maintained well on fast bends, but on sharp corners the car rolls to some extent. One gets round smoothly without much loss of time at 30 m.p.h., and can then rely on the car's acceleration, with or without the use of the second gear, to bring the speed quickly back to 60 or 65 m.p.h. That is obviously the way the car is intended to be driven, even if it does not appeal too strongly to the sporting driver, and some astonishingly rapid cross-country runs can be made when one gets accustomed to the feel of the car. One's impression is that with friction shock-absorbers this tendency could be easily overcome, and friends who have had their Fords so fitted have confirmed this.

The steering is light but rigid, with a small amount of castor action, and there is no difficulty in maintaining full control at speed. The steering ratio is low, needing five turns from lock to lock, and therefore inconvenient when manœuvring in the garage or taking sharp bends. A higher ratio could be obtained without much difficulty by fitting a longer drop-arm on the steering box, and such an alteration seems well worth while if one intended to make full use of the Ford's speed and acceleration.

The six-seater body fitted to the car we tested was practical and well suited for continuous and prolonged service. The seats were upholstered in leather, shaped so as to give good support to legs and back, and the driving seat gives an excellent field of view. Except for the hand-brake, which lies rather far forward, the controls are placed within comfortable reach and the steering wheel comfortably into the lap. The accelerator pedal has a long lever and a strong pull-off spring, and there is no fear either of giving too much gas to the lively engine or of getting cramp from excessive pressure on the pedal when driving long journeys. There is ample leg room in the rear seats, and the floor behind the front seats is free from projections other than a shaft tunnel an inch high. All windows wind down, and the front ones can be kept wide open without causing draught. At the rear of this particular model a large luggage trunk is provided.



The unusual frontal appearance of the Ford, which has a forward mounted engine. The fog lamp is a Notek.

The V8 chassis has many points of mechanical interest. Aluminium cylinder heads are used on the latest models, and each bank of four cylinders is fed from its own choke in the double carburetter. Only one float chamber is used, and the petrol is fed from the 11-gallon rear tank by means of a mechanical petrol pump. The engine runs without pinking on No. 3 spirit, and the petrol consumption at normal fast cruising speeds is about 16 m.p.g.

BRIEF SPECIFICATION

Engine : Eight cylinders. Two blocks of four cylinders at 90 degrees. Bore 78 mm., stroke 95 mm., capacity 3,630 c.c. R.A.C. rating 30.01 h.p. Side valves. Double downdraught carburetter. Coil ignition.

Gear-box : Three speeds and reverse. Synchro-mesh second and top. Ratios 4.11, 6.59 and 11.59 to 1.

Suspension : Transverse half-elliptic springs.

Brakes : Cable operated.

Dimensions : Wheelbase 9 ft. 4 in.
Track : Front 4 ft. 7 in.
Rear 4 ft. 9¼ in.
Weight of four-door saloon 26 cwt.

Price : £250.

The camshaft lies between the two banks of cylinders, which are inclined at 90 degrees to one another. It would be difficult to make the tappets accessible for adjustment on a side-valve engine, in such a confined space, and so solid tappets of large section are used. The valve clearances are adjusted by grinding the stems of the valves. A separate water pump is used for each block of cylinders, and a thermostat is located in each of the outlet pipes. A four-bladed fan completes the cooling arrangements.

The crankshaft runs in three plain bearings. The cylinder bores in the two blocks are staggered, and the big-ends fit in pairs on to the split and floating white metal bushes, which in turn encircle the crankpins. An accessible oil-filler is placed at the rear end of the engine, and is closed normally by a gauze-covered scoop, which forces cool air into the crankcase. The dip-stick is handy at the near-side of the engine.

The clutch is of the single dry-plate type. The pedal pressure required is quite small, since light springs are employed, but this pressure is supplemented when the engine is running fast by centrifugal force acting on weighted clutch fingers. The gear-box has all silent gears, with synchro-mesh on second and top.

The braking and driving torque from the back axle is taken partly by the torque tube which surrounds the propeller shaft and partly by radius arms running to the centre of the chassis. Back and front axles are sprung on transverse leaf springs, with hydraulic shock-absorbers.

The front axle has a "hair-pin" torque member to resist braking and steering torque. The brakes are cable-operated without compensation. The chassis is braced by a large cross-member running from the rear end of the engine to points just in front of the rear axle, and the engine is now mounted well forward in the chassis, the front cylinders actually coming over the axle. The side-members are upswept front and rear to obtain a low centre of gravity.

The V8 has done more than any other car of recent years to bring luxury and good performance into the moderate price field, and constant improvements have made the latest models amazing value for money. It is not surprising that these cars have taken a firm hold on the affections of the ordinary motorist and the sporting driver alike.

STANDARD CAR OWNERS' CLUB

The next event will be a Treasure Hunt and Scrounge, starting from the Sugar Bowl, Burgh Heath, at 2.0 p.m. on April 5th. The recent Beer and Pudding Party was a great success. Hon. Sec.: South-Eastern Section: C. C. W. Burrage, Esq., Grand Buildings, Trafalgar Square, W.C.2.

BENTLEY

The Silent Sports Car

3½-LITRE

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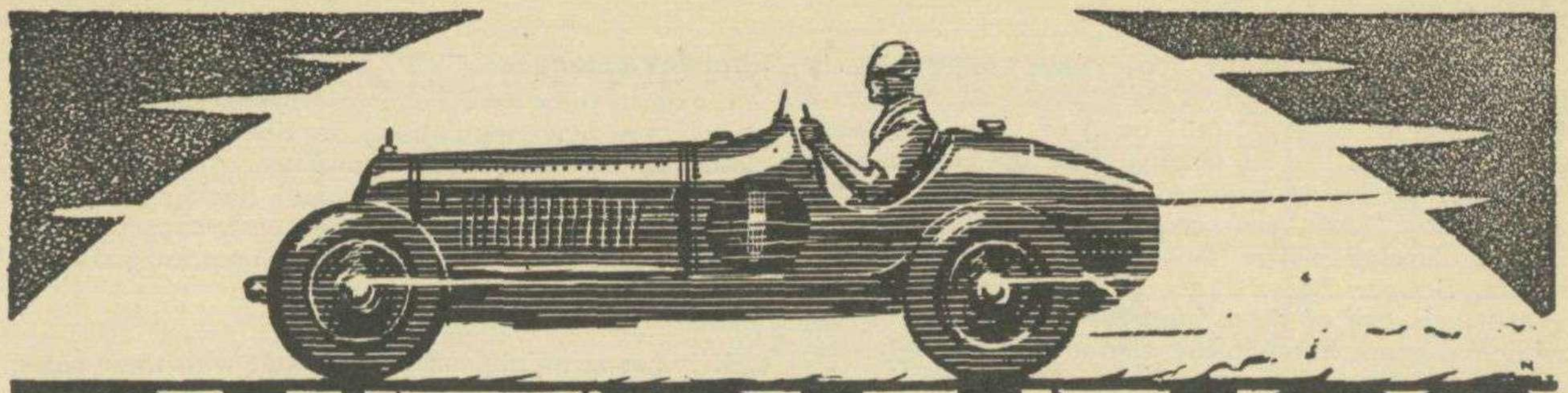
Saloon £1,460 Coupe £1,485 Chassis £1,100

For those who prefer a more powerful car with even greater acceleration and capable of higher average speeds, the Company now offers a

4¼-LITRE

Saloon £1,510 Coupe £1,535 Chassis £1,150

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RUMBLINGS

A Rear-engined Austin

The new overhead-camshaft Austin, fully described elsewhere in this issue, has created no mean stir, and will be one of the star attractions at the Easter Monday meeting at Brooklands. Murray Jamieson tells me that this is not the limit of his ambitions. If the small car is the success it ought to be, he wants to move on to something bigger, perhaps 1½ litres. He hankers after a rear-engined car, which immediately makes one think of the Auto-Union. However, I gather that it would be built on much more compact lines, with a new form of independent springing, and what better than two blocks of the twin-cam engine to propel it? It yet remains to interest Sir Herbert in the proposition.

The M.G. Head

McEvoys, of Derby, have now produced a double overhead-camshaft cylinder head for the R-type M.G.s and the first three have been delivered to Kenneth Evans, Connell and Briault. Evans' engine was running on the test-bench at the Bellevue Garage the other day, producing over a 100 h.p., and as the "down-stairs" part of the R. engine has already been well tested, the Monopostos should be worthy rivals of the new Austins.

The camshafts are driven from the vertical bevel shaft through trains of gears, and fingers are interposed between the cams and the valves. The blower, naturally a Zoller, is tucked away on the offside of the engine, with a down-draught carburetter and a very short induction pipe.

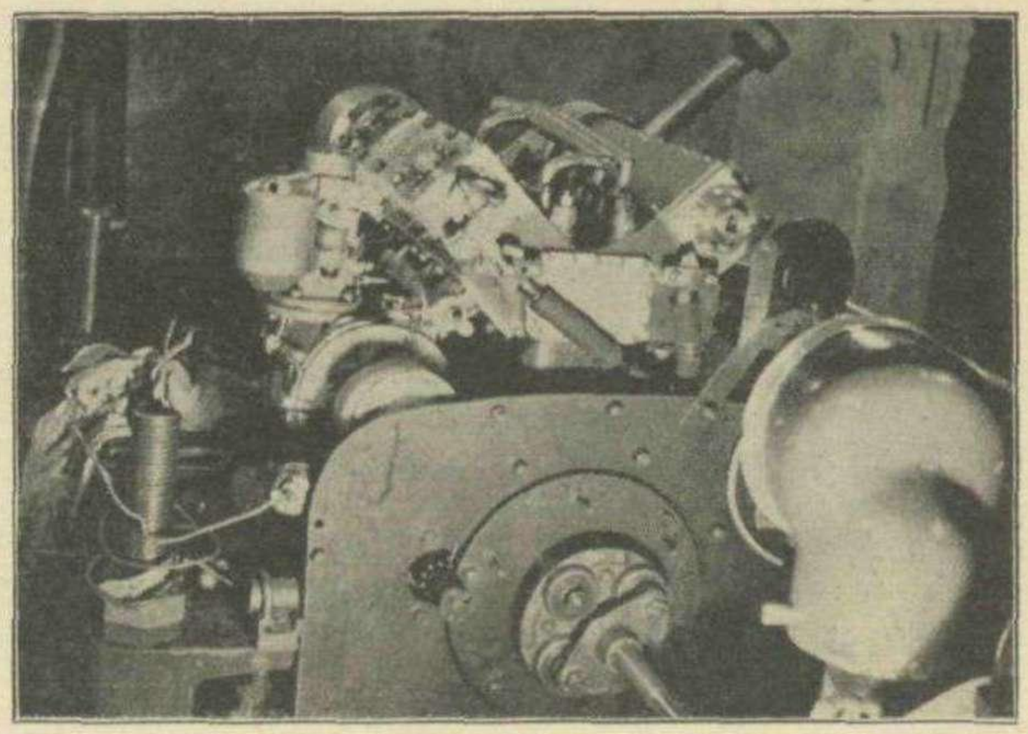
Blowing at 40 lb.

The cooling system is Pomeroy's pride and joy. The inlet side of the head is cooled by thermo-syphon, a division cast in the water jackets penning this off from the jacketing round the plugs and the exhaust valves. The water pump drives water through four jets to impinge directly on the metal surrounding the exhaust-valve seats, whence it rushes in circles round the sparking-plug bosses. The sparking plugs, which are of a new K.L.G.-type, screw into pocketed holes, and the gaskets fit between the bottom of the holes and the ends of the plugs.

The blower pressure will be 27 lb. to start with, so that tests comparing the single and double-camshaft head can be made, but by speeding up the blower, which is carried out very simply by changing the sprockets on the chain drive, the boost can be raised to as much as 40 lb. Cracked valve seats have hitherto prevented such pressures being used, but Pomeroy thinks his cooling will overcome this, bringing a horse-power of 200 from a 750 c.c. engine definitely within the bounds of possibility.

The Straight-eight Delage

Seaman has been hard at work all winter rebuilding and revising the 1½-litre Delage which he bought from Earl Howe. Converting the car to independent suspension was found to be too complicated, and the idea has been dropped for the present, but the front springs have now been shifted outside the chassis to lessen the twisting effect of the brakes on the front axle. After the servo locked on him at Monza, causing the car to wrap itself round a tree, Lord Howe changed over to mechanical brakes and big drums, and Seaman has carried things a stage further by using Lockheed hydraulic brakes.



The double-camshaft M.G. on the test bed. The long pipe fixed on the exhaust camshaft cover is an air-swoop and will project out of the bonnet of the R.

RUMBLINGS—continued

By fitting light tanks, body, and other chassis fittings, the total weight of the car has been reduced from 1,900 lb. to 1,500 (13½ cwt.) or about the same as the E.R.A.s. In its original trim the engine gave 150 h.p., producing a speed of 130 m.p.h., but the compression has been considerably raised, so it should develop about 200. Anyhow if anything bursts, Seaman has a brace of spare engines. The gear-box is one of those built for the 2-litre twelves, with five gears but not the geared-up top. The car makes its first appearance in revised form in the Prince Rainier race at Monte Carlo.

Cheap Maintenance

Talking of Delages, Oliver Bertram tells me that the big 12-cylinder Delage driven so often on the track by Cobb and later by him has not been decarbonised or taken down for three years, which must be about a record for a racing car. It has had a wonderfully successful career, but is now of course outshone by the Napier-Railton. Bertram is not greatly perturbed now that the single-seater body is coming along on the Hassan Special, and which he thinks stands quite a reasonable chance of beating Cobb's 143 odd m.p.h. on the Brooklands Outer Circuit. The car will be ready for the Whitsun Meeting.

The body is described as a cross between a Merc. and Mrs. Stewart's Derby, and is tailor-made to fit the driver, who sits well down with only his head appearing. At least a square foot has been taken off the frontal area. One of the peculiarities of the Hassan is that it only steers properly when fitted with enormous tyres, while the Delage preferred a small section. With either car considerable strength is required to prevent shooting over the top of the banking.

Regulations Which Do Not Please

Two races which have brought forth considerable moaning from drivers and would-be drivers are the Empire Trophy and the Mannin race. In the former, owners of small cars claim that they will have to beat the record small-car lap every time in order to hold their own with the Grand Prix stuff. Drivers of the latter claim that there is only one short stretch each lap where they can pass, and that they will spend the rest of the time eating the dust of the seven-fifties. I should hate to decide which is right.

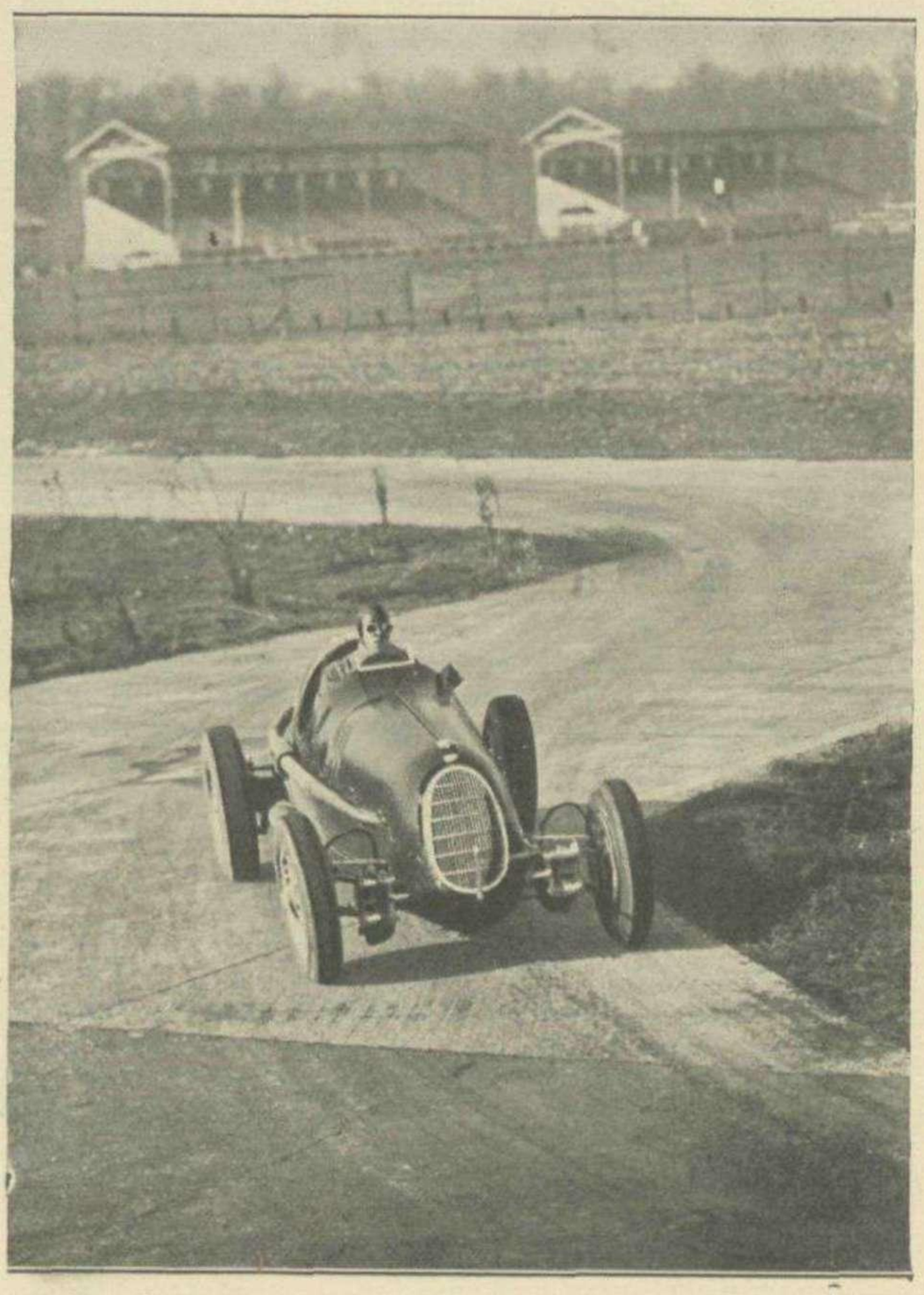
The Mannin race has been limited to cars up to 1½ litres with the idea of encouraging British manufacturers, a worthy enough object. Unfortunately the R.A.C. News Paragraph goes on to say " and to give them a chance of meeting, on an equal footing, cars which have hitherto monopolised the majority of races run under Grand Prix conditions." Unless my memory serves me wrong the latter cars belonged mostly to the well-known makes of Mercédès-Benz, Auto-Union and Alfa-Romeo, all of which are excluded from the race. Meanwhile our drivers who have bought Alfas and the like are much incensed at the idea of not being able to get at that £500.

Shelsley Changes

I expect there will be considerable moaning, too, about the new regulations for Shelsley Walsh hill-climb, which Leslie Wilson outlined to me the other day. In brief, the old Sports and Racing categories are being abolished, and instead each capacity class will be divided simply into Supercharged and Unsupercharged.

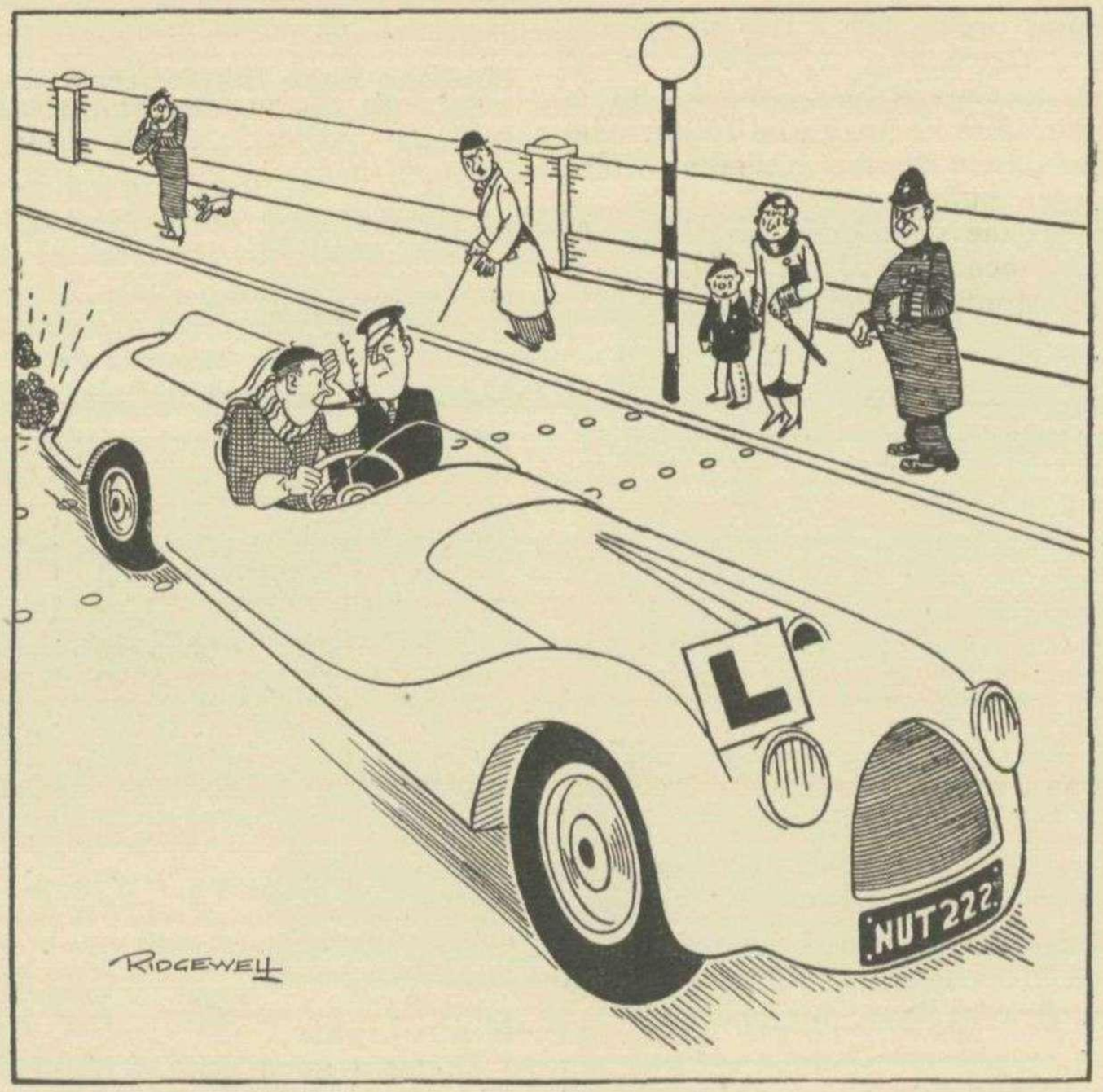
It is not at all difficult to find fault with these rules, under which racing and touring Alfas and Bugattis for instance, will have to compete on equal terms, and similarly for the unblown cars. On the other hand there was so much " wangling " in the sports-car class—last year four of the alleged T.T. cars were found to be running on dope—that the scrutineer's task is rendered very difficult. A rather surprising change is that a slow first run will not disqualify a car from making a second climb.

Incidentally, how's this for a nightmare? The other night Mr. Wilson dreamt that just at the start of a Shelsley meeting all the telephones went out of order. There was no way of getting messages from the top of the hill to the bottom, so every time a car ran, the unfortunate secretary had to toil up the hill with a note and then walk down again.



" Tazio " in action on the Grand Prix Course at Monza. The front suspension of the latest 4½-litre Alfa looks interesting.

AD-MISSIONS OF AN OFFICIAL TESTER



BERTIE BLICESTER: *"Dash it all, old chappie, I can't think why the jolly old bus is missing like this."*

OFFICIAL TESTER: *"Missing her Esso Ethyl, I guess."*

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RUMBLINGS—continued

An Active Club

Before leaving Mr. Wilson, here are two more interesting pieces of news. One is that the Midland Automobile Club intends organising a trip to see the Eifel Races in June. Assembling in Dover, those taking part will cross to Ostend, proceed from there by motor coach to Cologne to stay the night, and will see the races next day. The inclusive return fare will work out at something about £5.

The other item of interest is that the Madresfield Speed Trials are to be revived by the M.A.C. in July. The event will be an open one, and the course is a standing half-mile.

Fastest on the Road

Switching off rather abruptly from racing to sports cars, what do you consider the fastest car on the road? My own idea was the short-chassis S.S. Merc., which was supposed to do 130 m.p.h., followed probably by the blown 2.3 Alfas and Bugattis, capable of some 115. The man I was arguing with insists that the blown 4½-litre Bentley, as raced by Sir Henry Birkin, takes the award with an easy 130, and cited how one of them had no difficulty in holding an Alfa the other day on the Great North Road. There is at least one of the team cars still in circulation and in good trim, and if I had the means and the room for it, what a car to own.

Actually the 8-litre Bentley was faster than practically any present-day car, and in an open body was good for close on 110. I saw the original engine the other day, mounted in a Speed Six chassis.

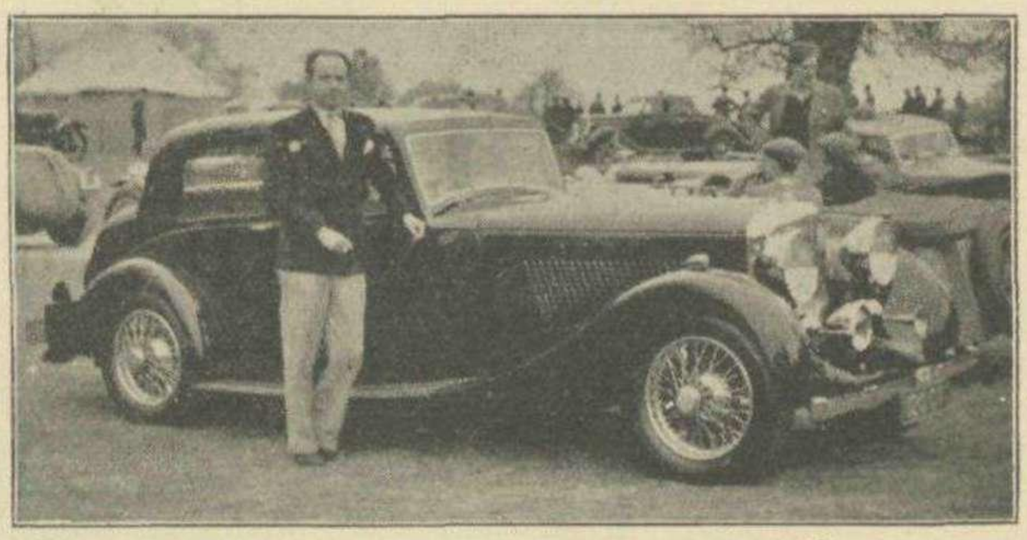
Is it Progress?

In the course of the past year I seem to have driven quite an assortment of makes and sizes of sports car, and am now wondering whether they are so enormously better than they used to be. Silence has been carried to a stage when it is quite difficult to judge the gear-change, and apart from that I have heard of numerous instances of exhaust gaskets blowing, telling of back-pressure and hot exhaust valves.

Power at the bottom end is in many cases sacrificed to getting a higher maximum speed, and the punch you, or perhaps I should say I, expect to find when getting away from a thousand revs. is no longer there. A designer with whom I discussed this suggested that the power was still there, but that the accompanying roughness had been removed by mounting the engine on rubber. Only comparative figures will convince me. There ought to be a good opening for superchargers in the near future, putting back that power at the bottom.

Holding Back the Horses

The all-popular V8 Ford goes to the opposite extreme, with more power at the bottom and, indeed, all the way up, than one ordinarily needs to use. To save petrol when using the car for pottering, a friend of mine has fitted the front of his car with a special mat, with a flap which ordinarily goes under the accelerator, preventing it going down to the full extent. When a chase is in prospect, up comes the flap and down goes the pedal to the floor-boards.



Raymond Mays with one of the first of the 4½-litre Bentleys fitted with a Park Ward body. It was delivered to him, appropriately enough, at the Inter-Varsity Speed Trials.

Night Lights

Doing a good deal of night driving lately, I have felt the need for some new way of illuminating the dials on the dash-board. Some indirect lighting systems have a rheostat, which allows the amount of light to be reduced to a mere glimmer, and which causes no annoyance even if it is left on all the time.

My own car is not so fitted, the pull-out lamps failing to show up the most essential part of the dial. Installing indirect lighting means a new dash-board, so why shouldn't one coat pointer and dial with luminous paint? Not all the figures would need doing. On the rev.-counter two, three, four thousand and "bursting point," the speedometer thirty, fifty and seventy, the oil-pressure gauge at the danger marks and the telecontrol gauges at their usual setting. If someone knows of a reliable luminous paint, I should be glad to have its name.

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THE DOUBLE-CAMSHAFT AUSTIN SEVEN ARRIVES

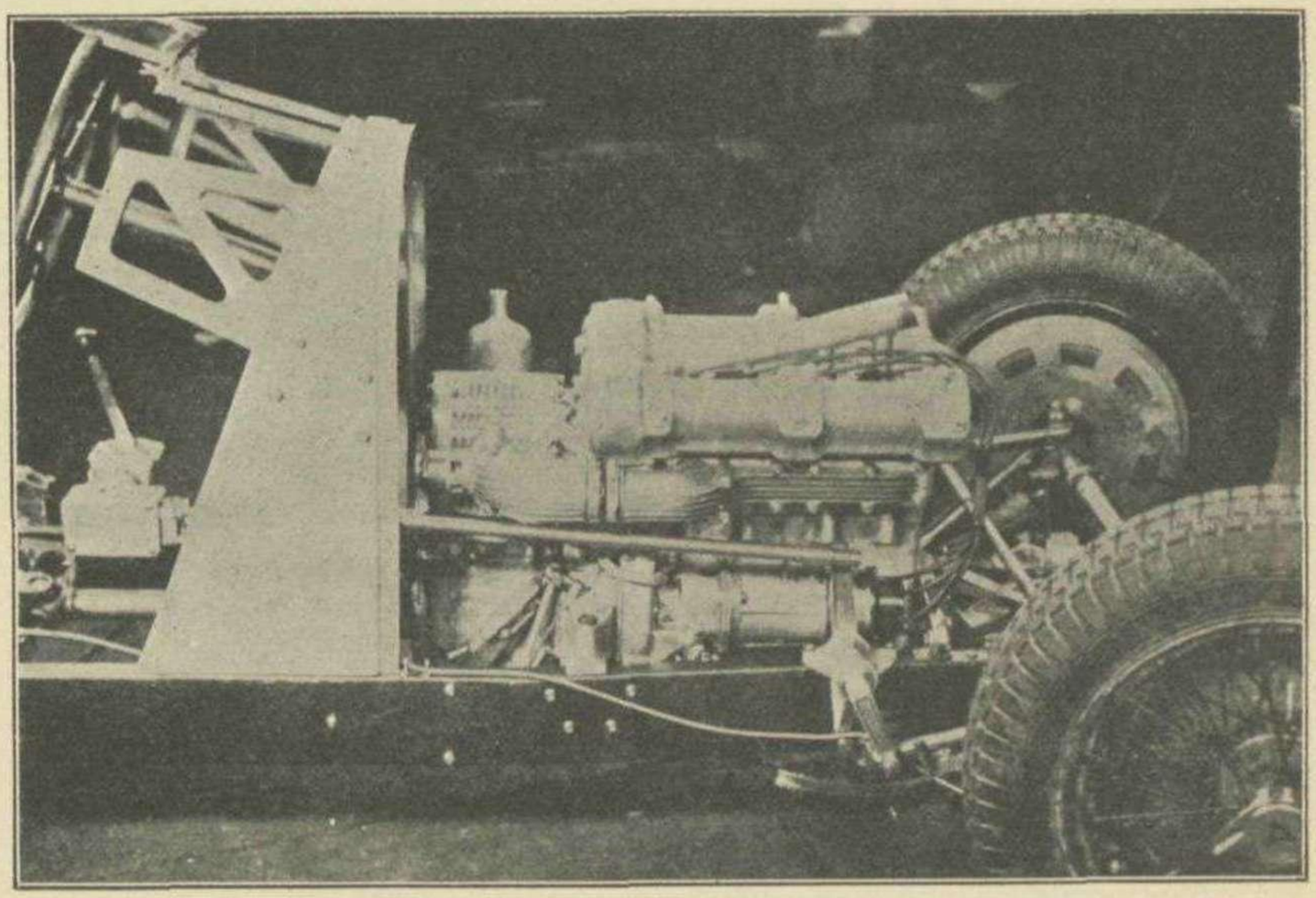
A PERFECT LITTLE ROAD-RACING CAR WHICH ACHIEVED 121 m.p.h. ON ITS FIRST OUTING. ENGINE GIVES 116 h.p. AND DESIGNED FOR 12,000 r.p.m. COMPLETE CAR WEIGHS 9¾ CWT.

After a long period of waiting the new 750 c.c. Austin racing car has at last been pronounced completed, and this new aspirant for small-car honours, which was shown to members of the Press last month, certainly fulfils, both in looks and design, the high expectations which it had aroused. A 750 c.c. engine developing close on 120 h.p., itself a magnificent achievement, is fitted into a chassis with a wheelbase of only 6 ft. 10 in.—and track 3 ft. 11 in. The side-members and the driver's seat are not more than 6 in. from the ground and the body and the tail, with its stabilising fin, are very little larger than those of the car which Driscoll drove so successfully last year. The latter car, of course, had offset transmission. All credit, therefore, to Mr. T. Murray Jamieson, who was responsible for the design of both cars, and to the enterprise of Sir Herbert Austin, who made possible the development of these amazing little "seven fifties."

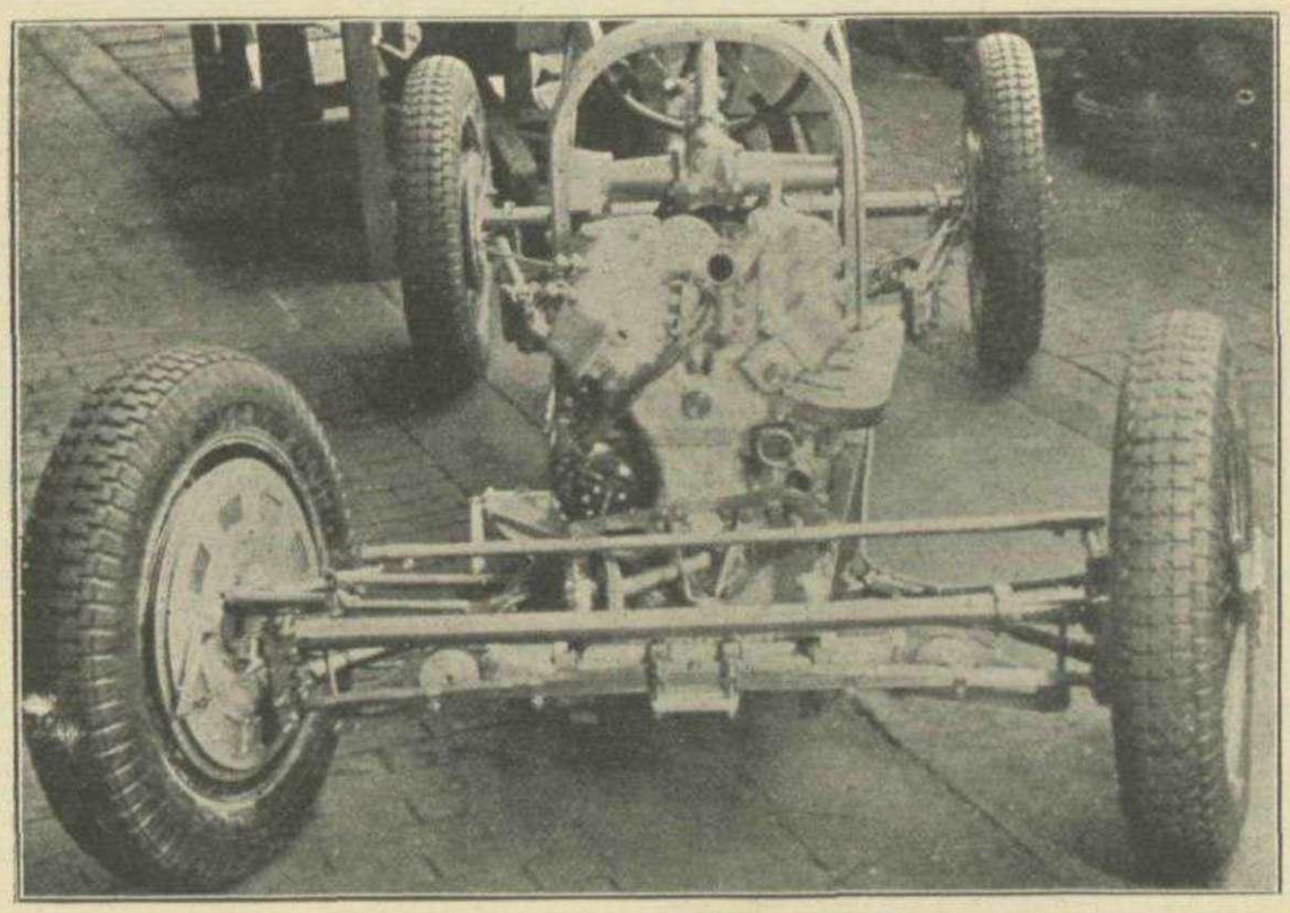
Attention focuses first of all on the engine. The cylinder head and the huge camshaft casings form one unit and the cylinder block and the crankshaft the other, both being cast in R.R. 50 light alloy, while pipes and other parts not subject to stress are made in elektron.

Starting from the top of the engine, the first things which impress one are the massive camshafts, running in three bearings, with cams 2 in. wide. These bear directly on the valves, and when it is considered that the triple springs required if the engine is to run up to 12,000 r.p.m. will have a combined tension of 550 lb. per valve, the need for a robust valve-operating mechanism is readily understood. The cams and the valve-buttons are chromium-plated to resist wear. The valves are inclined at 90 degrees to one another in the hemispherical combustion chambers, and centrally-disposed 14 mm. sparking plugs are used.

The camshafts and auxiliaries are driven from the rear of the engine by a train of no less than eleven gears. A Murray Jamieson Rootes-type supercharger, also driven by gears, is neatly built in at the back of the engine, with an enormous single S.U. carburetter, which has a rectangular float chamber and a swinging float in order to pack neatly into the space available. The blower runs at one-and-a-half times engine speed, giving a boost of 20 lb.



A husky-looking "750." The Scintilla magneto is carried horizontally beneath the finned induction pipe.



Front suspension of the new car, which is similar to that on last year's single seaters.

Wet liners of nitrided steel are used for the cylinders, the liners projecting above the block into the head, where they make metal-to-metal joints. These upper portions, which are finned, are surrounded by detachable water jackets. The crankshaft is machined from the solid and has a plain bearing in the centre and a roller bearing at each end. The connecting rods are H-section steel and have white metal big-ends centrifugally cast. The pistons are of the slipper type, with three piston rings. The bore and stroke are respectively 60.32 by 65.09 mm. or 2⅜ by 2 9/16 in., giving a capacity of 744 c.c.

The auxiliary drive is from the rear end of the engine. A small pinion on the crankshaft meshes with a much bigger one above it and on either side are other pinions which drive respectively the water pump and the Scintilla magneto. The starting handle connects with the near-side pinion through skew gears, as the engine is carried so low in the chassis that one would be unable to swing a handle applied directly to the crankshaft. The triple oil-pump for the dry-sump oiling system is driven by skew gears from the off-side pinion, which has high-pressure, low pressure and scavenge sections. A beautiful little oil-cooler made of steel tubes six-thousandths thick is carried behind the radiator cowling, while the oil tanks, which have a capacity of three gallons, are disposed on either side of the propeller shaft.

Returning to the camshaft drives, there are three pinions on the shaft marked "B" in the centre diagram shown on the following page, one meshing with "A" and a second with the trains of gears driving the camshafts at "C" and "D." By compounding the drive

THE DOUBLE-CAMSHAFT AUSTIN SEVEN ARRIVES—continued

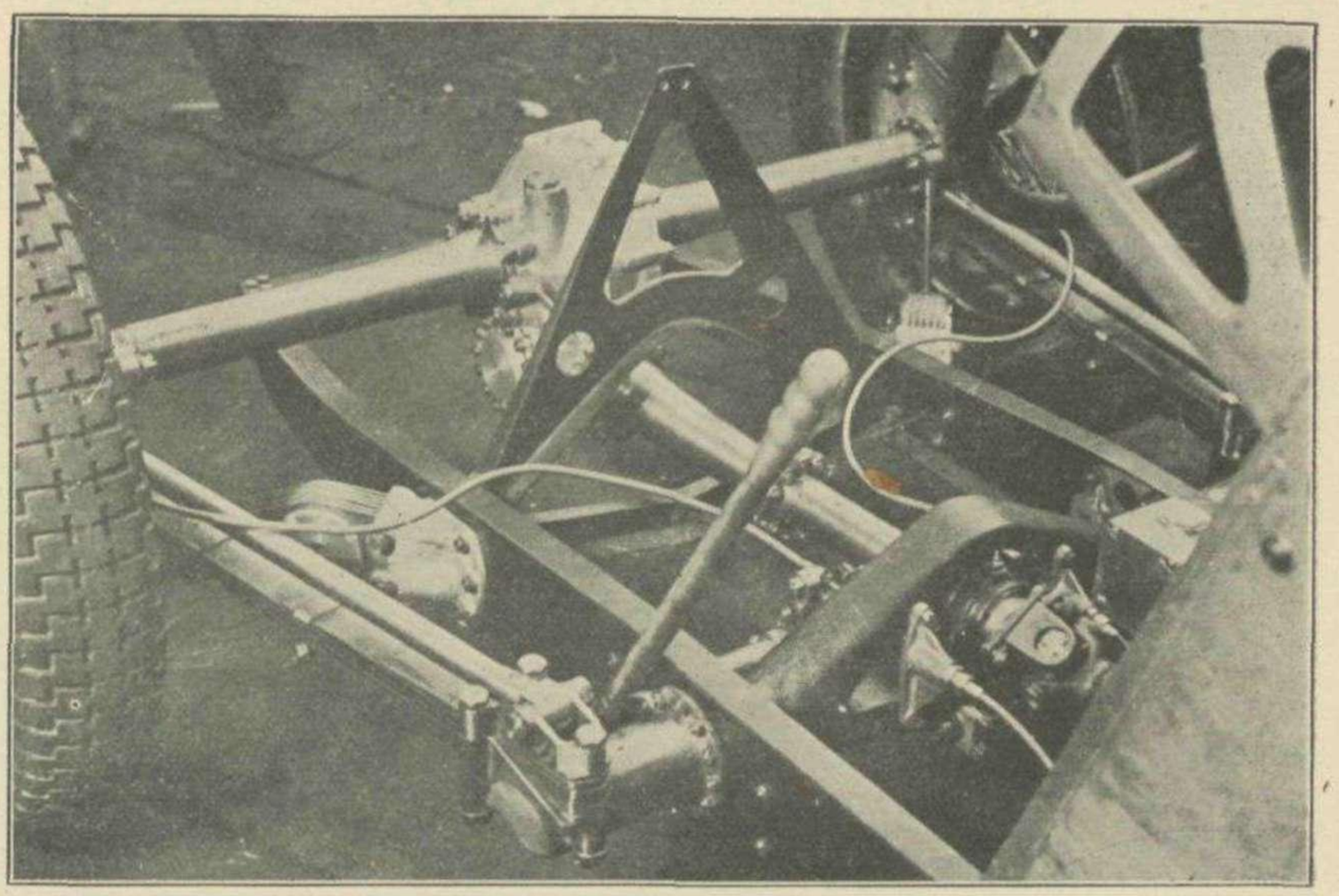
in this way, the necessary gearing down and up is effected without using large pinions which would be difficult to accommodate. The blower is driven from a third pinion on shaft "C," and the ratio can be changed without disturbing the timing gears.

The engine has so far only been run up to 8,500 r.p.m. giving the formidable figure of 116 h.p. with which the car reached a speed of 121 m.p.h. on the Donington test-track early in March. In order to attain the intended engine speed of 12,000 r.p.m., lead-bronze big-ends will be required, but the engine has been designed to accommodate this and other alterations such as stouter connecting rods or crankshaft.

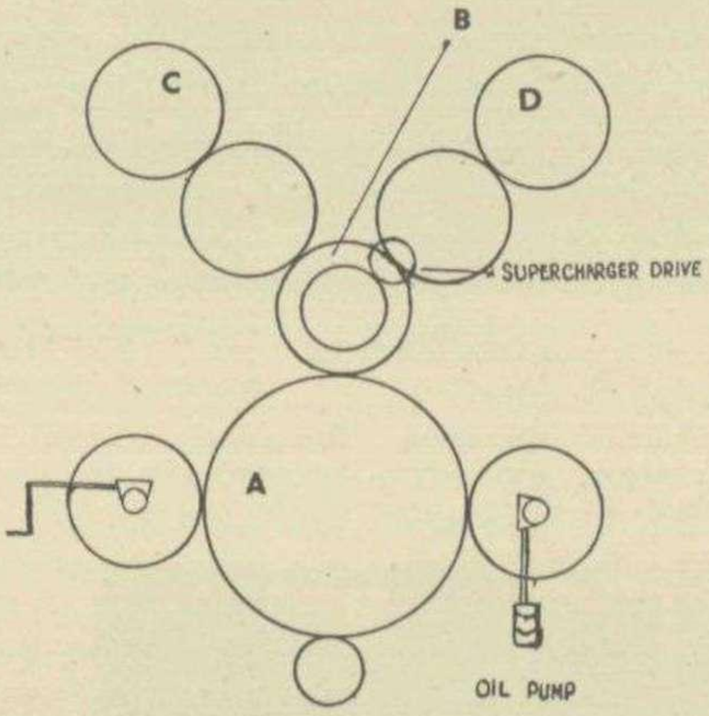
Now as to the transmission. A single-plate clutch is used, but no ordinary one, as it has no less than five toggles and fifteen springs. The gear-box is in unit with the engine, and has either straight pinions or synchro-mesh gears according to the type of race for which the car is entered. The synchro-mesh mechanism, which is fitted to the top three gears, is used in hill-climbs or road-races, as it gives a distinctly quicker change than the "clash-type" gears. A remote control from the gear-box brings the lever under the driver's left hand.

An open propeller shaft with two Hardy Spicer joints takes the drive back to a cross-member under the seat. Here is situated a steady bearing, and the rear half of the transmission line passes through a torque tube to the back axle. Although the shaft is only 2 ft. long there is a danger of whipping, which might be unpleasant for the driver at 12,000 r.p.m., so in the centre of the torque tube, a second steady bearing is utilised.

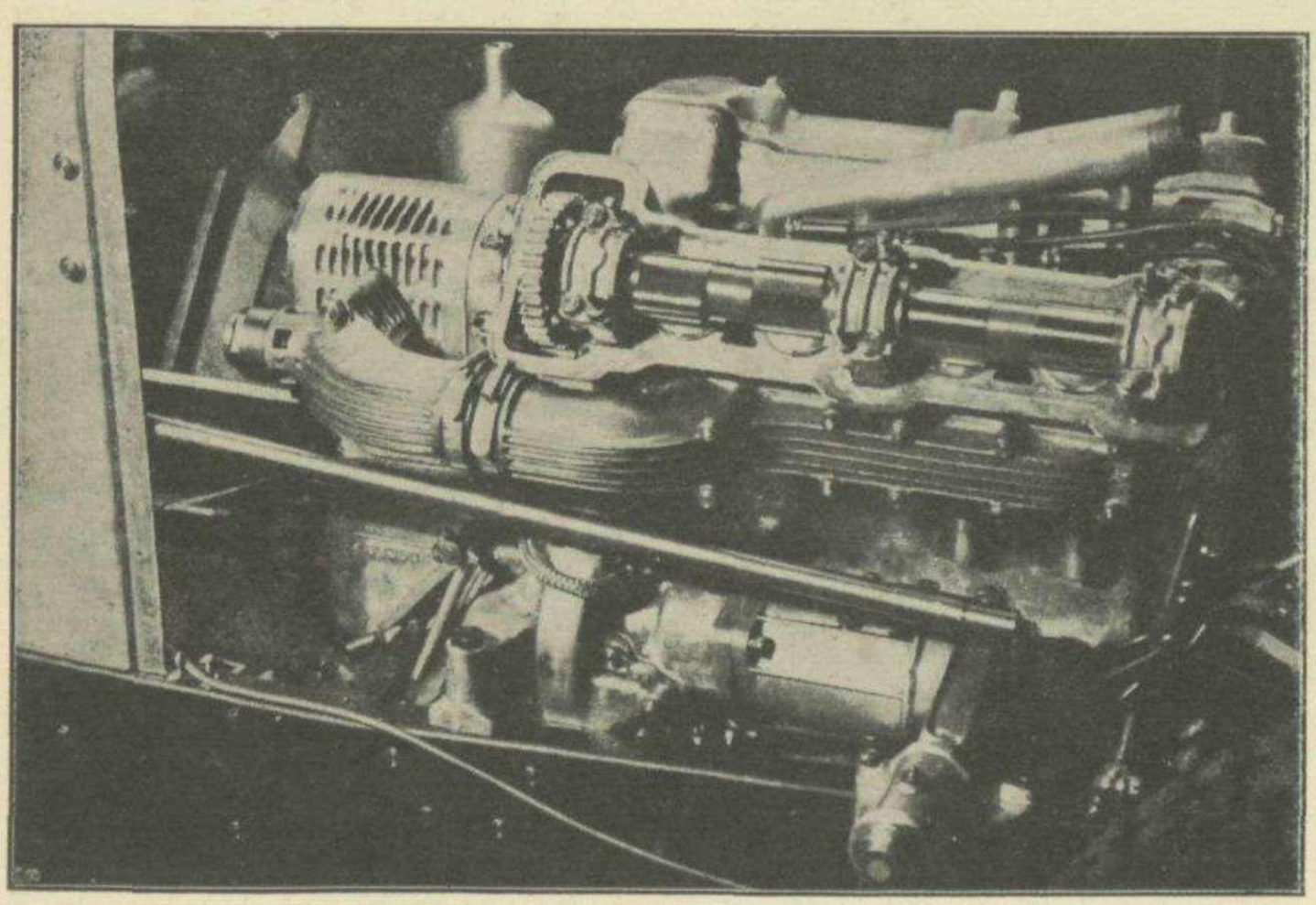
Mr. Jamieson considers that the heeling-over which always accompanies "Schwingachsen" off-sets the advantage of better wheel-adhesion, and has therefore avoided making use of independent suspension for the rear wheels. The crux of the matter, he considers, is low unsprung weight, and this he secures with quarter-elliptic springing. The rear springs are splayed out from the side-members, which pass under the rear axle, and above each spring is mounted a radius rod. A double reduction is used for the final drive to avoid having a crown wheel of excessive size. The bevels give a reduction of 1.8 to 1 and a pair of straight pinions mounted above them bring the over-all ratio to about 5.5 to 1.



The rear springs and torque rods, the multiple shock absorbers and the double reduction back-axle are points of interest shown in this illustration.



Right: The camshaft drive in skeleton form. The small pinion underneath "A" is carried on the crankshaft



A close-up of the engine showing the massive camshaft and cams.

The chassis is built on light but straightforward lines. The side-members are of channel section and almost straight from front to rear. There is a tubular cross-member in front of the engine, which is rigidly mounted and acts as an "anti-lozenging" tie, a banzo-forging built in at the rear spring mountings which serves to support the front end of the torque tube, a light pressing which supports the driving seat, and resists the twisting of the rear shock-absorbers, and a tubular member at the extreme rear. This and the pressing in front of it supports the fuel tank, which holds 25 gallons. The fuel consumption should work out at 7½ m.p.g. for long distance events and 3½ to 4 using sprint fuel. Pressure from a hand-pump forces the fuel to the carburetter.

The layout of the front axle is practically the same as that used on last year's racing cars. The front axle is tubular and straight, and made in two parts, a joint with an internal roller bearing allowing either of the parts, with its steering pivot, to rotate independently of the other. The suspension is by means of a flat transverse half-elliptic spring carried under the axle tube, and braking and springing torques are resisted by means of radius rods running to the top and bottom of each steering head. The steering wheel is mounted centrally in the chassis on a short steering column. The steering box is up in

THE DOUBLE-CAMSHAFT AUSTIN SEVEN ARRIVES—continued

the scuttle, and a fore-and-aft rod runs to a bell-crank lever mounted near the front of the chassis, and from here a second connecting link joins up to the steering arm.

12-in. brakes are used on the front wheels and 10-in. on the rear, the shoes being expanded by miniature crankshafts and links. The brakes are operated by enclosed cables, and are fully compensated with swinging links. The front brakes exert nearly three times as much pressure as the rear ones, and in order to prevent the front pull-off springs applying the rear brakes, one of the minor problems of the fully-compensated system, stops limiting the movement of the rear brake arms have had to be fitted.

The cars are fitted with trim little single-seater bodies similar except for slightly higher tails to those used on Driscoll's car last year. Complete with fuel, oil, water and tyres the weight is 9¾ cwt. The tyres, incidentally, are low-pressure racing Dunlops, 5.25 in. by 16, mounted on triple-spoked wheels with alloy rims.

The new cars were to have made their debut at the Empire Trophy, at Donington, but the handicap allowance (seven minutes for a 250-mile race against 3-litre Alfa-Romeos) was considered too unfavourable. Instead, one or more will appear at the Brooklands Easter meeting, and a team will be competing in the International Trophy on May 2nd and in the Isle of Man race at the end of that month.

Three cars have been made, and will be allotted to Driscoll, Charlie Dodson and Goodacre. The side-valve cars will remain at the factory and will be used to give less experienced drivers a chance of taking the wheel. In particular, an effort will be made to encourage racing mechanics from the Austin factory, a very sensible and praiseworthy scheme, and a new driver, by name, Bert Hadley, is already shaping well.

ULSTER AUTOMOBILE CLUB

The regulations for the third International County Down Trophy Road Race have now been issued by the Ulster Automobile Club. The race will be run this year over the Bangor Circuit, which was used in 1935, and the date will be Saturday, 20th June.

Any car with an engine capacity of not more than 5,000 c.c. is eligible to compete, the handicap being based on credit laps only or on credit laps and time allowances together.

The Bangor course is just under six miles long and includes a long straight, a leg with many fast bends, and part of the town itself. It was lapped by Luis Fontes last year, driving his 2,336 c.c. Alfa-Romeo, in 4 mins. 18 secs., an average speed of 82.87 m.p.h.

Entries may be made at £4 4s. plus a £2 third party insurance premium until the 25th May, and at £8 8s. from then until the 8th June.

The winner of the race will hold the County Down Trophy, which was presented to the Club in 1934 by Lord Wakefield, and will receive a replica and £100. The second, third, and fourth finishers will receive replicas and £50, £25 and £10 respectively. There will also be a team prize of £15 15s. and cups for the competitors making the fastest lap in the race and completing the distance in the fastest time.

Any type of fuel may be used, no mechanics will be carried, and there will be one official practice on the afternoon of the Thursday preceding the race.

There are no formalities connected with the bringing of cars from Great Britain to Ulster, and the event will be run under permit from the Royal Automobile Club. It presents an excellent opportunity for drivers to participate in a race over a real road circuit with the minimum of expense. Copies of the supplementary regulations and entry forms may be obtained on application to the Secretary, Ulster Automobile Club, 65, Chichester Street, Belfast, Northern Ireland.

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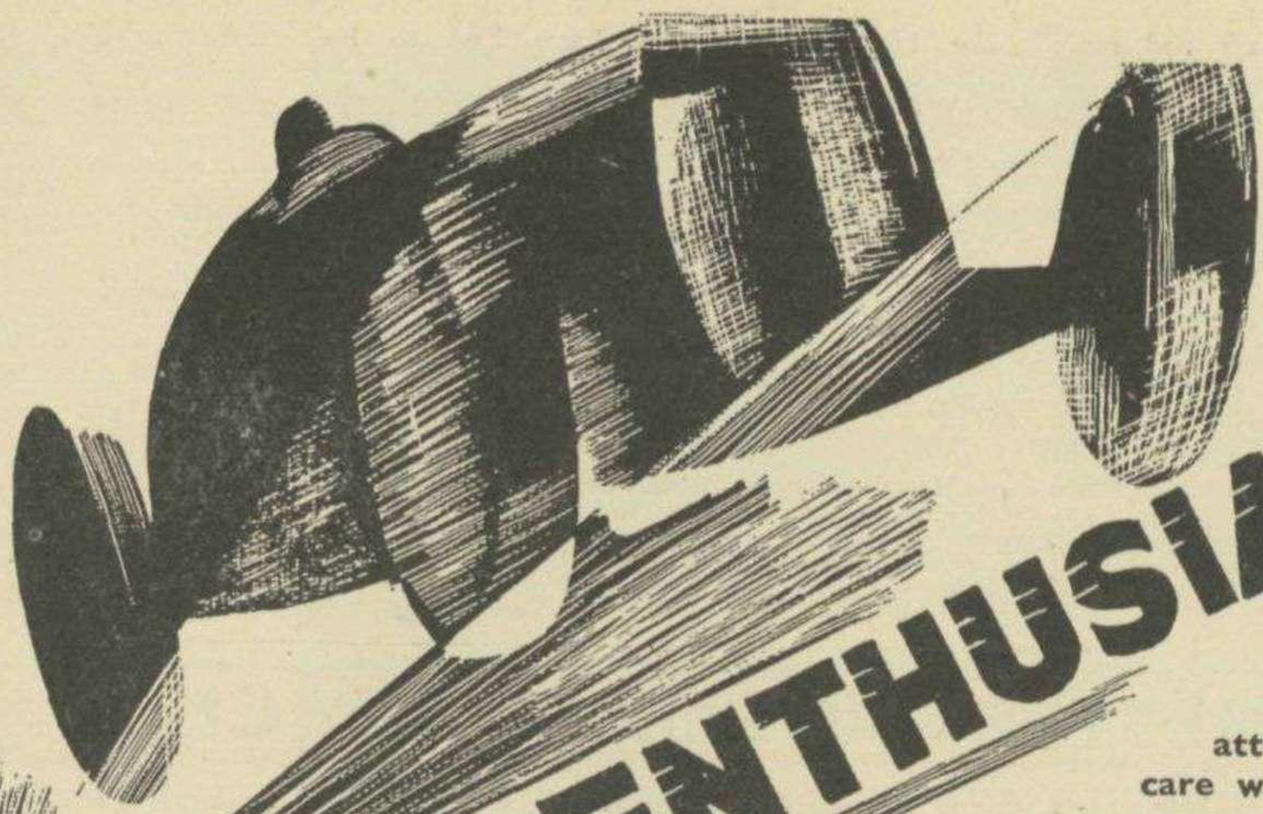
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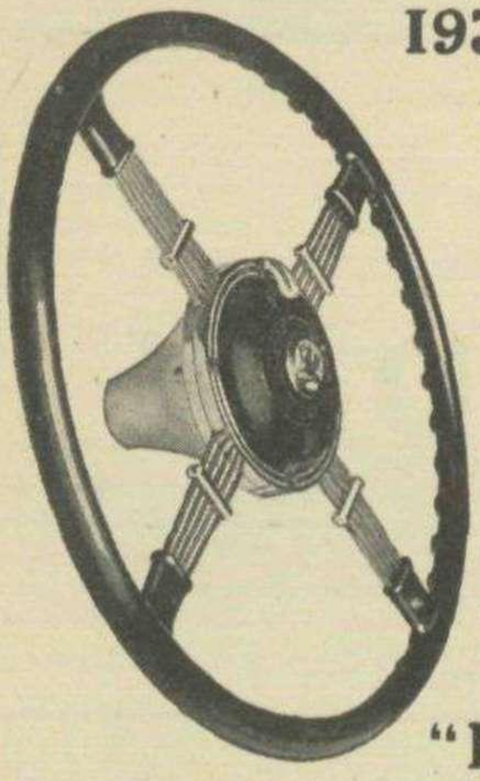
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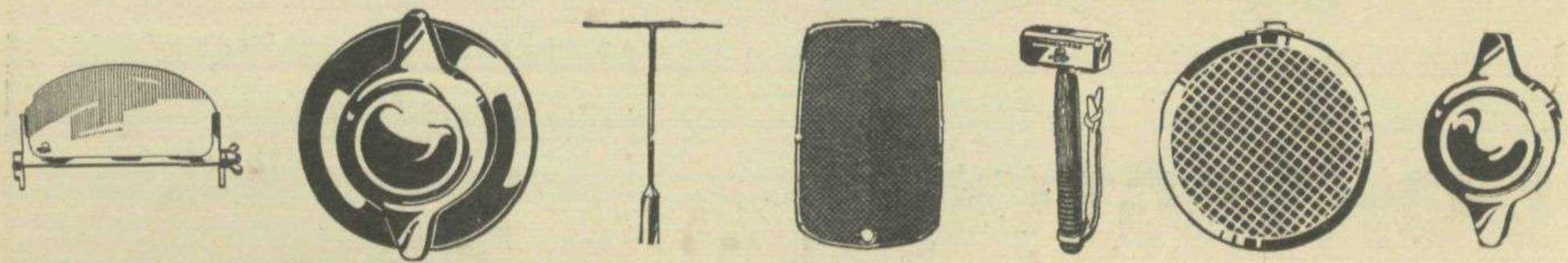
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Cross section of Type "F" Wheel with thin finger grip rim

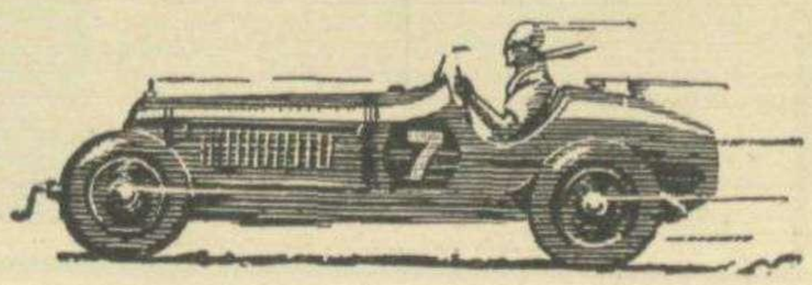
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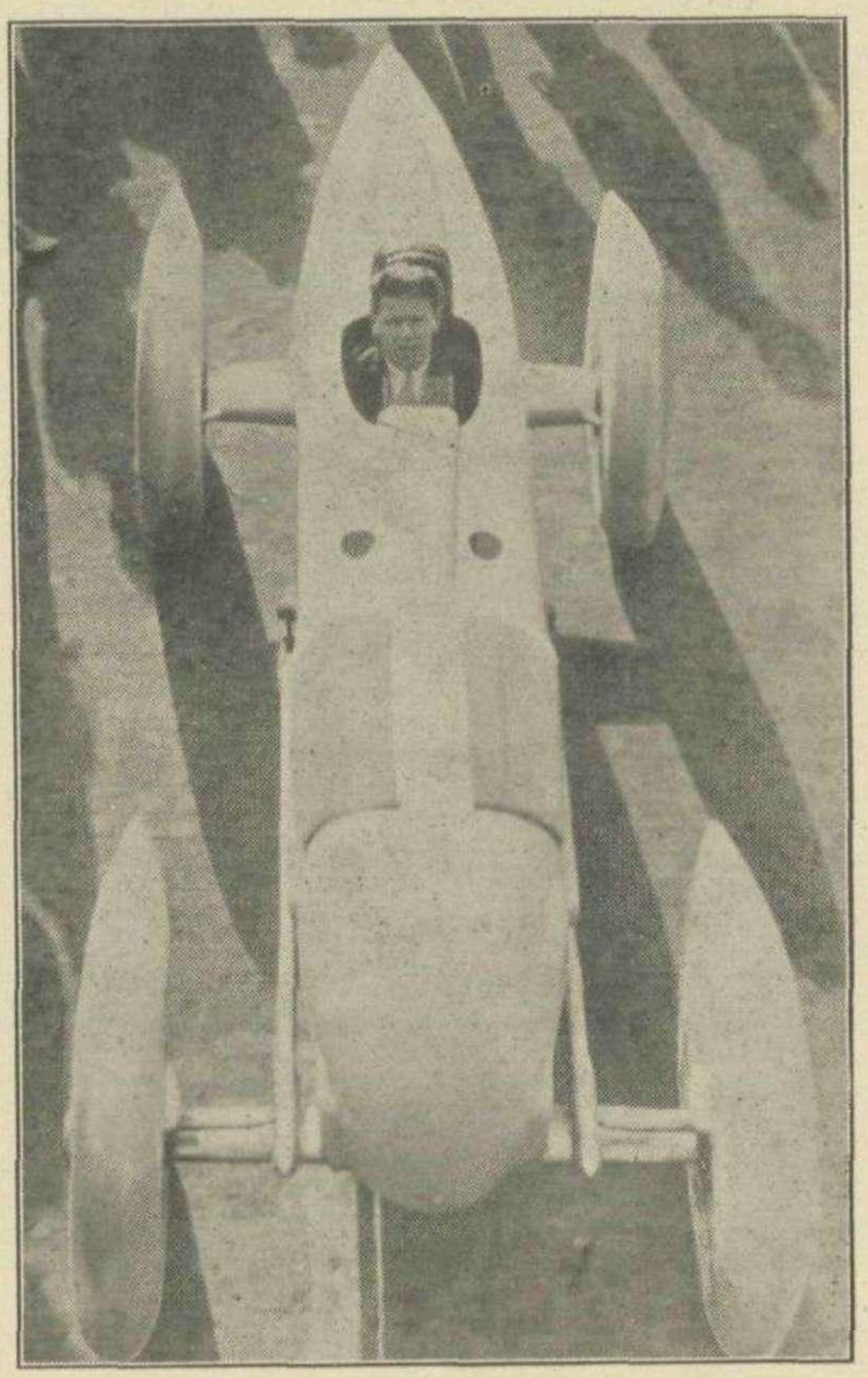
FRANK LOCKHART AND THE BLACK HAWK STUTZ

A PIONEER WHO, EIGHT YEARS AGO, EXCEEDED 200 M.P.H. WITH A 3-LITRE CAR

Eight years ago the motor-racing world was all agog with the struggle for the land-speed title. Segrave held it with the twin-engined Sunbeam at a speed of 203 m.p.h., but Campbell was challenging with his Bluebird, which was newly fitted with a 900 h.p. Napier Schneider Trophy engine. Against him were ranged two American drivers, handling cars which displayed the greatest possible contrast in design. Keech's car was the White Triplex, a mechanical atrocity consisting of a truck chassis on which were mounted three Liberty aero engines, with a total capacity of 81,000 c.c. The other machine was the Lockhart Stutz, a slender projectile, beautifully streamlined, and powered with a mere three litres of capacity.

Lockhart's untimely death prevented the full speed of the car from being known, but in practice runs at Daytona it attained a speed of over 200 m.p.h. Such a speed eight years ago was almost unthinkable, and in fact, since Lockhart's speeds were only put up in practice, the 3-litre flying-mile still stands at a mere 136 m.p.h. It is particularly interesting to know that at the present time, Freddy Dixon is breaking away from aeroplane-engined monsters in his attempts to secure the land-speed record, and will use an engine of eight to ten litres, which though it is nearly three times the size of Lockhart's unit can at any rate be considered as coming within the limit of private-car capacities.

No mention of the Lockhart Stutz would be complete without some account of the driver's amazing rise to fame. At the age of 20 he was employed in California doing stunt driving for film companies. Race organisers down there soon recognised that here was a coming man, and he was soon racing on the dirt-tracks there. In 1926 he took part for the first time in the 500-miles race at Indianapolis, at the wheel of a 1½-litre Miller, and to everyone's astonishment carried off first place at a speed of 95.8 m.p.h. The following year he competed again, but went out with engine trouble after running at even higher speeds. Then taking the Miller to Murock Salt Lake, California, he captured the 1½-litre record with a speed of 164.01 m.p.h., a speed which stands to this day.



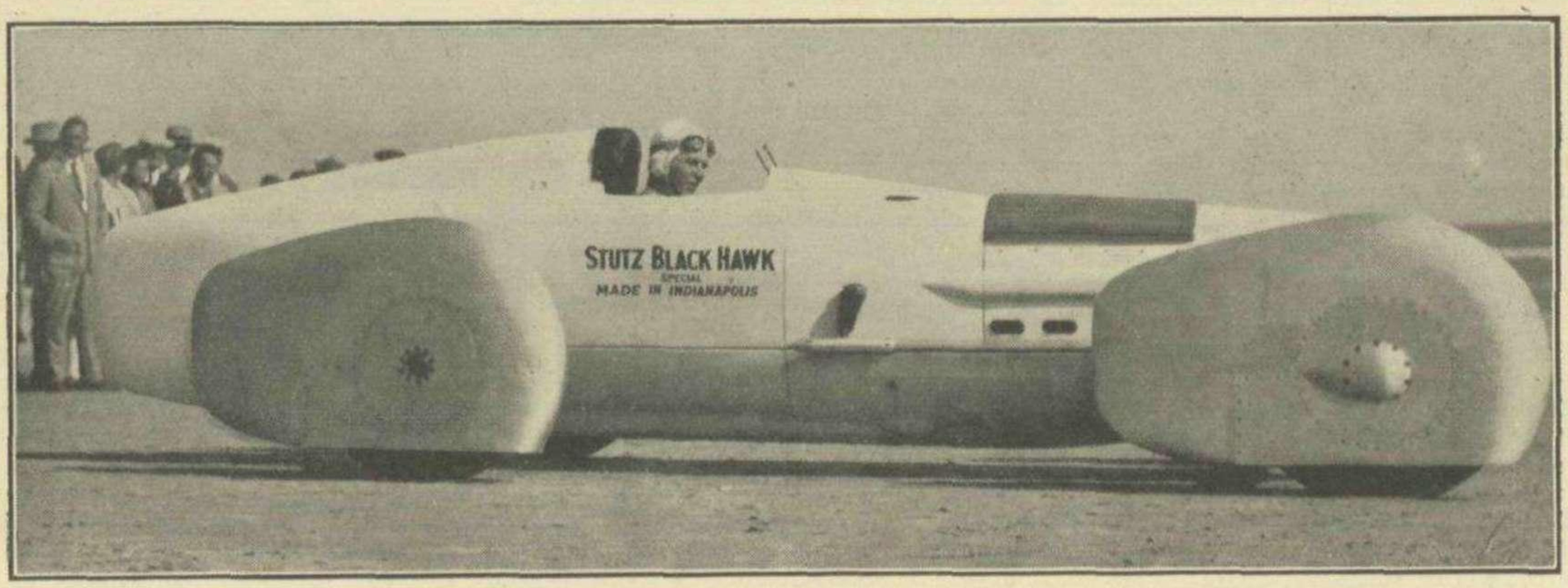
Frank Lockhart at the wheel of the Special Stutz.

Segrave's record-breaking run in 1927 made a tremendous impression in the United States, and public opinion cried out for a car to compete for the record which Englishmen were striving for on American ground. Lockhart felt confident that he could design a car which would do the trick. He was, at that time, working in the experimental department of the Stutz Company at Indianapolis. The firm at that time took a prominent part in stock car events, though they had not gone out for records. They agreed to the proposal, and Lockhart began his labours on the new car. A practical mechanic as well as a driver and designer, he constructed many parts of the car with his own hands, and in addition put up £2,000 of his own savings towards the £14,000 which it ultimately cost.

As might have been expected, the record-breaker combined points from both Miller and Stutz design, the cylinder-blocks being those of the former car, while the transmission followed Stutz practice. The engine lay-out, chassis design, and the perfect streamlining, in fact the whole general conception, was the young American's own.

The engine had two blocks of eight cylinders, inclined at 15 degrees to one another, and two crankshafts geared together at the rear by means of a central pinion mounted at the front end of the tical overhead valves were used with two overhead camshafts. The engine was designed to run up to 7,500 r.p.m., when 400 h.p. was developed. Two centrifugal blowers mounted at the front end of the engine ran at five times engine speed, and forced the mixture into a central reservoir between the cylinders. There were, therefore, no less than over sixty explosions *per second,* and combined with the blower wail at nearly 40,000 r.p.m., the engine made the most shattering sound imaginable.

A three-speed gear-box was used. At 7,000 r.p.m., the road speeds were 60 on first, 160 on second and 220 m.p.h.



The Stutz at Daytona Beach

FRANK LOCKHART AND THE BLACK HAWK STUTZ—continued

on direct. A worm drive back axle was used with a ratio of 2.2 to 1 and the tyres were 30 by 5 in. A single steering box was used with two fore and aft rods.

The chassis was light, extremely narrow and tapered to a point at the rear, where it carried the point of the streamline body. The fuel tank was minute holding only two or three gallons. The front springing was unusual consisting of two pairs of very short quarter-elliptic springs arranged on either side of the chassis above and below the axle. Hydraulic brakes were used.

The polished aluminium body was just wide enough to fit the driver and the top of the bonnet was only thirty-six inches above the ground. Ice was used in the two aeroplane radiators, which were carried on the scuttle, and all other parts of the mechanism were completely enclosed. Aluminium fairings enclosed the disc wheels to within a few inches of the ground, and the axles were similarly dealt with to offer the minimum resistance. The wheelbase was 9 ft. 4 in. and the track 4 ft. 4 in., the total length of the body was 16 ft. and each wheel fairing was 5 ft. front to rear. The complete car weighed 26 cwt.

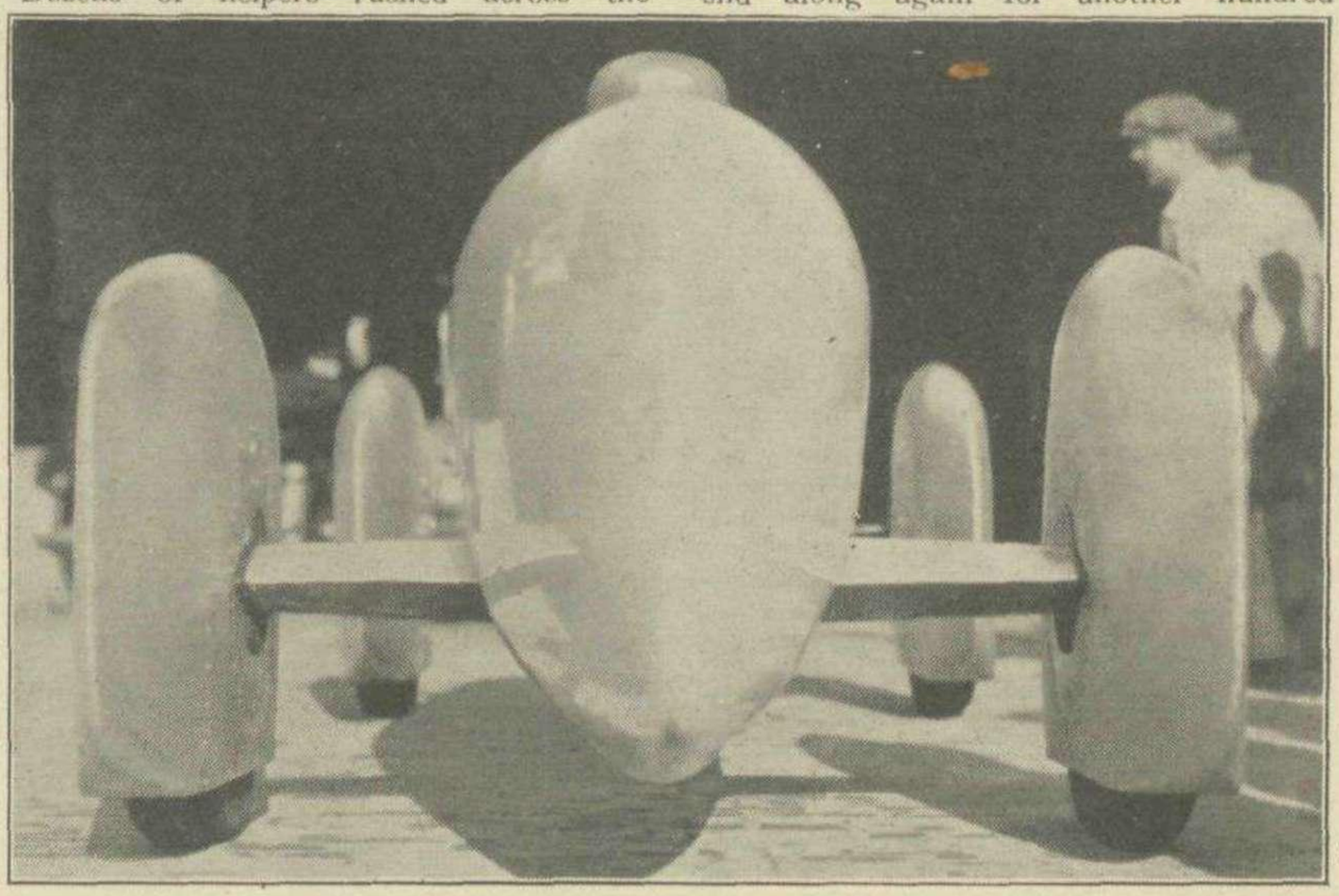
At the beginning of 1928 all was ready and Lockhart set off for Daytona, where he proposed to make his final tests. Only 24 years old, his skill and courage and his pleasant and unassuming way had already made him a national figure commanding almost the respect of Lindbergh himself, and his fortunes at Daytona were closely followed throughout the United States.

With no surplus horse-power to play with, the tuning of the Stutz took a considerable time, the car was only beginning to give of its best when the week set apart for the record attempts came along. It had, however, made one run at 202 m.p.h., so hopes were high.

Once again trouble ensued, first with clutch slip and then with faulty carburetion. The beach was in bad condition, and even Sir Malcolm Campbell with his enormous Bluebird found it difficult to hold a straight course. Two days before the end of the week Campbell made his attempt, and succeeded in raising the record by 3 m.p.h. to 206 m.p.h. Lockhart was disspirited, not wishing to drive his light car under such unfavourable conditions, but pressed strongly by his friends, determined to make a final try on the last day of the meeting.

A light rain was falling as he went down to the beach; to make matters worse, there was a strong in-shore wind. He decided to start from the south end of the course, and soon a high-pitched drone heralded the coming of the tiny silver car flashing up at terrific speed to the beginning of the measured mile. Scarcely had it passed the closely-packed crowds when it was seen to swerve. A gust of wind had caught it, swung it in close to the sand-hills, then out again, heading for the sea.

Still travelling at 150 m.p.h. it struck the water, throwing up a sheet of water fifty feet high. Up it shot again, turned a double somersault in the air and crashed down amidst the breaking surf. Dozens of helpers rushed across the beach and into the water and tried to drag the driver from the cockpit, though it seemed almost impossible that he could still be alive. At last a chain of men and women combined their strength to drag the car from the water, to find that Lockhart though knocked unconscious and imprisoned by the steering wheel was almost unhurt. It was one of the most astonishing escapes in the extraordinary history of motor-racing.



A back view of the amazing tapered body. The wheel fairings were supported on the brake back plates

Undeterred by his hair-breadth escape from death, Lockhart set to work to rebuild the car. Keech, too, was all out for the record which he had been prevented from attempting in February owing to his car not being fitted with a reverse gear. On the 22nd April he made his attempt, and beat Campbell's record with a speed of 207.5 m.p.h. His arm was badly burnt with burning petrol thrown out from a back-fire, and like previous contestants he had several bad moments from a gusty cross-wind.

This new record was a challenge which Lockhart was unable to resist, and three days later he was down at the beach. The surface was cut up, with ruts running parallel to the shore, but he was determined to make the attempt.

On his third run he clocked 203.45 m.p.h. Coming south at maximum speed on the fourth run, one of the rear tyres burst almost opposite the grandstand. In an instant the car swung sideways, was half corrected, bounded into the air and turned a somersault and slid along again for another hundred yards before coming to rest. The driver was flung out as the car turned over, and killed instantly, ending in this unhappy way the career of America's most promising young driver.

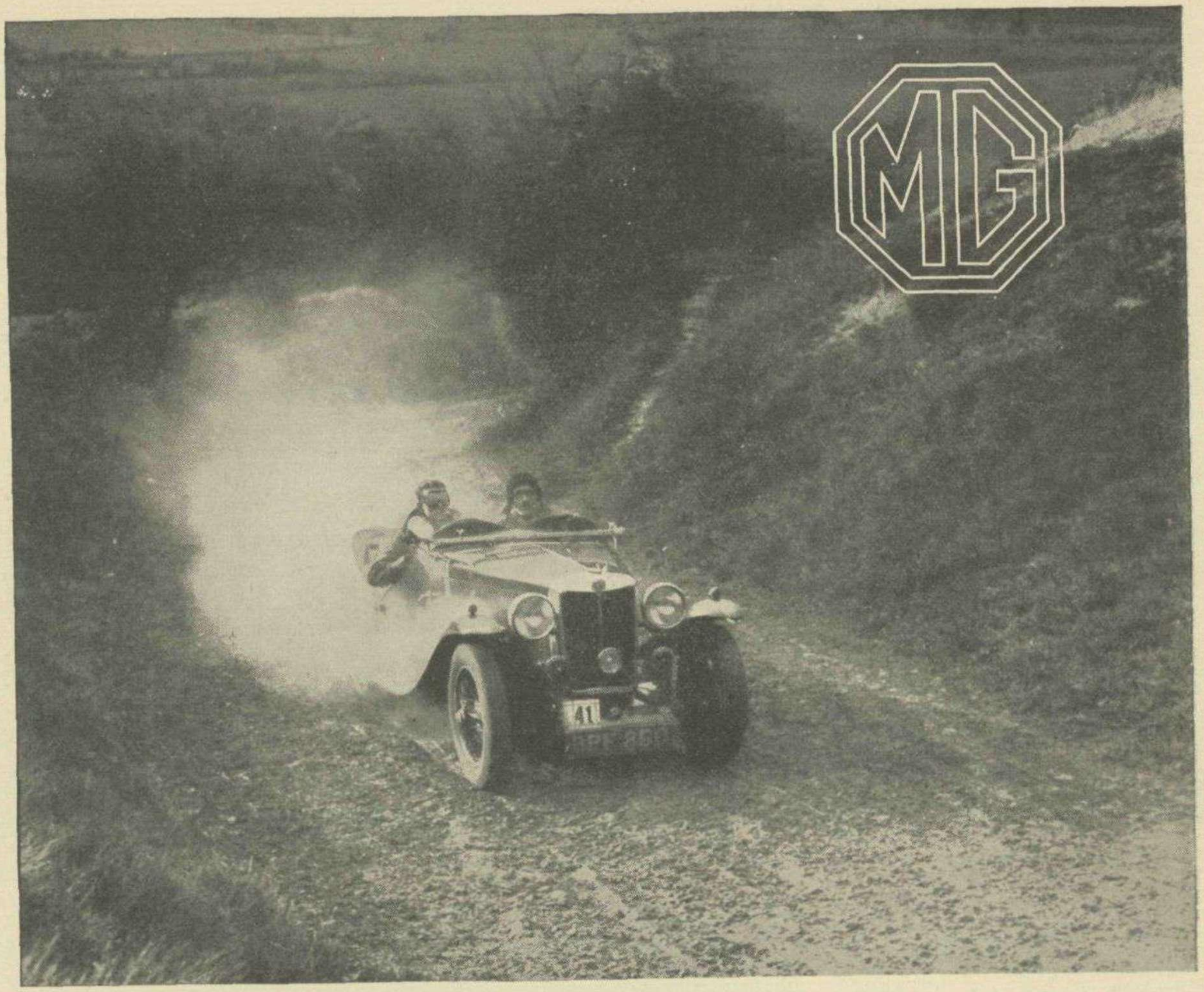
Daytona had taken toll of yet another victim, and had set back the progress of the small record-breaker for another six years. Had the record attempts been run on the perfect surface of the Salduro Salt Flats, the result might have been far different. As it was, not until the advent of the German racing cars, with their independent suspension, has 200 m.p.h. with a small car been deemed possible, and even those machines, of course, had a capacity of over three litres. When considering the speeds of modern racing cars and also the prospects of Freddy Dixon with his 8-litre record-breaker, let us therefore never forget the name of Frank Lockhart, the pioneer, who bettered 200 m.p.h. with three litres in 1928.

CHANGE OF POSITION

Mr. R. Gaspar has resigned his position as Managing Director of the Vale Engineering Co., Ltd., and has acquired premises at 7, Chesham Mews, Belgrave Square, S.W.1. He will continue at this address to specialise in the sale of high-grade second-hand sports cars. Mr. W. F. Joshua, who held the position of works manager at the Vale Engineering Co., Ltd., has joined Mr. Gaspar at this address and will continue to give advice on Vale Specials and to undertake their tuning and service. The telephone number is Sloane 8332.

A NEW RELAY RACE REGULATION

Owing to complaints to the effect that starting cars from cold in the L.C.C. Relay Race led to serious mechanical troubles, B. and C. cars in this year's race will be allowed one mechanic per car in the relay paddock and they may be started by the handle, starter-motor, or by jacking up and turning one of the rear wheels. Pushing will not be allowed. Each mechanic will be permitted, however, to have in his possession a box of plugs. Only the mechanics will be allowed in the relay paddock. Amongst the teams is likely to be three Speed Twenty Alvises, entered by Charles Follett.



You remember that morning? Misty at dawn. A drizzle later. The surface a sea of mud. Fiercest, fastest climb of the day, the M.G. Magnette. Up she sped — as swift and true as a bullet from a rifle. That is the kind of car you really want — an M.G. The best small sports car the world has yet created.

- *M.G. Magnette 'N' Type 6-cyl. 1287 cc., from £280*
- *M.G. Midget 'PB' Type 4-cyl. 939 cc., from £222*
- *M.G. Midget 'P' Type 4-cyl. 847 cc., from £199 10s.*

Dunlop: Triplex: Prices ex works.

Buy a car made in the United Kingdom.

THE M.G. CAR COMPANY LIMITED ABINGDON ON THAMES, BERKSHIRE
M8

THE P.B. TYPE M.G. MIDGET

A SMALL SPORTS CAR WITH A PLEASING PERSONALITY

Good news travels fast. Hearing excellent reports of the new P.B. Midget, which has a 939 c.c. engine, we set off post haste to Abingdon, and demanded one of the new models to try. "Afraid we have no regular press cars available," said Mr. George Tuck, genial advertising manager and welcomer of journalists, "but there's a demonstrator cum works-hack you might like to try. I think you'll like it." And we did.

One's first impression was that the 3 mm. increase in bore, 57 to 60 mm., had made a really substantial difference to the power of the engine at low speeds. Nipping through Abingdon and out into the open country, third gear seemed adequate where second would have been required on the P, and there was quite a useful performance on top gear. We had been warned that this engine was not quite as smooth as on the production cars, but even so a feeling of power is not unwelcome on a sports car, and the one we tried felt as though it was taking pleasure in pushing the needle to higher speeds.

There are few more pleasant experiences than to be humming along in an open car on a fine day, and the Midget quickly settled down to a steady gait of 55 m.p.h. with inaudible exhaust and a smooth running engine. The seat is raked to give an upright though restful driving position, the steering ratio has been raised so that only a slight movement of the wheel is called for on a thirty degree bend, and a useful castor action centres the steering as the rim is released The steering is positive but remains light, and this ease of control applies equally to the brakes, the clutch and the gear-change.

55 m.p.h. seems only a gentle amble on the Midget in spite of the engine turning over at 4,000 r.p.m., but when a call comes for full speed ahead there is plenty in hand, and the little car gets up to 60 and even 65 quite readily on short stretches of road. Where winding roads are encountered, of course, full use of the gear-box is needed for maximum performance, and the conveniently-placed gear lever and light clutch give one every encouragement. The engine spins up promptly when changing down, a valuable feature when trying to maintain momentum on a trials hill.

Changing up, the shift from first to second has been improved in comparison with that of the "P" type, bottom gear being higher in the case of the new car. Second to third is not so quick, but can be snapped across at the expense of a little noise, while third to top is fastest of all. Third gear is silent; the two lower gears are audible but not unpleasantly so.

With its short wheelbase the car can be thrown round corners and accurately controlled with the high-geared steering. A maximum of nearly 60 m.p.h. is possible in third gear, and if full use is made of this, the car will hold its own with cars of much higher horse-power through being so handy and light to drive.

The brakes are equal to any emergency. In normal use they seem adequate, though not abnormally powerful. With full pedal pressure, however, they pull the car up in the most decisive way, the braking distance working out at the excellent figure of 55 ft. from 40 m.p.h. The brake lever, which also operates all four brakes, is useful in helping full power to be exerted for braking tests and all four wheels can be locked if required. A racing ratchet, applied by means of a thimble at the top of the lever, is a useful feature.

BRIEF SPECIFICATION

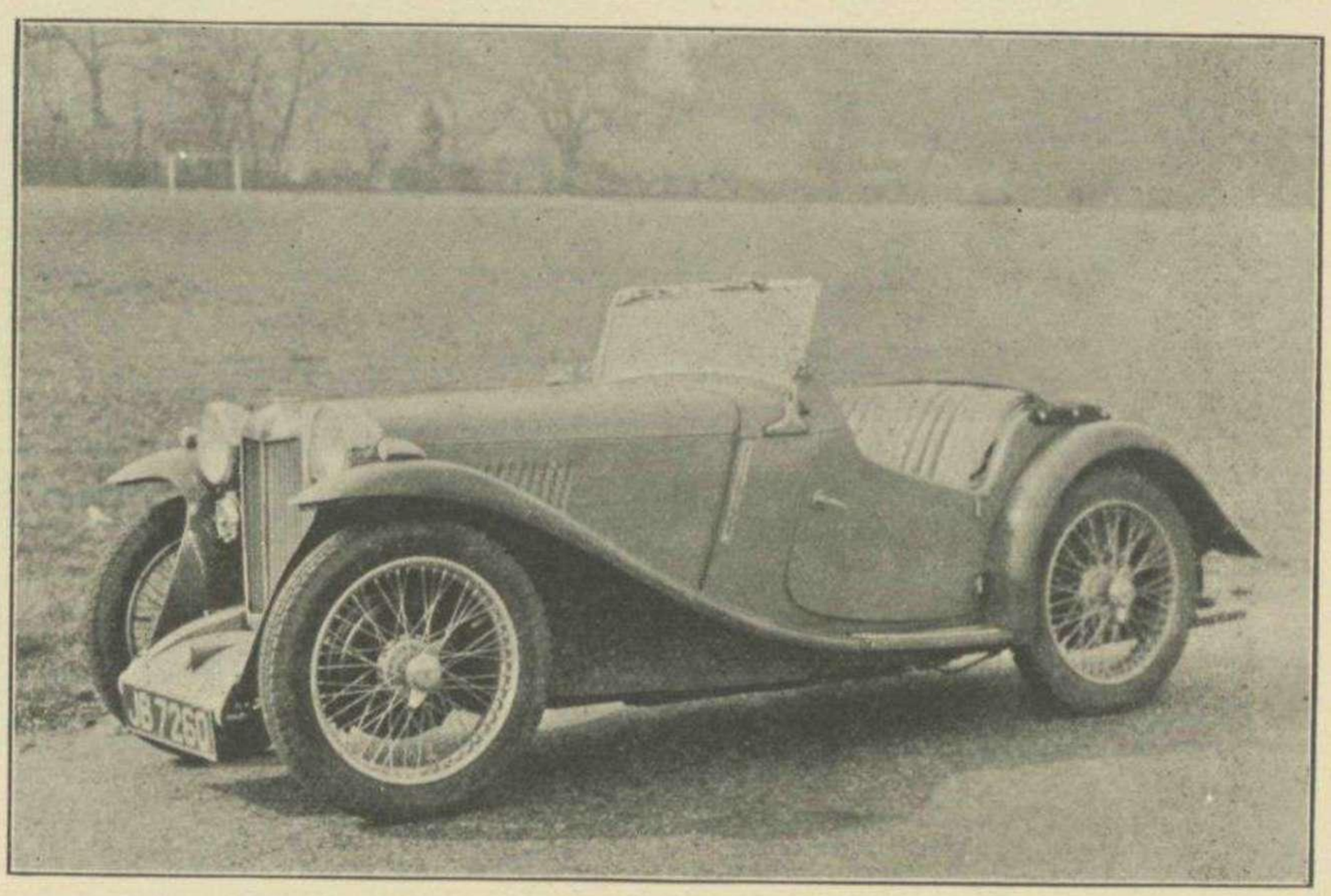
Engine: Four cylinders. Bore 60 mm., stroke 83 mm., capacity 939 c.c. R.A.C. rating 9 h.p. Single overhead camshaft. Coil ignition. Two S.U. carburetters

Gearbox: Four speeds and reverse. Constant mesh third gear. Remote control. Ratios 5.75, 7.32, 11.5 and 19.2 to 1

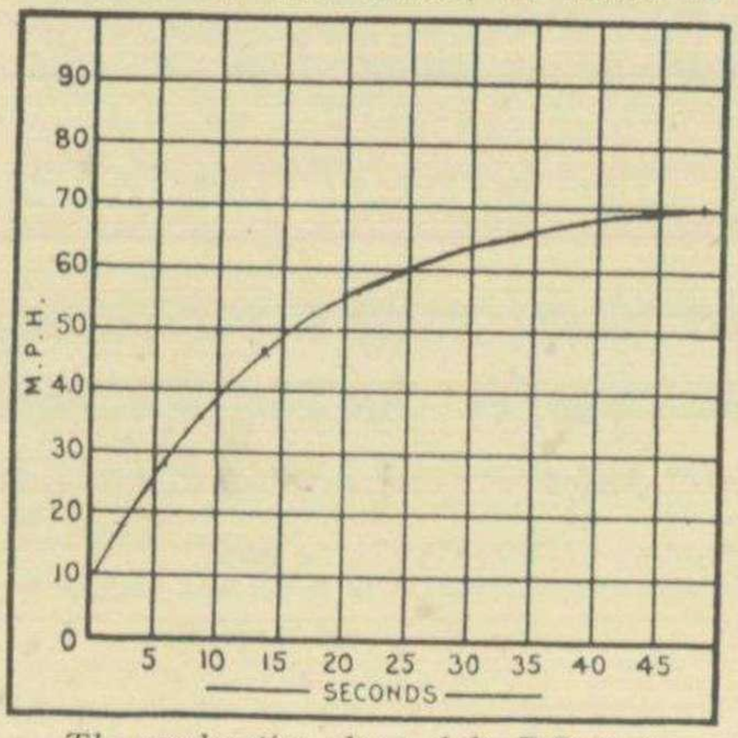
Suspension: Half elliptic springs.

Dimensions: Wheelbase 9ft. 3½in.
Track 3ft. 6in.
Weight with open two seater body 14¾ cwt.

Price: £222



This photograph shows the neat appearance of the new P.B. Type M.G. Midget.



The acceleration chart of the P.B. type M.G. Midget.

Comfortable springing is notoriously difficult to arrange on a short-wheelbase car, but the Midget gives no cause for complaint in this respect. With the standard shock absorber setting the car rides comfortably at thirty, and yet contrives to corner steadily when taken round a corner at the limit of tyre adhesion. All out on Brooklands, a light grip with one hand on the steering wheel was all that was required.

Tested over a flying half-mile, the Midget registered exactly 75 m.p.h., a very useful speed for an unblown 9 h.p. car in touring trim. With the screen raised, 70 m.p.h. appeared about the maximum. The engine runs quite happily up to 5,500 r.p.m., giving road speeds of 21, 36, 57 and 75 m.p.h. in the four gears. To change up silently it is necessary to pause slightly between each gear, but the lever can be snapped across even at full revs. when maximum acceleration is wanted.

The open road is obviously the place for a sports car, but the 30 m.p.h. limit cannot be ignored. A small yellow dash light connected with the speedometer glows from 20 m.p.h. when the instrument is registering from 20 to 29 m.p.h. and provides a convenient warning day and night, The car runs quite smoothly down to 15 m.p.h. on top gear, and the two finger lightness of the gear-change is appreciated at slower speeds or when accelerating through traffic. Apart from its handiness in slipping through traffic a small car like the M.G. scores heavily in towns because it can be parked so easily in confined spaces and it is gratifying to be

THE P.B. TYPE M.G. MIDGET—continued

able to pull up outside a shop in a busy street without the manœuvres which usually attend the parking of the big saloon.

Big men in small motor cars afford a constant source of amusement to the comic papers. On the M.G. the body space on the 7 ft. 3 in. wheelbase has been utilised to the best advantage, and there is plenty of leg-room for a six-foot driver. The seat is not adjustable, but the back squab can be tilted backwards or forwards six or eight inches which gives the same effect. On earlier M.G.s we sometimes had to complain that there was no room for large feet, but on the P.B., the left foot, when not required on the clutch pedal, finds a resting place on the gear-box casing, and there is no fear of applying brake and accelerator at once.

Visibility is good, even with the hood raised, and the car is wide enough for two normal passengers. With the side-curtains in position the driver's elbow is a little restricted, but as the steering is high-geared, this is not a serious point.

The dash equipment comprises a large rev.-counter, speedometer and the usual switches. A knob operating the tap for the reserve petrol supply of three gallons is mounted under the steering wheel. The petrol consumption works out at 31 m.p.g. and as the tank holds in all twelve gallons, so the car can cover an exceptional distance without refuelling. The headlamps give a good driving light; when meeting oncoming traffic, the off-side one can be extinguished by means of a switch mounted in the middle of the dashboard.

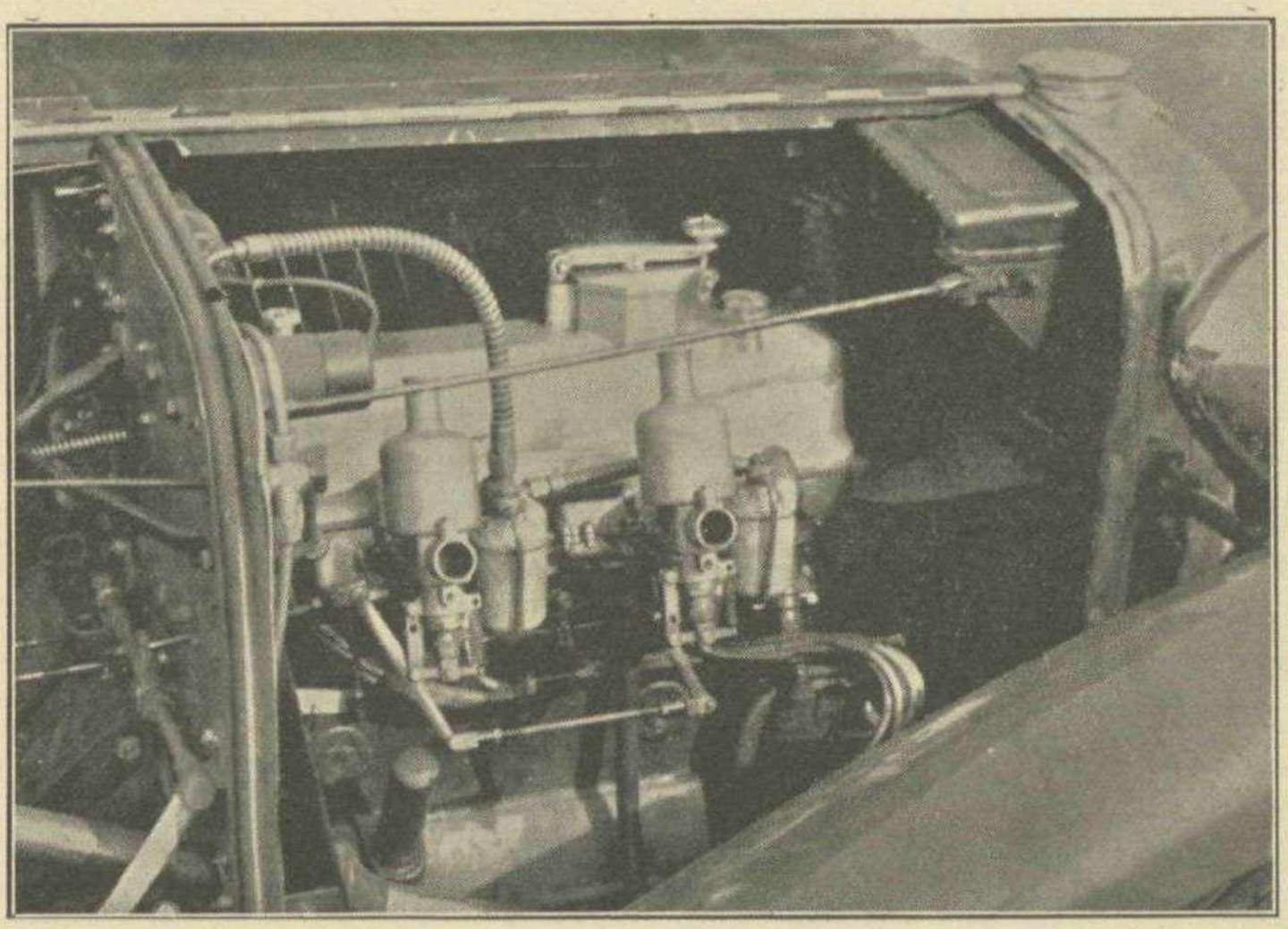
A small amount of space is provided for luggage in the hood well behind the back seat, and with the hood raised or the hood sticks brought forward, a good-sized suitcase can be carried.

The mechanical features of the M.G. are too well-known to require describing in full, but a few points may be recalled. The engine has an overhead camshaft driven from the front end of the crank-shaft through a vertical shaft and bevels. The dynamo forms part of this shaft. The valves are actuated by means of fingers and the adjustment is made by rotating the eccentric pivots. 14 mm. sparking plugs are used, with coil ignition. The S.U. carburetters are of semi-down-draught pattern, with an S.U. petrol pump.

The crankshaft is carried in three main bearings, and an accessible pressure oil filter is mounted on the near-side of the crankcase. A single dry-plate clutch is used, and the four-speed gear-box, which is mounted in unit with the engine, has constant-mesh third gear wheels and a remote-control gear-lever. The transmission is orthodox, with an open propeller shaft and a bevel-driven back axle.

The chassis is upswept over the front axle and underslung at the rear. Straight half-elliptic springs are used, fixed at the front end and sliding at the rear. The front shock-absorbers are of the friction type, with hydraulics at the rear. The brakes are operated by means of enclosed cables. All inaccessible chassis points are lubricated from two banks of grouped nipples mounted on the scuttle bulkhead.

Mudguards and other chassis parts subject to vibration are mounted on rubber, and the whole car is obviously laid out to make maintenance easy for the private owner. For the P.B. we can safely predict a success even greater than that of its smaller brother.



Back and front of the dash are equally accessible on the P.B. Type Midget.

THE MORGAN FOUR

Very interesting is the new four-cylinder Morgan four-wheeler, which the Morgan Motor Co., Ltd., of Malvern Link, Worcs., has put into production. This new small sports chassis bristles with interesting features. In the first place, the front wheels are sprung independently on the helical-spring system familiar to everyone who has examined a Morgan tri-car—and who has not! The frame is of very sturdy design and the rear axle is carried on half-elliptic springs and underslung. A 1,122 c.c. Coventry-Climax engine is fitted, which has o.h. inlet and side exhaust valves, and develops 34 b.h.p. at 4,500 r.p.m. The gear-box is separate, and has four forward speeds, with synchro-mesh change for third and top ratios, the latter being 5 to 1. A Borg and Beck clutch is used and transmission is by open Hardy-Spicer shaft to a spiral-bevel rear axle. The wheels are of pressed-steel disc type, and a refinement is the use of Girling brakes in 8 in.-diameter drums. Dunlop 5 in. by 16 in. low-pressure tyres are fitted. The rear fuel tank carries nine gallons, and with empty tanks the Morgan 4-4 weighs only 11 cwt., which promises an excellent performance. It would seem a very good car for competition work, and we look forward to reporting favourably on its performances in this category as the season progresses. The tax is £7 10s., and the price, with a well-planned two-seater sports body is £180, which seems excellent value. It will be recalled that the first example went through the London-Exeter Trial in Mr. H. F. S. Morgan's care, and easily gained a Premier Award.

A USEFUL FIXTURE LIST

Messrs. Frank Ashby and Sons, Ltd., Stirchley, Birmingham, announce that very shortly they will be issuing a new edition of their well-known International Fixture List. This little book gives a comprehensive list of motoring fixtures for 1936, including important trials, races at home and abroad, club events, etc.

A complete record of motor-racing in 1935 is included, detailing the occupants of first, second and third places in the more important races, with space to fill in the results of this year's contests as the season unfolds. Lap-times and similar useful data are also included. A limited number of these fixture lists has been printed, and those readers desiring a copy should write at once to the address given above, enclosing 3d. in stamps, and making mention of MOTOR SPORT. Having used an Ashby Fixture List throughout last year, we can recommend it as being one of the most useful publications available.

Club News

HARROW C.C.

The Chilterns Trial of the Harrow C.C. resulted in a win for Mrs. A. E. Moss, driving her new and very exciting, short-chassis Marendaz Special. On Easy Hill only this car and W. E. C. Greenleaf's Ford Ten made successful ascents. In the timed tests S. G. E. Tett's Balilla Fiat was fastest in the reverse up Maiden's Grove, and on the roundabout and acceleration test on Lewknor, Douglas Briault's M.G. was a very easy victor, in spite of incurring a 10 per cent. supercharger handicap.

RESULTS

C.L.J. Cup : Mrs. A. E. Moss (Marendaz Special).
First-Class Awards : D. L. Briault (s/c M.G.); S. G. E. Tett (Balilla Fiat); W. E. C. Greenleaf (Ford Ten).
Second-Class Awards : A. C. Westwood (Balilla Fiat).
Team Award : Tett, Westwood and R. Sandford (all driving Balilla Fiats).

SCOTTISH SPORTING C.C.

The Winter Trial was a severe contest, heavy rain having fallen for three days before the event and snow came down during the day. Costerton failed eighteen cars, and Humble twenty, the latter hill before about a foot deep in mud. J. J. Nicholson, driving a Ford, and N. W. Gibson with a Hillman Minx both made light of more deep mud on Easthouses, but G. Murray Frame (Singer) had a tough but victorious struggle, while Stanley Weston and N C. Sharp (both M.G.s) failed. Two Rileys retired and Scott-Hepburn did well with his M.G.

RESULTS

Premier Award, Sleigh Trophy : J. Smith (Frazer-Nash-B.M.W.).
Under 1,500 c.c. : W. K. Elliot (Riley).
Non-sports cars : J. E. Playfair (Singer).
Team Award : Frame, McDonald (Singers) and Elliot (Riley).
Runners-up : Weston, Sharp and Scott-Hepburn all driving P.B. M.G. Midgets).

NORTH-WEST LONDON M.C.

The Coventry Cup event was a most successful event. Only one man came through clean; L. A. Welch, driving a supercharged P.B. M.G. Midget. Widlake failed all but five competitors, and Cloutsham nine. A "To and Fro" special test resulted in a tie between H. K. Crawford and F. Allott, respectively at the wheels of an M.G Magnette and a V8 Ford. Of the successes on Widlake were numbered W. L. Jackson's 1½-litre Frazer-Nash, Crawford's M.G. Magnette, L. A. Welch's P.B. Midget, J. E. S. Jones' M.G. Midget.

An acceleration test on West Howetown was won by J. A. Bastock (blown P.B. Midget) in 11 secs., while R. Sandford's Balilla Fiat was 1/5 sec. slower.

Doverhay claimed fourteen failures in a field of nearly seventy, and Cloutsham was the worst hill of all. Amongst the successes were Welch's P.B., C. T. I. Taylor's 1½-litre Singer, C. A. N. May's M.G. Magnette, H. L. Hadley's 747 c.c. Austin, F. Allott's V8 Ford, S. M. Horrocks' 847 c.c. M.G., Macdermid's 1½-litre M.G., Langley's blown sister car and E. H. Startin's 972 c.c. blown Singer.

PROVISIONAL RESULTS

Coventry Cup : C. A. N. May (M.G).
Runner-up : N. V. Terry (Frazer-Nash-B.M.W.).
Whittingham Trophy : R. Sandford (Balilla Fiat).
Exford Trophy : L. A. Welch (blown P.B. M.G.).
Brendon Cup : H. K. Crawford (1½-litre s/c M.G.).
Gwynne Cup : Cream Crackers M.G. Team.

GREAT WEST M.C.

Sixty-eight entered for the ambitious London-Bournemouth Trial, and sixty-three started, some from London, the majority the following day from Crewkerne, survivors of the previous day's Coventry Cup Trial.

The Wool Heath Tank Corps ground wrought great havoc, and many cars were bogged between tests, there being no firm roads and few direction indications. C. M. Anthony (Aston-Martin), S. H. Allard and S. L. Chappell with V8 Fords, and Nash's Talbot got up the two worst gradients—tests of about 1 in 2, slime surface—as did Mrs. Moss's new Marendaz Special.

A. G. Imhof's Singer Nine won the driving test which included quite a usefully-long straight to test acceleration, and C. M. Anthony (Aston-Martin) took only 5 1/5 secs. to win the brake test down an "impossible" gradient—some consolation, we hope, for bogging his car in a subsequent water splash.

No first-class awards figure in the provisional results.

BUGATTI OWNERS' CLUB

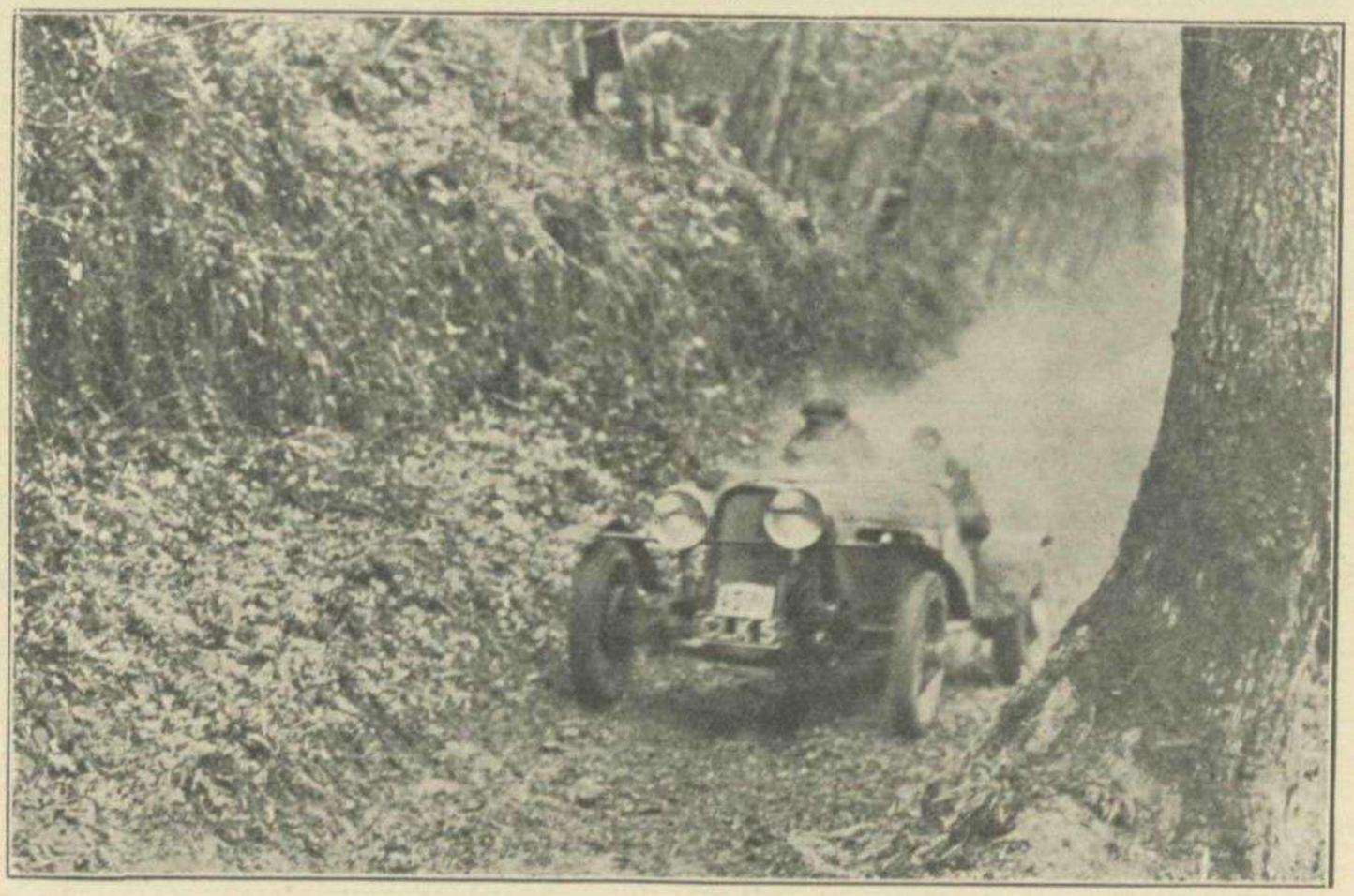
The recent annual general meeting was well attended, and a merry gathering sat down afterwards to dinner in the members' room at the Green Park Club. It was moved that the Club should be run as previously, but some innovations were suggested, including the formation of club-teams to "carry the colours" in various events, and an additional dinner-dance during the summer, on less ambitious lines than the annual dinner at Claridges. A film show was given by Donald Monro, which included L. M. Ballamy's "On Road and Track." Prominent speakers were Alan Bainton and Esson-Scott. The Opening Rally takes place at Wansford on April 5th. Hon. Sec.: Eric Giles, 2, Queen Street, W.1.

GENERAL NOTES

Freakish special tests still figure far too prominently in trials. Organisers should try to incorporate tests that allow the wonderful performance of modern sports cars to be fully utilised. And drivers must be given something that interests them and is a sensible form of test.

* * *

In the recent Great West M.C. Trial there were alternative starts; one from London (Egham) just after midnight, the other from Crewkerne, after breakfast. This hardly provided an opportunity to compare the support extended to these alternative starting points, because most of the competitors had to start from Crewkerne anyway, having been engaged on the Coventry Cup Trial on the previous day. But some of the Egham night-drivers seemed to think a straightforward run down would have been better, as only Middledown was put in as a break and this hill did not count in any case.



S. A. Allard (Ford) attempts Widlake Hill in a cloud of steam but fails in the Coventry Cup event.

CLUB NEWS—continued

It is a pretty problem, as those who are penalised on sections not tackled by the day-section-only folk are likely to feel peeved, yet if the night section is a plain main-road run those who cannot get near the venue except by driving at night will go on their own. Personally, I feel that if a driver cannot keep awake for thirty-six hours at a run, he should not attempt a trial, while if he wants a supper, sleep and nice breakfast before his trial, well, there are plenty of events confined to daylight hours that should suit him.

* * *

The Great West C.C. gave their members something to think about in this trial, some of the gradients and surfaces at the Tank Corps' ground being really appalling. Moreover, the route across country between tests was not always clearly indicated and many competitors got bogged and could be seen flying rather soiled handkerchiefs and releasing verbal and electrical S.O.S. messages in the hope of attracting the attention of Paul Hardy's henchmen. Long's veteran 30/98 broke its prop.-coupling on a 1 in 3 molehill, and stayed there awaiting a Tank Corps' service vehicle! Warburton, having unbogged *his* 30/98, towed out a sunk Midget, and Allard's new Ford was rumoured to be "up to its wheel-tops." Certainly the car shown in "The Star" of March 18th was in a pretty hopeless position and we hope that its owner has had it returned to him by now.

Perhaps one can hardly blame Paul Hardy for, while some people said in no uncertain terms that what may be good for tanks is no earthly good for cars, other drivers simply revelled in it! Long will the writer remember the solid wall of inky water that broke over the Midget when his driver entered the Wool Heath Water-splash No. 1 at about 15 m.p.h.! That wall penetrated!

* * *

Those who are dubious of supercharging should take note of the splendid successes achieved in recent trials by blown motors.

* * *

The problem of "comps." versus standard tyres seems to be met fairly well by banning locked differentials when competition covers are used. But the difficulty of permitting supercharged cars to compete on even terms with unblown motors, and small blown cars with bigger unblown cars, is not lightly to be overcome. The Bugatti Owners' Club—that select body of real enthusiasts—has for some time had in operation an ingenious individual handicapping system, which even takes into account the cornering capabilities of different cars and the limitations imposed upon the fast stuff by twisty sections. It is the outcome of some deep thinking on the part of the Club committee.

* * *

Congratulations to J. Eason-Gibson on his fine show in the J.C.C. Rally. Incidentally, he found his 1½-litre Frazer-Nash-B.M.W. saloon slightly more suited to the wiggle-woggle test than an open sports Type 55, which says much for the stability of what must be regarded largely as a small, touring saloon. Eason-Gibson is taking an important part in the running of the L.C.C. Relay Race.

An attractive trials-car, in the form of the V8 Batten special, was recently put into serious production.

* * *

Those who ask that solid axles be accepted without question by trials organisers might ask themselves why such axles are not standard equipment on small sports cars. Controllability suffers and tyre-wear increases if no differential is used, unless a very fine chassis and weight-distribution is achieved. And those who hesitate to lock axles on cars used for business as well as pleasure should surely be protected by trials' promoters.

* * *

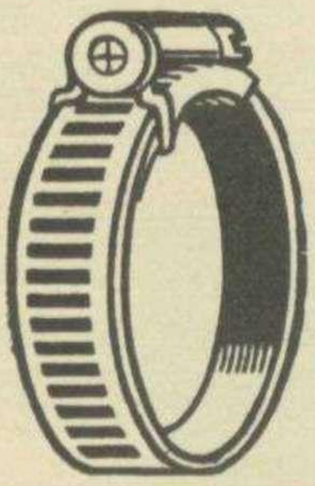
LIGHT CAR CLUB

The annual general meeting is due to take place on April 2nd at 6.30 p.m. at the R.A.C.

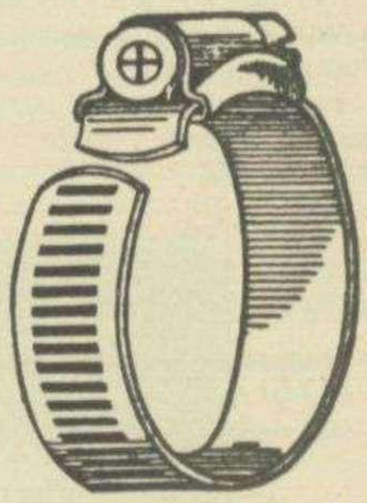
Officers and Council and an Auditor are to be elected, the Directors' Report received and re-association with the R.A.C. and re-affiliation with the A.C.U. considered, as well as more ordinary business. The 1935 balance sheet shows a surplus for the year of £22 against £18 at the close of 1934. At 30th September, 1935, there was £219 in hand. This year's Relay Race, open to all sizes of cars, should be a great success, sporting and financial. The present directors are H. R. Godfrey, C. F. Widmann, W. E. A. Norman, J. Eason-Gibson and C. Paul. Sec.: Harold Jones, 22, Basinghall Street, E.C.

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ALL IN ONE PIECE. NO PARTS TO LOSE.
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TWO NOVEL FORD CONVERSIONS

THE BATTEN SPECIAL V8 AND A BLOWN MONOPOSTO "TEN"

From the days of the Model T, when four-speed gear-boxes and "Fronty" conversions were all the rage, the Ford chassis has provided material for many enthusiasts to work on, and the latest models, the V8 and the "Ten," likewise respond readily to expert tuning.

The Batten Special, which is produced by Mr. James Batten, of Beckenham Motors, Beckenham, London, is a particularly good example. Using the chassis and engine of the ordinary V8 coupé or saloon, as produced in 1933, a low and compact car is produced capable of approximately 100 m.p.h.

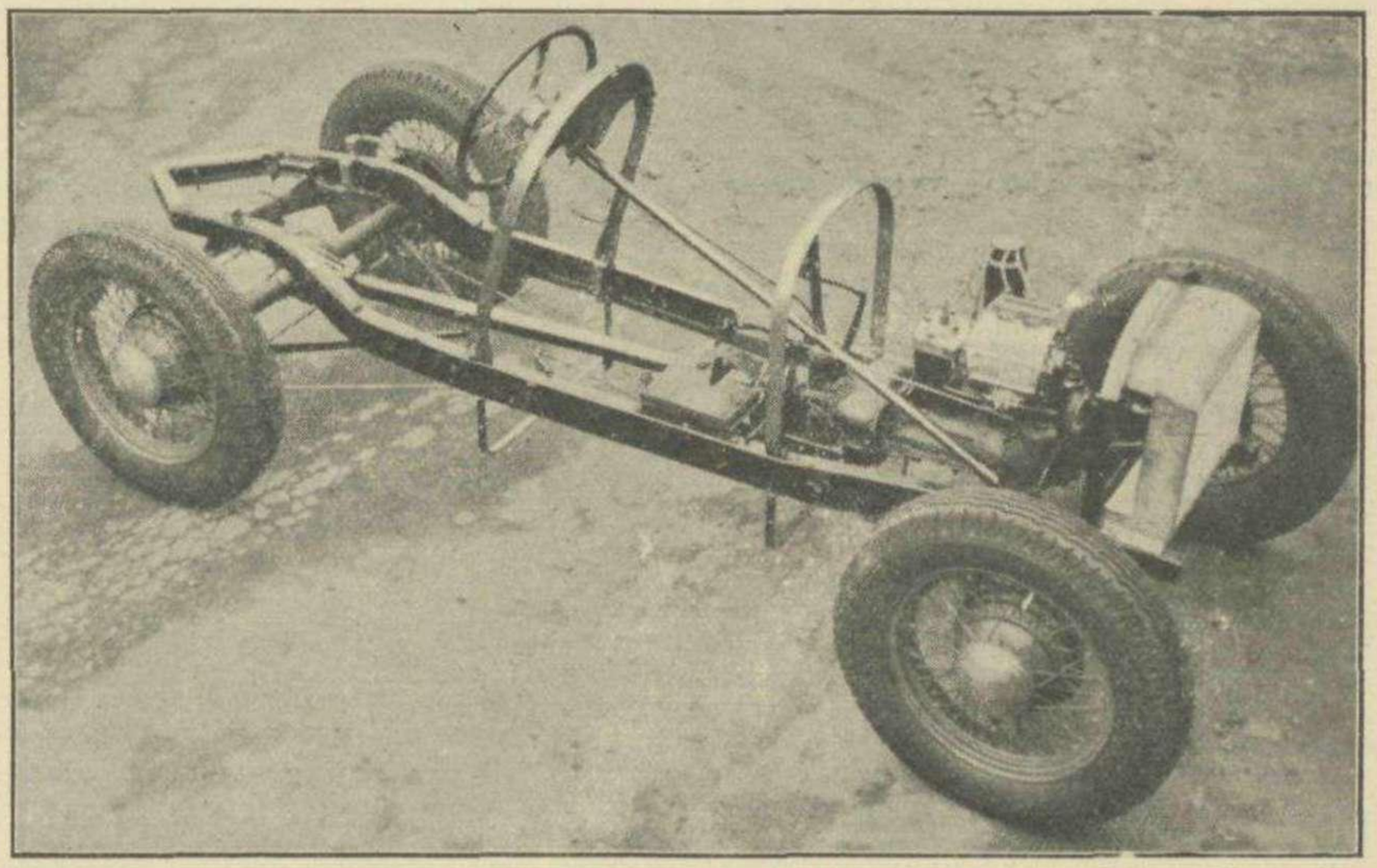
The older chassis is chosen in preference to the latest type because of its straight cross-members. The back passengers are seated between these, which would be impossible in the latest type, which has a cruciform member at the rear. The chassis is stripped down, all working parts are renewed and the side-members cut. Twelve inches is removed, reducing the wheelbase from nine to eight feet, and the rear part of the chassis is inverted, so that it now passes under the rear axle. The back and front sections are welded together and secured with flanged fishplates fitted over the welds.

The track is reduced to 4 ft. 2 in., the front axle being cut, welded and reinforced in the centre while at the rear the axle tubes are reduced in length. The original springs are used, cut down, the rear one now being flat and beneath the rear axle. Large hydraulic shock absorbers are used fore and aft. The ground clearance is not seriously affected by these alterations, 8½ in. being provided at the lowest point.

The steering ratio has been raised by using a long drop arm, 1⅔ turns being needed from lock to lock. The brakes are lined with Ferodo M.Z. racing fabric, and by altering the layout slightly have been made really powerful.

The engine is, of course, brand new, and is of the latest type with double induction system. The cast iron heads have proved satisfactory, and by machining the compression ratio is raised to 6.5 to 1. The ports are slightly enlarged and twin Burgess silencers are fitted. The engine speed has been raised from 4,000 to 4,700 r.p.m., giving speeds on the gears (windscreen folded) of 97-102, 68-70 and 37-40 m.p.h.

The car is fitted with a compact two-door four-seater body and weighs complete 21 cwt. As may be supposed, the acceleration is excellent, the maker's figure being 0-70 in 18 seconds. The price complete is £375.

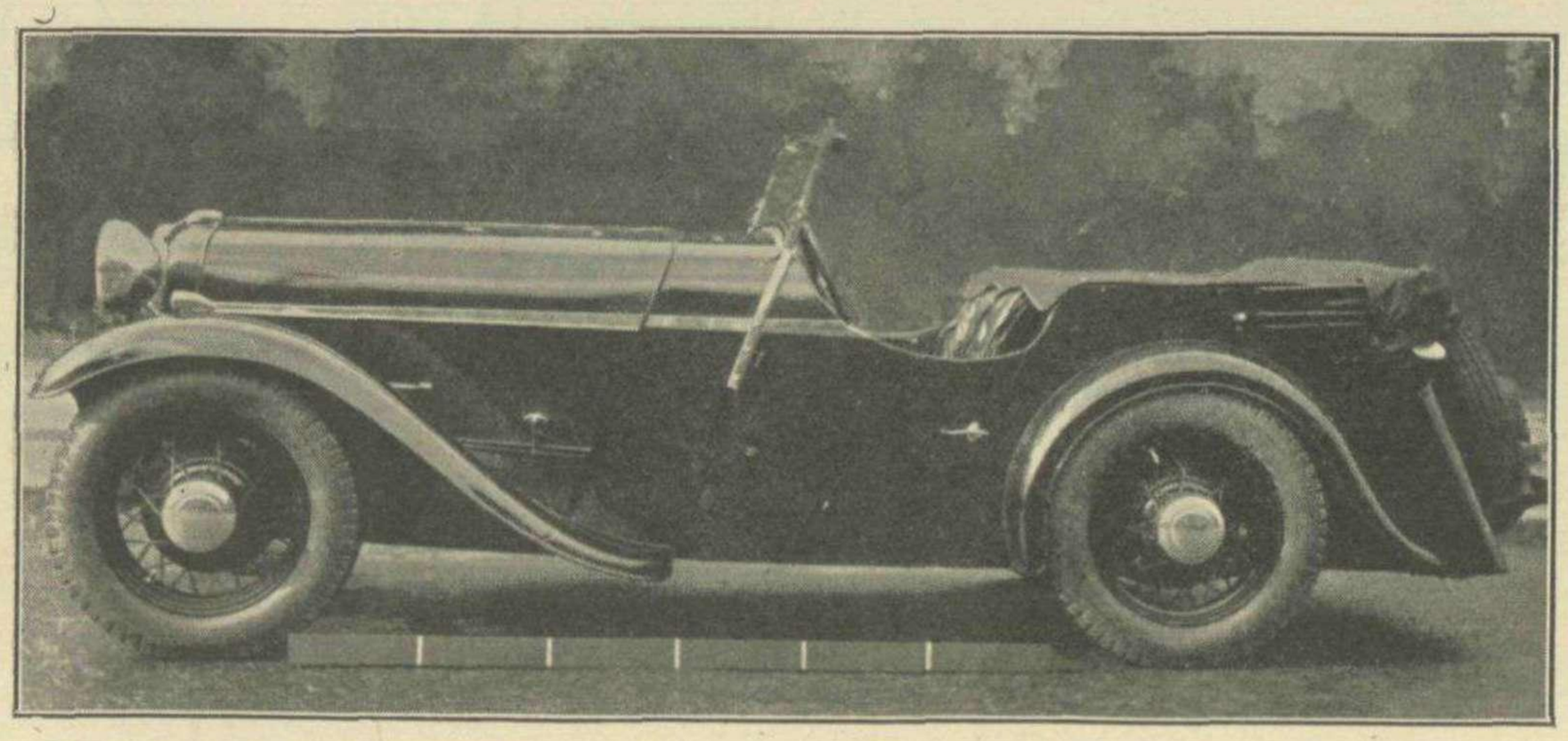


The chassis of the supercharged Ford Ten. Mr. K. N. Hutchison plans to run it at Donington and elsewhere.

The supercharged Ford Ten, which is being built by the Beecholme Motor Company, of Nightingale Lane, S.W.12, for Mr. K. N. Hutchison, is another ingenious job. The aim which lies behind its construction is to build at a low price a racing car which will yet give a satisfactory performance, and as the total weight is only 7¾ cwt., with an expected horse power of 70 to 75, it should fulfil the expectations of the designer, Mr. Eason Gibson. Data collected from building this car may later be applied to making supercharged two-seaters specially suitable for competition purpose and selling at about £250.

On the normal Ford Ten chassis the side-members run parallel at the front of the chassis and then sweep outwards, but in the single-seater they run parallel throughout, some 2 ft. 6 in. apart, the rear cross-member, which also forms the spring mounting, being welded up with a box-section. They join together at the rear in order to support the tank, and the strengthening pieces welded across the channels, where they "kick up" for the rear axle, give additional rigidity. The suspension is unaltered, except for

Continued at foot of next page



The Batten Special is exceptionally low and compact. The board, which is marked in feet, emphasises this.



THE INTERNATIONAL GRAND PRIX FORMULA

Sir,—I cannot see that the new International Grand Prix Formula will do much for the man who wants to buy good motor cars for not-too-much money.

The most expensive item in the cost of making a production motor car is raw material. By reducing the weight of a car, we not only reduce its cost but we improve its performance. The present International Formula puts a simple premium on performance by virtue of light weight and so encourages development of a type that is economically the most sound design. Cars of the "American" type are economically sound, being cheap and in every way of high performance, not excluding their good fuel consumptions. The present International Formula encourages European development of this type and is, therefore, good.

Now consider the new International Formula. For the capacities specified there is no difficulty in getting down to the corresponding minimum weights. The logical tendency then is to increase the engine power by every possible device, regardless of weight until the minimum total is reached. The cars encouraged then are those that derive their performance by virtue of power output (and therefore of fuel consumption) against the purely artificial handicap of engine capacity. Since then performance is derived by uneconomic means, the type encouraged is also uneconomic. In fact, everybody is wasting their time.

I think differentiation between cars with and without superchargers is pointless. Supercharging is a strictly logical development since it reduces the weight/power ratio and so saves money in production quantities. It would be just as sensible, surely, to allow cars with rear-wheel brakes only, or solid tyres, a 30 per cent. increase in engine size.

The grading of capacities with weights is surely a red herring since obviously a 769 c.c. car weighing 400 kilos. could not hope to compete with a 3,460 c.c. car weighing 850 kilos., nor proportionately so any intermediate size of car.

The best suggestion ever put forward was that the car should, with sufficient fuel for some reasonably long distance, weigh less than an agreed amount. This is the most economically sound suggestion of all since it places a premium on combined low weight and low fuel consumption, and hence encourages the type of car that everybody wants—the one that has not only cheap first cost, but low fuel consumption as well. This might be difficult to apply in practice, however, and so I think the best *practical* solution is to stick to the maximum weight formula—reducing the figure from 750 kilos. year by year in steps if you like—and remember this is the formula that put Grand Prix racing back on its feet.

We in this country are well enough equipped to cheat any formula as well as any other nation, but let there be some point in it!

I am, yours, etc.,
T. Murray Jamieson.

Langholm,
38, Exeter Road,
Southgate, N.14.

* * *

TWO CORRECTIONS

Sir,—May I venture to correct a statement which appears in your current issue under the heading of "Two Racing Cars Re-built"?

The entire work of preparation of Mr. Henken Widengren's 6-cylinder Amilcar for records was executed at Automobile Supertuners, Roberts Mews, N.W.1, by Mr. Alec Francis and myself under the supervision of Mr. *R. F. Oats*, not Major Oates, the one-time Lagonda driver.

The preparation of the car for the International Trophy Race and for the Avus meeting was undertaken by the same staff. It was not until June, 1933, that this car was transferred to Z.N. Motors, where I accompanied it for a short time.

I am, yours, etc.,
H. L. Biggs.

The Bell Garage,
11, Keswick Road,
Putney, S.W.15.

* * *

Sir,—May I be allowed to add a few interesting facts to Mr. Wilcoxon's notes on the tuning of Talbot cars in your issue of February last, as the subject is one of great interest to us.

Firstly, as to the nomenclature "75," "90" and "105," Mr. Wilcoxon is not quite right in his assumption. I chose these numbers solely to give an idea of the size and performance of the three respective cars without in any way characterising them.

I note that it is asserted that anyone who has a "75" Talbot can readily improve its performance equivalent to that of the "90." I should like to point out, however, that this statement is misleading in that the cylinder heads, induction system, pistons and gear ratios are different in each case.

It should also be very clearly understood that the cars with which we competed in 1930, 1931 and 1932, were designed, developed and tuned by our staff and workpeople.

I am, yours, etc.,
For Clement Talbot, Ltd.,
Georges Roesch,
Chief Engineer.

[Both the articles in question were in each case based on the information given to our representative.—Ed.]

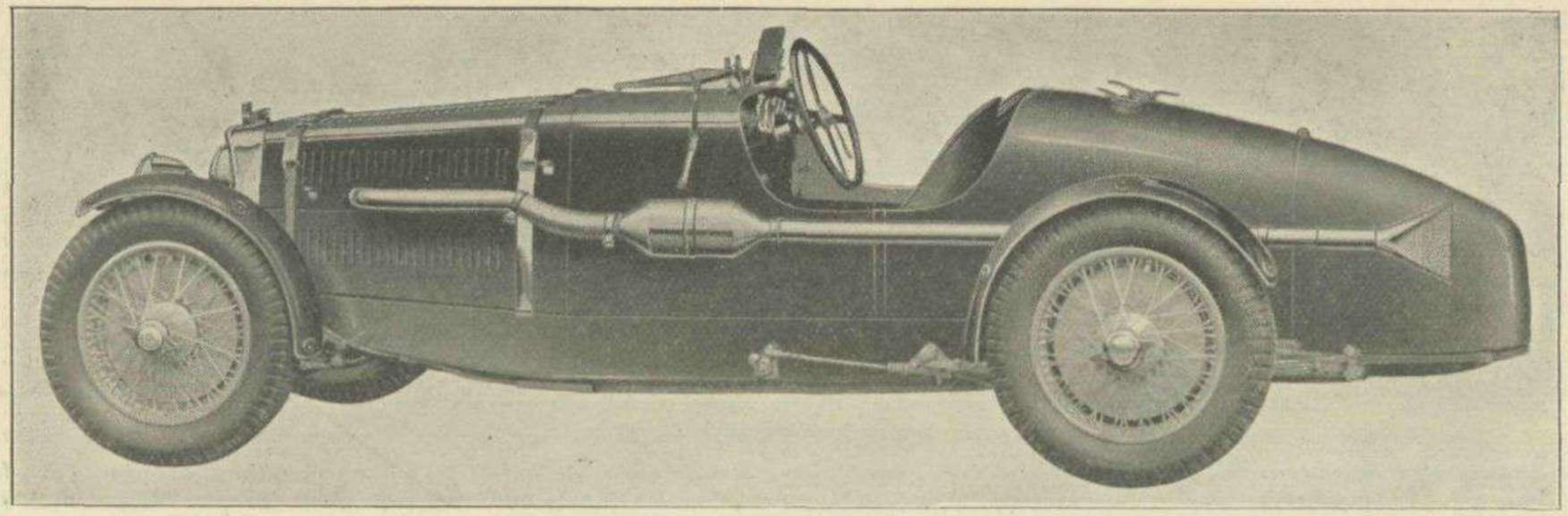
TWO NOVEL FORD CONVERSIONS—continued from preceding page

the fitting of Hartford shock absorbers, the brakes are cable-operated, and are compensated by means of pulleys. The steering box is mounted on the off-side of the frame and the steering column is inclined across the chassis to the centrally-disposed steering wheel. With a long drop-arm, 1½ turns are needed from lock to lock.

The engine has been suitably modified to suit it for high duty. The cylinder-block is of standard pattern, but linered down to 1,080 c.c., the crankshaft and connecting rods have been balanced and the weight of the flywheel has been reduced by one-third. The valve ports have been much enlarged and special tulip valves have been fitted. Martlett light alloy pistons are used. A Scintilla magneto replaces the coil ignition.

A No. 4 Zoller supercharger is used in conjunction with a 40-mm. Solex carburetter. Running at .75 times engine speed it blows at 10 lb. and at .9 times engine speed the pressure will be 16 pounds; the compression ratio remains at 6.6 to 1. The blower is mounted above the cylinder head and is driven with the water pump by means of a three-point chain-drive from the front of the crankshaft.

A 25-gallon tank behind the driver forms the rear part of the neat single-seater body, which has flat casings fairing in the front and rear axles. Body and tank together weigh 1¾ cwt. The car is expected to be capable of 110 m.p.h. and should be ready at the beginning of May. It is intended for racing at Donington and Brooklands, and will also be entered in Irish events such as the Limerick and Cork road-races.



100 *m.p.h. unblown. The Ulster Aston-Martin.*

CHOOSING A SPORTS CAR

A SURVEY OF MODERN CARS AND CAPABILITIES

Looking through the lists of sports cars published in MOTOR SPORT at the end of last year, the reader finds that there are at least sixty different models available on the British market. With such a number to choose from, how shall he set about selecting the new model?

The principal deciding factors are obviously, whether a large car or a small one is needed, is it to carry saloon, four-seater or two-seater coachwork, will it be used solely as a rapid means of transport or also be required for trials or competitions, and finally, and not least important to most of us, how much money the purchaser can afford.

Consider first of all the fast touring field. Three years ago there was hardly an English car in the de-luxe big-car market, the limit of which may conveniently be considered as comprising cars with a capacity of over three litres. Now we have at the popular 3½-litre mark three such models, the Bentley, the Alvis and the Talbot, all capable of about 90 m.p.h. Each of these cars has its special points, the Bentley being particularly noticeable for high performance carried out in almost complete silence, the Alvis for its independent suspension and ingenious all-synchro-mesh gear-box, while the Talbot, which has a slightly shorter chassis, differs from the other two in having a self-changing gear-box with a centrifugal traffic clutch.

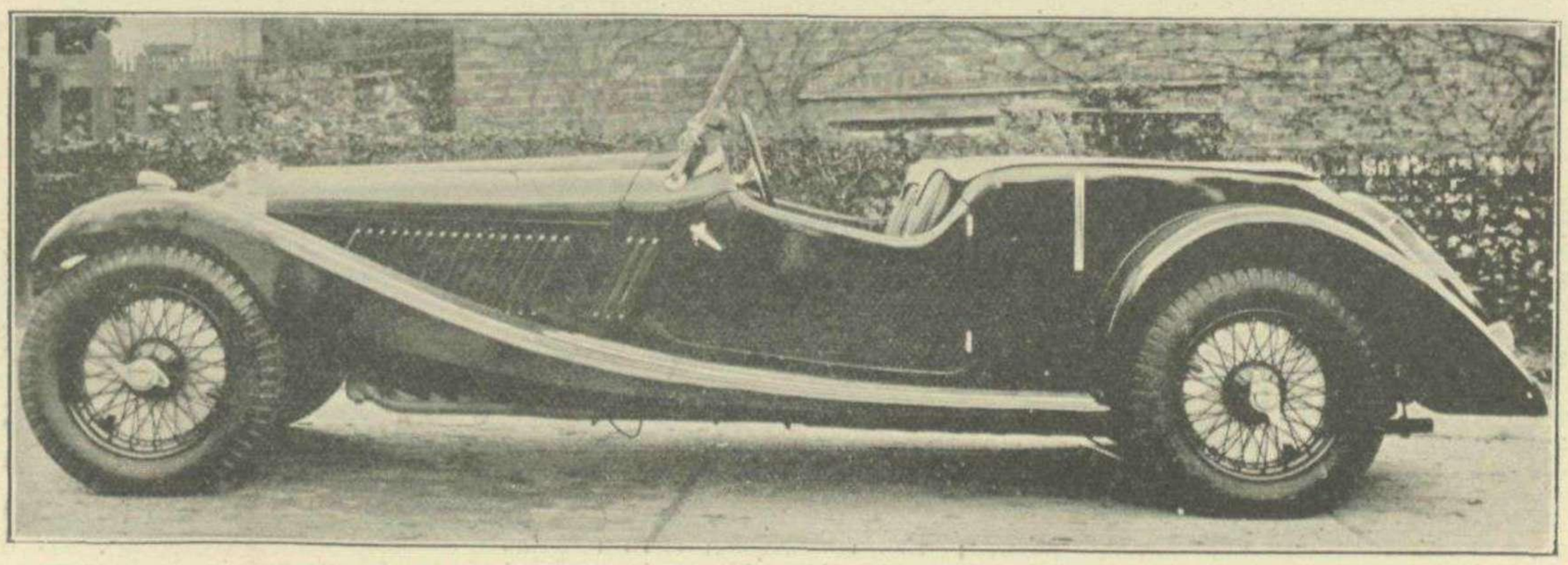
Although the "big" car of six litres or more seems to have disappeared for ever, there is much to be said for a good reserve of power, and it is notable that all three makers mentioned put stringent restrictions on their coachbuilders to prevent the weight, inevitable with de-luxe coachwork, from detracting from the performance. One wonders whether the introduction of a 4¼-litre Bentley, recently announced, does not point a return to larger capacities, while already firmly stabilised in this field and thoroughly modernised as regards springing and silence is the latest 4½-litre Lagonda. 100 m.p.h. unblown still has a real attraction even in these days of heavy traffic and Belisha restriction, and these two latter cars should be able to reach it with open coachwork.

Supercharging to Order

The 5-litre Mercédès-Benz deserves a paragraph on its own, as the makers have found an individual solution to the problem of fast travel. Instead of keeping the weight low by means of a light chassis and body, the "Merc." has a heavy frame and engine with a particularly sturdy gear-box and transmission, insulated from road-shocks by an efficient system of independent suspension, and powered by a slow-revving 8-cylinder engine which gives 100 h.p. A supercharger, engaged by means of a clutch when the throttle pedal is fully depressed, gives the necessary "kick" when a sporting performance is required, and brings the speed to over the century mark.

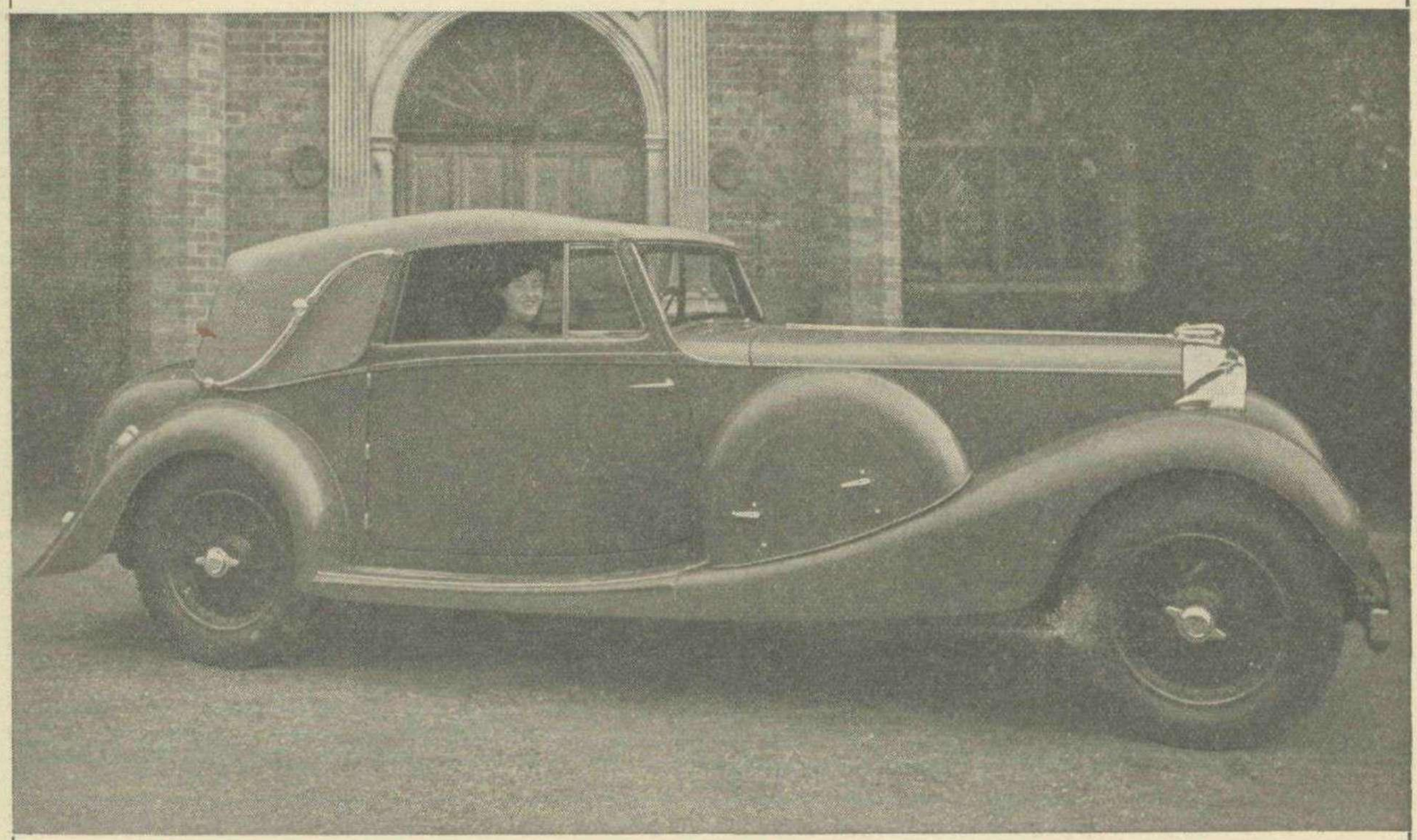
Diametrically opposed in principle are the Hudson and Railton cars. Here an efficient side-valve engine is built into a chassis in which unnecessary weight has been skilfully eliminated, giving a performance which three or four years ago was the perquisite of only the most highly tuned (and roughest) semi-racing cars. No survey of the larger sports cars would be complete without mentioning those two outstanding French makes, the 3.3-litre Bugatti and the 3½-litre Hotchkiss. These, however, conform more to the English school of thought, with highly-tuned though tractable engines in chassis of medium weight.

For pleasant, fast touring the medium-weight car, with full four-seater coachwork and an engine of approximately 2½ litres had much to recommend it, but it seems to have fallen a little out of favour, at least for the time, the Alvis Speed Twenty and Silver Eagle being almost the sole survivors. An important



An attractive new car, the long-wheelbase supercharged Squire.

LAGONDA



"The new 4½-litre LAGONDA is a really fine motorcar . . . a half-a-mile was covered in 18.4 seconds, equivalent to 97.7 miles per hour . . . One cannot drive this car for very long without appreciating that it is designed and built throughout by people who have had much personal experience of long-distance motoring."

"The Motor," February 18th, 1936.

"The LAGONDA saloon is one of the finest combinations of power, speed, SMOOTHNESS, flexibility and quietness . . . 90-95 m.p.h. is about the best comfortable speed on top . . . Above all, it is the feeling of swift, SMOOTH and quiet motion with the high degree of safety which makes the car remarkably attractive."

"The Times," February 25th, 1936.

"The 4½-litre LAGONDA is one of the very finest of fast cars . . . its speed and power are most impressive . . . it is an exceptionally safe car . . . the best compromise between roadholding and comfort yet achieved."

"The Daily Telegraph," March 5th, 1936.

L. G. MOTORS [STAINES] LIMITED, MIDDLESEX, ENGLAND. Telephone: Staines 1122 (4 lines).

L.12.

CHOOSING A SPORTS CAR—continued

and imposing-looking newcomer is the 2½-litre S.S. Jaguar, the first of the S.S. range to have overhead valves. The new 2½-litre M.G. also promises to fill a useful place in the realm of fast medium capacity touring cars.

There is a renewed interest in the 2-litre class, since an engine of this size can be relied upon to give 60 to 70 h.p. without constant tuning, and in a small four-seater or normal two-seater body should produce a definite 80 m.p.h. The A.C., the British Salmson and the Frazer-Nash-B.M.W. belong to this class, and have proved themselves particularly successful in trials owing to their good power-weight ratio and handiness. The 1,660 c.c. 6-cylinder Frazer-Nash also comes in this category.

The "Voiturettes"

"1½ litres" spells neatness, handiness and the highest development in the smaller sports cars to every enthusiast, and the 2-4-seater Aston-Martin provides road-racing stamina in dual-purpose form, while a long chassis full-four-seater is available for those owners who use their sports car exclusively for touring. Frazer-Nash specialise in acceleration and power-weight ratio, with the snappy gear-change and other advantages inherent in all-chain drive, and though a 2-4-seater model is available, the 4-cylinder two-seater model remains the dominant type.

The Squire make is unique in that all models are supercharged, and 100 m.p.h. can be clocked on the two-seater, using standard fuel. A four-seater with a ten-foot wheelbase has now been added to the range, and widens the field for this interesting car. Altas, too, specialise in supercharged fours, 1½-litre and 1,100 c.c. which have done well in racing events. The unblown ones should also be more widely known this season.

1½-litre and 1,100 c.c. are also the Riley figures, though, of course, "non-supercharged" has always been the motto of the Coventry factory. The short Sprite models have a chassis similar to that of the T.T. winner, while the more sober four-seaters have the standard wheelbase of 9 ft. 1 in.

Moving down slightly in cubic capacity we have the 6-cylinder M.G. Magnette. With light coachwork and an easy-running chassis the Magnette has proved itself as a fast, small touring car, and in two-seater form during the last year these cars have surpassed themselves in trials. Just clear of the 1,100 c.c. class is the Lancia Augusta, with the independent springing which has been for so long a distinguishing feature, and a reputation for stamina under all-out conditions which would not be amiss in a car of twice its capacity. Eleven c.c. below again is the new Talbot Ten. Differing from the larger models in having a side-valve engine and orthodox gear-box with synchro-mesh in open or closed form, it retains the attractive lines of the 105 and the 3½-litre.

Hearty Baby Cars

Last, but not least, are those eternal protagonists, the Singer Nine, the M.G. Midget and the Austin Seven. All three have made sports-car motoring possible at a figure ridiculously small in comparison with that required a few years ago, all of them have taken successful part in competition at home and abroad and have learnt lessons from it. The extra capacity of the Singer naturally gave it an advantage in trials, but the enlarged M.G. P.B. should have a similar performance. All three makes provide examples of the skill of English designers in getting a quart out of almost literally a half-pint pot, and with their economy of running and surprisingly roomy bodies make it possible for a large body of enthusiasts to take an active part in the sport of motoring at the minimum of expense.

For Sports and Racing

So far we have dealt with dual purpose cars equally suitable for everyday touring, with an occasional venture into competition work. There remain those, the thoroughbreds of the road, as one might call them, intended primarily for sports-car racing.

The 2.9-litre Alfa-Romeo heads the list. Fitted with a light two-seater body, it is capable of 115 m.p.h., and with independent springing front and rear should be capable of putting up the maximum safe average in England or abroad. Another intriguing foreign car is the Competition 3.3-litre Bugatti, which has a four-carburetter straight-eight engine in a chassis similar to that of the Grand Prix cars.

The super-sports Railton is the only large car built in England specifically for sports-car racing, and one looks forward to seeing these cars participating in this year's events. Road tests show a speed of well over 100 m.p.h. and, as the car weighs only 19 cwt., acceleration to match. The Hudson Century is another car of similar type which reached the hundred against the MOTOR SPORT stop-watch.

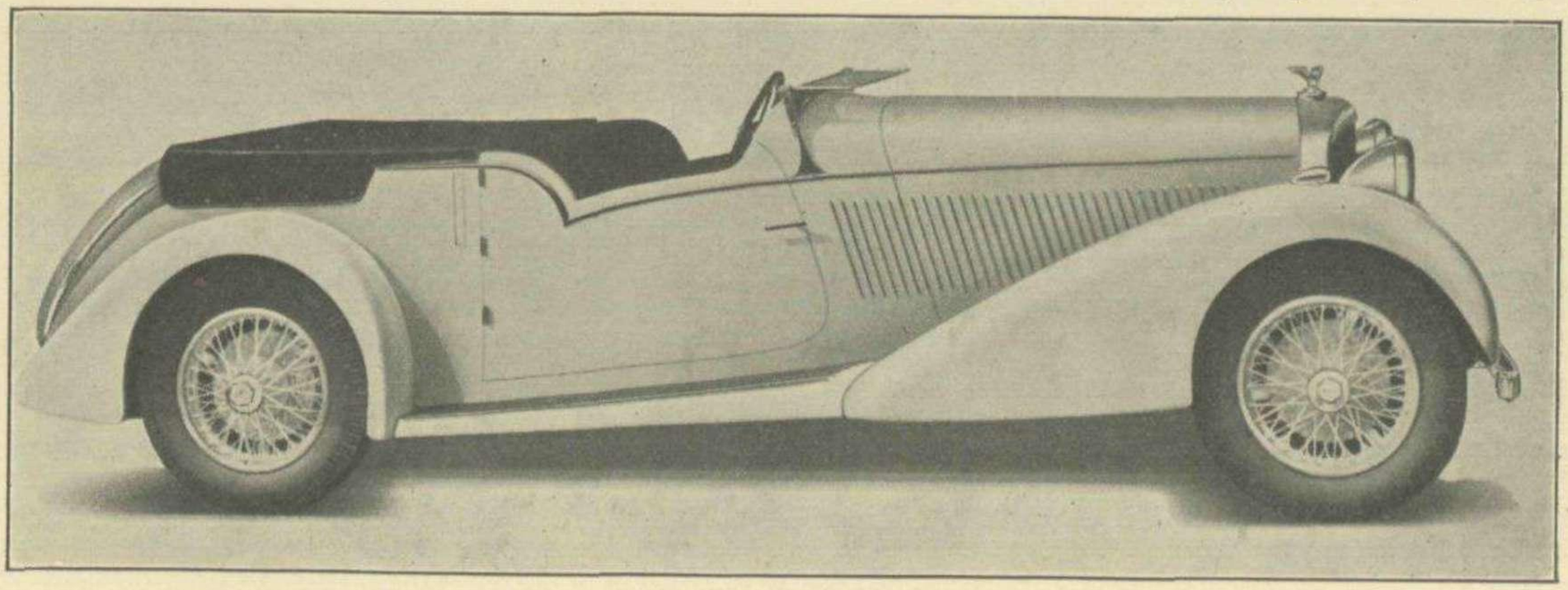
The T.T. Aston-Martin is an exact replica of the cars which secured the team prize at Le Mans and at Ulster last year, so little requires to be said about its stamina or speed which, incidentally, is guaranteed at 100 m.p.h. The new 2-litre car recently announced should improve this figure by close on 10 m.p.h. There are at least two supercharged sports cars capable of attaining the 100 m.p.h. mark, these being the Shelsley Frazer-Nash, with two blowers, and the Squire, which can be obtained with a light stripped body suitable for racing.

Now that the supercharged M.G. Magnette is no longer listed, the smaller classes are deprived of their only 100 m.p.h. car, but for sports-car racing there remains the interesting Singer Le Mans Replica, a 9 h.p. car which is rated at 90 m.p.h. The Altas are, however, to be available in sports-car guise this year, and the 1,100 c.c. one will be a useful addition to the hot-stuff small cars.

What to Buy

There are few more difficult tasks than advising anyone on the choice of a suitable car, for the conditions under which it will be used vary so much. All that one dares to do, therefore, is to give a few pointers and to leave the would-be purchaser to apply them to his individual case.

In the first place, if the car is required to carry four passengers, or two people and a quantity of luggage, and will generally be used for journeys of two or three hundred miles, the big-engined machine has it every time. If high averages are to be maintained, a 2-litre engine will be running at nearly twice the speed of the 4-litre, and the petrol and oil consumption will be the same, while the smaller unit will need more frequent overhauls and is less restful to drive. Against that, of course, one is faced by higher tax, not so serious



The 4¼-litre Bentley.

CHOOSING A SPORTS CAR—continued

nowadays, heavier insurance premiums and more expensive tyre-bills.

The small car is naturally lighter and more responsive to the finer side of driving, but perhaps its most important appeal is in the direction of real economy, as is well shown in the accompanying table giving petrol costs over a yearly distance of 12,000 miles. For trials work, too, the small car is the most suitable, though the V8 Ford is a noticeable exception to the rule.

m.p.g.	gallons	cost
		£
10	1,200	90
15	800	60
20	600	45
30	400	36
40	300	22 10s.
50	240	18

A word of warning about small cars. If you want them to give the snap necessary for trials, do not load them down with a four-seater body. It is amazing what the modern small engine will stand, but if you hang an extra two seats on a seven-horse chassis to take full advantage of its undoubted economy, you must not be surprised to be passed by fast if unstable Transatlantic motor-cars which have a 28 h.p. engine in a 28-cwt. saloon body.

Finally, if you run a big car is it economical to have a small one as well to use on short journeys? It all depends. If you live on the fringe of London or any other large city, the light tender more than pays its way, by its handiness in slipping through traffic and its small petrol consumption, functioning well under conditions where the big car is running on the pilot jets to the tune of 10 m.p.g. On the other hand, the city dweller will usually leave both his cars in the garage during the week, paying an additional £50 per year for the privilege of four square yards of floor space for his "Baby," so in this case the answer is, don't buy a second car unless someone else in the family is going to keep it busy.

Never before have there been such a selection of British sports cars suitable for all tastes and pockets, and every factory reports splendid business. All that is required now is a cessation of the depressions from Iceland, allowing us to enjoy a record season on the open road!

CAR	MODEL	C.C.	PRICE
A.C.	Ace (2-seater)	1,991	£425
A.C.	Ace (4-seater)	1,991	£445
Alta	(1,074 c.c.)		£750
Alta	1½-litre	1,485	£750
Alta	2-litre	1,996	£755
Alvis	Firebird	1,842	£490
Alvis	Silver Eagle	2,362	£575
Alvis	Speed Twenty	2,762	£700
Alvis	3½-litre	—	—
Aston-Martin	Mark II	1,495	£640
Aston-Martin	Ulster	1,495	£750
Aston-Martin	2-litre	1,990	£875
Austin	Nippy	747.5	£142
Alfa-Romeo	2,300 Gran Tourismo	2,309	£1,280
Alfa-Romeo	2,300 Pescara	2,309	£1,280
Alfa-Romeo	2,900 Supercharged	2,904	£2,725
Bentley	3½-litre	3,669	£1,390
Bentley	4½-litre	4,255	£1,150
British-Salmson	20/90	2,596	£645
British-Salmson	12/70	1,470	£395
B.S.A.	Scout	—	£157/10/-
Bugatti	Type 46	5,350	£1,675
Bugatti	Type 57 (chassis)	3,255	£875
Bugatti	Tourist Trophy Model 57 S	3,255	£1,150
Frazer-Nash	Tourist Trophy	1,496	£650
Frazer-Nash	Six-Cylinder	1,675	£550
Frazer-Nash	Sheisley (supercharged)	1,496	£850
Frazer-Nash	B.M.W. Type 40	1,490	£398
Frazer-Nash	B.M.W. Type 55	1,911	£460
Graham	British Special (s/c)	4,148	£685
Hudson	Century	4,168	£560
Hispano-Suiza	54/220 h.p., 12-cyl.	9,420	£2,750
Hispano-Suiza	30/120 h.p., 6-cyl.	4,900	chassis £1,375
Hotchkiss	3½-litre	3,484	chassis £675
Lagonda	4½-litre	4,467	£975
Lancia	Dilambda	3,960	—
Lancia	Astura	2,972	£895
Lancia	Augusta	1,196	£420
Mercedes-Benz	Type 500	5,018	£2,200
M.G.	Midget P. Type	847	£199/10/-
M.G.	Midget P.B. Type	939	£222
M.G.	Magnette N. Type	1,287	£280
M.G.	2-litre	2,250	£375
Railton Terraplane	8-cyl.	4,168	£553
Railton Terraplane	Light Sports	4,168	£878
Riley	Nine	1,089	£279 (saloon)
Riley	1½-litre (Lynx)	1,495	£345
Riley	1½-litre (Sprite)	1,495	£425
Riley	Six	1,726	£375
Riley	Eight-Eighty	2,178	£450 (saloon)
Rover	Twelve	1,496	£298
Rover	Speed Fourteen	1,577	£415
S.S.	S.S.1.	2,143	£320
S.S.	2½-litre Jaguar	2,663	£375
S.S.	1½-litre Jaguar	1,608	£285
Singer	Nine	972	£215
Singer	Le Mans Replica	972	£525
Singer	1½-litre Six	1,493	£350
Squire	1½-litre (supercharged)	1,496	£995
Talbot	Ten	1,185	£260
Talbot	105 Speed Model	2,969	£645
Talbot	3½-litre	3,377	£825
Triumph	Gloria 4-cyl.	1,232	£295 to £365
Triumph	Gloria 6	1,991	£395 to £445
Vale Special	10 h.p.	1,098	—

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Continental Notes and News

By OUR CONTINENTAL CORRESPONDENT

Kick-off

The Pau Grand Prix was a very adequate curtain-raiser to the racing season. No one knew who was going to win until the very last lap, when it looked as though Charles Martin might spring a surprise. However, no one will begrudge Etancelin his victory. "Fifi" seemed to be rather subdued, possibly as a result of his crash at Monza last year, which must have shaken him up quite a bit. At Pau, he did not show that dash and spirit which he usually exhibits in his driving.

The big Maserati was not happy on the winding circuit, and did not have a chance to show off its real paces. It was wheelspin all the way, with long black streaks on the road and a haze of smoke from burning rubber. Uphill to the Casino, the car gained on its rivals, but on the downhill, windy bits, Etancelin had a full-time job.

There was some trouble with the prize money due to Martin and de Villapadierna, the only "foreigners" in the race. The local authorities have instituted a tax on this sort of thing, and the drivers were accordingly mulcted before leaving.

Still Sanctions

The last-minute scratching of the Ferrari Alfas nearly gave the Pau people a stroke. It was an ill wind, after all, because the field was much more evenly matched.

The Monaco Concours d'Elegance has been abandoned owing to lack of entries. In previous years most of the cars came from the Italian coachbuilders, whose activities are now turned to national interests of a different kind.

At the time of writing there is no word of the Monaco Grand Prix being affected.

Monaco Entries

The Monaco Grand Prix has attracted a worthy entry list. Ferrari will be represented (Mussolini willing) by Nuvolari, Brivio, Farina and Tadini and/or Pintacuda. Auto-Union has nominated Stuck, Varzi and Rosemeyer. Mercédès-Benz will rely on Caracciola, Chiron, Fagioli and Von Brauchitsch. Bugatti will have Wimille and Williams, and Maserati will also have two representatives, Count Trossi and another. So much for the teams. In addition, Etancelin will drive his 4.8 Maserati as an independent, Sommer will handle his 3.2-litre Alfa-Romeo, and an un-named driver will pilot the new Trossi Special.

If you can pick the winner out of that lot you will be lucky. It would be nice to see Chiron, with a Mercédès-Benz, gain the day. And why not?

From the British standpoint the race for the Prince Rainier Cup will be equally interesting. No fewer than seven E.R.A.s have been entered: three by the works (Earl Howe, Mays and Lehoux) and the following independents: "B. Bira," Fairfield, Embiricos and Trévoux. Against them will be nine Maseratis entered by Bianco, Durand, Kautz, McEvoy, Ruesch, Villoresi, and the Maserati factory, whose cars will be the new 6-cylinder jobs, to be handled by Rovere, Tenni and another. Cormack's very fast Alta will be there, and so will Bobby Kohlrausch's M.G. Midget. The list is closed with Villeneuve's Bugatti and Seaman's re-built Delage, which will be the dark horse of the race.

The Prince Rainier Cup race will be held on April 11th, over fifty laps (98 miles), and the Monaco Grand Prix will take place on April 13th, over 100 laps (197 miles).

Italian Champions

After a long delay, the Italian champions for the 1935 season have now been announced. They are in two main divisions, sports and racing. The champion racing car is Alfa-Romeo, and the driver, Tazio Nuvolari. Class winners were as follows: 1,100 c.c., Beppo Tuffanelli; 1,500 c.c., Ettore Bianco; 3,000 c.c., Antonio Brivio; 5,000 c.c., Tazio Nuvolari. Sports-car champions were Alfa-Romeo, as a make, and Renato Danese as the driver.

Another Scuderia

Yet another Italian racing Scuderia has been formed, in spite of the war. It is called the Malremma, and has been founded by De Rahm. Their cars consist of a 3.2-litre Alfa-Romeo, a 3-litre Alfa-Romeo and a 2.6-litre Alfa-Romeo. The only driver nominated to date is Clement Biondetti.

Varzi in Hospital

Achille Varzi was dogged by ill-health all last year, and during the winter, too. In January he had to have an operation on his throat, and last month saw him in hospital again, this time for appendicitis. Several times last year he had to give up his car owing to pain, and he wisely decided to start the season right by having the thing out.

Germans at Monza

After Caracciola's return from the States, the Mercédès-Benz team went down to Monza for their second training period of the winter. Two cars were taken, and some fast work was put in by Chiron, Caracciola, Lang and Von Brauchitsch. The Auto-Unions are due there as I write these lines, with Stuck and Rosemeyer.

Norwegian Grand Prix

The Norwegian Grand Prix was held on a horseshoe-shaped circuit at Gjersoen, three kilometres long, with two straights of 800 metres each. 25,000 people watched the fun. There were three races, for series, sports and racing cars, with the following results:

RESULTS

Series Race (5 Laps, 15 km).
1. A. Johansen (Chrysler) 11m. 59s.
2. Mlle. Marta Molin (Ford V8) 12m. 25.5s.
3. Mlle. Lina Christiansen (Graham) 12m. 35s.

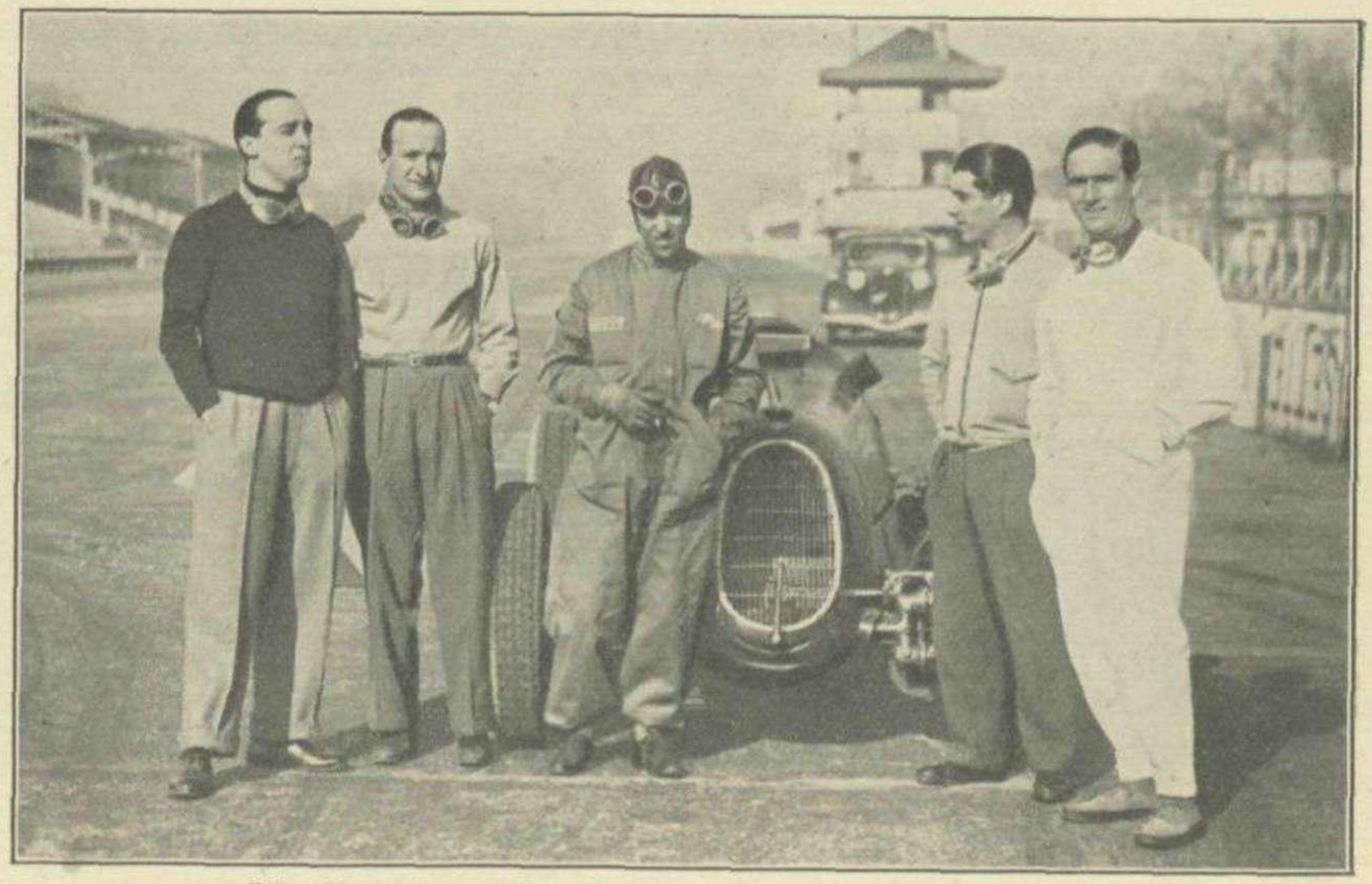
Sports (15 Laps, 45 km).
1. A. Palamo (Ford) 28m. 2s.
2. A. Johansen (Winfield Ford) 28m. 6.4s.

Racing (20 Laps, 60 km).
1. E. Bjornstad (Alfa-Romeo) 34m. 39.5s.
2. H. Carlsson (Bugatti) 38m. 45.5s.

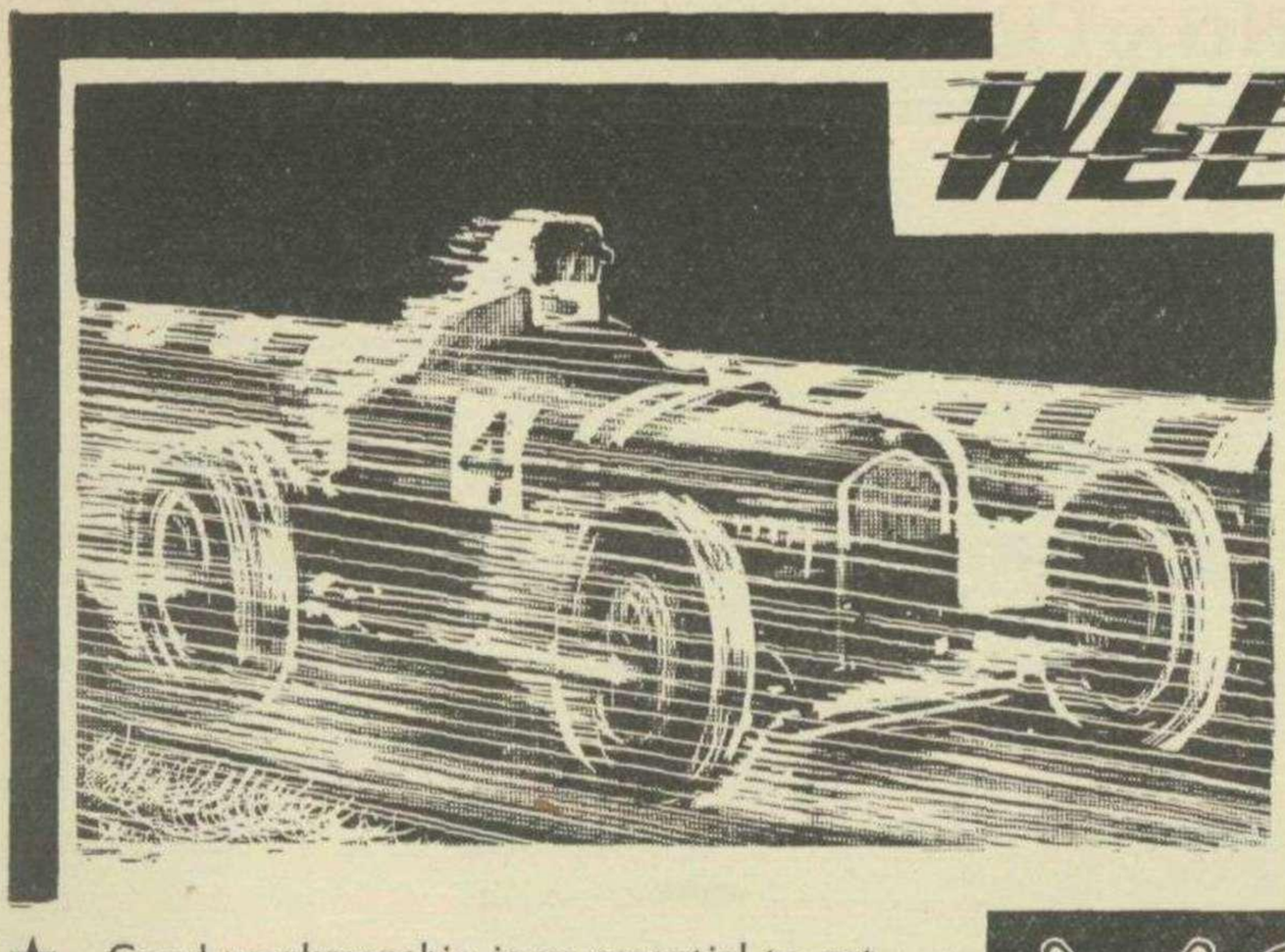
In the big race, there was a great scrap for four laps between Bjornstad and Widengren, both on Alfas, which ended in the latter overturning on a corner, without injury.

A Talbot Appointment

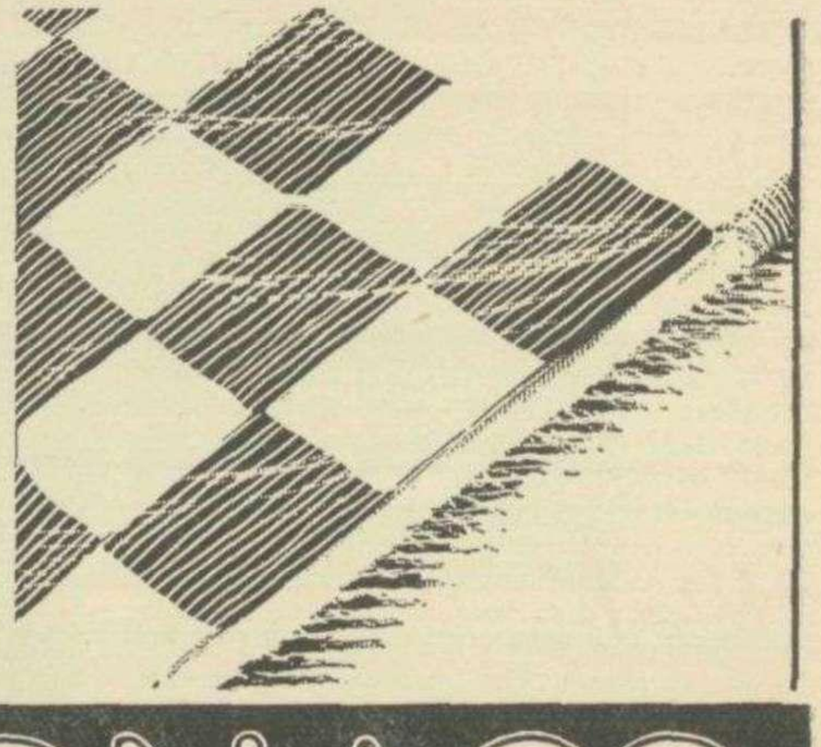
The Talbot factory has secured the services of Henri Stoeffel, who has raced many times at Le Mans. While working on the sales side, it is likely that he will have a place in the team of cars in the French Grand Prix.



The Ferrari team have been getting their hand in at Monza. Left to Right: Tadini, Brivio, Nuvolari, Pintacuda and Farina.



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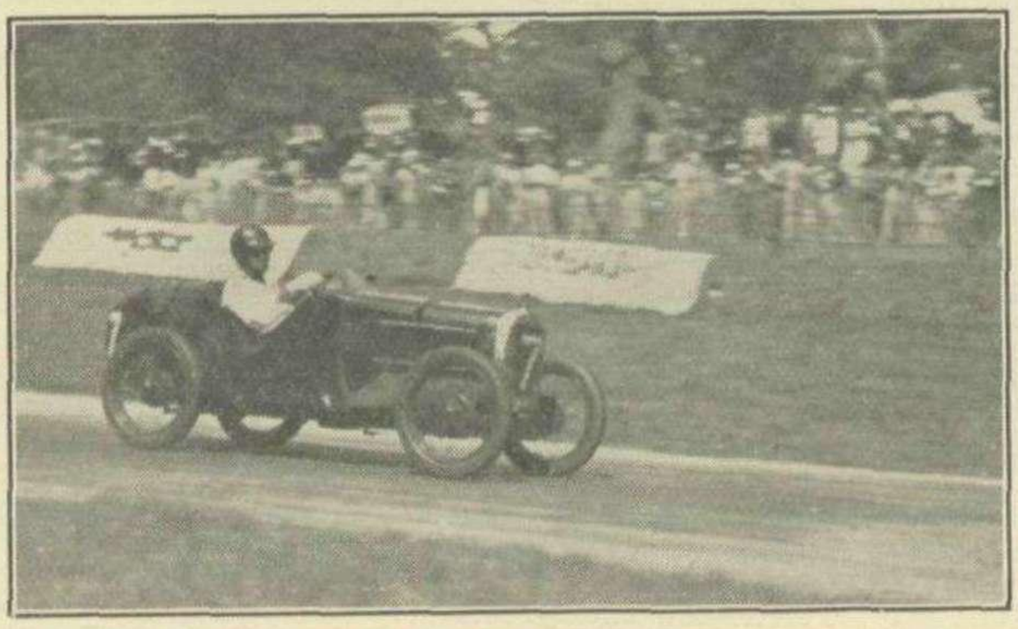
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THE FIRST GRAND PRIX OF THE SEASON

INDEPENDENTS WIN THE PAU GRAND PRIX. CHARLES MARTIN TAKES SECOND PLACE
"SANCTIONS" DEBAR FERRARI

The road racing season is with us once more. Alfas, Bugattis, Maseratis, sleek, multi-coloured racing cars are playing those heart-stiring tunes of rising and falling exhaust notes. And it all started at Pau.

The A.C. Basco-Bearnais had planned a tricky little circuit for their race on March 1st. A shade under 3 kilometres in length, it was never straight for a moment, and was even more sinuous than Monaco. The organisers had spent a good deal of money in resurfacing the road, which was in a fair condition except on a certain downhill stretch that was not easy to negotiate when braking hard for the corner at the bottom.

The entry list was limited to twelve, of which the three Ferrari-owned Alfa-Romeos were the most formidable. Nuvolari and Brivio were to have driven the 3.8-litre Tipo C cars which were seen at Monza last autumn, while Farina had been promised a 3.2-litre Monoposto. The complete team, cars, lorries, drivers and mechanics, left Modena by road, but were stopped at the Italian-French frontier.

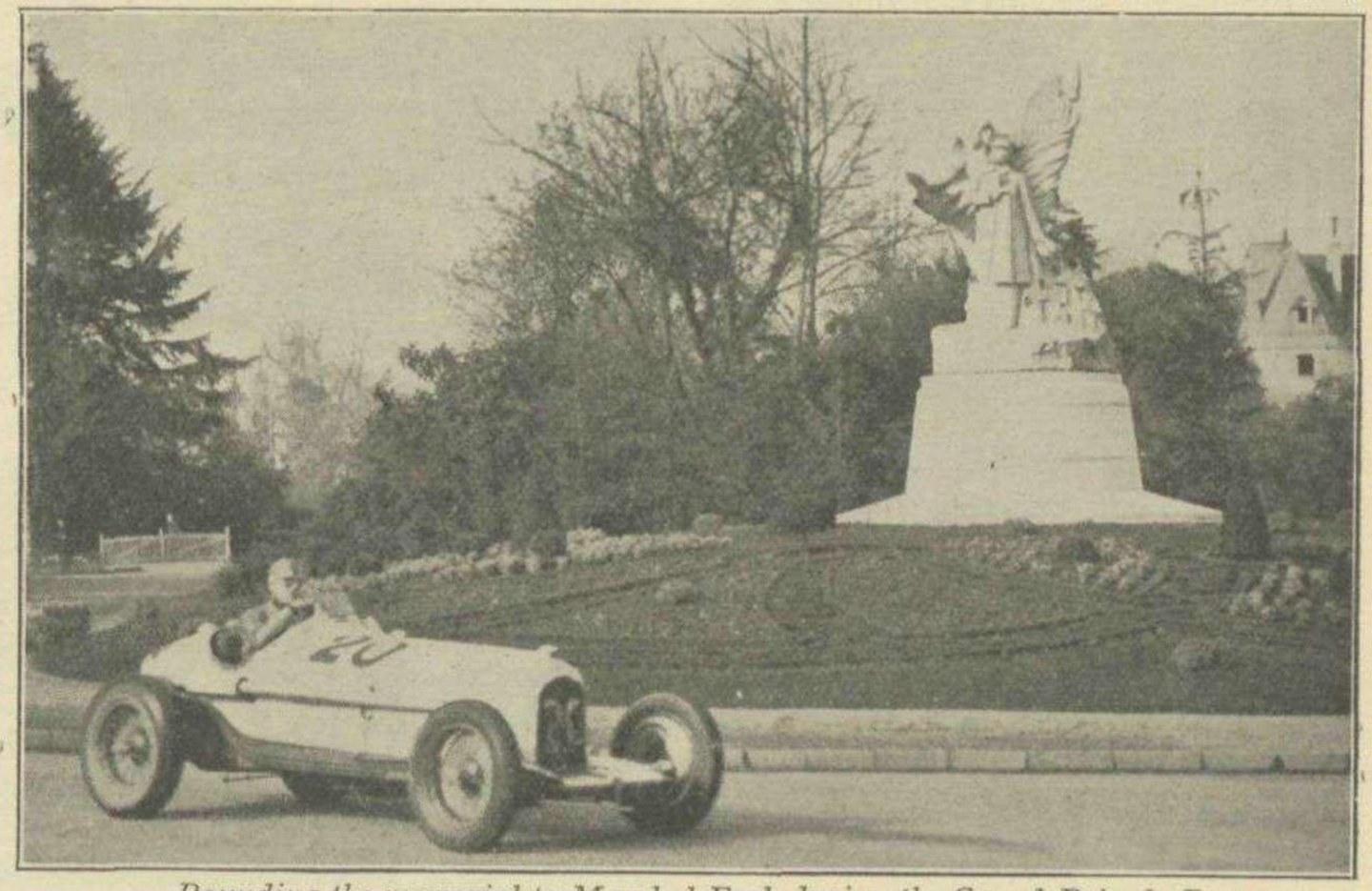
Simultaneously, the organisers received a telegram from Furmanik, president of Sporting Commission of R.A.C.I., saying that a "superior authority" had given orders that Italian cars were not to race in sanctionist countries until after the League of Nations meeting on March 10th. The Pau people made a forlorn appeal to Furmanik to try and get the order rescinded, but to no avail.

In a way, of course, it was quite a good thing. Last year, you will remember, Nuvolari and Dreyfus just ran away with the race, which suffered accordingly.

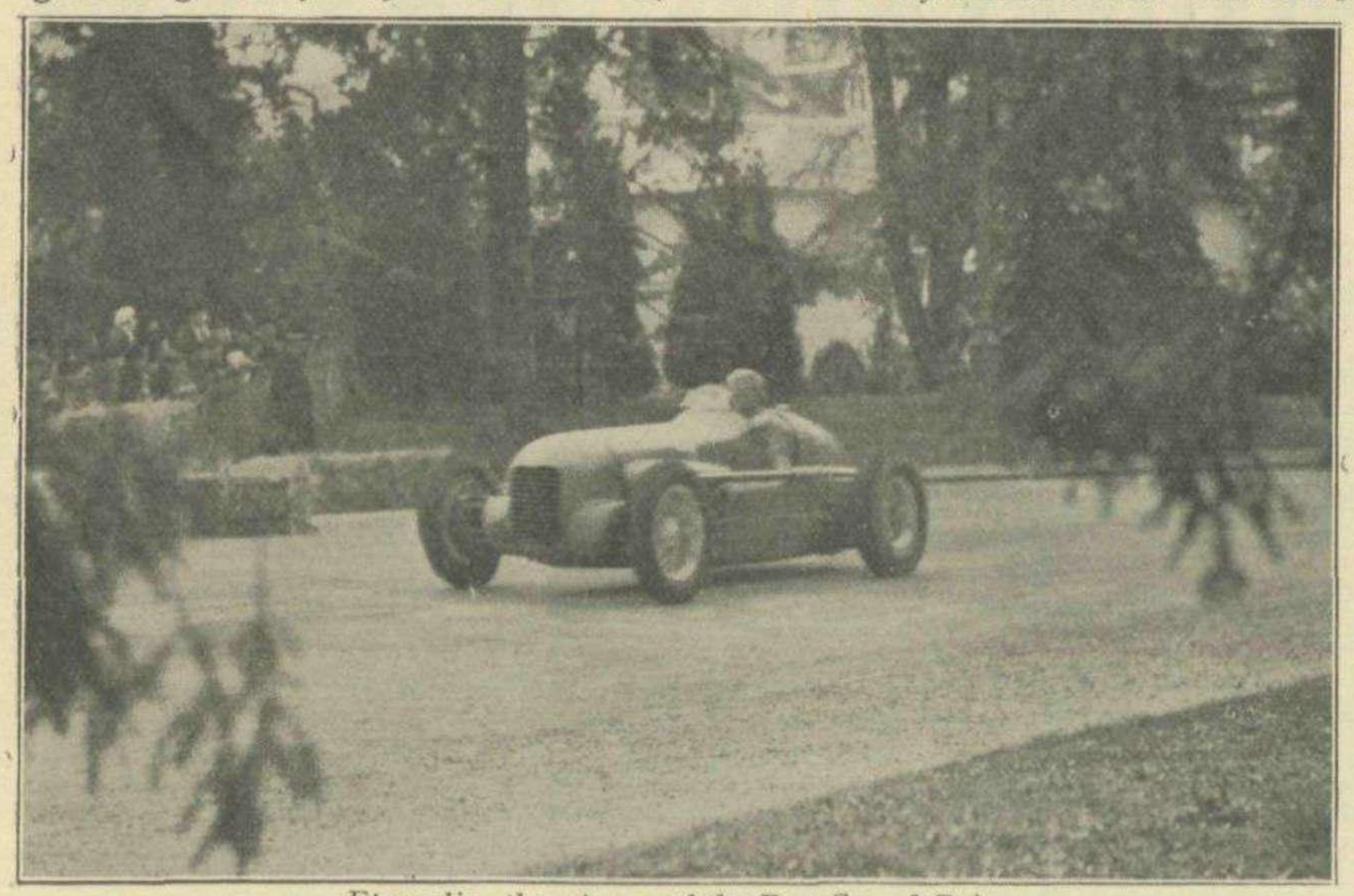
The early elimination of Ferrari left 10 starters in the field, to wit, Wimille (3.3 Bugatti), Sommer (Alfa-Romeo), Etancelin (Maserati 4.8), Martin (Alfa-Romeo), Lehoux (2.3 Bugatti), Villapadierna (Alfa-Romeo), Brunet (Maserati), Raph (Alfa-Romeo), Hellé-Nice (Alfa-Romeo) and Delorme (Bugatti) drawn up in pairs in that order.

There were two sessions of practising, both of them at lunch time instead of the more orthodox pre-breakfast hour. Wimille, although new to the circuit, made the fastest time on each occasion, getting round in 1 min. 59 secs., and on the second day 1 min. 58 secs. Nuvolari's record, by the way, was 1 min. 52 secs. On the first day Lehoux clocked 2 min. 1 sec., Etancelin 2 min. 2 secs., and Martin 2 min. 3 secs. Sommer, Raph and Brunet were all having trouble with their motors.

On the next day Etancelin and Sommer got down to 2 min. dead, but were still 2 secs. slower than Wimille. Martin and Lehoux did 2 min. 1 sec., Villapadierna 2 min. 3 secs., Brunet 2 min. 11 secs., and Raph 2 min. 16 secs. Brunet skidded into the kerb and broke a wheel. Mlle Hellé-Nice arrived late, and covered a few laps before the course was thrown open to the public.



Rounding the memorial to Marshal Foch during the Grand Prix de Pau.



Etancelin, the winner of the Pau Grand Prix.

Etancelin had had an adventurous journey from Bologna. At Arles his touring car had suddenly burst into flames, and was completely burnt out. However, he arrived at Pau in good time.

The day of the race began with rain, and for some time it looked as though the attendance would be a good deal smaller than last year. At midday, however, the sky suddenly cleared and the sun was soon shining brilliantly. In consequence, the spectators came out in their thousands.

When the starting flag was dropped, Sommer got slightly the better of Wimille, with the initial get away, as did Martin with Etancelin, but Wimille was out to set a cracking pace and he was well ahead at the end of the first lap. The young Bugatti driver steadily increased his lead, until at the 5th lap he had a good half-minute advantage over Sommer, who was closely followed by Martin, Etancelin, Villapadierna, Lehoux, Brunet and Delorme. Mlle Hellé-Nice was already out of the fight, having crashed into the straw barricades at the Station corner and sustained a broken arm.

After his slow start, Etancelin gradually began to warm to his work. He caught Martin, and on the 12th lap passed Sommer, but Wimille was still a long way ahead, and was increasing his lead by one or two seconds on every lap. A grand scrap was going on behind him, for Sommer was grimly hanging on to Etancelin, and Marcel Lehoux, driving the very same 2.3 Bugatti with which Varzi won his famous Monaco duel with

Continued on next page



The impressive premises of the Monaco Garage at Watford, which were opened last month. The proprietors, Messrs. Connell and Monkhouse, are specialising in sports car tuning and supercharging.

THE MONACO GARAGE

Country dwellers with sports or racing motor-cars are often at a loss to know where to have their precious vehicles tuned and cared for, since establishments catering in this class of work are rare outside Brooklands and the London area, but sporting enthusiasts living to the north of London are now well provided for at the Monaco Garage at Watford. A great gathering of motor sportsmen came together there last month for the official opening, and approved both the modern handsome exterior and the staff and the equipment which do the work.

Ian Connell, well known at Brooklands and Le Mans and lately seen at the wheel of a T.T. M.G., looks after the Sales side, and as is only appropriate the Monaco Garage is agent for M.G., Triumph, Standard and Morris cars in the Watford and St. Albans district.

Monkhouse, his partner, is in charge of the well-equipped workshops. Apart from the usual lathes, presses and a milling machine, which is invaluable for truing-up cylinder heads and raising the compression ratio, we admired the special appliance for truing-up connecting rods, a bunch of special grinding machines, vale refacers, and a portable tool driven by compressed air into which small grinding wheels and polishing mops could be fitted for smoothing out induction pipes and the like. A travelling crane spans the workshop and simplifies removing from the chassis engines, gear-boxes and other bulky and weighty components.

Tuning and overhauling sports cars is, of course, the principal activity of this new concern, while there is a growing business in installing Marshall superchargers. A battery of petrol pumps installed under cover and a spacious showroom complete the sales side of the establishment, which is a spotless and striking oasis in the otherwise rather depressing line of Watford High Street.

THE FIRST GRAND PRIX OF THE SEASON—continued from preceding page

Nuvolari, had slipped past Charles Martin to take 4th place.

Quarter-distance (25 laps) saw the cars in the following order: 1. Wimille (Bugatti); 2, Etancelin (Maserati); 3, Sommer (Alfa-Romeo); 4, Lehoux (Bugatti); 5, Martin (Alfa-Romeo); 6, Villapadierna (Alfa-Romeo); 7, Delorme (Bugatti). Raph (Alfa-Romeo) had retired with a split carburetter-float, while Brunet had found that a brake drum had been buckled by his slight accident in practice, causing him to retire.

Wimille looked a safe bet, but on the 30th lap the unexpected happened. He pulled into the pits with a noise of clanking metal—his brake-operating mechanism had come adrift, and the favourite was out.

Etancelin was now leading, but only just. A few yards behind him was the relentless Sommer, who in turn was being closely followed by Lehoux and Martin. It was anybody's race.

This tightly packed formation proved to be the undoing of Lehoux. A shower of small stones and dust was thrown into his eyes by the wheels of Sommer's Alfa while they were rounding a difficult corner, and he was momentarily blinded. The Bugatti bumped over the kerb on to the pavement, and the strain burst one of the tyres. By the time he had changed the wheel he was a lap behind his rivals.

Sommer passed Etancelin and at half-distance the order was: 1, Sommer (Alfa-Romeo); 2, Etancelin (Maserati); 1 sec. behind; 3, Martin (Alfa-Romeo) 5 secs. behind; 4, Lehoux (Bugatti) 1 lap behind; 5, Villapadierna (Alfa-Romeo) 3 laps behind; 6, Delorme (Bugatti) 11 laps behind. A few minutes later Delorme was out with a broken valve, thus leaving only five cars in the race, with fifty laps to go.

So far Charles Martin had kept within striking distance of the leaders, in spite of a hectic tête-à-queue on the far side of the course which had cost him 10 secs. (it might have been more, had he not jammed the gear-lever into reverse while the car was travelling backwards and thus restarted the engine!). On the 61st lap Martin stopped to refuel, and this he did in 41 seconds without losing third place in the race.

Meanwhile Sommer and Etancelin were busily engaged passing and re-passing each other. Etancelin covered his fastest lap in 1 min. 57 secs., but this was a good deal slower than Wimille, who made the fastest lap of the race (on lap 2) in 1 min. 55 secs.

Etancelin must have had some trouble on a quiet part of the circuit, because all of a sudden he was quite 20 sec. behind Sommer. Luckily for him, however, Sommer came to a standstill in the Parc Beaumont on the following lap with a broken back axle.

But even now the result was in doubt, for ominous sounds began to emanate from the Maserati, and "Fi-Fi's" face looked decidedly worried. On the 98th lap his lead had dropped to 27 secs., and to 22 secs. on the 99th. Would the car last out another lap before something vital happened? All eyes were turned towards the bend where the cars came into view to find the answer.

At last the Maserati came into sight, and Etancelin's face was wreathed in smiles once more. Sixteen secs. later Charles Martin roared across the line, finishing a good second. Lehoux was third, 1min. 18 secs. behind Martin. Villapadierna was still running, but the crowd swarmed onto the road in defiance of all the laws of self preservation and quickly brought him to a standstill.

In spite of many retirements, it had been an interesting race, with the issue in doubt until the very last.

RESULT

100 Laps. 276 km. 900

1. P. Etancelin (Maserati 4.8) 3h. 22m. 26.6s. 82.085 k.p.h.
2. C. E. C. Martin (Alfa-Romeo) 3h. 22m. 40s.
3. M. Lehoux (Bugatti) 3h. 23m. 58s.
4. J. de Villapadierna (Alfa-Romeo) 3 laps behind.

The winner used Dunlop tyres.

INTER-VARSITY SPEED TRIALS AT SYSTON

CAMBRIDGE WIN BY EIGHT EVENTS TO TWO

FASTEST CAR TIME BY R. E. TONGUE (O) ON R-TYPE MIDGET

Fine weather, a large and varied entry and the usual pleasant spirit of informality made the Inter-Varsity Speed Trials, held once again at Syston, near Grantham, a great success. Oliver Bertram's time of 28.3 secs. set up last year on the big Delage was eclipsed by R. E. Tongue (27.2 secs.) and also by the Oxford secretary, A. R. Phipps (28.1 secs.) both driving R-type M.G. Midgets.

The course is a standing half-mile, starting off with a gradient of 1 in 12, and with two fast bends near the finish. Humphrey Cook had generously come forward and put up the money for re-surfacing the course, but unfortunately the contractors, not having heard that procrastination is the thief of fast times, failed to carry out their work till a week before the event. Consequently the course was covered with a thick layer of grit put down to dry off the tar, and the start of the trials was delayed for an hour while the road was swept clear.

Eventually the stewards were satisfied, and Mr. Bachelier brought forward to the line the starting "shoe" of his ingenious timing apparatus. The sports cars were the first to be dispatched, beginning with the 850 c.c. class. There were three entries, and fastest time was made by F. W. Kennington (C) 43.35 secs. The eleven-hundreds likewise only produced three cars, best time being made by P. N. Whitehead (C) whose L type Magna boasted of no fewer than six carburetters.

1-litre supercharged cars were to run with the 1½-litre unblown cars, but none of the supercharged brigade turned up. Frazer-Nashes dominated the class, Peters (C) making an excellent get-away to record 36.25 secs., Hartnoll (O) 37.4 secs. and Sharpley (O) 37 secs. Their efforts were however outdone by I. F. Connell who was driving one of the ex-T.T. M.G. Magnettes, now painted battleship grey, who made best time so far of 34.7 secs.

Driving the evergreen Silver Eagle Alvis, Michael May (C) disposed of his four opponents in the 2-litre class with a time of 36.7 secs. Of the three 3-litre cars, C. R. Watson (C) driving a T.T. 105 Talbot was best with 35.8 secs.

The unlimited class promised to be interesting, with Lagondas, Bentleys, Railtons, and a 3½-litre Hotchkiss; a Duesenberg which was entered failed to appear. Chalkley (C) on the short 4½-litre Bentley raced at Brooklands by Baker Carr led off with 36.1 secs. Marker (C) was driving Strang's bright blue Hudson and after a perfect get-away not easy with a light and powerful car on the gritty slope had the annoyance of finding that his time was missed. Moore's long-chassis Lagonda did 38.85 secs., Cavendish's V8 Ford was much quicker than its ugly looking four-seater body suggested—time 36.6 secs. The Hotchkiss did 38.42 secs. and then Dietrichsen driving the Lagonda which was last year's Le Mans winner clocked 33 secs., fastest so far. Dr. Benjafield (O) seemed to have difficulty in holding the black Light Railton, which has run with success at Brooklands and Shelsley; his time was 34.3 secs. Marker got his time recorded to some effect on his second run, and raised the day's fastest to 31.63 secs.

All types of blown cars came forward in the over 1-litre class. G. A. D. Smith (O) opened with a 1½-litre Alfa which recorded 39.3 secs. Kenneth Evans (O) had a blown Magnette which went away like a streak, scattering road sweepers, to the tune of 32.1 secs. Whittet's car of the same type seemed equally good at the start but only did 35.5 secs. and R. R. Jackson on the original K-type Magnette managed 34.75 secs. Wells had a smart 1,750 c.c. Alfa but did not seem to understand the gears. Finally Fitzgerald (C) on a good-looking black 33-220 Mercedes, howled down the course in fine style to record 32.99 secs., an excellent time for a heavy car like this. Nevil Lloyd, who had been acting all morning as compère at the microphone, and pouring forth a unending stream of bright remarks, suspected that the howl was due to the "aspirator."

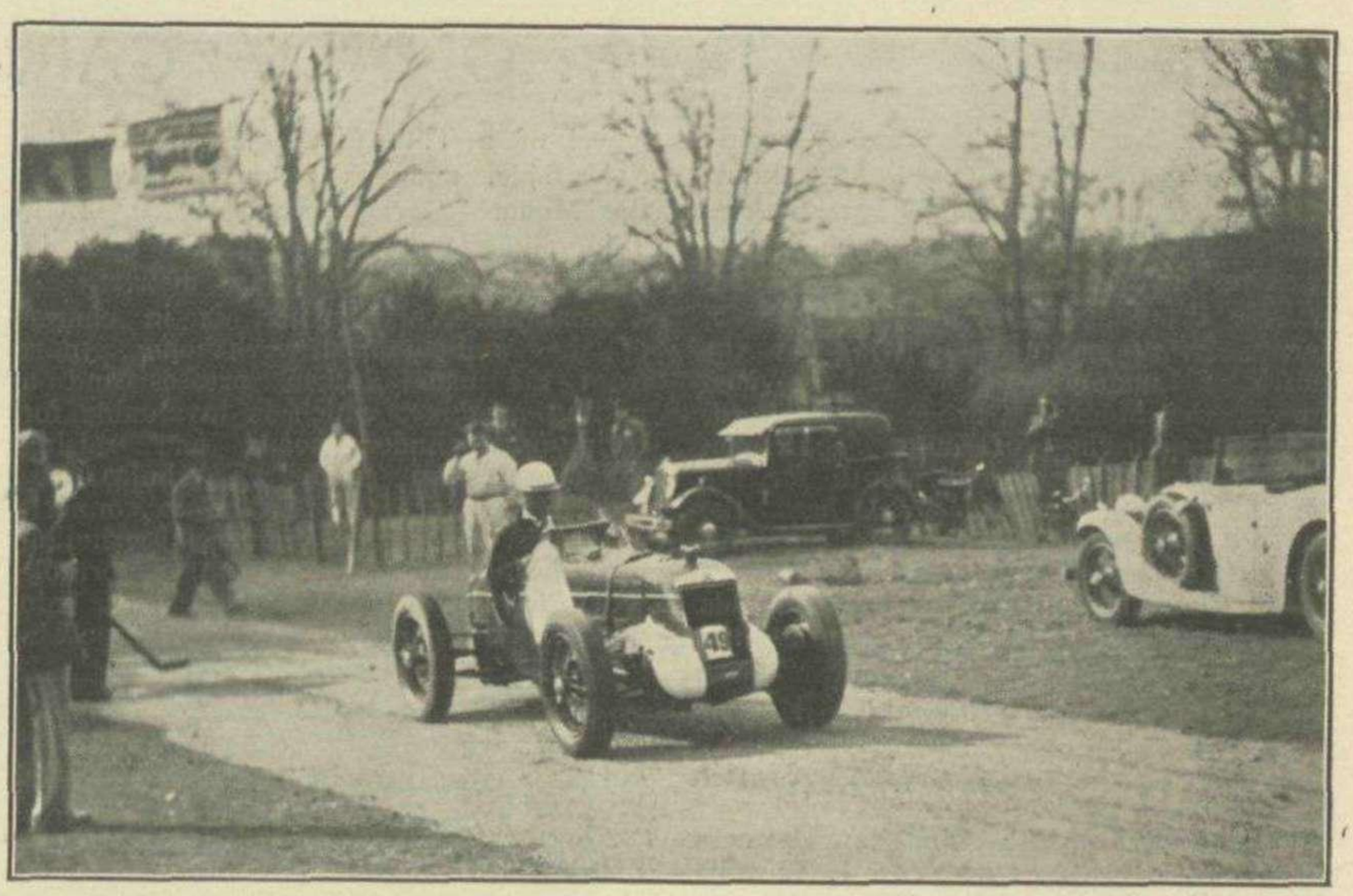
Fastest of all was A. F. P. Fane (C). On his first run he swooped over the hill and down to the first bend in perfect style and steady as a rock, his time being 29.45 secs. Running in the "All-Comers" class his tail hopped a fair amount at the bump following the first corner, but he improved his time to 29.4 secs. Strangely enough almost all the other times recorded in the "All-Comers" were slower than in the classes, the only improvement being Dr. Benjafield, who coaxed the Light Railton up to 33.99 secs. Then came an exhibition run by Forrest Lycett on his beautiful short-chassis 8-litre Bentley. This car came fully up to expectations, and his time of 29.75 secs. made it the fastest unblown car at the meeting.

After lunch the motor-cycles appeared, nowadays dwindled to half-a-dozen entries. Westmacott (C) put up 36.6 on his 350 c.c. Velocette, Hardy (500 c.c. Sunbeam) 32.4 secs., and that ever enthusiastic Scott "fan" Mavrogordato on an utterly stripped model with carbide tin petrol tank and push-bike saddle 30.35 secs. As usual however, the star turn was Fernihough on his 998 c.c. Brough-Superior. Getting away without a trace of snaking or wheelspin he beat the cars soundly with a time of 26.3 secs.

The racing car runs opened with R. E. Tongue's R-type Midget on the line, the devasting crackle from its exhaust pipes giving an impression of perfect tune. Up the hill the green car shot with very little wheel spin and one was not surprised to learn that this was the fastest time of the day, 28.2 secs. Evans' Montlhéry Midget was eliminated by crankshaft trouble so the only other 750 c.c. was Phipps on a second R-type M.G. His style was no less sure than the Cambridge driver and he was actually .1 secs. faster.

The 1,100 c.c. class brought forth three of the familiar "Bitza" cars derived from G.N. chassis. Sumner's one was actually clothed with a body and was the fastest despite a gear which refused to stay in; his time was 35.5 secs. R. R. Jackson (C) on the Magnette beat him with 33.6 secs.

The 1½-litre class was depleted to four entries, Jucker's "Gold Standard" Frazer-Nash amongst others having passed-out on the eve of the trials. Lind-Walker's Ulster Aston Martin did 36.5 secs., Fane's Frazer-Nash suffered from misfiring and did 33.4 secs., Connell's



Nicely away. R. E. Tongue (O) who made fastest time of the day on his R-type M.G.

INTER-VARSITY SPEED TRIALS AT SYSTON—continued

M.G. 34.7 secs., and Tongue's Frazer-Nash the same speed.

The redoubtable Bloody Mary was the star turn of the 2-litre class. The fierce little car fairly hopped on the way down to the first bend and Richard Bolster's arms, or as much of them as there is room to use, were busy. His time of 29.5 secs. reflects his bravery.

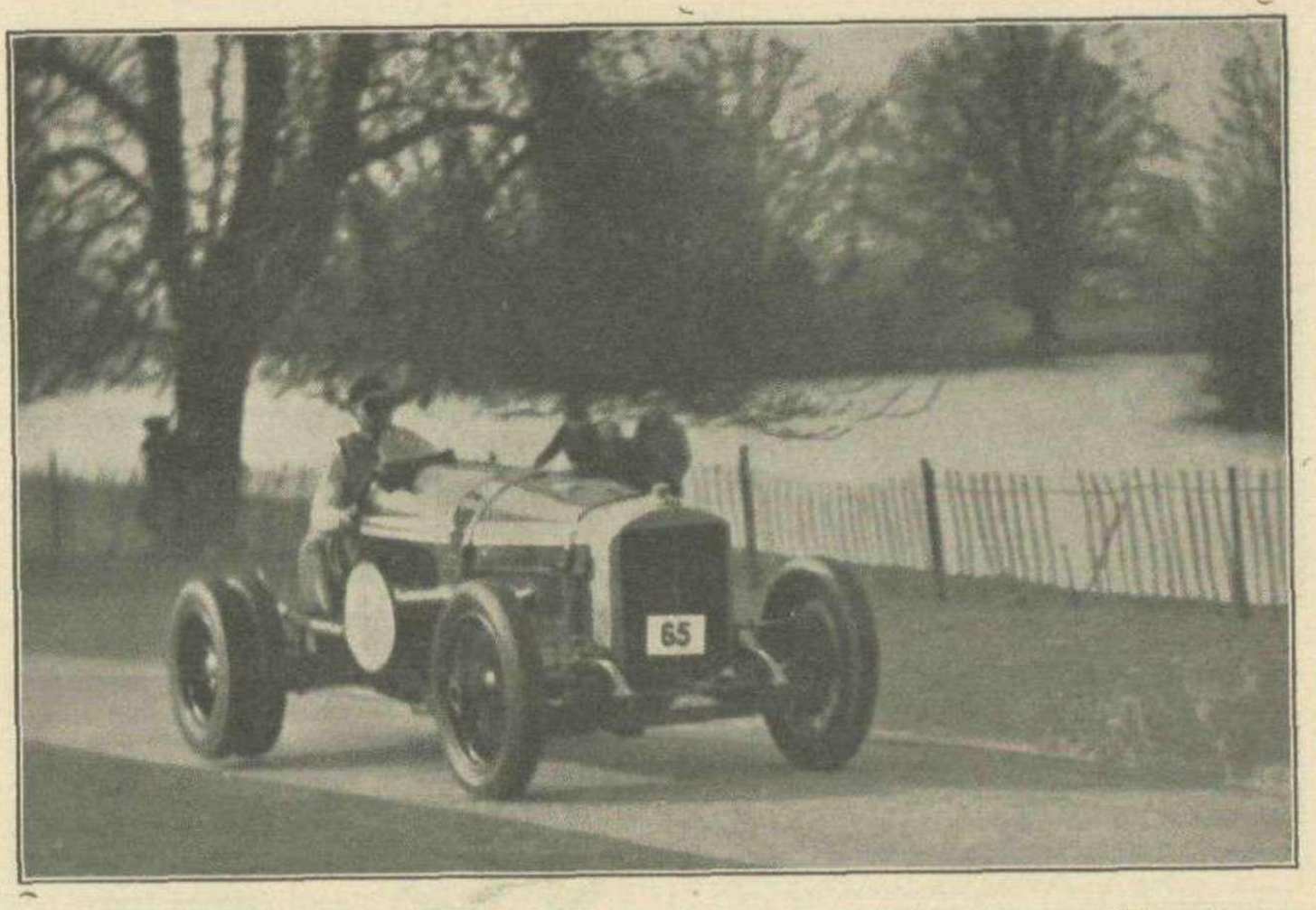
The Duke of Grafton (C) led off the 3-litre class with his 2.3-litre Alfa. It ran down the course with a trail of black smoke and some misfiring to record 32.8 secs. Bertram was next with the fine old 12-cylinder Delage. He was very fast down to the first bend, needed all his skill to get round, and had to take his foot off for the one before the finish, obviously much handicapped by the sandy surface. Even so his time was only .05 secs. behind Tongue. Fitzgerald's Mercedes did 33.5 secs.

A regular veteran type came next, Mavrogordato's 1914 Grand Prix Opal, a 4½-litre car once the property of Segrave. A beautiful ball-ended exhaust pipe gave the authentic booming sound of the pre-war racer, and its time of 36.35 secs. showed that it was still functioning well.

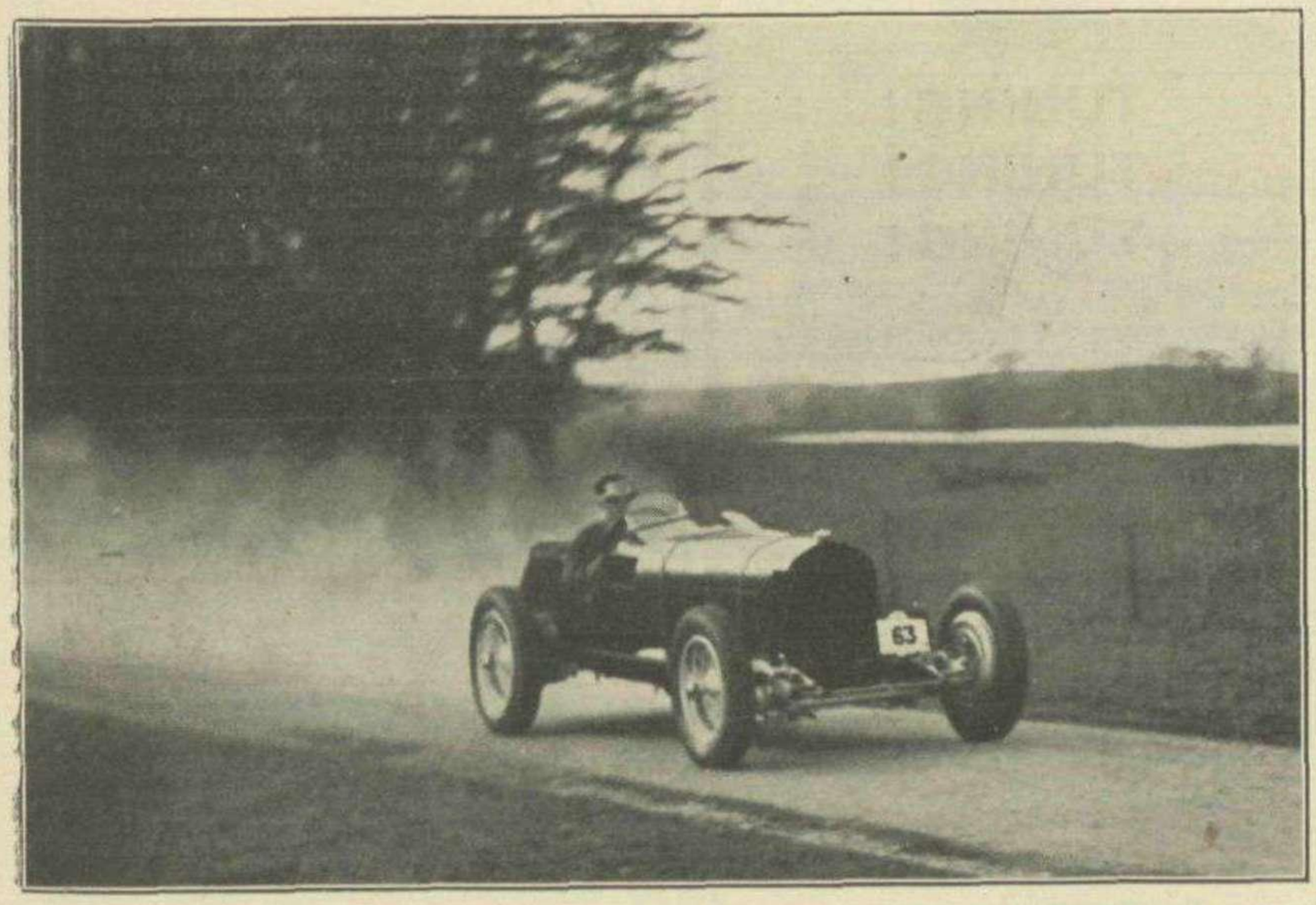
Fane seemed a bit "het-up" in the All-Comers class. He started off with an exciting skid, and nearly did a broad-side at the Pond bump. Phipps on the other hand was very fast and steady, keeping his foot hard down right to the finishing line. He improved his time to 27.99 secs., while Tongue fell foul of the bump and was over a sec. slower. Bertram now made a supreme effort on the Delage and steering a better course shot over the line with no easing up in 27.4 secs. The big car had won back fastest time.

the blown McEvoy Special made a first-class run in 33.2 secs., Fane once more gained control of his Frazer-Nash to record 29.6 secs., and the Duke of Grafton took the 2.3-litre Alfa down in 30 secs. Fitzgerald pushed up the Mercedes to 32.7 secs., and then 32.5 secs., and Forrest Lycett improved the Bentley's time to 29.4 secs.

Kenneth Evans came through strongly in the 1-litre supercharged class with 30.9 secs., another useful improvement being Chalkley's Bentley (34.3 secs.).



All Bertram's efforts were needed to hold a steady course on the big Delage. There is more than a suspicion of daylight beneath the back wheels in this picture.



The Duke of Grafton at speed on his 2.3 Alfa-Romeo. On his second run he clocked 30 secs.

Racing cars again, with Tongue's M.G. again shattering the ear-drums. A perfect get-away and a steady flat-out run this time in 27.35 secs, and fastest time was regained. On his final run he brought this down to 27.2 secs.

The other racing-car second runs produced a few improvements. Clowes on

In the 1,100 c.c. sports class Whitehead pulled up to 34.7 secs.—pretty brisk for a four-seater Magna. The 1½-litres showed no important improvement, but Benjafield pushed the 2-litre Marendaz to better effect to win the 2-litre class. He also got the Railton up to 33 secs., but Marker's time of 31.63 secs. still held.

So ended the day's sport, and competitors and spectators adjourned to the George at Grantham. Here it was found that Cambridge had secured its usual victory, but everybody had had a good day's sport and the drivers from the rival University showed no signs of being downhearted.

CORRECTED FINAL RESULTS

CAMBRIDGE: - - 8 points
OXFORD: - - - 2 points

The De Rothschild Cup: R. E. Tongue.
The Raymond Mays Cup: A. F. P. Fane.
The Jackson Cup: A. F. P. Fane.
The Crackington Cup: The Hon. J. C. C. Cavendish.
The Reilly Cup: N. H. P. Fitzgerald.
The Sleigh Cup: T. B. O'Reilly.
Fastest car time of the day: R. E. Tongue (746 c.c. M.G., R-type) 27.2s.
Fastest Motor Cycle time of the day: E. Fernihough (998 c.c. Brough Superior, J.A.P.) 26.3s.

Class A
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2. M. W. B. May (Alvis 1,792 c.c.) 36.7s. (C).

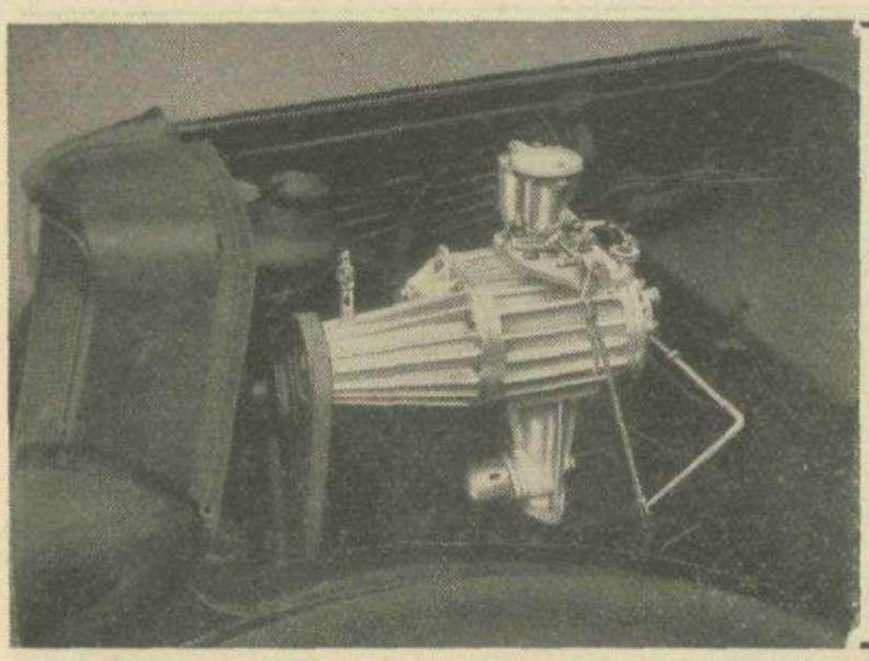
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1. C. R. Watson (Talbot 2,969 c.c.) 35.8s. (C).

Class F
1. R. R. K. Marker (Hudson 4,168 c.c.) 31.65s. (C)
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1. A. F. P. Fane (Frazer-Nash 1,496 c.c.) 29.45s. (C).
2. K. D. Evans (M.G. 1,287 c.c.) 32.1s. (O).
3. N. H. P. Fitzgerald (Mercedes 7,020 c.c.) 32.5s. (C).

Continued on page 195

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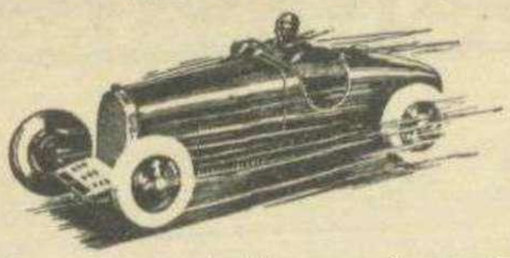
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