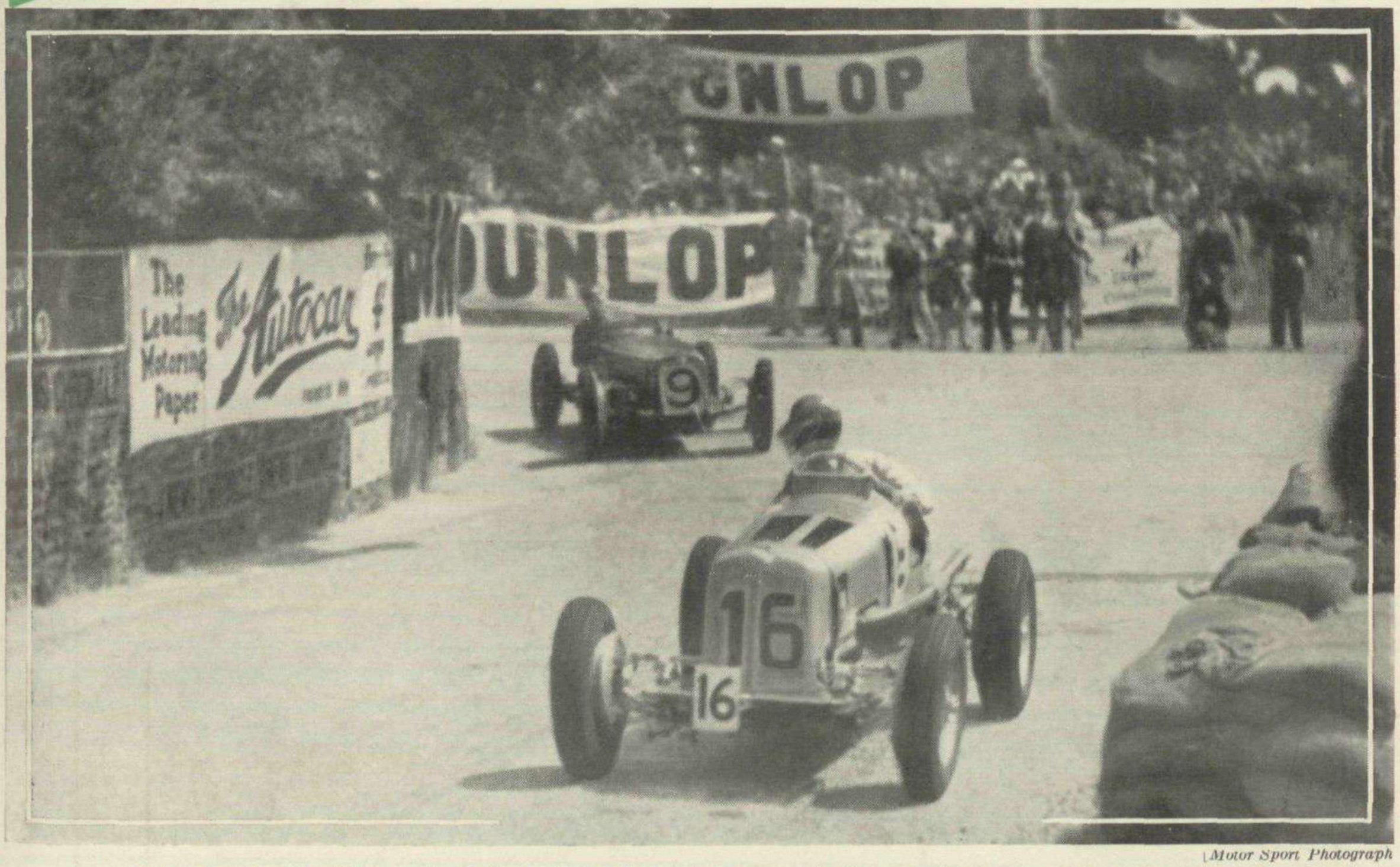
Vol. XII. No. 9 **Shelsley Walsh, Isle of Man, Brooklands, etc.** *July, 1936*

MOTOR SPORT

LAND - AIR - WATER

SIXPENCE MONTHLY



Motor Sport Photograph

Combat in the Isle of Man. Lord Howe (E.R.A.) closely pursued by Seaman (Delage) on St. Ninian's Corner.

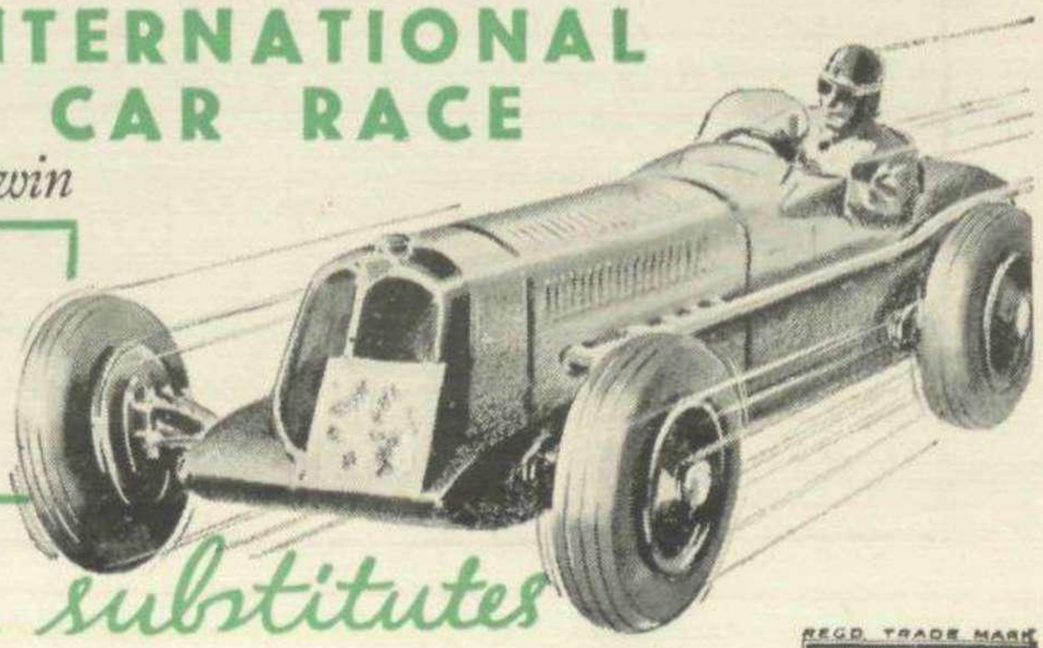
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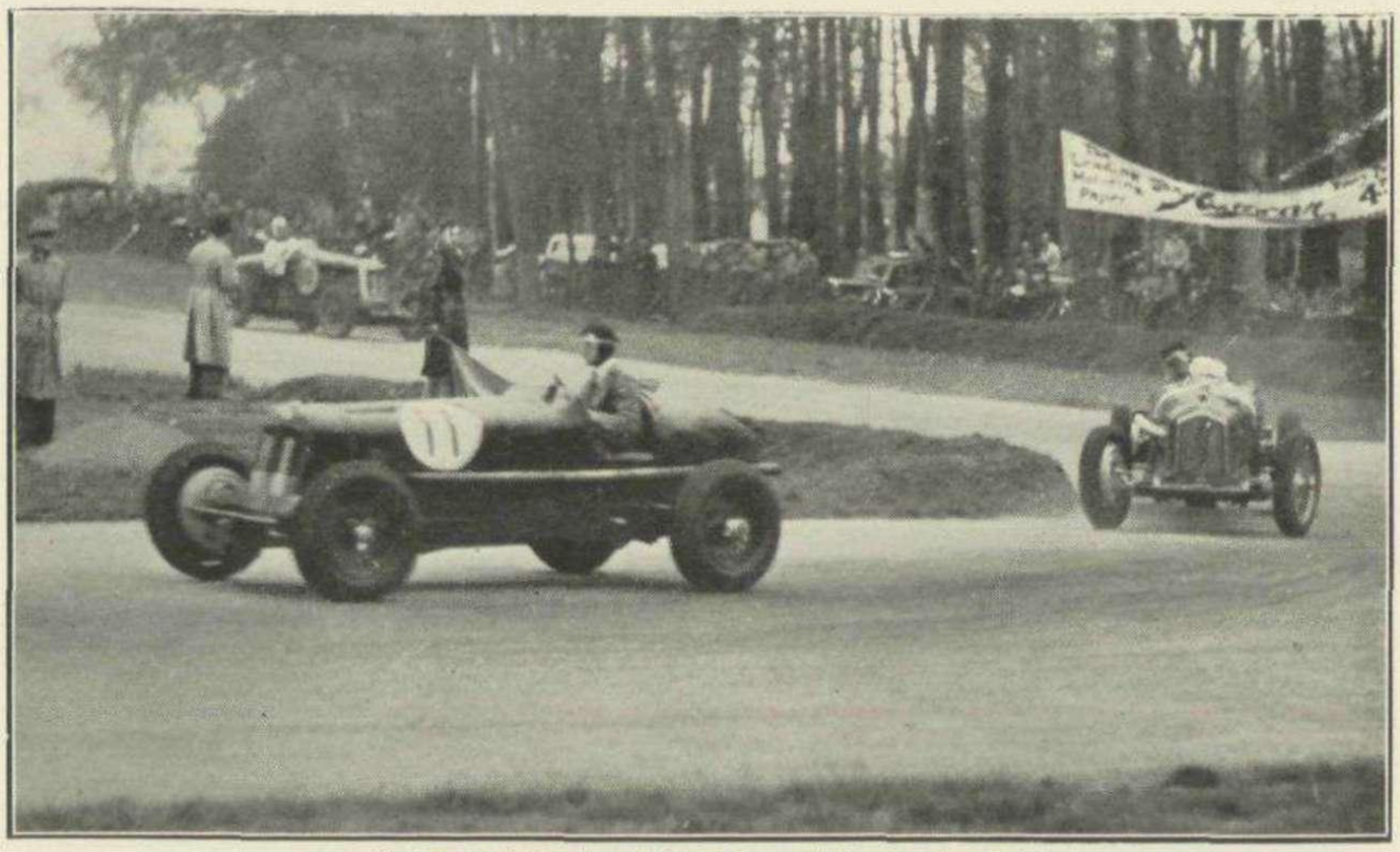
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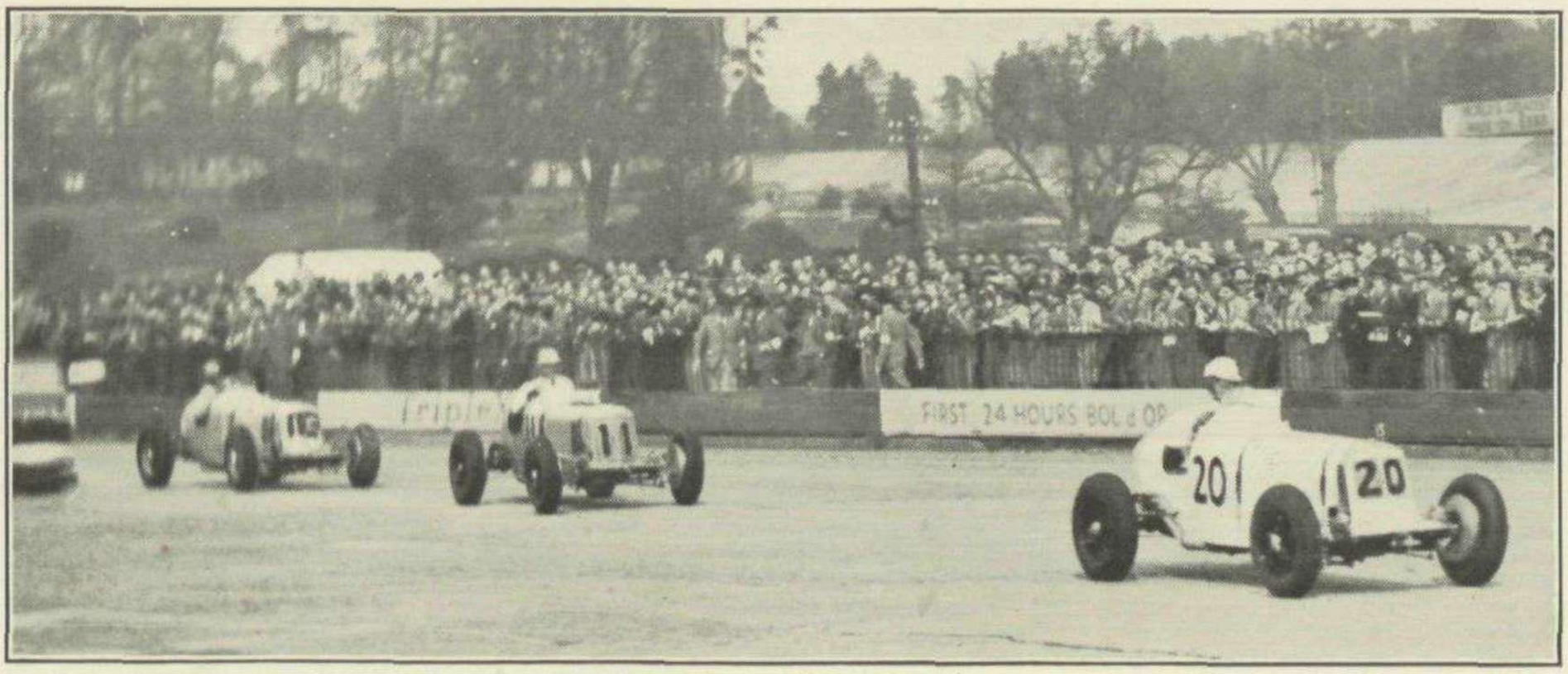
C. E. C. Martin (Alfa Romeo) leads the field.

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Needless Friction

Why is it that British motor races are so prolific of irritating clashes between drivers and officials? The R.A.C. race for 1,500 c.c. cars in the Isle of Man was a typical example, and a review of the various "incidents" may prompt some suggestions for eliminating them in the future.

First, the circuit. There is surely something wrong in the fact that a different circuit has been used by the R.A.C. every year for the last three years, and that the circuit chosen last month was considered by the drivers to be so dangerous that a petition was raised giving voice to this opinion. The only conclusion that can be drawn is that those responsible for choosing the circuit are out of touch with present-day racing conditions, and that drivers, club and local officials should get together and thrash out what is required.

Secondly, the matter of number-boards on the fronts of the cars. If painted numbers can be read on the 180 m.p.h. racing cars in Continental races, surely it is unnecessary for 1,500 c.c. racing cars to carry a special board—which is difficult to fit without interfering with the steering lock and cooling. British timekeepers, however handy they may be with a stop-watch and slide-rule, are apparently unable to identify either the cars or their drivers without the aid of number-boards, which somehow remind one of reliability trials.

Before leaving the question of numbers we wish it were possible to allot permanent numbers to all drivers every year, as is done in the U.S.A. The racing public, as well as the apparently short-sighted timekeepers, would then be able to identify the drivers more readily, and the drivers themselves would be able to have a permanent legible number painted on their cars, which would not be submitted to a series of daubs.

Then we come to the little matter of Lehoux's practice lap. To make fastest time on one of the team cars, and then to be relegated to the seventh row because that car did not happen to be the identical machine he was to drive in the race, must have been a bitter experience even for such a genial sportsman as Marcel Lehoux. Such complete ignorance of the word "discretion" ignores the fact that motor-racing is still held by most people in this country as being a sport and not a hard-and-fast contract in which the driver, like the purchaser of a hardly-won bargain, must beware. In a word, let us have officials of broader outlook and capable of administering rules not only in the letter but in the spirit in which they were drafted.

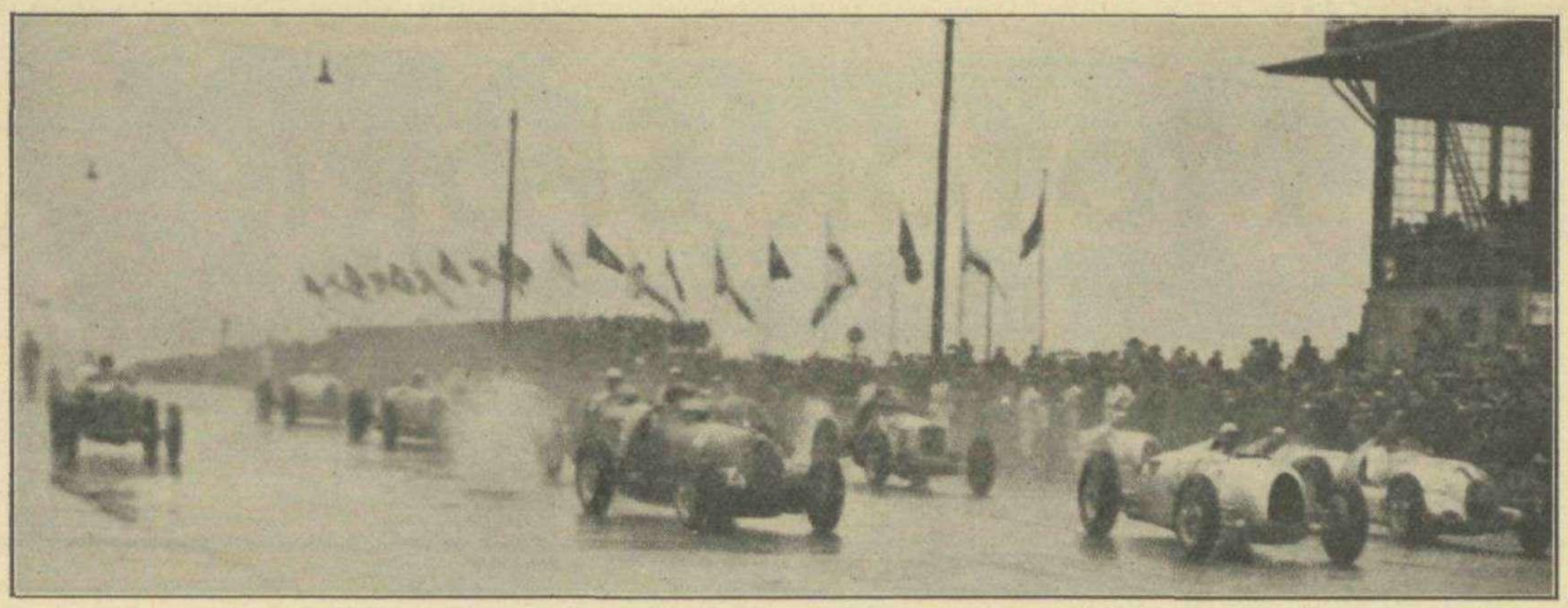
When one adds to this list of mistakes the refusal of the R.A.C. to approve of the suggested date for the postponed Le Mans race on the grounds that it would clash with the County Down Race, then indeed, one begins to ask whether it is not high time the British racing fraternity demanded a drastic reorganisation of the R.A.C. racing committee.

Never was action by the B.R.D.C. so strongly demanded.

Finally, we come to the vexed problem of the prize money. That the R.A.C. can calmly absolve themselves from blame for the disparity between the amounts shown in the supplementary regulations and those published in the programme, by transferring the responsibility to those in the Isle of Man, is a crowning example of pusillanimity. Unfortunately racing drivers have scant time and show little inclination to serve on committees, leaving the oligarchy of permanent officials in full control. Committee men with racing experience are badly wanted.

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The big cars get away in the rain. Nuvolari is No. 4, Rosemeyer on his left and Brauchitsch (Mercedes-Benz) No. 10 on the extreme right of the picture.

THE EIFEL RACES

TROSSI AND TENNI ON MASERATIS SECURE FIRST TWO PLACES IN 1½-LITRE RACE. "BIRA" (E.R.A.) THIRD. ROSEMEYER (AUTO-UNION) BRINGS VICTORY TO GERMANY IN THE BIG EVENT AFTER GREAT BATTLE WITH NUVOLARI ON THE ALFA.

After last year's success in the 1,500 c.c. race by Raymond Mays on the E.R.A. our hope for another English victory were high. Practising showed two formidable rivals to the Bourne team, one the new six-cylinder Maserati driven by Count Trossi and Hartmann and the other the Delage driven by Dick Seaman, fresh from his success in the Isle of Man. These two had made the fastest times, and a thrilling struggle was anticipated.

On the week-end of the race thundery conditions prevailed over most of western Europe, and the high plateau of the Eifel was no exception. Intense heat on Saturday had given place to dark rain-clouds on the day of the race, and heavy rain was falling at eight o'clock.

The meeting began with a series of motor-cycle races, and the unfortunate riders set off in teeming rain.

By eleven o'clock the course was clear again and the small racing cars took their places on the concrete in front of the stands. Two sports-car events, confined to German drivers, were to be run at the same time, so the field was an impressive one. The racing cars had to cover 8 laps of the 14¼-mile circuit and there were sixteen starters. These were as follows :– E.R.A.; Lehoux, Mays, Lord Howe, Embiricos and "Bira." The Maserati official team consisted of Trossi, Hartmann and Tenni, the two former on the independently sprung sixes, with the independents Villoresi, Gessner, Kautz and Ruesch. Seaman had his Delage, Baumer had entered two Austins, driving himself one of the overhead camshaft cars, Kohlrausch the Magic Midget, the other starter being Troeltsch, who was driving a Bugatti.

The sixteen shot away with a stirring roar, heading for the hairpin bend beyond the end of the stands. As they returned down the parallel straight, Seaman on his black Delage was leading, then came a confused bunch of E.R.A.s and Maseratis. As they shot away towards the flying ground, the Maseratis were evidently gaining, and Trossi headed the bunch as they disappeared from view.

With 14 miles of hills and corners to cover, it was some time before they came into view again. Trossi was undoubtedly in the lead, fully half-a-minute ahead of "Bira," who was hotly pursued by Tenni on the 4-cylinder Maserati. Tremendous cheers for Baumer who had actually pushed his 750 c.c. Austin into fourth place ahead of Lord Howe and Lehoux. Raymond Mays came into the pits to have a plug terminal secured, a stop which put paid to any chances of another win. For a quarter of an hour there was no news of Seaman, then came the report that he had run off the road and damaged his oil-tank; the driver was unhurt.

On the second lap Trossi was leading by a clear minute, his speed now 67.7 m.p.h. Tenni had now overhauled "Bira" and had an advantage of 12 seconds, but the Siamese was going magnificently. Baumer aided by the handiness of the little Austin and his experience of the course hummed past in fourth place keeping at bay Lord Howe and Lehoux. Hartmann on the third of the official Maseratis was seventh. Mays was again in the pits having that plug terminal fixed, and another visitor was Kohlrausch with his historic little car the Magic Midget.

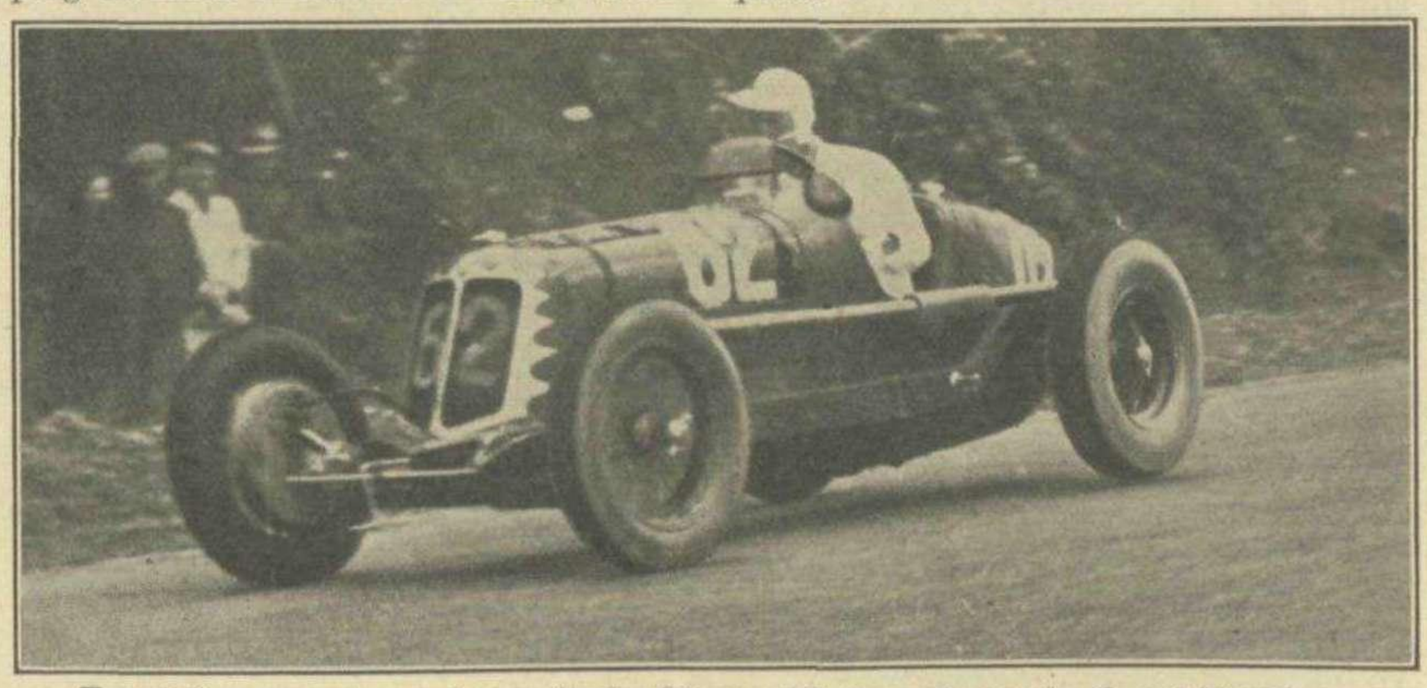
Trossi seemed firmly fixed in the lead, so we turned our attention to the sports-cars. Here Henne, record-breaking motor-cyclist and for a short time driver of Auto-Unions, had been leading from the start on his 2-litre B.M.W., successfully keeping at bay Berg's blown 2-litre Alfa-Romeo.

The order at half-distance was the following.

1. Count Trossi (Maserati) 68.1 m.p.h.
2. O. Tenni (Maserati) 53s. behind.
3. "B. Bira" (E.R.A.) 2m. behind.
4. W. Baumer (Austin) 2m 6s. behind.

Kohlrausch, who was Baumer's only rival for the 800 c.c. class, had stopped for 11 minutes out in the country, so the double-camshaft Austin was firmly set.

The course was drying, Trossi's speed rose steadily, and Tenni's mounted in sympathy. On the fifth lap "Bira" started to pull away in spite of a further spurt by Baumer, and on the sixth Lehoux, who had already passed Lord Howe, at last succeeded in displacing the impertinent Austin from fourth place.



Tenni was second on a four-cylinder Maserati but was beaten by Count Trossi on the new six.

THE EIFEL RACES—continued

With one lap to go Lehoux was only 18 seconds behind "Bira." while Tenni made a supreme effort to catch Trossi, lapping at 71.8 m.p.h., a really tremendous effort with the 4-cylinder car. Hartmann on the third "official" Maserati had now moved up to sixth place, and the race ended with the Italian colours firmly in the ascendant.

1,500 c.c. Racing Cars

1. Trossi (Maserati) 69.9 m.p.h.
2. Tenni (Maserati) 46s. behind.
3. "B. Bira" (E.R.A.) 2m 56s. behind.
4. M. Lehoux (E.R.A.) 3m. 12s. behind.
5. W. Baumer (Austin).
6. Hartmann (Maserati).
7. Kautz (Maserati).
8. Earl Howe (E.R.A.).
9. L. Villoresi (Maserati).
10. R. Mays (E.R.A.).
11. N. Embiricos (E.R.A.).
12. E. Gessner (Maserati).

800 c.c. Racing Cars

1. W. Baumer (Austin).

Sports Cars Unsupercharged, 2,000 c.c.

1. E. J. Henne (B.M.W.) 63.03 m.p.h.
2. P. Schweder (Adler) 3m. 8s. behind.
3. U. Richter (B.M.W.) 6m. 11s. behind.

Sports Cars, Supercharged, 2000 c.c.

1. H. Berg (Alfa-Romeo) 60.7 m.p.h.
2. A. Petzold (Ford N.S.) 40s. behind.
3. F. Gollin (Bugatti) 1m. 36s. behind.

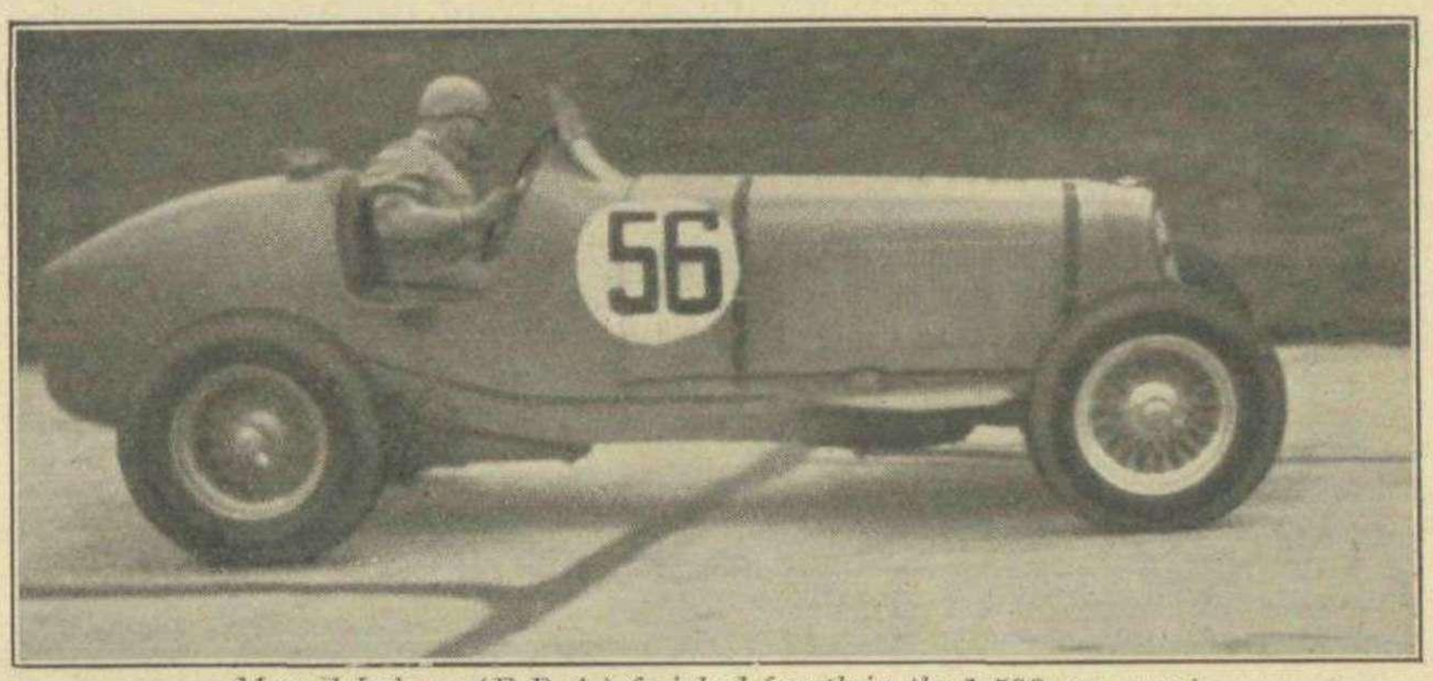
Sports Cars, Unsupercharged, 1,500 c.c.

1. W. Zinn (Fiat) 52.9 m.p.h.
2. J. Hummell (Fiat) 20s. behind.
3. Chr. Odendahl (M.G.).

A further downpour started at the end of the car race, and once again an unhappy gang of motor-cyclists were sent off into the thick of it. The big event of the day, for unlimited racing cars was scheduled at 3.15, and though the rain showed signs of slackening, quite evidently the "bolides" were in for a difficult and dangerous time.

The big-car event is not a "formula" race, and so a factory is at liberty to enter its biggest and most formidable cars. The Auto-Unions had 5.8-litre engines and were driven by Stuck, Varzi, Delius and Rosemeyer. Mercédès-Benz were represented by Caracciola, von Brauchitsch, Lang and Chiron, who were driving the new low short-wheelbase cars.

Ranged against them was the formidable Ferrari team with their Alfa-Romeos.



Marcel Lehoux (E.R.A.) finished fourth in the 1,500 c.c. event.

Nuvolari and Brivio drove 12-cylinder cars, and Farina and Severi were mounted on the smaller eights. There was one Maserati, a 3.8-litre V8 driven by Zanelli. Charlie Martin on a 3.2-litre monoposto Alfa, was the only English driver taking part. The big-car event was run over a distance of 10 laps, or 142 miles.



Rosemeyer, winner of the big car race on an Auto-Union.

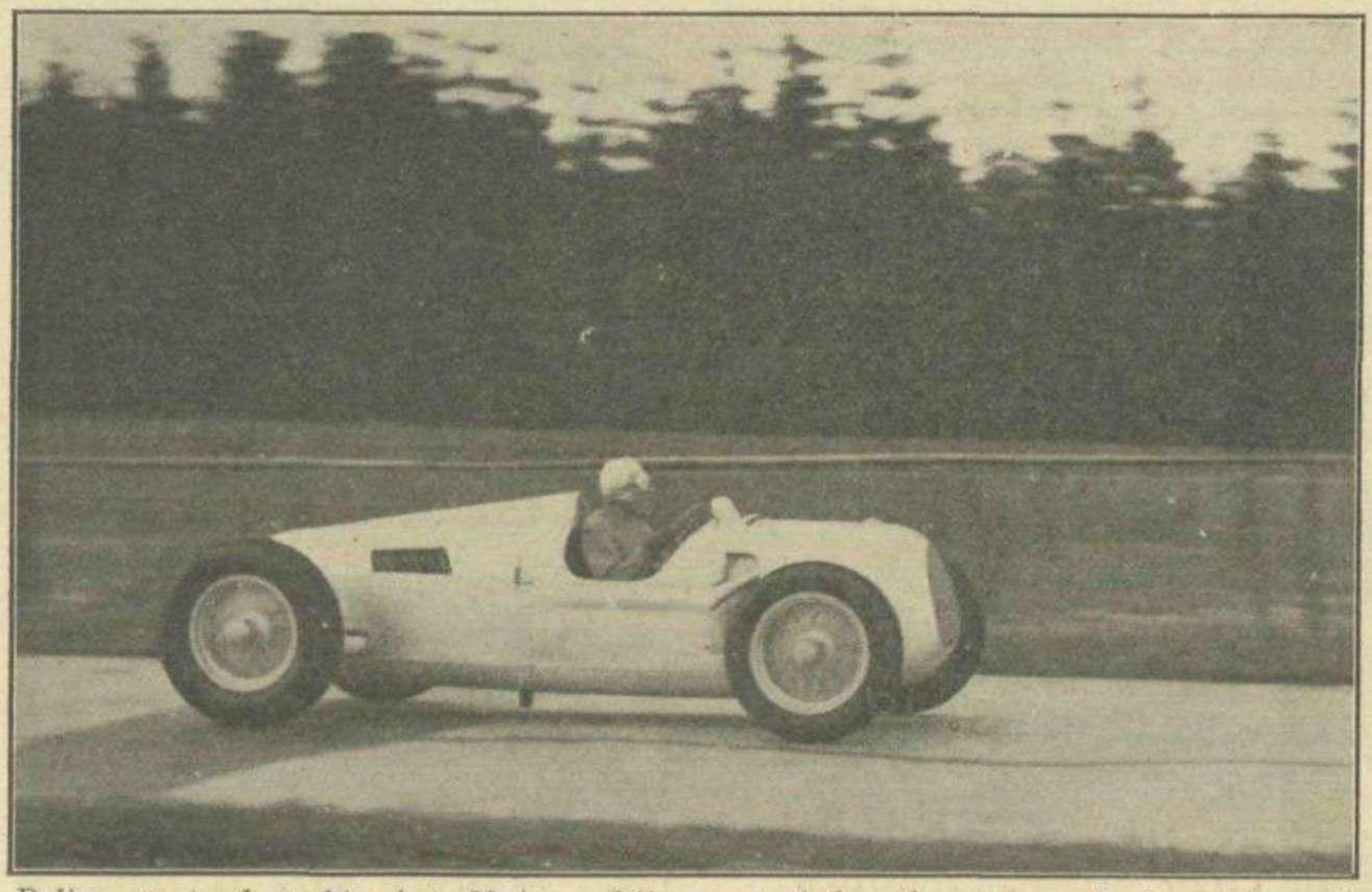
During practice, the fastest lap was put up by von Brauchitsch at 81.25 m.p.h. This was a record for the course, but not being made in actual racing was not recognised as such. Rosemeyer and Nuvolari were the next fastest. These three therefore occupied the front rank, and excitement increased to fever pitch as first silver and then red cars were pushed to their positions on the rain-washed concrete. In spite of weather conditions it was estimated that no less than 300,000 spectators were gathered round the course, and every vantage point in sight was packed with crowds ten or twelve deep.

With two minutes to go the engines were started, and the wail of the Mercédès and the boom of the Auto-Unions and Alfas made the hair stand on end. As the flag dropped Rosemeyer was the first to move, but as his wheels spun furiously Caracciola came through somehow from the third row and took the lead. Further sorting took place before the cars appeared up the return stretch behind the pits and then Nuvolari was in second place, sandwiched between the two German drivers. Away down in the valley Caracciola was still in the lead, Nuvolari second and Rosemeyer third, Brauchitsch was fourth and then an indistinguishable flock of Germans and Italians.

The famous Karussell turn where the road sweeps round in a saucer-shaped banking, lies half-way round the course, and from here we got our next report. Carratch and Nuvolari were still first and second.

The order remained the same as the cars appeared again, with Caracciola 4 seconds ahead of Nuvolari and 13 ahead of Rosemeyer, having averaged 72.5 m.p.h. over those soaking 14 miles. Luckily the course is surfaced with concrete, and is reasonably skid-proof even under the worst conditions. Behind them in close company was von Brauchitsch, Lang (Mercédès-Benz) and Stuck (Auto-Union) Martin was twelfth with Zanelli and Severi bringing up the rear.

The Mantovano Volante was on his mettle and completed his second lap in 11 mins. 44 secs., an average of 72.9 m.p.h. booming through now only a single second behind Caracciola. Nose to tail they



Delius at speed on his Auto-Union. Like most of the other drivers he found himself unable to cope with the wet and mist which followed later.

THE EIFEL RACES—continued

fought their way round the circuit until away on the north side of the circuit the Alfa scraped in front. "Nuvolari leads" cried the announcer from the Karussell!

There was a breathless wait as the cars approached the stand. Nuvolari's red Alfa was still in front, with a five-second lead from the Mercédès, Rosemeyer was four seconds behind. Caracciola, von Brauchitsch and Stuck respectively 15 and 21 seconds further in rear and Varzi (Auto-Union) sixth, making only 45 seconds between the first six.

The only retirement so far was Severi (4-litre Alfa-Romeo) who had dropped out with oil-pump trouble. Martin continued twelfth.

Whatever the merits of a rear-engined car on a wet road, Rosemeyer would not be denied, and on the fourth lap electrified the crowds by passing Caracciola and shooting past the stands with a lead of four seconds. Tazio meanwhile had built up a lead of 18 seconds. Stuck was forced to come into the pits to change plugs, but the whole sixteen were whipped out and replaced in one-and-a-half minutes.

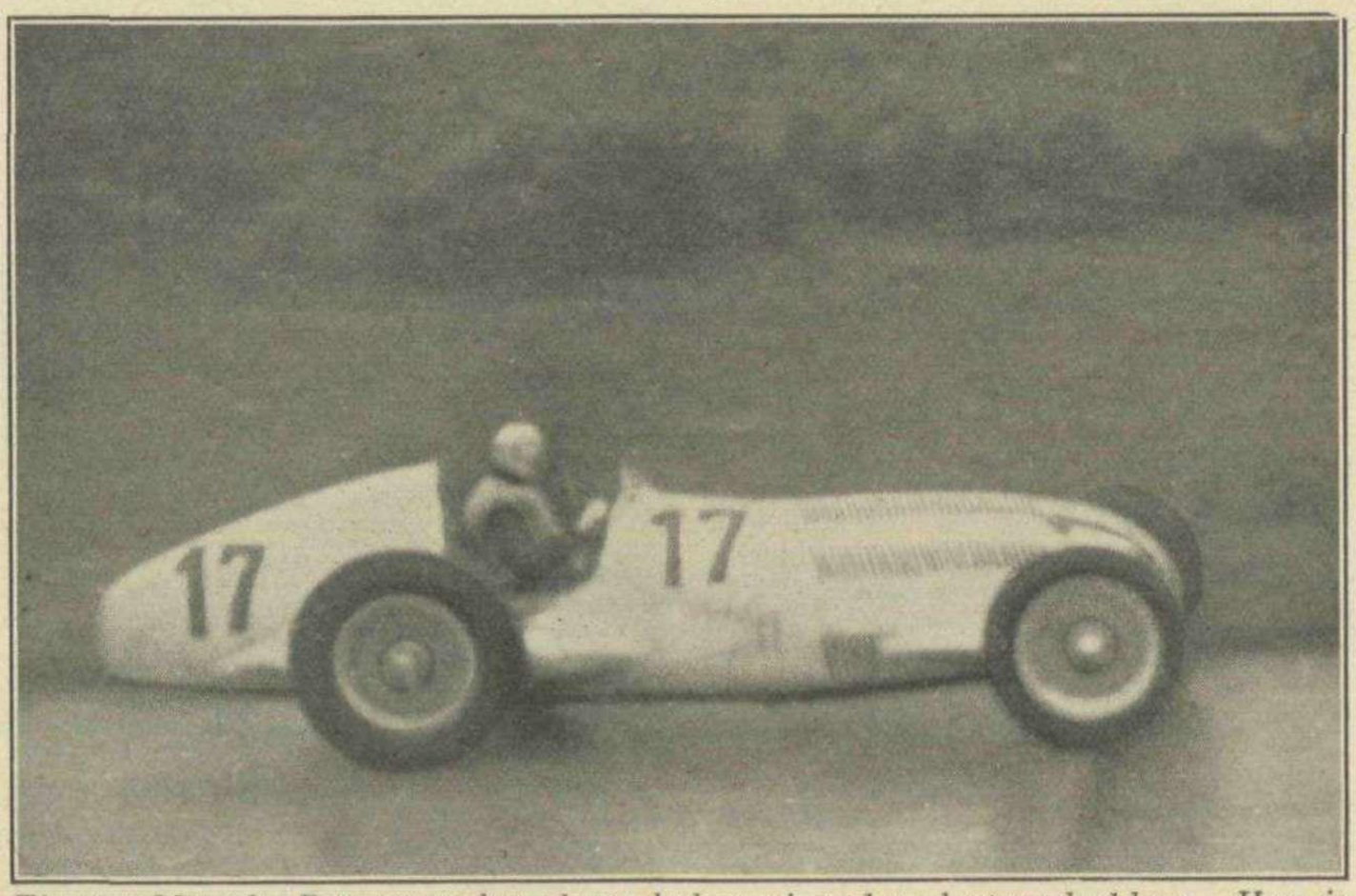
The fifth lap saw Rosemeyer pressing hard on the Alfa, a lap in 11 mins. 34 secs. (73 m.p.h.) bringing him within less than nine seconds of the Alfa. Caracciola was slowing up too, and Brauchitsch had passed him. Rudi pulled into his pit amid the sympathy of the crowd and retired with a damaged shock-absorber. Here is the position at half-distance.

1. Nuvolari (Alfa-Romeo) 72.62 m.p.h.
2. Rosemeyer (Auto-Union) 9s. behind.
3. Von Brauchitsch (Mercedes-Benz) 38s. behind.
4. Caracciola (Mercedes-Benz) 48s. behind.

Lap six was destined to be an exciting one. From the other side of the course Rosemeyer was reported as just on Nuvolari's tail, but the Italian warded off the threat for the five miles leading back to the start. Then just as they were entering the straight in sight of the stands, the 5.8 litres of the Auto-Union took effect and the German car drew ahead, passing the frantic crowds in the stands with a lead of three lengths.

Martin had been missing for some time, but news now came through that the car had overturned somewhere out on the course, but the driver was unhurt.

Conditions were bad enough in the pouring rain, but now another danger developed, banks of mist which rolled up from the lower ground. Conditions down there must have been extremely treacherous, but in spite of this Rosemeyer cracked on more speed, coming round next time with a lead of 15 seconds. Brauchitsch was still going well in third place, but Lang had been off the road near the "Schwalbenschwanz" and turned round several times. Spectators pushed his car back on to the road again and he continued. This incident let Brivio and Farina on their Alfa-Romeos into fourth and fifth places. Lang came in for a tyre change, and presumably a drink of water.



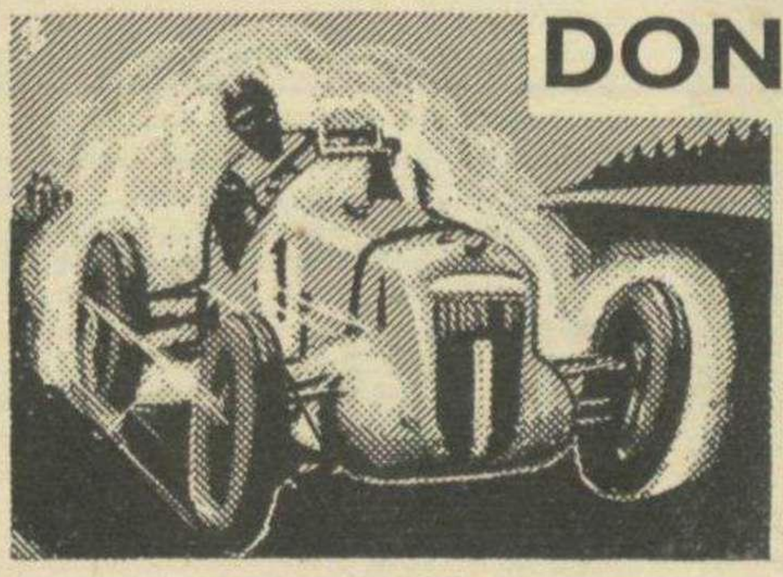
The new Mercedes-Benz racers have lower body-work and a shorter wheel-base. Here is Chiron, who finished sixth.

Through the thickening mist Rosemeyer continued with undiminished speed, having now a lead of 50 seconds over Nuvolari. Brivio and Farina were over a minute behind, holding hands as it were, and there was no sign of Brauchitsch. A minute later he appeared and coasted into the pits. He had been off the road at a corner and had damaged the under-shield of the car so much that it was not safe to continue. Lang was now the leading Mercédès-Benz driver, and was still going strong. Chiron's car was sulky in the early stages, and now it was too late to force the pace.

Rosemeyer must have been able to smell his way through the mist, for conditions were still as thick as ever when he made his ninth lap at a speed of 72.96 m.p.h. At last he was out on the final circuit, the clouds began to disperse and life became more bearable. Booming out of the mist with undiminished speed this silvery pencil of a car streaked down the Finishing Straight and the crowd rose up to give Rosemeyer the reception he so thoroughly deserved. Nuvolari was two minutes behind, but he and his fellow-drivers of the Alfa-Romeos, were greeted with no less enthusiasm, after a fast and consistent performance on a notoriously difficult circuit.

RESULT

1. Rosemeyer (Auto-Union) 72.71 m.p.h.
2. Nuvolari (Alfa-Romeo) 2m. 13s. behind.
3. Brivio (Alfa-Romee) 2m. 49s. behind.
4. Farina (Alfa-Romeo) 3m. 17s. behind.
5. Lang (Mercedes-Benz).
6. Chiron (Mercedes-Benz).
7. Varzi (Auto-Union).
8. Stuck (Auto-Union).
9. Delius (Auto-Union).
10. Zanelli (Maserati).



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Continental Notes and News

By OUR CONTINENTAL CORRESPONDENT

Force Majeure

What with strikes in France and Belgium, anarchy in Spain, and unrest in Poland, Europe is a difficult place to live in these days. A comprehensive tour of the Continent would leave no one in doubt that Britain offers exceptional advantages as a domicile—but for how long remains to be seen.

In the face of these major crises, motor-racing struggles on as best it might. So far, Grand Prix racing has not been hit, but the season's sports-car programme looks as though it may easily dissolve into thin air. The indefinite postponement of Le Mans came as a mortal blow to those who regard this event as the be-all and end-all of their existence. The race has acquired an established niche in the racing world, and that it should be missed entirely was indeed a calamity. The negotiations before it was finally abandoned hardly did us credit. The suggested dates of July 20th and 21st would have been ideal, and received everybody's approval except our own R.A.C. This institution has been dealt with fairly adequately by the editor at the beginning of this issue. But I would like to add the information that the R.A.C. is just about as popular with France just now as Eden is with Italy. And for once—or should I say the first time?—I must agree with the French.

As a certain statesman once proved, it is quite a good idea sometimes to limit one's vocabulary to the word "No!" But it is a mistake to regard this as a golden rule. The R.A.C.—Oh, what's the use.

Before these lines appear in print the fate of the Grand Prix de l'A.C.F. will have been decided. For some time during the strikes it looked as though this race, too, would have to be postponed. Since then the situation, while still with its doubtful aspect, has become considerably steadier. The trouble in France is that undercurrents of restless spirit can quickly burst into widespread activity, and knowledgeable observers predict a stormy future for France. The thin end of the "red" wedge has been driven firmly in. The man with the hammer (to say nothing of the sickle) will soon want to drive it in a bit further, until the social fabric cracks asunder beneath the strain.

The Talbot and Delahaye factories are working at present, and the racing cars are being brought to concert pitch. The remaining question is that of petrol supplies. They are normal at the moment.

The Spa race looks much more problematical. Belgium is in a troubled state, and at the time of writing it is a 50-50 chance as to whether order will be restored without bloodshed. In the face of such trouble it seems almost childish to worry about motor-racing.

The Belgium "trouble" was most inconvenient for the British competitors in the Eifel races, for Antwerp was at a standstill for several days. It is fortunate that France has returned to normal, otherwise one's only remaining route to the Continent was Holland—or Germany.

A National Event

Let us turn from this gloomy recital to a tale of success. The astonishing fact has to be assimilated (and it is not easy) that 300,000 people visited the Nurburg Ring for the Eifel race-meeting, That it pelted with rain and the clouds descended did not detract one whit from the success of the event. In the German mind it is the racing that counts.

Would that a similar state of affairs could be reached in Britain! Whether it is the fault of our organisers, or the attitude of the lay press towards motoring in general, the fact remains that motor-racing has a miserably small following in this country. The ordinary public, to say nothing of the average motorist, is just not interested in a sport, which, for thrills, excitement and usefulness beats every other.

One is forced to the dismal reflection that the limit of our countrymen's intelligence is to hit a ball about. British schoolboys never grow up, they simply wear an old boy's tie.

The Alfa Revival

The Grand Prix position is full of interest just now. Nuvolari's victory at Barcelona was not just a bit of luck, after all. He gave the Germans an anxious time in the Eifel race, and it was significant that Alfa-Romeos finished second, third and fourth, thus beating the Mercédès-Benz team and three Auto-Unions.

Then he followed this up with a smashing win in the Hungarian G.P., turning the tables on Rosemeyer in a masterly fashion.

It is suggested in some quarters that the reason for this Alfa revival is that the German cars, as cars, are only superior to their rivals on circuits which permit maximum speeds. On give-and-take circuits the driver counts more than the car, and it is suggested that the answer lies in Tazio Nuvolari, than whom no man is quicker round corners.

Up to a point this is all very true, but two important factors seem to have been omitted from the reasoning. The first is that the Alfas now have an efficient form of independent suspension, which puts them on a level with the German cars for road-holding and acceleration, and secondly the 8-cylinder 4-litre engines and 4.2-litre 12-cylinder engines now give a performance equal to the German cars in all but maximum speed. These points having been agreed, we then admit that the Alfa victories at Barcelona and Budapest were due to the superlative skill of the great Tazio.

Mercédès-Benz seem to be suffering from a temporary eclipse, and Neubauer's frown is enough to terrify the most hardened interviewer. The cars look all right, sound all right, and go all right, but they are no longer their supreme selves of 1935. There used to be a story in circulation that in the event of their being seriously challenged by a rival manufacturer, Mercédès-Benz could increase the speed of their cars by 10 per cent. without radical alterations. Now is the time to see whether this rumour is true or not.

Germany has made a great "discovery" in Berndt Rosemeyer. In point of fact, Rosemeyer is now the Auto-Union first-string, ahead of such mighty drivers as Achille Varzi and Hans Stuck. People do say that, having had no previous experience of orthodox cars, he has been able to adapt himself to the Auto-Union quicker and better than those who have done most of their driving on conventional machines.

The next clash of the big battalions is the German Grand Prix at the Nurburg Ring on July 26th. Everyone is asking "Can Nuvolari repeat his triumph of last year, and follow up his victories at Barcelona and Budapest?" It is a situation which will give this always-classic race a peculiar interest, and the race is likely to be the greatest of the season. One thing is certain, the German teams will leave nothing undone to gain a convincing victory on their own ground. I don't know whether the Führer has acquired the dictatorial habit of sending telegrams "Race and Win," as his Italian counterpart does, but if both German and Italian teams receive similar telegrams from their leaders, it is going to provide us all with a magnificent race.

The Light Brigade

The battle between the E.R.A.s and Maseratis is just as interesting as that between the bigger cars. Trossi gave us all a shock at Nurburg, because his win was achieved with such apparent ease. His 6-cylinder car with independent springing is going to be a dangerous rival in the future. It is obviously very fast and corners like an eel. Maseratis have a fine driver in Tenni, the ex-motor-cyclist, who can give points to all the E.R.A. exponents on a car which is probably slightly slower.

Seaman's challenge with the Delage suffers from lack of numbers. He has no team-mates to fill his place should trouble befall him, but when he is going he can show his back wheels to most people. It was a thousand pities he had to retire so soon at Nurburg Ring. However all the best drivers have had their narrow shaves, else how would they know when the limit of cornering speed has been reached? Better luck next time, which will probably be at Albi on July 19th. "Bira" and Fairfield are both going over for this race, so Seaman will be fighting his customary adversaries. Maseratis are bound to send some cars, and will be out to avenge their defeat at Peronne.

Anglo-Dutch Success in Belgium

Hertzberger, the young Dutchman who has raced a K.3 M.G. Magnette on

CONTINENTAL NOTES AND NEWS—continued

the Continent for some time, scored his first big success in the Grand Prix des Frontières.

The first part of the race was dominated by Barowski, with a 1½-litre Bugatti, but on the 10th lap he crashed, luckily without hurting himself. Meanwhile Hertzberger had been holding second place, and thereupon took the lead, which he held to the finish, averaging 74.72 m.p.h.

There was a great scrap for second place between two Bugattis driven by Foury and Mme. Anne Itier. In the end the former won, but their fight was the most spectacular part of the race.

Only one British driver competed, Dobson with an E.R.A., but he retired from the fray soon after the start.

Grossglockner Substitute

The trials and tribulations of the Grossglockner hill-climb organisers last year are not likely to be repeated this year, for it has been decided to hold an event at the Gaisberg, near Salzburg, instead of the Grossglockner climb. The date is July 19th.

The Alpine Trial

It now seems fairly certain that the Alpine Trial will take place this year, but I am quite prepared for another crisis to have arisen before these lines appear in print.

A route of 1,400 miles has been planned by the A.C. de Suisse. The daily stages will be as follow: First day, Lucerne to Lugano, via the Klausen, Oberalp and Lukmanier, distance 210 miles. Second day, Lugano to St. Moritz, via the San Bernardino, Fluela, Ofen, Umbrial and Bernina, distance 195 miles. Third day, St. Moritz to Thun, via the Albula, Julier, Splugen, San Bernardin, St. Gotthard, Furka, and Grimsel, distance 283 miles. Fourth day, Thun to Lausanne, via the Schallenburg, Villars, Ollen, Col des Mosses, and Col du Pillon, distance 283 miles. Fifth day, Lausanne to Basle, via Col du Marchairez, Col du Mollendruz, Manborget, Col des Bayards, the Wessenstein Pass, and Passwang, distance 224 miles. Sixth day, Basle to Interlaken, via Saignelegier, Mont Chasserel, Scheltenpass and Brunig Pass, distance 240 miles.

A day of rest will come in the middle of the trial, to enable competitors to witness the Grand Prix de Suisse, on the Circuit de Bremgarten at Berne.

THREE FERRARI VICTORIES

NUVOLARI THE WINNER AT BARCELONA, BUDAPEST AND MILAN

After a period of experiment and disappointment almost inevitable with a new racing car the independently sprung Alfa-Romeo has made good with a vengeance. Three times during the past month the inimitable Tazio Nuvolari has carried the Ferrari colours to victory, a decisive proof of his own virtuosity and the quality of the cars.

The first occasion was in the Coppa Penya Rhin, held in the Montjuich Park near Barcelona. The course is a twisty road circuit, and it was expected that Caracciola would repeat his last year's victory for Mercédès-Benz. Nuvolari was driving the new 12-cylinder Alfa, Brivio and Farina who had just recovered from his accident at Monza, the eights.

Nuvolari took the lead from the start, with Caracciola in hot pursuit. They fought a breath-taking duel until half-distance, when Nuvolari pulled into refuel and change tyres. He was away again in 40 seconds but even this miraculous pit-stop was long enough to let Caracciola take the lead. After a record lap at 71.5 m.p.h. Nuvolari won back his position at the head of affairs. He further consolidated his lead when Caracciola stopped to refuel. A second time Tazio stopped for a wheel-change, losing 30 seconds, but Caracciola just failed to head him. Both drivers were extended to their utmost for the last twenty laps, and Caracciola finished a mere 3 seconds behind the Italian champion.

RESULT

1. Nuvolari (12-cylinder Alfa-Romeo) 2h. 43m. 7s. Speed 69.2 m.p.h.
2. Caracciola (Mercedes-Benz) 2h. 43m. 10s.
3. Farina (Alfa-Romeo) 76 laps.
4. Von Delius (Auto-Union) 75 laps.
5. Rosemeyer (Auto-Union) 75 laps.
6. Chiron (Mercedes-Benz) 75 laps.
7. Sommer (3.2-litre Alfa-Romeo) 74 laps.
8. Villapadierna (3.2-litre Alfa-Romeo) 74 laps.

Length of race 80 laps. Total distance 188 miles. Record lap Nuvolari 1m. 58s. or 71.5 m.p.h.

The two German teams and the Italians next met at the Eifel (a race which is reported elsewhere in this issue) and again at Budapest, on a very different circuit. It was in the form of two loops with the "go" and "return" roads almost touching. The course measured 5 kilometres round and had to be covered fifty times. On this the 8-cylinder Alfas were used. Three English drivers took part, Austin Dobson, Martin and Cholmondeley Tapper. The two latter retired, Martin after covering thirty-two laps, with back-axle trouble.

Nuvolari once again took the lead, but Rosemeyer, fresh from his success at the Eifel, pressed him closely and passed him. Nuvolari contented himself with keeping close to the tail of the Auto-Union, but on the 35th lap saw his chance and caught Rosemeyer as he was coming out of a corner. Steady driving kept him in the lead to win by 14 seconds. Three Mercs. were running, but not a single one finished.

RESULT

1. Nuvolari (Alfa-Romeo) 2h. 14m. 3s. Speed 69.1 m.p.h.
2. Rosemeyer (Auto-Union) 2h. 14m. 17s.
3. Varzi (Auto-Union) 1 lap behind.
4. Tadini (Alfa-Romeo) 2 laps behind.
5. Stuck-Delius (Auto-Union) 3 laps behind.
6. Dobson (3-litre Alfa-Romeo) 3 laps behind.
7. Hartmann (Maserati) 3 laps behind.

Racing in the Alfa home-town of Milan, Nuvolari once again scored. Actually, here the only German car was the Auto-Union driven by Varzi, and the two erstwhile rivals of Alfa versus Bugatti days again set-to in a tremendous duel. They were wheel to wheel for the greater part of the ninety-eight miles, and in the end Nuvolari just managed to get home by a mere 9 seconds. In the 1,500 c.c. race none but Italian cars ran, and Count Trossi again scored a victory for the Maserati factory.

The course was a short and very twisty one laid out with eight corners, two of them hairpins, in the public gardens in the centre of the city. The lap distanec was 1.6 miles, and was covered 40 times by the small cars and 60 times by the unlimited class.

RESULT

Over 1,500 c.c.

1. Nuvolari (Alfa-Romeo) 1h. 35m. 56.2s. Speed 60.62 m.p.h.
2. Varzi (Auto-Union) 1h. 36m. 5.1s.
3. Farina (Alfa-Romeo) 1h. 37m. 7.1s.
4. Brivio (Alfa-Romeo) 1h. 37m. 11.1s.
5. Tadini (Alfa-Romeo) 1h. 37m. 14.2s.
6. Biondetti (Alfa-Romeo) 1h. 37m. 46s.
7. Dusio (Maserati) 1 lap behind.

Under 1,500 c.c.

1. Trossi (Maserati) 1h. 9m. 17.2s.
2. Villoresi (Maserati) 1h. 10m. 35.2s.
3. Belmondo (Maserati) 1h. 10m. 52.4s.
4. Bianco (Maserati) 1 lap behind.
5. Rovere (Maserati) 3 lap behinds; first in the 1,000 c.c. class.

HAVE YOU A CAR FOR SALE ?

TURN TO PAGE 364

ANTHONY POWYS-LYBBE SUCCESSFUL IN COUNTY DOWN RACE

Anthony Powys-Lybbe, who gets as much amusement out of his motor-racing as anyone, showed in the County Down Trophy race of the Ulster Automobile Club that he can also take motor-racing seriously, and his victory at the wheel of the 2.3-litre Alfa-Romeo was a popular one.

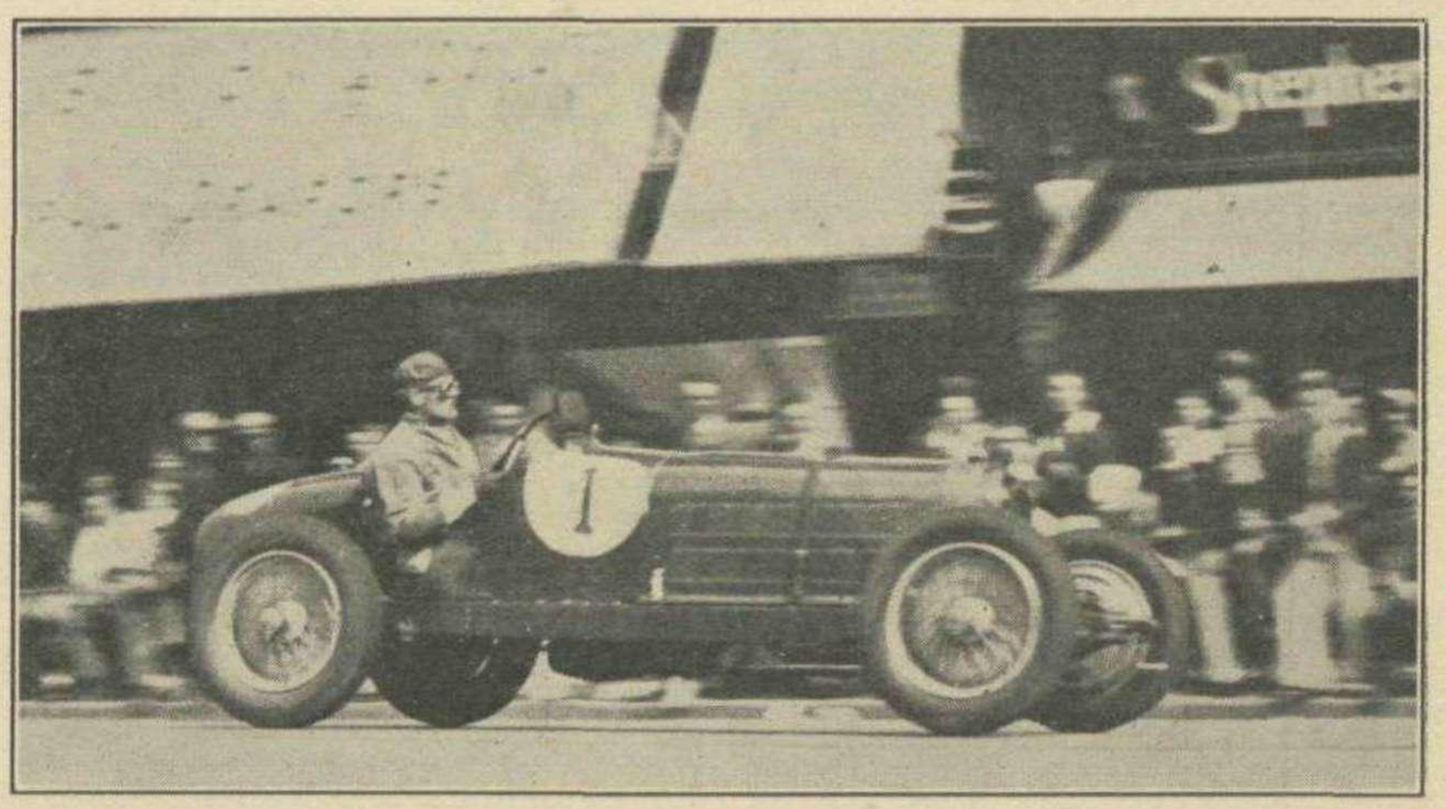
The race was contested over a six-mile course at Bangor, over which high speeds were possible. For the scratch men the distance was 25 laps, equal to a drive of nearly 150 miles.

Very varied and interesting entries were received, and especial interest was lent by the presence of the o.h.c. Austin team.

The cars were lined up on a starting grid, their positions determined by their showing during practice, and the whole field went away in a spectacular massed start, as the system of handicapping was based solely on credit laps. Six cars failed to start, including P. N. Whitehead's E.R.A., which had not recovered from a return of former gear-box maladies. This left thirty starters, of which the winning Alfa-Romeo was on the front line in company with Dodson's little Austin, with Manby-Colegrave's E.R.A. and Driscoll's Austin just behind. Dodson got away at the start, with Manby-Colegrave behind and the Alfa third, but when the first lap had been completed it was Powys-Lybbe who led, and the Austin team of three cars was on his tail. However, with a mere two laps' run Goodacre's Austin retired with throttle trouble, while Manby-Colegrave's E.R.A. passed the Driscoll Austin, which made for its pit, took on oil, and then faded out a long way from home a couple of rounds afterwards.

Dodson, however, still kept close behind the Alfa-Romeo, and he was forcing the pace at that, for the little Austin actually broke the lap record at 84.51 m.p.h., the former figure having been established last year by Luis Fontes (Alfa-Romeo).

Powys-Lybbe was able to respond and the Alfa got round at 85.18 m.p.h. and finally at 86.56 m.p.h., a new record. He was rewarded by a lead of about a quarter-of-a-mile at half-distance. Dodson still kept his foot well down, the Austin's average of nearly 83 m.p.h. putting it 4 mins. 12 secs. ahead of its handicap time. Then trouble overtook the little car and Powys-Lybbe seemed assured of an easy victory. Sullivan's supercharged Balilla Fiat and a 2-litre Bugatti driven by McFerran were both out, and H. Weir was spending his time lifting his special Ford out of its sand-bag bursting expedition. On his 19th lap Powys-Lybbe had caught everyone with the exception of G. A. Mangan's P-type M.G. Midget, and he ran home an easy victor at 84.36 m.p.h. L. R. Briggs was second in the blown Mille Miglia K3 M.G. Magnette, while third place went to Capt. D. Taylor's ex-Shuttleworth 2.3-litre Bugatti. Manders (Alder) got in fourth, having flown over from the I.O.M. motor-cycle race to qualify. Two other Irish Free State drivers followed him in—Mangan (M.G.) and A. P. MacArthur (M.G. Magnette). Adrian Conan-Doyle driving a 1½-litre blown Bugatti of new type, averaged 74.34 m.p.h., fourth highest average of the race, and was placed seventh. There were nineteen retirements, Driscoll's trouble being a broken oil pipe, Sullivan's Fiat going out with a defective magneto, Grafton with a burnt valve, and W. R. Baird (R-type M.G.) with damaged steering following an encounter with a dog when travelling really fast. Plugs gave a good deal of trouble and the pits, generally, were doing plenty of business. On the whole a useful and very interesting contest. Afterwards Powys-Lybbe, looking unfamiliar in a big beret, was presented with a laurel wreath by Lord Craigavon. The driver said it was all due to the old car knowing the course; actually his speed was excellent and his driving was steady and brilliant.



Powys-Lybbe, winner of the Bray race, at speed on his 2.3-litre Alfa-Romeo.

RESULT

1. A. Powys-Lybbe (Alfa-Romeo, S.), 1h. 45m. 36s. 84.36 m.p.h.
2. L. R. Briggs (M.G., S.), 1h. 49m. 4s. 75.15 m.p.h.
3. Capt. D. Taylor (Bugatti), 1h. 51m. 10s. 76.53 m.p.h.

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FORM IN THE BEER

The Brighton-Beer Trial of the Brighton and Hove M.C. was a Brighton-Beer run in name only, for competitors actually started around midnight from Lobscombe Corner, and finished fairly early on the Sunday morning at Tiverton.

It must be written down as a stiff event. After a breakfast stop at Taunton, competitors (there were sixty-six car entries and seven non-starters) reached the first hill—Cloutsham—more or less to route-card time. The torrential rain through which the cars had come during the night had not had a very serious effect on the surface, but nevertheless, seventeen stopped on Cloutsham. Hayward's sturdy old Bayliss-Thomas, now supercharged, went up at the end of the tow-rope, much to its owner's disgust, as he was obliged to occupy the passenger's seat for once, having suffered arm injuries some time ago which made driving impossible.

The next hill was Worthy Lane, where most competitors had an easier time. Then a short run and Slade Lane presented itself, the early numbers going up around 7 a.m. Overhanging trees had kept off much of the night's rain, and what loose slime there was soon became thrown aside, so that stones and small boulders were a more serious obstacle. Car after car climbed easily, H. E. Richards coming up calmly in his smart, blown "P" M.G. Midget, a cigarette between his lips, while G. T. I. Taylor's passenger in a Le Mans Singer was stroking a small dog. The Singer sports drivers put their passengers in the back, where they could bounce to their hearts' content with their arms around the spare wheels. The blown M.G. Midgets were very fast indeed, and Goodman's Singer was revving healthily. Bochaton drove up very fast in the ancient McEvoy, his girl-friend looking very, very grim though later she probably looked still more so, when the rear-axle failed.

Miss Taylor had a rough passage in her blown M.G. Midget, her passenger working hard. Both the old-school Bentleys—Elgood and Chambers—came up fast and faultlessly, and Heal's elderly 30/98 Vauxhall was slow but got to the summit. S. L. Chappell's Ford V8 experienced terrific spin on the top right-hand bend but performed very nicely, his daughter in the dickey not deeming it necessary to bounce. G. H. Ramsay's V8 was slower but no less sure. Failures: W. A. V. Davis (Singer), W. E. C. Greenleaf (Ford Ten), H. L. Haines (Ford Ten), M. Estler (2½-litre Alvis), E. P. H. Jones (Star) and K. A. Scoles (M.G.).

So to Widlake, straight, narrow and usefully slime covered, marked by cheerful officials into five sections. Greenleaf and Haines on the Fords failed low down, Jones' comic Star likewise. A rut just at the end of section 3 caught most of the good drivers, in spite of some very spirited approaches. For example, J. G. Murray (M.G.), A. G. Imhof (Singer), K. F. Cable (Singer), W. J. B. Richardson (Singer), S. Currey (M.G.), R. E. C. Jennings (Riley Sprite), C. Anthony (Aston-Martin), J. H. Waller (M.G.) and P. B. Tanner (M.G.) had cause to regret that rut after splendid ascents of nearly three sections. Macdermid's familiar blown M.G. Magnette managed it, and for a long time it seemed that he would be the uncrowned king of Widlake, although Fitt's Frazer-Nash-B.M.W., Miss Taylor's M.G., Lucy's P.B. M.G., Collins' M.G. Magnette and H. E. Richards (M.G.) all got into section 4. Then P. S. Flower, driving a rakish, *unblown* J.2 M.G. Midget scored—and the crowd roared. Two clean climbs amongst repeated failures, though drivers who stopped mostly reversed down, Chambers very rousingly, leaving the towing gang to beer and meditation. Right at the end came H. K. Crawford's blown "Cream Cracker" M.G. Midget, which slowed near the rut, then engine screaming, car bouncing bodily, driver and passenger bouncing for their very lives (daily paper journalists are not to take that too literally !). The mud-stained Midget got away round the final bend, and three cars had proved Widlake to be climbable somehow without caterpillar tracks or four-wheel-drive. There remained the short Hove Horrow, an acceleration and brake test presided over by A. Ashton Rigby, and finally, Hatherland Hill, where only eighteen clean ascents were recorded by the angels of the Brighton and Hove M.C.

Whereupon competitors made for Tiverton, signed off, and went in search of the free beer, advertised on the route card, in which the MOTOR SPORT reporter, having to return to London in an old Austin 7 *sans* tools and spare-tyre, wisely, if regretfully, refrained from joining, though his hard-used motor subsequently behaved unreproachfully.

PROVISIONAL RESULTS

Brighton & Hove Trophy: R. A. Macdermid (M.G. Magnette S.).
Best performance in opposite class: P. S. Flower (J.2 M.G. Midget).
Simpson Lee Trophy: A. G. Imhof (Singer Nine S).
Hewitt Trophy: J. A. Bastock (M.G. Magnette S.).
Lord Thompson Team Trophy: Macdermid, Bastock, Langley. "Three Musketeers" M.G. Magnettes S.
Great West Trophy: P. S. Flower (J.2. M.G. Midget).
First-class awards: Miss K. Taylor, J. E. S. Jones (M.G. Midgets S), A. B. Langley (M.G. Magnette S.).
Second class awards: J. H. Waller, A. R. B. Round, S. Currey (M.G. Midgets), H. K. Crawford (M.G. Midget S.), R. W. G. Collins (M.G. Magnette), G. H. Ramsey (Ford V8), C. G. Fitt (Frazer-Nash B.M.W.), G. Goodman, R. M. Andrews (Singer Nines), W. J. B. Richardson (Singer Nine S.). R. E. J. Jennings (Riley Sprite).

RILEY OWNERS TRY FOR SPEED

Invariably the Riley Motor Club organises its events every thoroughly indeed, so it was not unnatural that when they decided to hold a speed trial, its officials found a completely new course that very adequately answered the purpose. This new course, Lullingstone Park, near Orpington, in Kent, provides a course of about 600 yards with natural banks for spectators, a right-hand corner near the finish, and a surface of rather loose gravel. It is hardly necessary to mention that this event was very well run; timing, incidentally, was by Bachelier electric equipment on loan from the Cambridge University A.C.

Naturally Rileys of all ages, sizes and types predominated, indeed, the only other "marque" allowed was E.R.A., though ten-year-old Master P. Maclure was permitted to make a run in a Brooklands-shape Riley whose engine was of only 95 c.c. and by Villiers, while spectators had a brief respite from the dust clouds raised by the faster cars when Kemsley drove up in a two-cylinder 1903 Phœnix tandem four-wheeler.

A. E. S. Curtis gave a good broadcast, correcting such programatical errors as Fred Dixon being due to handle a *sports* Riley and A. C. Dobson a touring E.R.A.(!) and all through the event was a great success, sufficiently so for other clubs to eye the new venue enviously.

Mrs. Marcus Brown won the 1,100 c.c. touring class and Bassett's 1929 Mark IV the sports category. Miss M. Allan had borrowed a Kestrel from R. C. Porter, and managed 36.6 secs. in winning the 1½-litre touring class.

Of the sports cars, F. R. Gerard with a Brooklands model carried all before him, getting down to 32.68 secs. H. J. O. Ripley got into a Ripley-Special and up the course in 37.57 secs.

So to the racing classes, when the dust clouds became veritable sand-storms. Appleton's Special did not arrive with its puzzled owner, and Dobson's E.R.A. was another absentee, but Freddie and Scribbans gave the crowd full value for entrance money.

Scribbans clocked 24.1 secs., showing how much faster comparatively a racing job is, and Fred Dixon, trying earnestly was .03 secs. slower. H. G. Dobbs' familiar 2-litre single-seater, recovered from its sand-digging episode at Shelsley, was third in 25.36 secs., and Von der Becke's independently-sprung 2-litre job also ran.

RESULTS

Class Winners

1,100 c.c. touring: Mrs. Marcus Brown (Biarritz) 39.9 secs.
1,500 c.c. touring: D. E. Calder (Falcon) 37.55 secs.
1,100 c.c. Sports: E. R. Bassett (1929 Mark IV.) 37.26 secs.
1,500 c.c. Sports: Miss M. Allan (Kestrel) 36.60 secs.
2,000 c.c. Sports: F. H. Gerard (Kestrel) 37.27 secs.
1,100 c.c. Super sports: F. R. Gerard (Brooklands) 32.90 secs.
1,500 c.c. „ „ „ „ „ „ 32.94 secs.
2,000 c.c. „ „ „ „ „ „ 32.68 secs.
1,100 c.c. Racing Cars: J. Zillwood (1930 Biarritz) 39.27 secs.
1,500 c.c. „ „ D. H. Scribbans (E.R.A.) 24.49 secs.
2,000 c.c. „ „ „ „ „ 24.10 secs.

BENTLEY

The Silent Sports Car

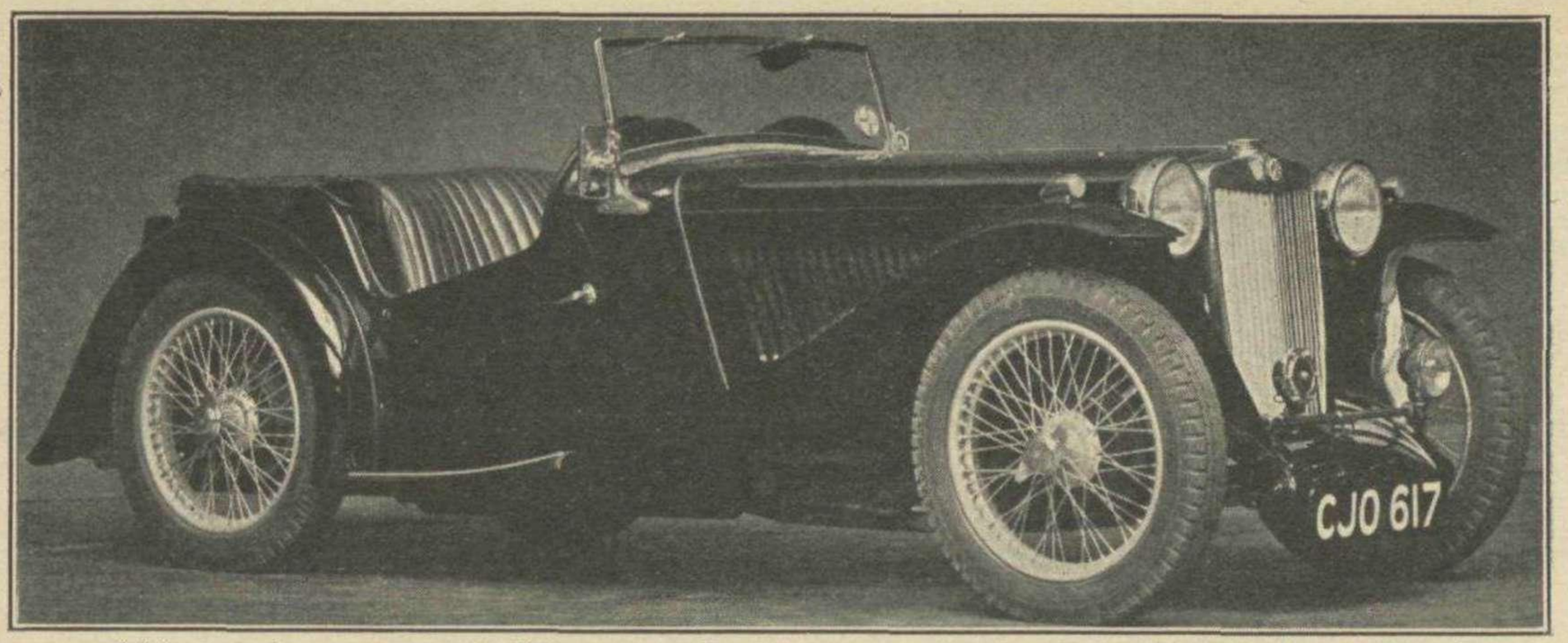
"I thought perhaps you would like to know how I like my new 4¼-litre Bentley, particularly after having covered such a large mileage on my 1935 3½-litre model.
Quite frankly during the time I drove the 3½-litre I always thought it was impossible to drive a finer car, but the 4¼-litre is to my mind by far the most marvellous machine it is possible to handle. The engine, right up to maximum revs, is so smooth and vibrationless, that it is hard to believe there is one at all. The performance is truly fantastic and it is only by watching the speedometer quickly pass the 50, 60, 70, 80 and 90 mark that you realise what is happening.
All the other good points such as road-holding, suspension and steering remain as good, if not better. This is saying a great deal, because I do not think there is any other car in the world which is so safe on the road as the new Bentley."

Raymond Mays (the well-known Racing Driver of E.R.A. Cars)

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Owners of those fast and economical little cars, the J and P type Midgets will possibly heave a sigh of regret at the passing of the little "850," but the latest small car produced by the M.G. Car Company promises to carry out the same work in an even more satisfying manner. A new and larger power unit has been produced, a four-cylinder with a capacity of 1,292 c.c. and rated at 10 h.p., while the dimensions of the chassis have been increased sufficiently to allow really wide front seats to be fitted, with a spacious luggage compartment behind.

The larger engine should be of great advantage to the trials enthusiast in providing extra power "low down," while at the other end of the scale, the long-distance tourist will appreciate the high top-gear of 4.87 to 1.

A New Push-rod Engine

The engine follows the lead of the 2-litre six-cylinder M.G. recently put on the market, and has vertical overhead valves operated by push-rod, clearance being adjusted by the usual tappet screw and lock-nut. 14 mm. sparking plugs are used, and the coil ignition has automatic advance and retard. The two semi-down-draught carburetters are fitted with a neatly installed air-cleaner, and are supplied from the rear tank by an S.U. electric petrol pump. Oil fumes from the aluminium rocker-cover are piped to the air-cleaner from where they are drawn in to lubricate the inlet-valve stems.

The cylinder-block and the top half of the crank-case are cast as one, and the crank-shaft is supported in three main bearings. The bore and stroke of the cylinders are respectively 63.5 and 102 mm. Alloy pistons are used, with H-section steel connecting rods. The compression ratio is 6.5 to 1. The camshaft is driven by a duplex roller chain.

The lubricating oil is carried in a ribbed aluminium sump which holds 1½ gallons, and the gauge-covered oil intake is pivoted and floats above the level of any impurities which may collect there. A Tecalemit pressure filter is fitted alongside the crank-case. A large and accessible oil-filler is carried on the valve cover.

The radiator is of the handsome type fitted to the P.B. Midgets and the Magnettes, with chromium-plated top and shoulders and a slatted stone-guard. A three-point rubber belt driven from an extension of the cam-shaft operates a combined fan and water impeller and also the dynamo, which is mounted on the near-side of the engine. A thermostat in the top water joint keeps the engine at its most efficient temperature.

The gear-box is mounted in unit with the engine, and an interesting innovation is a single-plate clutch running in oil and having cork insets. The gear-box employs straight pinions on all gears, the three higher ratios in close relation and bottom an emergency ratio intended for trials work. The overall ratios are 4.875, 6.92, 10.7 and 18.1 to 1. A remote control brings the stiff short gear-lever under the driver's left hand. A balanced propeller-shaft with two Hardy-Spicer joints transmits the power to the semi-floating rear axle.

Underslung Frame and Hydraulic Brakes.

The lay-out of the chassis frame, swept over the front axle and underslung at the rear remains the same as on previous M.G. Midgets, the channels being strengthened around the rear engine mountings by a box section reinforcement of the side-members. The engine is now mounted on rubber at four points. The cross members as hitherto are of tubular section, and the two units of the twelve-volt battery are accommodated on either side of the propeller-shaft.

The chassis dimensions are :—wheelbase 7 ft. 10 in., track 3 ft. 9 in., which are respectively 7 in. and 3 in. larger than those of previous Midgets.

Cable-operated brakes have been abandoned in favour of those of the Lockheed hydraulic pattern. The drums are somewhat smaller than the old pattern, the extra braking area being secured by having wider drums. The shoes are lined with Ferodo M.R. fabric. The brake-lever, which is centrally mounted and fitted with a racing ratchet, operates the rear brakes through cables.

Flat half-elliptic springs are used at front and back with swivel pins at the front end and trunnions at the rear, and controlled by Luvax shock-absorbers. Cam-steering is fitted, other items of interest being a Burgess straight-through silencer and Rudge wheels.

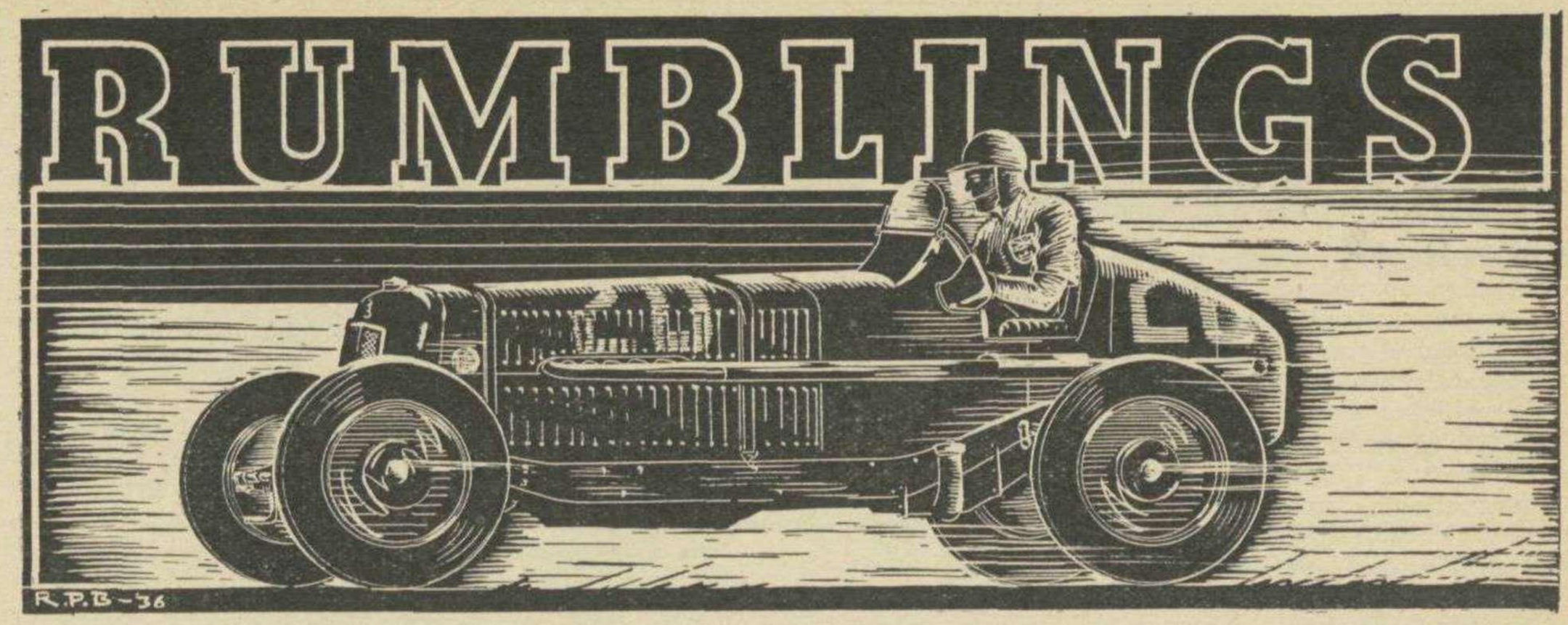
The petrol tank holds 15 gallons, a feature which will be appreciated by trials drivers, and of this supply three gallons are kept in reserve. A control on the dash-board operates a two-way tap and brings the reserve into use. The throttle and mixture controls have also been moved to the dashboard, and are grouped with the starter button and the switches on the neat instrument panel. The 5-in. rev.-counter is right under the driver's eye and is balanced by a speedometer of similar dimensions on the passenger's side of the facia board.

All-weather Protection

By taking full advantage of the slight increase in track offered by the new model, really commodious front seats, now separate, are available. A further advantage is that the driver's elbow does not overhang the side of the body and the side-curtains can be kept in position without in any way cramping him when rapid movements are required. Four side-curtains instead of the usual two overcome this boxed-in feeling one often experiences in a small car with the hood in position.

The well behind the seats is large enough to accommodate four suit-cases, and the hood swings down inside with the sticks below the level of the sides of the body. The cover fits over the back of the body and is secured with three neat straps.

As in appearance as well as in performance the series "T" M.G. Midget yields nothing to its predecessors, and the sweeping wings and the long bonnet remind one of the slightly larger Magnette. Produced in two-seater form at £222, the latest model from the Abingdon factory should be an instant success.



The Evergreen Delage

It is always very comforting when a car you fancy does well, and Seaman's win on the 1½-litre Grand Prix Delage in the Isle of Man more than bore out my contention that here was a potential winner.

I understand that the weight has now been brought down to just over 14 cwt. or only 56 lb. heavier than the E.R.A.s. The chassis Seaman tells me is more whippy than that of the English cars, but this helps it to follow the ground, rather in the style of a dachshund. The engine gives very little power below 4,500 r.p.m., and the four top gears of the five-speed gear-box are constantly in use ; you will remember that when Lord Howe owned the car, he fitted a four-speed self-changing box with an over-drive ratio which gave four more. Maximum revs are 7,500, but the exhaust note, strangely enough, is quite low-pitched, rather like a monoposto Alfa.

The only other car of its type is owned by Captain J. C. Davies, who races it occasionally at Brooklands and Lewes, and I am not surprised to hear that he has already had some offers to buy it.

Troubles on the Island

All sorts of odd things seem to happen in the Isle of Man when they hold car races over there, mechanical and otherwise. The insulators of the sparking plugs on Charlie Dodson's Austin were broken off by flying stones, surely a unique form of trouble ? We suggest he surrounds the bonnet with chicken wire. Then pieces of grit got drawn through the carburetter into the induction pipe, jamming open the valve which admits supercharger pressure to the fuel tank. The pressure mounted to such an extent that incessant flooding took place. A similar complaint beset the E.R.A.s but in this case a pressure pump was fitted, so grit could hardly be responsible for the rise in pressure.

A Temporary Affair

The R.A.C. had the grace to admit that the Onchan circuit was not all that could be desired, but promise amends for next year.

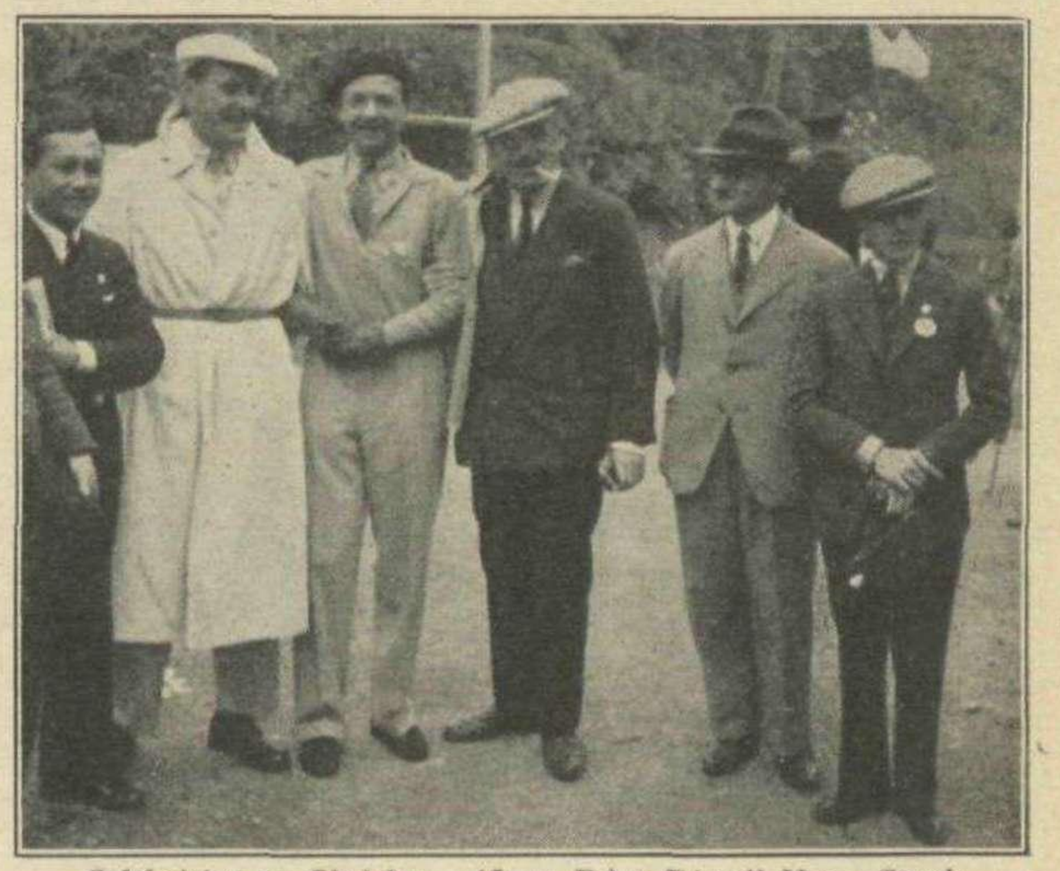
A new course based on the round-the-town circuit is proposed. Starting along the Promenade, which by then will have been resurfaced, it will follow the coast for two miles north of Douglas, then return by the Laxey-Onchan road to the present Grandstand, thence left down to the Promenade again. This will give a four-mile course combining fast stretches and a little town work.

Latest thing from the I.O.M. is a push-bike race round the T.T. circuit. The winner averaged 18 m.p.h. and forty out of the eighty competitors fell off on corners and had to be taken to hospital with abrasions and other injuries.

Proof Reading

The dispute over the prize money in the Isle of Man race seems far from clever. On the regulations the prizes totalled £1,000 but on the official programmes, and in many of the advertisements of the race, bigger prizes adding up to £1,500 were shown. According to A.I.A.C.R. regulations the advertised prize money must be awarded, and the drivers concerned, those who finished second to sixth, were quite within their rights in appealing for the bigger prizes.

It was held that the R.A.C. was bound by regulations and not by the programmes, which is what one would



Celebrities at Shelsley, (L. to R.) "Bira," Hans Stuck, Raymond Mays, Lord Howe, Leslie Wilson and Prince Chula, who acts as "Bira's" team manager.

RUMBLINGS—continued

have expected. As usual, the printers were blamed for the mistake, but they were able to show that the officials concerned had failed to correct the proofs containing the incorrect information. Next time I suspect they will be a little more careful.

Les 24 Heures

Almost as unfortunate were the events which led up to the cancellation of the Le Mans race. When the labour disturbances in Paris began in earnest, incidentally involving the Delahaye and Talbot factories, from which a winner might well have come, the A.C.O. decided to postpone the race until either June 20th or August 3rd. The reason given was that no fuel was available, though as a matter of fact a driver who was over there for some early practising said that all supplies had been received before the strikes began.

There was a terrific outcry from the R.A.C., against disturbing the dates either of the Bray race, which took place on the 20th, or of clashing with Brooklands and Limerick on August 3rd, though all these were racing-car events. Surely it would have been better to try to share a date with the Automobile Club de L'Ouest, whose event is of international importance, and in which English cars have so frequently distinguished themselves?

Hard on the Factories

Not unexpectedly, the cancellation of Le Mans has thrown the plans of a good many factories and individuals into confusion. Bertelli of Aston-Martins soon got tired of the constant reports of "it's on, it's off" and cancelled his entry, the two very pretty 2-litre cars now incidentally being for sale, as he is taking a further two from stock for the T.T. Rileys are disappointed but glad of an extra breathing space before the French Grand Prix, while the Austins are being saved for the T.T.

Lagondas in the French G. P.

Arthur Fox is also holding his two Lagondas for the Irish events. The two two-seater cars bought and entered by Lehoux and Leoz, the Spanish driver, are running in the French Grand Prix, and will be opposed in their class by three Hudsons. The English cars are absolutely standard as regards chassis, and scale complete 27 cwt. It will be interesting to compare their performance with the Talbots, Bugattis, and Delahayes, which I understand are just riddled with holes and turn the scale at about 23 cwt. The Bugattis are reputed to have an all-out speed of 140 m.p.h., which for 3.3-litre engines unsupercharged and running on petrol-benzol-alcohol mixture, Octane No. 80, is almost indecent.

Incidentally, talking of holes, do you remember the Flanagan and Allen record in which the pair succeeded after terrific efforts, in making some holes, and then in selling them to a kitchen utensil manufacturer for straining vegetables? Silly.

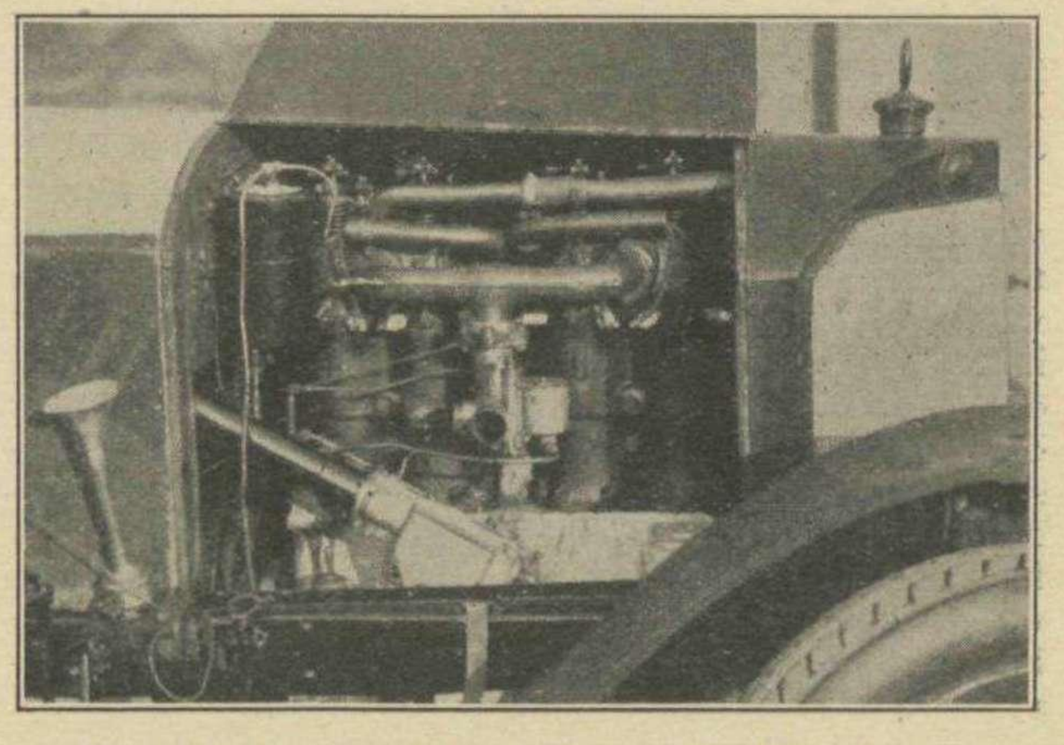
Sports-car races

Returning to our motoring, it seems as though sports-car racing is regaining the popularity it enjoyed ten years ago. Judging by the speeds put up in practising for the coming French Grand Prix, when Benoist on a 3.3 Bugatti put up a lap of 5 min. 30 secs. or 87 m.p.h., against Chiron's best lap on the monoposto Alfa two years ago in 5 min. 19 secs., nowadays sports cars should be nearly as exciting to watch and a great deal cheaper to build and maintain. After the French Grand Prix this year we have the Belgian Ten Hour and the Marne Grand Prix, while the latest recruit to the movement is the Comminges race, which takes place on August 9th. The event is open to two-seater sports cars over 1½-litres in capacity, and running on petrol-benzol mixture.

A Wearing Event

Writing of Comminges reminds me that this course was one of the four included in the Criterium d'Endurance, an event which the A.C.F. propose to hold on the 10th to the 23rd of September.

This Criterium was to have been a high-speed rally, or reliability trial round France, with a run of 500 miles each day and an average speed of 31 m.p.h. Every three days on the road was followed by a fourth



A "Rara Avis." A pre-war 50 h.p. Mercedes.

on one of four famous road circuits, Rheims, Comminges, Le Mans and Montlhéry, the big cars being called upon to average anything up to 70 m.p.h.

Evidently French manufacturers did not consider that the "endurance" of their cars was quite up to this standard and the club received no support for the event.

Amongst the Chamois

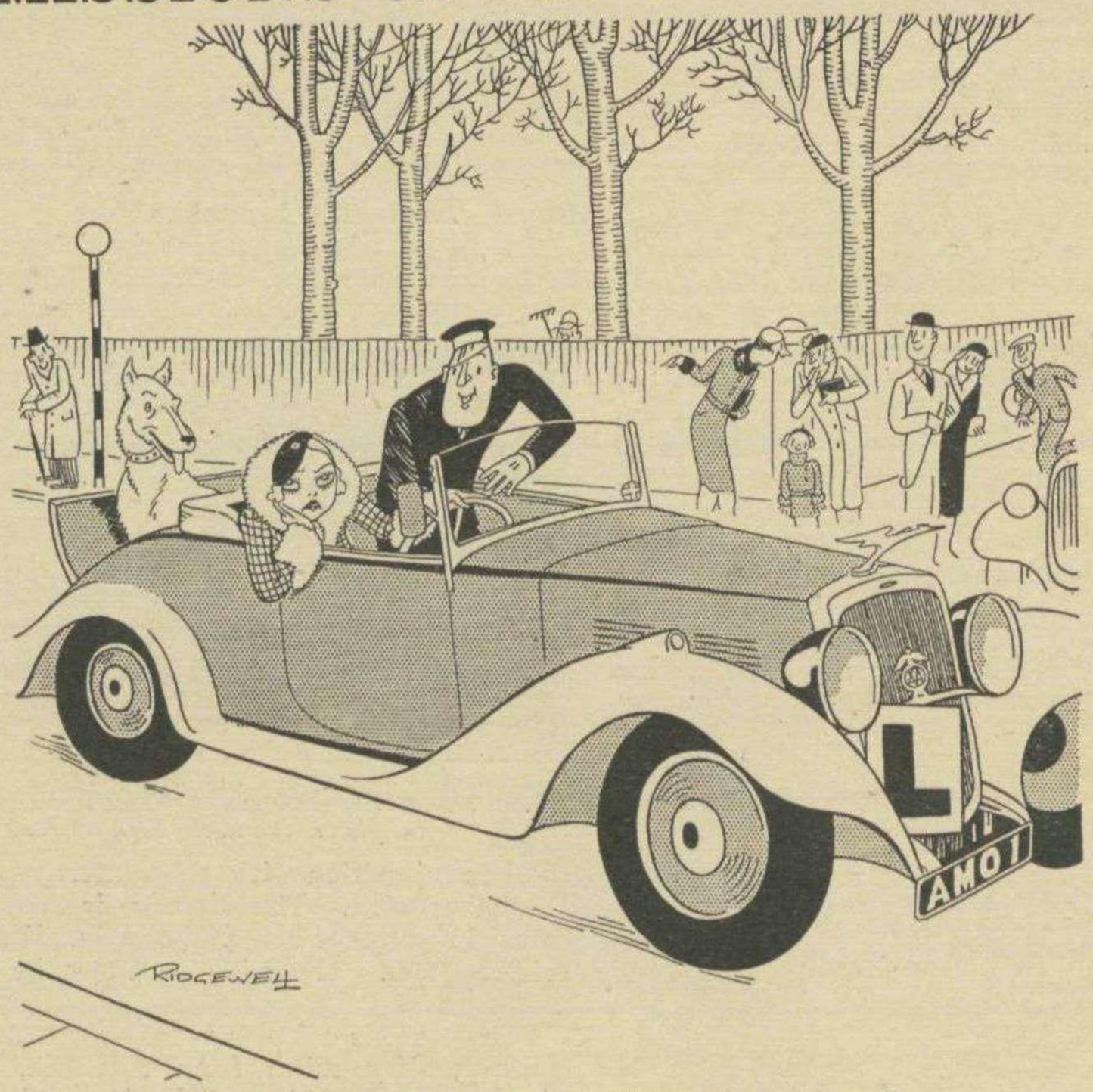
The Alpine Trial, which is to be held from the 21st to the 26th August, with a rest-day on which you can watch the Swiss Grand Prix, therefore remains the most strenuous event of this kind. The route lies almost entirely inside Switzerland, with short excursions down into Italy in order to make use of some of the frontier passes.

Britain's Big Event

The regulations for the R.A.C's. only road event, in other words the T.T., have at last made their appearance. First entries, at £25 per car, close on July 13th, and concurrents have not too much time to make up their minds.

As I suggested, two-seater bodies are permissible in all classes, though the handicap has been simplified by not differentiating between two- and four-seaters.

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RUMBLINGS—continued

The lap speeds have been revised, the figures for 1935 and 1936 being as follows :—

Capacity	1935	1936	Capacity	1935	1936
750 c.c.	69.26	66.63	2,500 c.c.	76.00	79.57
1,000 ,,	70.05	70.76	3,000 ,,	77.81	79.96
1,500 ,,	75.42	77.56	5,000 ,,	79.06	80.61
2,000 ,,	75.42	79.31			

This means that every class except the 750 c.c. is expected to go considerably quicker, particularly the 2-litre. The chances of the new Astons are reduced a little by having four-seater bodies, though actually the total weight is only a few pounds more than the two-seaters. As an off-set against the higher speeds, the scratch cars, the 5-litre and upwards, have only to cover 30 laps (408 miles) as against 35 in last year's event, a change which will be appreciated by single-handed drivers.

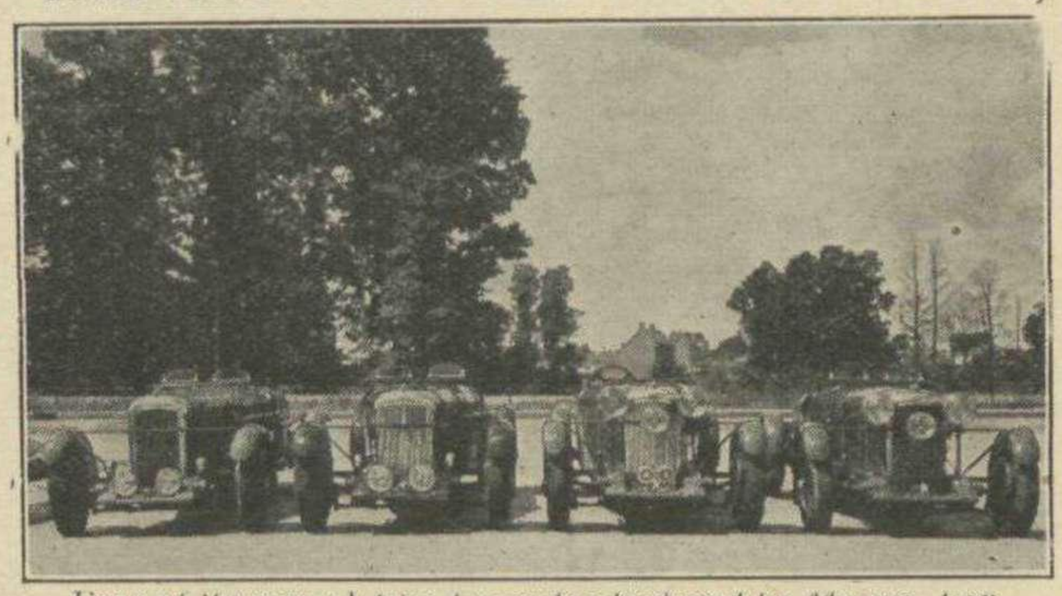
A particular model is only eligible to run when a certain number proportionate to the output of the factory have been made, no material alteration such as a larger number of carburetters than standard, or fitting a crank-shaft of different contour from that normally used is allowed, and drilling components to lighten them or the use of light alloys instead of steel is also forbidden. Most drastic of all, fuel is limited to brands obtainable all over the country, and the addition of benzol or other substances intended to raise the anti-knock value are not allowed. With standard and unlightened chassis and standard fuel we are fast approaching the stock-car race, a thing which cannot yet be said of any other European sports-car race.

The J.C.C. 200-Mile Race

So much for sports-car events. At Donington on August 29th we shall see something quite different, a free-for-all event with no handicap, and having as first prize the famous André Cup and £200 cash. Second and third receive £100 and £50 respectively. Originally of course the race was for 1,500 c.c. cars, and in this new version of the "200" they have not been forgotten. Their share is £150 first, £50 second, and £25 third, besides a chance of collecting some of the big-car money. Bunny Dyer and his club should therefore be assured of a fine entry, which will brighten up a dull period in the season. The entry fee is £15.

South Australia launches out

The popularity of motor racing is steadily increasing in the antipodes, and the latest addition to the races "down under" is the South Australian Grand Prix,



Four of the new 4½-litre Lagondas prepared by Messrs. Fox and Nicholl for road-racing. The two-seaters on the right of the picture ran in the French Grand Prix.

run in conjunction with the centenary celebrations on December 26th. The distance is 250 miles, and the event in spite of its title is a handicap race. First prize is £200. There is also a 50-mile handicap with a £50 prize.

The course is a four-sided road-circuit in undulating country, fifty miles from Adelaide, and measures 7¼ miles round. It has a hair-pin and five other corners, not forgetting a hump-back bridge. Approved competitors from England will receive transport concessions.

For Motor Racing News in the United States read

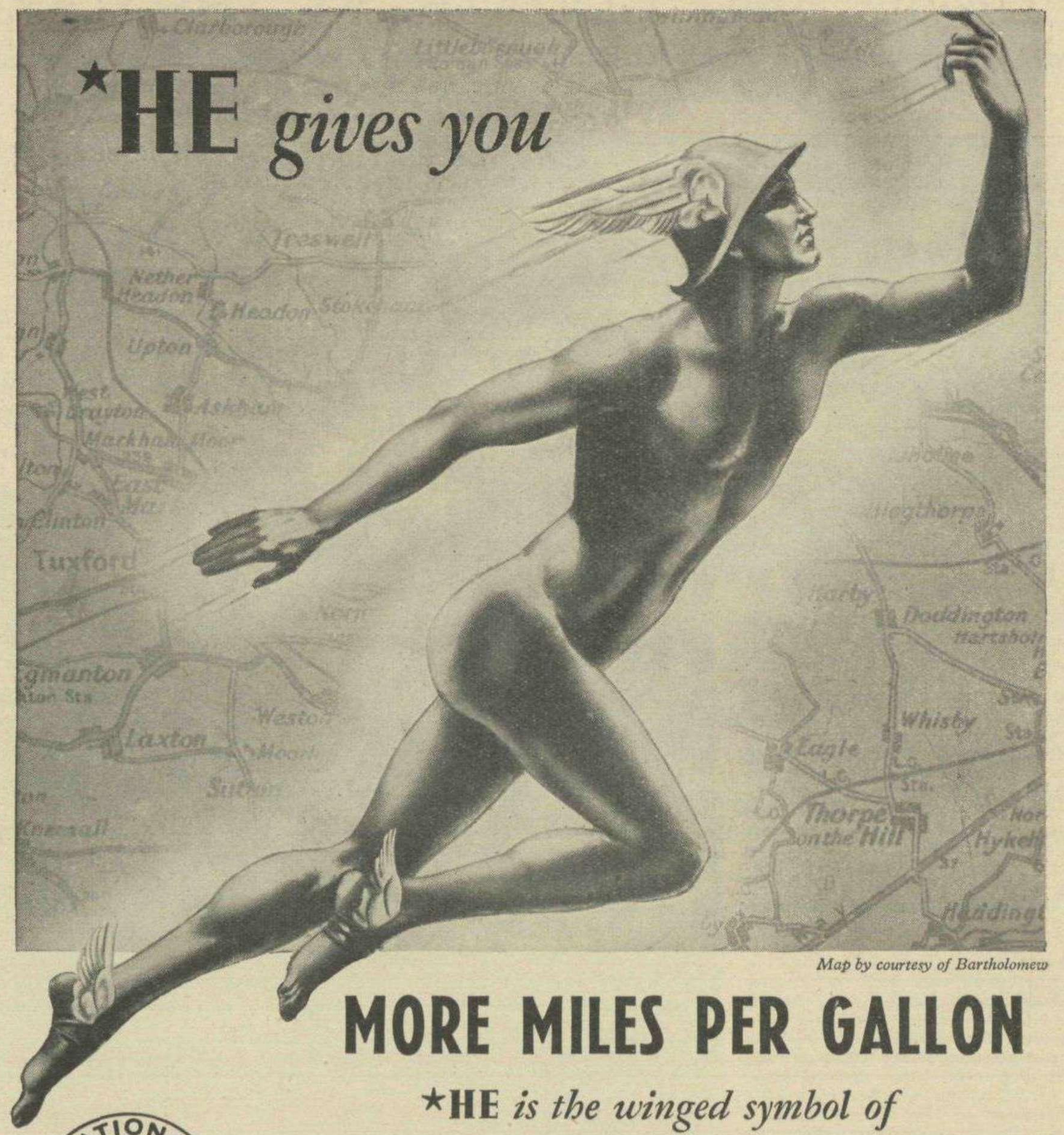
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DAVID AND GOLIATH AT SHELSLEY

RAYMOND MAYS RETAINS HIS TITLE WITH A 1½-LITRE E.R.A. HANS STUCK FINDS HIS AUTO-UNION "IMPOSSIBLE" ON THE WET SURFACE. A WELL-RUN MEETING BUT FEW OUTSTANDING PERFORMANCES.

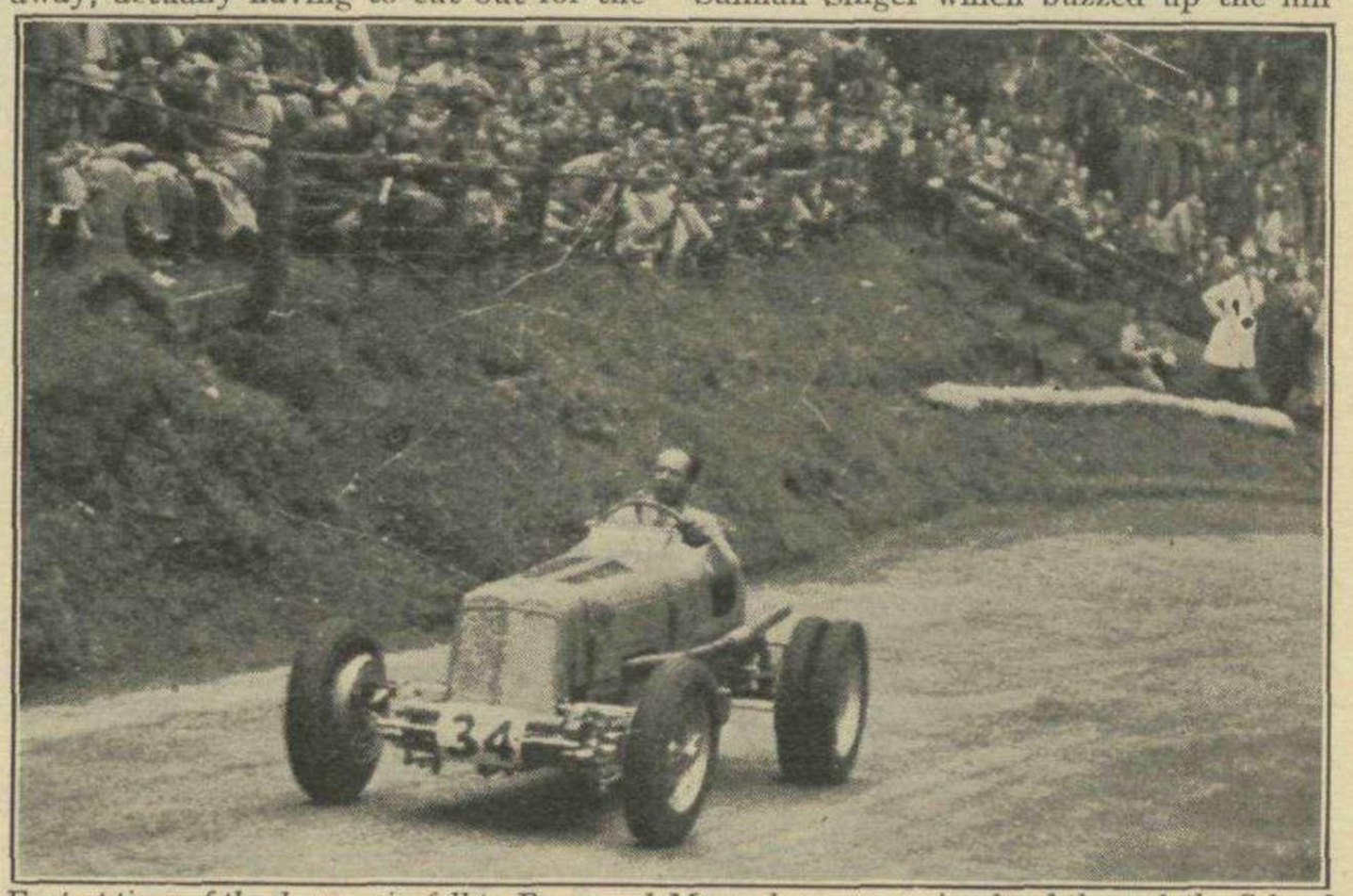
In 1930 Hans Stuck bore off the Shelsley record on his Austro-Daimler with what seemed to the spectators the greatest of ease, and ever since that date enthusiasts have spoken with bated breath of the return of the Bergmeister. It was just the worst kind of luck that when Leslie Wilson's efforts had at last met with success and the German driver and his Auto-Union car were brought to the starting line that a sharp shower of rain should ruin all chances of a record-breaking run.

The car brought to England was the special short chassis hill-climb car, fitted with a very wide rear axle and twin rear wheels. The capacity of the engine was 5.3 litres. In practice Stuck had effected some meteoric climbs and by hand-timing had equalled Raymond May's record of 39⅘ seconds. Mays was as fast as ever on his 2-litre car and everything seemed set for an outstanding battle between the German and English cars. On his last practice run, however, he was reduced to the verge of despair. His hill-climb car had been fitted with a Zoller blower at the rear of the engine, and a down-draught carburetter with a horizontal piston. At the top of the hill this piston stuck in the full throttle position, discharging quantities of fuel into the engine, which caused everything to seize solid. As events turned out, the wet surface nullified the tremendous engine-power of the Auto-Union and Mays won through on his performance on the smaller E.R.A. Apart from these two performers, the entry list was rather lacking in interest.

The classes were sub-divided into supercharged and unsupercharged cars irrespective of whether they were of sports or racing type, and this undoubtedly kept away interesting cars such as 2.3-litre Alfas and Bugattis. The total entries were limited to sixty, of which sixteen were 1,100 c.c. cars and sixteen 1½-litre, while the popular 3-litre category was reduced to a mere three. On the other hand the regulations encouraged a good crop of more or less spidery Shelsley Specials. The most ambitious effort was Glegg's Dorcas II, starting with a front-drive V-twin B.S.A. on an orthodox chassis, last year it became four-wheel-drive, the power being applied to the back wheels by means of chains of astonishing length. In its latest form it has independent springing with wishbone "Schwingachsen" the rear wheels being driven by shaft and fixed differential *a la Mercedes*.

In spite of clouded skies the crowds of spectators converging on Shelsley were as big as ever, and by one o'clock the stands overlooking the "crossing" and the S-bend were already well filled. "Bira" performed the ceremony of opening the course, by driving up in his attractive blue open Bentley, and the first of the racing cars was then brought to the line, Maclachlan's Austin 7. The performance of the car seemed in no way impaired by its new neat body and Maclachlan reached the top with a snappy climb in 44.4 seconds. Denis Evans' Montlhéry Midget sounded very fruity and it shot up in 45.2 and King-Clark's Midget which was misfiring slightly as it left the line, 45.8 seconds. Garmen's blown Austin took 58.8 seconds.

The rest of the class consisted of five single-seater works Austins, two side-valve and the three new o.h. camshaft models. S. C. H. Davis's car sounded a little fluffy at the start but he made a nice clean climb in 47.6 seconds. Baumer, the German driver, who has now purchased one of the side-valves for racing in Germany was much fiercer getting away, actually having to cut out for the Kennel bend. He took the S-bends in a well-judged sweep and finished his astonishing climb in 42.6 seconds, which incidentally is only ⅘ second slower than Stuck's record which stood from 1930 to 1933. It was in fact second best performance of the day, equalled only by Fane on the Frazer-Nash.



Fastest time of the day again fell to Raymond Mays, here seen going hard through the S-bend on his 1½-litre E.R.A.

Driscoll got away with his usual dash on the twin-camshaft model, but misfiring set in just before the S-bends. His time was 47.6 seconds. The same trouble beset Goodacre and Dodson, though to a lesser extent, their times being respectively 43.2 and 44.6 seconds.

Spikins with his tiny supercharged 972 c.c. Singer failed to get away from the line and gave place to Instone on the supercharged G.N. Martyr He got away with fine acceleration and a shattering exhaust note, hit the bank at the Kennel bend and was so fast that he had to ease higher up. He climbed in 47 seconds. Richard Bolster on his Magnette-engined Special took matters further by going broadside at the Kennel but came up unscathed in 249.6. In contrast Miss Skinner made a neat and undisturbing climb on her blown Morris Minor, in 49 dead.

Monkhouse with a well-turned-out Amilcar and thousands of revs took 51.2 seconds, and Maclean's Magnette (S) firing on five, 60.6. Hippisley-Cox also lost one of his two cylinders and took 63.8 seconds. Whitehead's Alta sounded well till it reached the S-bend and then conked out apparently through lack of fuel, and Moor's Wasp, trembling with the urge of its two cylinders, just died at the same place, the owner apparently unable to get it into a lower gear. Sulman enlivened things with his dirt-track Sulman Singer which buzzed up the hill like a bumble-bee and reached the top including a broadside at the bends in 55.4 seconds. The Lagonda Rapier by "K.O. Biaritz" went up with its rev-counter well over the red sector and frequent tunes on the self-change gear-box in 56.6.

Rain had long been threatening and now began to fall, but in compensation the 1,100 c.c. class concluded with three entertaining runs. After a slow start Lindsay Glegg brought up Dorcas II in great style. The front wheels as usual flapped wildly, but Glegg proved himself thoroughly competent to deal with his difficult mount and climbed in 51.4 seconds. Appleton's supercharged Appleton Special had so much power that the driver had to keep cutting in and out on the lower stretches of the hill, but swept round the S-bend with an exhaust note which shook the midriff, climbing to the time of 45.6 seconds. Carlmark (G.N. Jap) earned a round of applause for a fast steady climb, and undeterred by his crash-hat falling off half-way up,

SHELSLEY WALSH HILL CLIMB—continued

reached the summit in 48.4 seconds.

Some of the best times in practice had been made by A. F. P. Fane on his single-seater Frazer-Nash and he was now on the line, awaiting the famous "six pips" of the starting signal. He got away with a rush, controlled a slide on the Kennel bend, and in an incredibly short time was streaking faster than anyone yet up to the S-bends. These he negotiated without a trace of a slide and shot to the finishing line in 42.6 seconds, a magnificent effort made more creditable by the damp surface of the hill.

Mrs. Petre's supercharged Riley was not up to its usual form, misfiring all the way and almost stalling on the bends. Her time was 55.8 seconds. Bagratouni was unexciting on an ex-T.T. 1,287 c.c. Magnette. Ivo Peters (Frazer-Nash) was adequate with a climb in 54.8 seconds, but was quite overshadowed by Goodwin on a similar car. He approached the bends at high speed and fairly shot through to the tune of 49.6 seconds, a highly satisfactory time for an unsupercharged sports car. He was followed by Symonds (Davenport Special); the car suffered from misfiring and could only make it in 52.8 seconds.

With the 2-litre E.R.A. *hors de combat* all Raymond Mays' hopes were centred in the 1½-litre car which he had driven in the Isle of Man. He made his usual perfect get-away, took the Kennel bend in a way which made the announcer lyrical, and simply rushed up to the beginning of the esses. Snicking in a lower gear without a break in the exhaust note he hurtled through, went through the bends with an absence of effort which only perfect control and a long acquaintance of the hill could make possible and streaked away to the finish to record, 41.6 seconds, fastest time of the day.

The starting line by this time had become distinctly slippery and G. S. Griffiths (Anzani-Nash) had a broadside as he got away but was quite safe on the higher slopes of the hill, climbing in 47.4 seconds

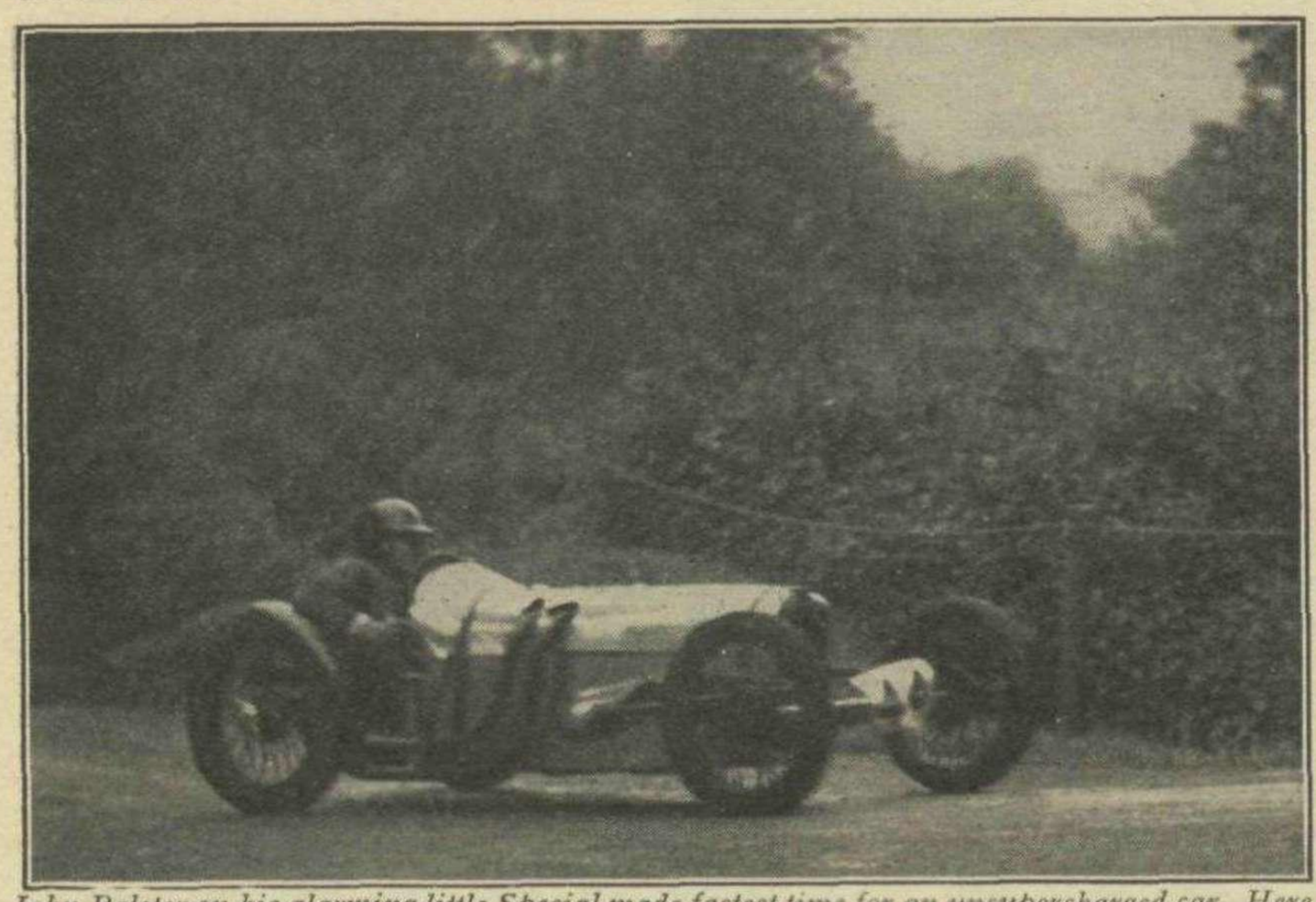
After him came Mangoletsi in an old but very well preserved T.T. Lea Francis. He got off the mark in great style with yellow flames shooting from the short exhaust stubs, and gained the summit with a healthy sound and smell of methanol in 48.2 seconds. Miss Allan was rather slow through the bends on "Tim Davies" single-seater Frazer-Nash, but her time of 48 seconds put her in the lead for the Ladies' Cup.

There was a renewal of interest as R. G. J. Nash, now holder of the Lewes Hill Record, came to the line, but his car was out of sorts and made a bad start and his time was only 51.8 seconds.

The rain had now started again in earnest as Fane opened the 2-litre class with a well-judged climb in 52 seconds on his Frazer-Nash B.M.W. sliding it through the first bend and changing down at the same time. He took 52 seconds. Once more the spectators braced themselves, this time on hearing that John Bolster's Special, with its two V-twin engines and its wooden chassis, was on the line. Incidentally it is now christened with a nice disregard for the finer points of French syntax, "Sanglant" Marie.



The wet surface of Shelsley defeated Hans Stuck and his 350 h.p. Auto-Union. Walter Baumer, who made a wonderful run on the side-valve Austin can be seen standing on the bank, in white overalls.



John Bolster on his alarming little Special made fastest time for an unsupercharged car. Here he is on the start of the S-bends

On the lower slopes of the hill it gave little evidence of its bloodthirsty nature, reaching the crossing in 17 seconds, one of the best times yet and avoiding an incipient broadside coming through the S-bends caused by too much throttle, John swayed up the finishing stretch to record 45.8 seconds. This was the fastest time made by an unsupercharged car. Dobbs on the off-set Riley lost time at the Kennel bend and had a snake on the wet surface through the S-bends, completing his climb in 49.2 seconds.

In the 3-litre class Newsome brought up his short chassis S.S. amid clouds of smoke. His time was 53.2 seconds, his rival in the class being Powys-Lybbe in the old 2.5-litre Alvis, its chassis stripped of all possible accessories and even the doors; he clocked 55.4 seconds. The surface by now was distinctly slippery and the two blown cars, both Bugattis, treated it with respect. Whadcoat (twin-camshaft G.P.) did 49.6 as against Bainton's 50.8 on the older type "2.3." The entries in the 5-litre class were equally lean, the only supercharged car being the 3.3-litre Bugatti driven by Lindsey Eccles. He suffered from wheelspin on the line but was steady higher up, climbing in 50.6 seconds. Marker was driving Strang's Hudson and sailed up silently and well in 53.4 seconds, while Hughes, the only survivor of the once popular 30/98 brigade, took 57.6 seconds.

Given good weather Stuck and his Auto-Union should have provided a perfect climax to the meeting, but with every inch of the hill soaked with rain, he obviously was going to have a stiff task even equal to Mays' time on the

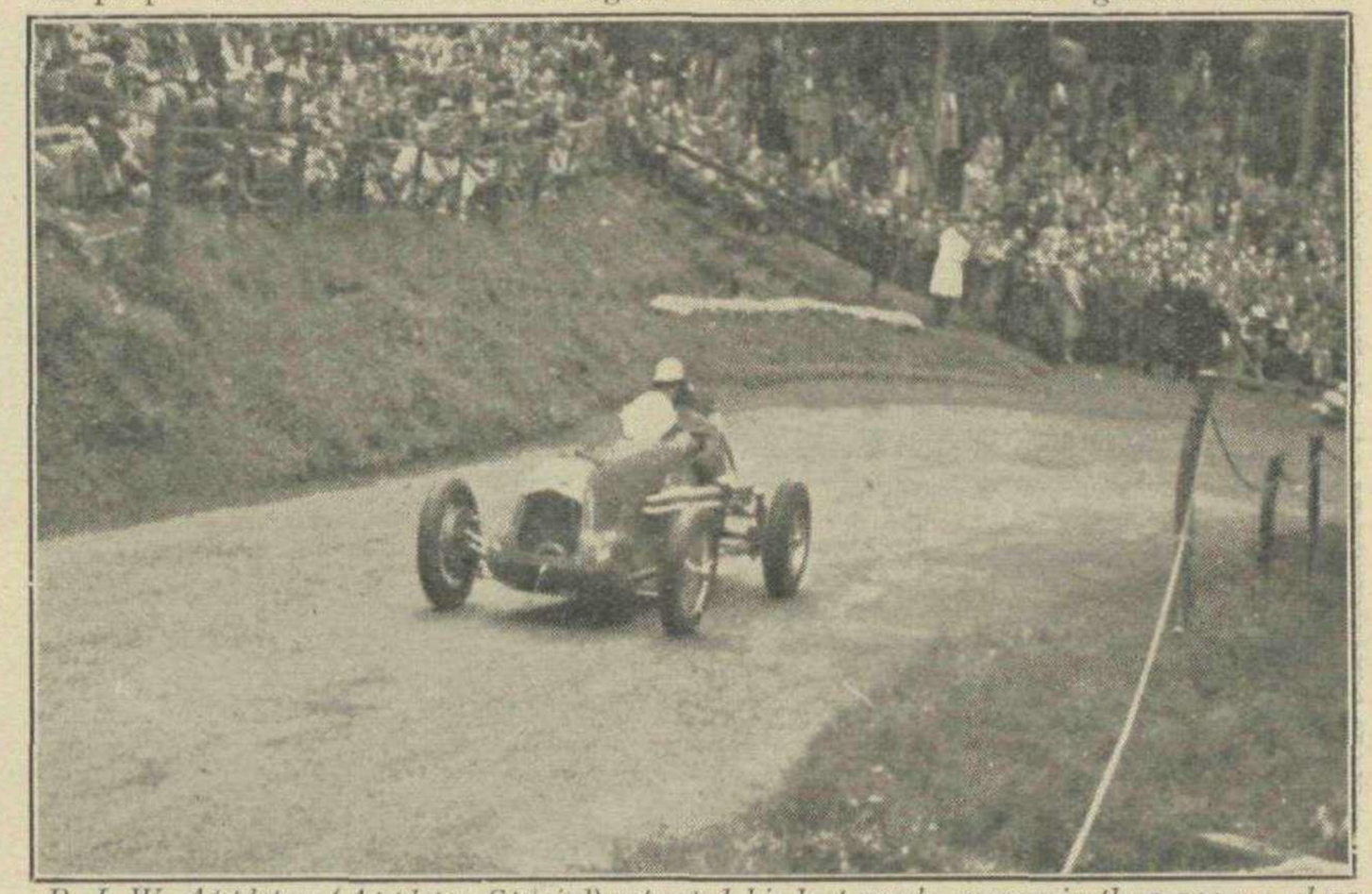
THE SHELSLEY HILL CLIMB—continued

smaller E.R.A. From the top of the hill the low pitched rumble of the 16 cylinders could be heard, then " he's off." Colossal wheelspin from the line all the way up the hill, with the tail swinging about in dangerous proximity to the high banks on each side of the road, and under these conditions Stuck could do nothing more than give the throttle an occasional dig, which produced either a fresh bout of wheelspin or occasionally a tremendous forward spurt. He treated the S-bends with the greatest respect, and an attempt to give a touch of throttle on the last stretch brought about further unsteadiness as he crossed the finishing line, time 45.2 seconds. It must have been a great disappointment after coming so far, but Shelsley weather is no respecter of Bergmeisters! The car, or rather the back-axle, was so wide that Stuck was unable to use the return road, but received a great reception as he coasted back down the hill.

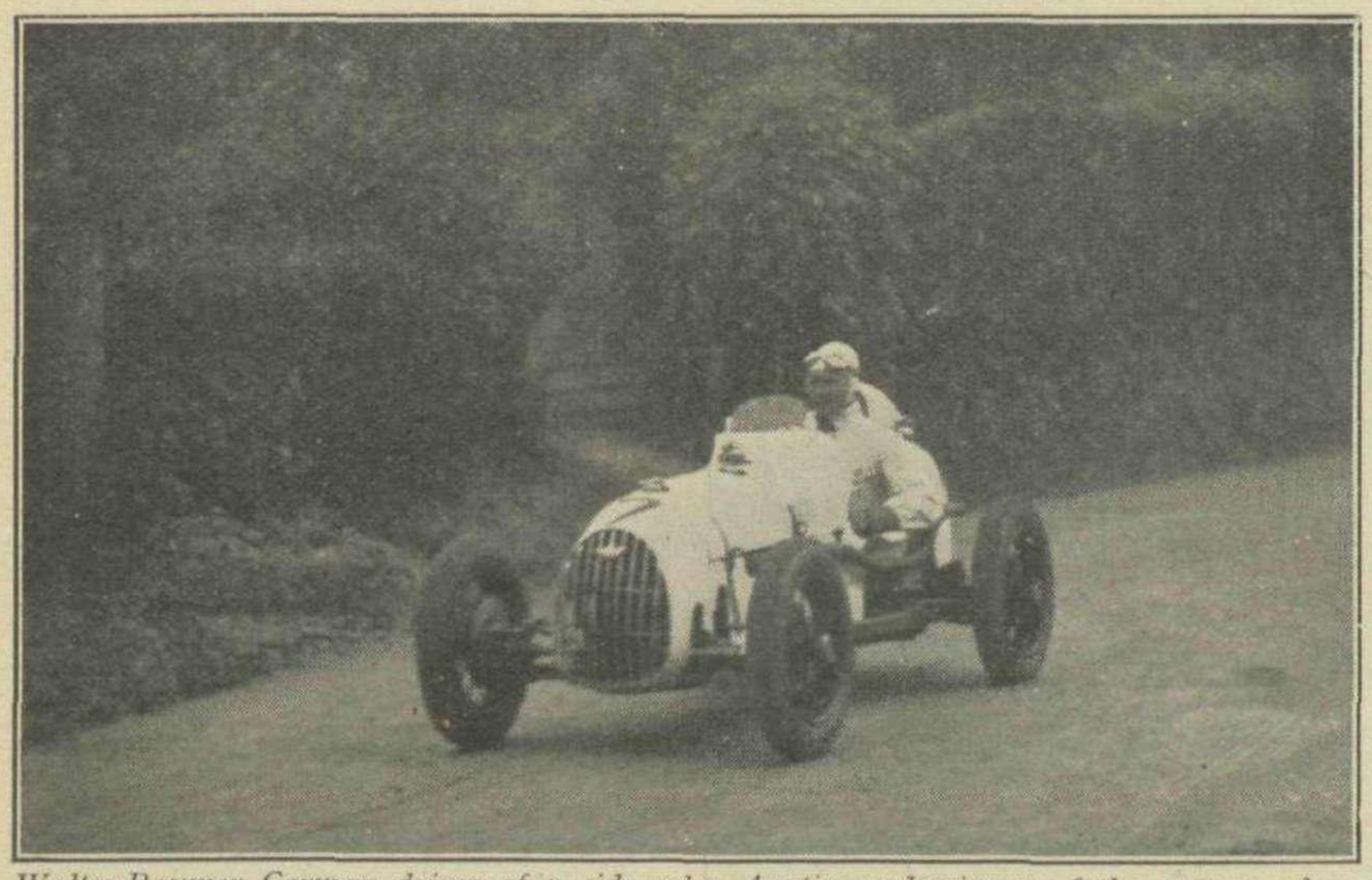
The first part of the programme concluded with runs by Burness and Mrs. Darbishire on a stripped and shortened 33-180 Mercédès-Benz. Their first runs, in 61.2 and 72.8 seconds respectively were somewhat hampered by plug leads jumping off. Second time up, the supercharger blared to better effect, giving times of 58.8 and 62.2 seconds.

In two-and-a-half hours nearly sixty cars had been sent up the thousand yards of the Shelsley climb, a feat of which Mr. ilson and his colleagues of the M.A.C. ay well be proud. The half-hour tea interval then provided a welcome break, and we returned to find the rain had ceased, though the surface showed little signs of drying.

Denis Evans opened the second runs with his Midget, and quite unperturbed by the wet made an excellent climb in 48.6 seconds. Less successful were King-Clark with 52.2 seconds and Garman (Austin) 73.2. The works Austins were being held over for the benefit of the B.B.C. listeners later on so we then saw Appleton (un/s Appleton Riley) who took 56.2 seconds. The first real victim of the wet surface was Richard Bolster on the smaller Special. He got off the line with a broadside but recovered, but when just short of the S-bend swung right round and charged the sandbags. He " kept his prop " and shot down the hill again right away. Instone's blown G.N. did 52.2 seconds and Monkhouse a steady climb in 52.4 seconds, Sulman a level minute and the Lagonda 59.2 seconds.



R. J. W. Appleton (Appleton Special) repeated his last year's success in the 1,100 c.c. class.



Walter Baumer, German driver of a side-valve Austin and winner of the 750 c.c. class.

Carlmark, another G.N. enthusiast took most of the road, but got up in 51 seconds and Bagratouni (Magnette) improved on his first run with 55.2. Two good sports-car runs were made by Mangoletsi (supercharged Lea Francis) and Goodwin (Frazer-Nash) in 53.6 and 53.4 respectively while Symonds (Davenport) made a slow get-away, time 57.2 seconds. Fane was characteristically neat on the B.M.W. climbing in 53.2 seconds.

Driscoll led off the " official " Austins, but the tremendous blare of power was interrupted by misfiring, time 51.4 seconds. Dodson, whose car was fitted with twin wheels did better, with 48.6 seconds, but the star ascent was made by Goodacre who was very fast through the bends and held a slide at the top. He clocked 47.2 seconds against Baumer's 49.2, Davis's time on the other side-valve being 52.4.

Next came Mrs. Petre on the blown Riley, intent on securing the Ladies' Prize. Her car sounded better this time but she had wheel spin all the way up the hill, clocking 51. Then came a sensation. Dobbs on the off-set Riley came up the hill at tremendous speed, and quite unmindful of the wet, but when he came to brake for the S-bend the car just shot straight on and plunged into the earth bank guarding the outside of the bend. He was unhurt, but the front axle of the Riley was completely " written-off."

There was a spot of delay as the Morris six-wheeler dragged the remains to the top of the hill and then Stuck once more took his place on the line. Once more there was frantic wheelspin as he let in the clutch, and he had to slow down almost to stalling point before he could get the car on the move. Light pedal work got him up to the S-bend which he again took cautiously. In a final desperate effort to show what the car could do, he ventured to put his foot down on the last stretch. He was rewarded by the most ferocious series of tail-wags we have ever witnessed, his elbows in turn rising high above the car's side as he corrected the skids, and finished the run with a skid across the line which must have made the timing officials jump for their lives. But it was no good, this time he only clocked 48.4 seconds.

Eccles (Bugatti) came up with jets of spray from his wheels in 51, and Fane (Frazer-Nash) was .6 seconds slower, slowing down at the Kennels after an excellent start. The second run of the E.R.A. once more showed Mays as a stylist. Getting away from the line with smoking tyres but holding it, he lost no time on the lower slopes of the hill, took

SHELSLEY WALSH HILL CLIMB—continued

the S-bend with a couple of easy sweeps and shot to the summit without any fuss in 48 seconds.

Appleton was slow away from the mark, but fast on the upper stretches—time 51 seconds. Powys-Lybbe made an appearance on the Alvis, now further lightened by the removal of the bonnet and was cheered as he recorded 57 seconds. Other times were Newsome (S.S.) 52 seconds, Miss Skinner (s/c Morris Minor) 54.2 seconds, Moor on the Wasp 54.4, Whatcoat (Bugatti) 52, and Bainton (Bugatti) 51.2 seconds.

Fresh sensation as John Bolster met with a side-slip at the Kennel bend, mastered it, and came steadily to the summit in 49.2 seconds, a surprising performance with the hill still wet. Griffiths (Anzani Spook) had a nasty skid through the bends but corrected it and finished in 54 seconds. Glegg's Dorcas filled the public address system with its clamour, and got round the Kennel bend with difficulty, finishing with 1½-cylinders in 56 seconds.

Interest was well maintained to the end with a varied selection of cars, Miss Allan recording 55.6 seconds on Davis's single-seater Nash, Mrs. Petre on Fane's ditto 52, Marker on the Hudson 56, and Hughes on his two-seater 30/98 Vauxhall 57.6 seconds.

RESULTS

M.A.C. Cup and £200 (best time of the day): Raymond Mays (1½-litre E.R.A.), 41⅘s.

M.A.C. Cup and £50 (second fastest): Tie between A. F. P. Fane (1½-litre Frazer-Nash) and W. Baumer (747 c.c. Austin s.v.) 42⅘s.

M.A.C. Cup (fastest British car): Raymond Mays (E.R.A.).

£25 (second fastest British car): C. L. Goodacre (744 c.c. Austin o.h.v.) 43⅕s.

M.A.C. Cup (fastest unsupercharged car): John Bolster (1,962 c.c. Bolster Special), 45⅖s.

C.P. Type Challenge Cup and Replica (fastest unsupercharged car under 1,500 c.c.): H. D. Carlmark (998 c.c. G.N.-J.A.P.), 48⅘s.

Garvagh Challenge Cup and Replica (fastest unsupercharged car over 1,500 c.c.) H. G. Dobbs (1,986 c.c. Riley), 49⅕s.

M.A.C. Cup and £25 (fastest car driven by a woman): Miss Margaret Allan (1½-litre Frazer-Nash, S.), 48s.

Fray Challenge Cup and Replica (team prize): Austin team—L. P. Driscoll and C. L. Goodacre (o.h.v.) and Walter Baumer (s.v. model).

(Note.—No driver is entitled to more than one cash award. Where a British car wins the £200 prize the second fastest is awarded the £25 prize).

CLASS WINNERS

750 c.c. Supercharged: *Walter Baumer* (Austin s.v.), 42⅘s.

750 c.c. Unsupercharged: No runners.

1,100 c.c. Supercharged: R. J. W. Appleton (Appleton Riley), 45⅘s.

1,100 c.c. Unsupercharged: H. D. Carlmark (G.N.-J.A.P.), 48⅘s.

1,500 c.c. Supercharged: Raymond Mays (E.R.A.) 41⅘s.

1,500 c.c. Unsupercharged: B. L. Goodwin (Frazer-Nash), 49⅘s.

2-litre Supercharged: No runners.

2-litre Unsupercharged: *John Bolster* (*Bolster Special*), 45⅕s.

3-litre Supercharged: W. E. Whadcoat (Bugatti), 49⅘s.

3-litre Unsupercharged: S. H. Newsome (SS Jaguar), 52⅘s.

5-litre Supercharged: A. H. L. Eccles (3.3 Bugatti), 50⅘s.

5-litre Unsupercharged: R. R. K. Marker (Husson) 53⅘s.

Over 5 Litres Supercharged: Hans Stuck (5.3 Auto-Union), 45⅕s.

Over 5 Litres Unsupercharged: No runners.

The Times of the first Ten Competitors.

1. Raymond Mays (1½-litre E.R.A., S.), 41⅘s.
2. Walter Baumer (Austin s.v., S.) and A. F. P. Fane (1½-litre Frazer-Nash, S.) 42⅘s.
3. C. L. Goodacre (Austin o.h.v., S.) 43⅕s.
4. A. N. L. Maclachlan (Austin s.v., S.) 44⅘s.
5. C. J. P. Dodson (Austin o.h.v., S.) 44⅘s.
6. D. G. Evans (M.G. Midget, S.) and Hans Stuck (5.3 Auto-Union, S.) 45⅕s.
7. R. J. W. Appleton (1,089 c.c. Llewellyn Appleton, S.), 45⅘s.
8. R. King-Clark (M.G. Midget, S.), and John Bolster (2-litre Bolster Special U/s), 45⅘s.
9. C. R. Instone (G.N. Martyr, S.), 47s.
10. G. S. Griffith (1½-litre Anzani-Nash "The Spook" S.) 47⅘s.

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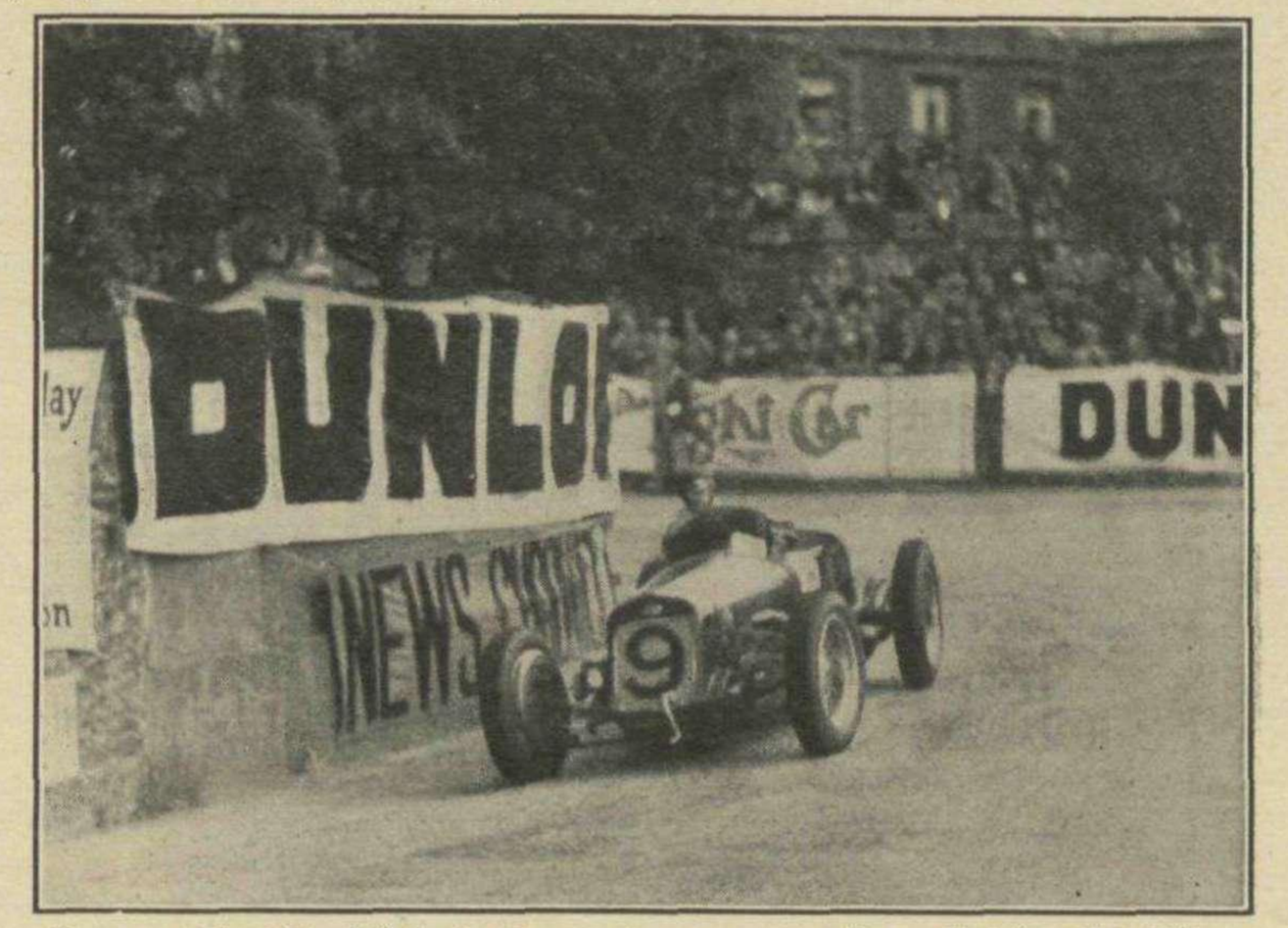
ANOTHER WIN FOR SEAMAN

DRIVING HIS TEN-YEAR-OLD DELAGE, SEAMAN GAINS 1½-LITRE INTERNATIONAL CAR RACE AT DOUGLAS, I.O.M. "BIRA" AND PAUL (E.R.A.s) THE RUNNERS-UP—NEW AUSTIN IN GOOD FORM—ROUGH COURSE AND HIGH SPEEDS CAUSE RETIREMENT OF NINE OUT OF EIGHTEEN RUNNERS

Seaman's success in the Isle of Man, following closely on his win in the British Empire Race, Donington, put him firmly in the forefront of English road-race drivers. Possessing both the coolness and the lightning decision which form the make-up of the successful racing driver, he piloted his 1½-litre Delage to victory at 69.76 m.p.h., keeping at bay the official E.R.A. team and the six "independent" drivers of that marque. Five E.R.A.s figured in the list of finishers, while Dodson on the 744 c.c. Austin actually lay fifth during the early part of the race and but for persistent carburetter flooding should have ranged alongside the "fifteen-hundreds" in the final order.

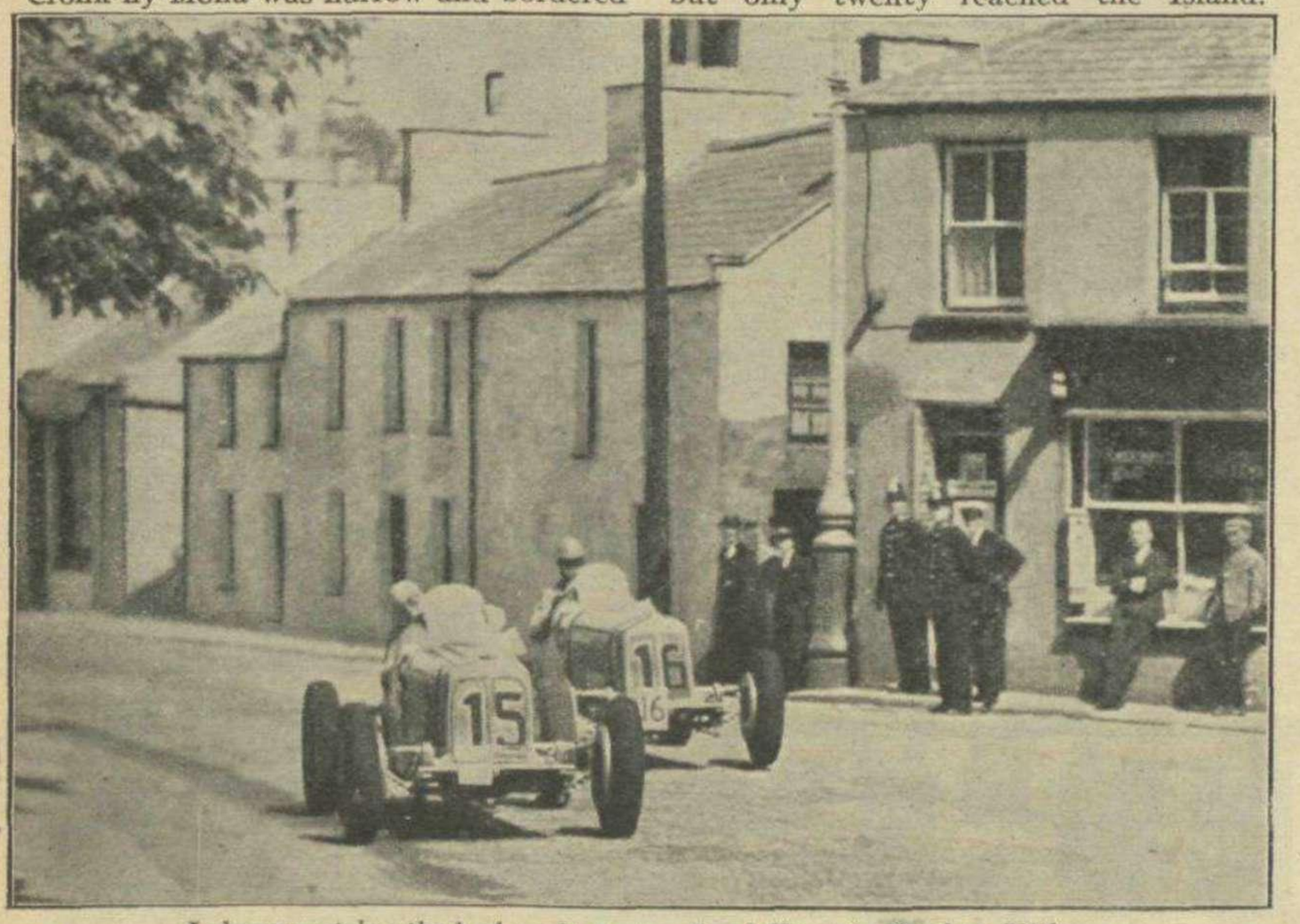
After three years of "Round the Houses" races the R.A.C. changed over for 1936 to a short road-circuit, based on the motor-cycle T.T. Grand Stand, on the outskirts of Douglas. The course, which measured four miles in circumference, was roughly speaking four-sided, with right-angle corners at St. Ninian's and Willaston and a hairpin with adverse camber at Cronk-ny-Mona, where it followed for a quarter of a mile the T.T. course. Running straight on past Signpost Corner, it dropped abruptly through an S-bend into Onchan village, down to another right angle, thence running straight past Governor's Bridge back to the start on a well-surfaced road which allowed speeds up to 130 m.p.h. The twisty section between Willaston and Cronk-ny-Mona was narrow and bordered by high hedges, and in spite of a well-organised system of flag-marshals it would have been difficult to avoid a collision had a car gone broadside round one of the blind corners.

The road was surfaced with sharp granite chippings, and as the race went on, overtaking drivers were subjected to a bombardment of flying stones whenever they approached a car in front.



Seaman takes St. Ninian's Corner in an easy swing. Driving the Delage, previously owned by Lord Howe, he led the race after the first four laps.

Twenty-seven cars were entered, a record field for an Isle of Man event, but only twenty reached the Island.



Lehoux watches the kerb as he passes Lord Howe in Onchan Village.

These were :—

CAR	c.c.	DRIVER
Alta	1,485	A. J. Cormack, J. P. Wakefield.
Austin	744	C. J. P. Dodson
Bugatti	1,496	T. K. Humber
Delage	1,460	R. Seaman
E.R.A.	1,486	P. G. Fairfield, C. Paul, W. G. Everitt, R. Mays, M. Lehoux, Lord Howe, "B. Bira," R. E. Tongue, Manby-Colegrave and Featherstonhaugh.
Frazer-Nash	1 496	P. K. Jucker
Maserati	1,496	E. K. Rayson
M.G.	1,087	L. R. Briggs, H. Williams
Rapier Special	1,084	R. H. Eccles
Riley	1,486	F. W. Dixon

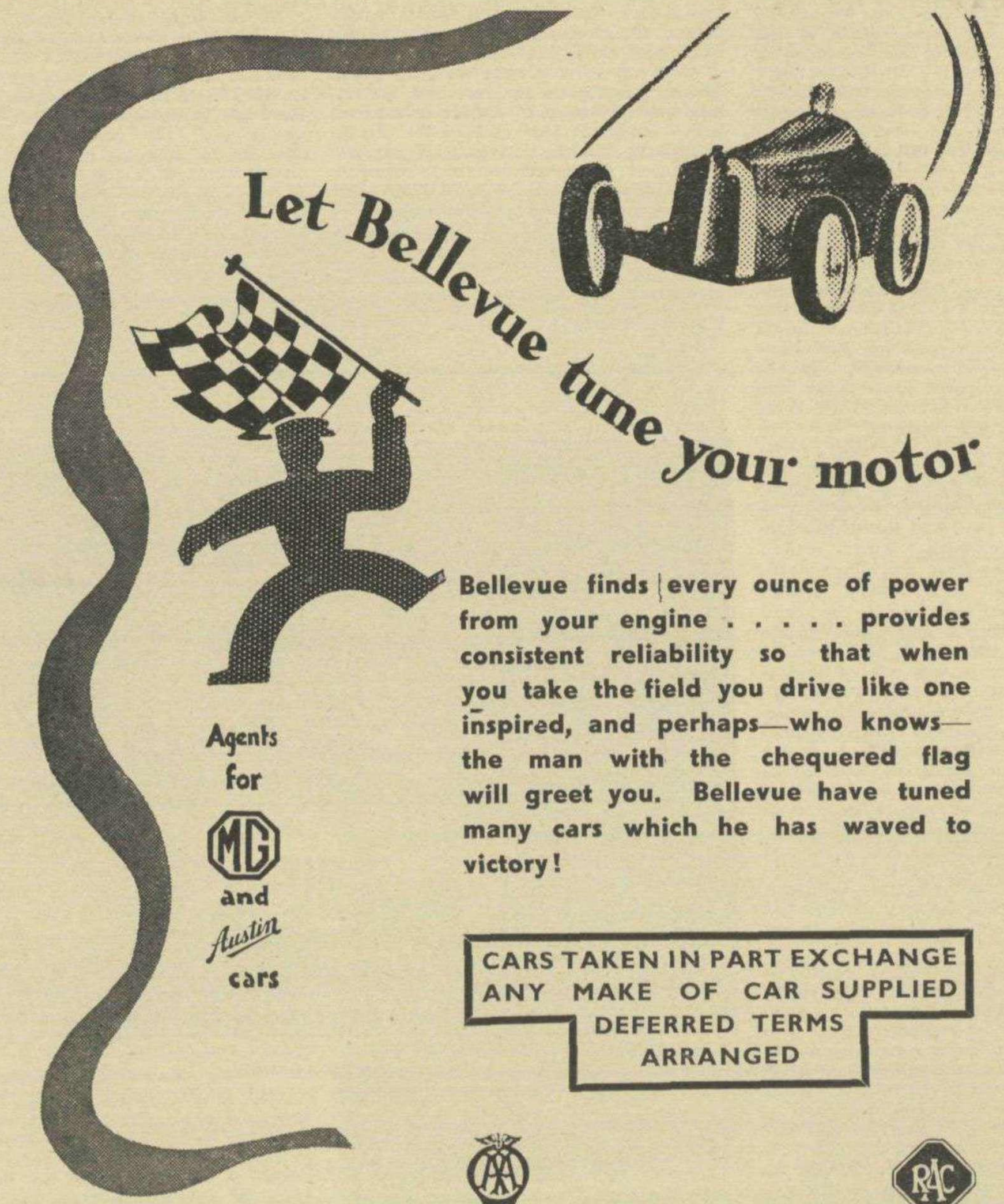
With the exception of Humber's old Bugatti, all the cars were supercharged.

The E.R.A.s, and Seaman's Delage were expected to make the running, and this was borne out by the practice times. Lehoux lapped in 3m. 16s., "Bira" in 3m. 19s., and Seaman in 3m 20s., while Dodson on the little Austin was only one second slower. Following well-established team tactics, the E.R.A. manager had thus secured a place in the front line for his fastest driver, leaving the stayers Mays and Lord Howe to follow up the attack, but by bad luck or bad management, Lehoux was driving Lord Howe's car when he made the fastest lap. This put Lord Howe in the front line at the start, while the dashing Algerian was relegated to a place in the fifth row.

Dixon's best lap was 3m. 41s., a contrast to his usual position near the top of the list. During practising he expressed strong disapproval of the course, which he considered dangerous, and on the day of the race decided not to run.

The sun shone brightly on Thursday afternoon, tempered by a cold east wind, and the scene at the Grand Stand was even more animated than is usual at the T.T. races.

Almost all the seats were occupied, and record crowds were reported round the four-mile circuit. In order to leave



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THE ISLE OF MAN RACE—continued

the full width of the road clear for passing cars, openings had been made at the beginning and end of the motor-cycle pits, and a concrete strip laid down between pits and stand, and here, in full view of the spectators, re-fuelling and pit-work was carried out.

Shortly before two o'clock the cars were wheeled out to the road, and drawn up in two-one-two formation according to the lap speeds recorded in practice, the first five being, therefore: Lord Howe, "Bira," Seaman, Dodson and Mays. The high-pitched clamour from the exhaust pipes of the eighteen cars became unbearable as the starting flag was raised, and the boom of the traditional maroon was almost lost as they tore off down the course towards St. Ninian's Corner. At this point Lord Howe had a slight lead from Seaman, then came "Bira," Mays and Dodson.

A mile away on the far side of the circuit the cars could still be heard, and two minutes later they were round again with Lord Howe leading by a few lengths from Seaman. Paul had forced his way into third place, with "Bira" behind him, Dodson was fifth, and Mays sixth, Fairfield seventh and Lehoux eighth,

The fastest cars were passing the Stand at at least 120 m.p.h. and whatever one might think of the course, the spectacle being staged on it was one of motor-racing at its best. As early as this however there were two absentees from the Big Parade. Humber (Bugatti) had stopped at St. Ninian's with a faulty hand-brake, and persistent flooding of the carburetters made it impossible to restart. The supercharger drive on Rayson's Maserati snapped as he left the line, hard luck indeed, and he toured in to retire after a single lap, while one of the shock-absorbers on Williams' Magnette broke on the way to the start and he also had to give up after a few laps.

Lord Howe was certainly setting a cracking pace, and second time round had gained perceptibly on Seaman. "Bira" was in hot pursuit of Paul, and Dodson on the amazing Austin seemed to have no difficulty in keeping up with the other four. Mays led the next group and Lehoux had succeeded in overtaking Fairfield, cornering at St. Ninian's with an expression of fury and concentration which showed he meant business. On the third lap the order of the leading five was the same, with Lehoux now a length ahead of Mays, and another good dog-fight between Fairfield and Everitt. Apart from Seaman and Dodson, the first non-E.R.A. car was the Alta driven by J. P. Wakefield, who was making an excellent showing in his first big race.

Once again glasses were focused far up the road for the first sight of the leaders, and this time there was another car almost abreast of Lord Howe's E.R.A. Seaman was making a bid to obtain first place, and as the two cars shot past the stand, after completing their fourth lap, those present had the thrill of their lives as the black Delage slowly forged ahead and reached St. Ninian's Corner plainly in the lead. What would Lord Howe do about this challenge was the question in every-one's mind, but after another lap in which the E.R.A. had dropped thirty yards behind, the green car slowed and came into the pits, the exhaust note now irregular in contrast to its former healthy roar. The air pressure in the fuel feed system had suddenly risen to double its correct figure, making the carburetter flood, and by the time the necessary adjustment had been made, Howe had dropped from first place to last. At five laps the position of the leaders was as follows :—

Driver and Car	Seconds behind
Seaman (Delage)	0
Lord Howe (E.R.A.)	1
C. Paul (E.R.A.)	6
"B. Bira" (E.R.A.)	7
C. Dodson (Austin)	11
M. Lehoux (E.R.A.)	15

Seaman's speed was 69.82 m.p.h., equivalent to a lap time of 3m. 26s.

Jucker (Frazer-Nash) was reported in trouble on the far side of the course, and a later bulletin stated that the car had a connecting rod through the crank-case. R. E. Tongue was in at the pits with his E.R.A., the car on which he won the Cork race, investigating a spot of misfiring. Eccles (Rapier Special) also indulged in plug-changing, possibly occasioned by his volte-face at Onchan Hairpin earlier on.

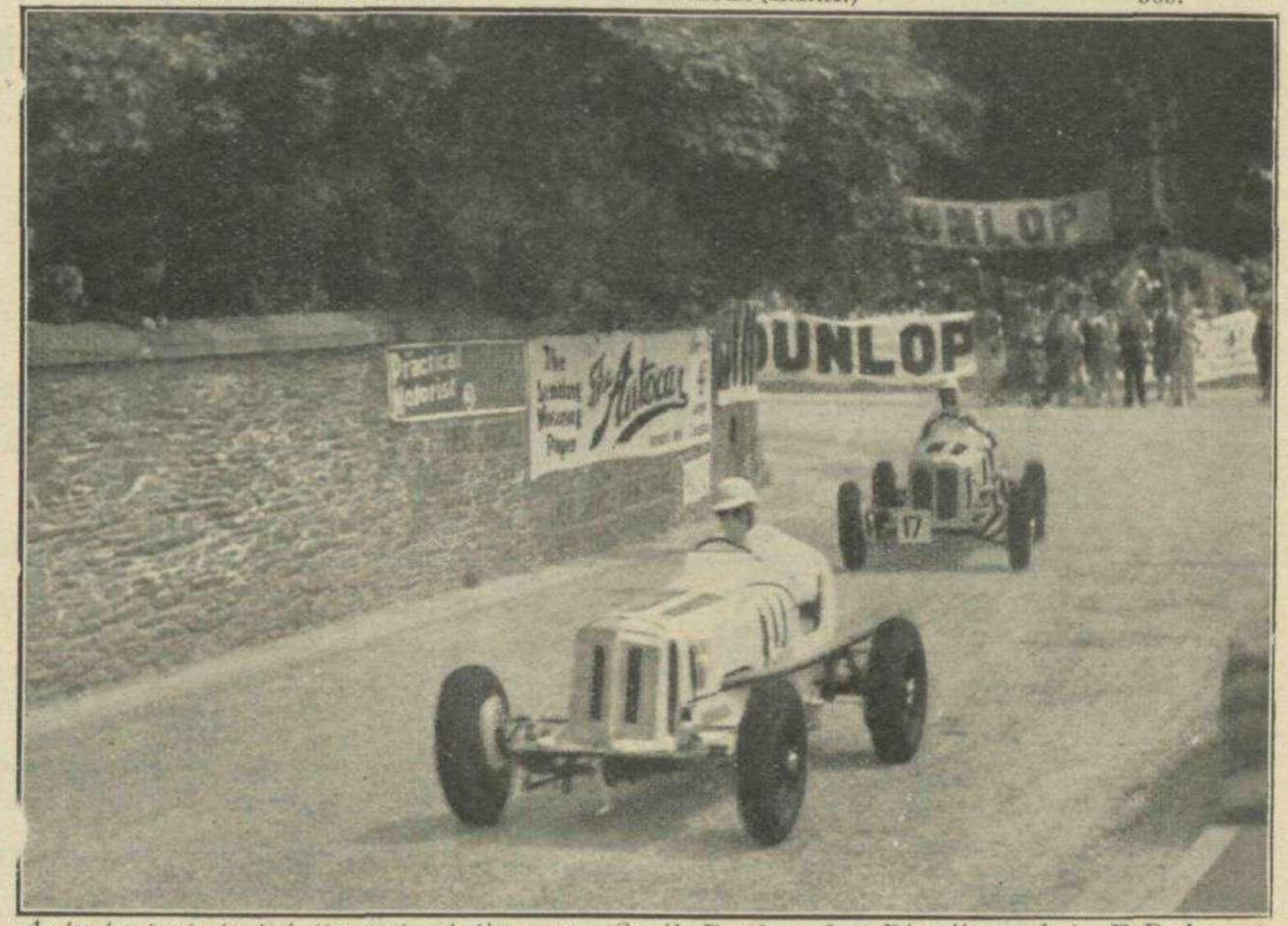
Seaman continued to lead the field, a few seconds ahead of Paul, who was still hotly pursued by "Bira." Until the eighth lap Dodson gallantly held on to fourth, but then misfiring set in and compelled him to visit the pits. Like Howe, who was now almost lapped by Seaman, his trouble was excessive air pressure, which was causing the carburetter to flood. Ten gallons of fuel were flung in in quick time as adjustments were being made.

At this stage Tongue gave up the struggle on the E.R.A. the misfiring being traced to a faulty magneto, Cormack (Alta) retired at Governors Bridge with low oil pressure, and Eccles dropped out with supercharger trouble.

At ten laps, twelve seconds covered the first three, which was exciting enough. Fastest laps so far stood to the credit of Lehoux in 3m 22s. or 71.29 m.p.h. Dodson in his efforts to make up time had hit the bank at Willaston, but the car was undamaged. He stopped at the pits next lap to change a plug, the insulator on one of them having been broken by a stone which was flung through the bonnet louvres. Fairfield, winner of last year's Mannin Beg Race had meanwhile worked his way up to fourth place.

The order at twenty laps was the following :—

Driver and Car	Time Difference
Seaman (Delage) 69.99 m.p.h.	
Paul (E.R.A.)	15s.
"Bira" (E.R.A.)	17s.
Fairfield (E.R.A.)	40s.
Mays (E.R.A.)	42s.
Lehoux (E.R.A.)	50s.



A duel which lasted throughout the race, Cyril Paul and "Bira" on their E.R.A.s at St. Ninian's Corner.

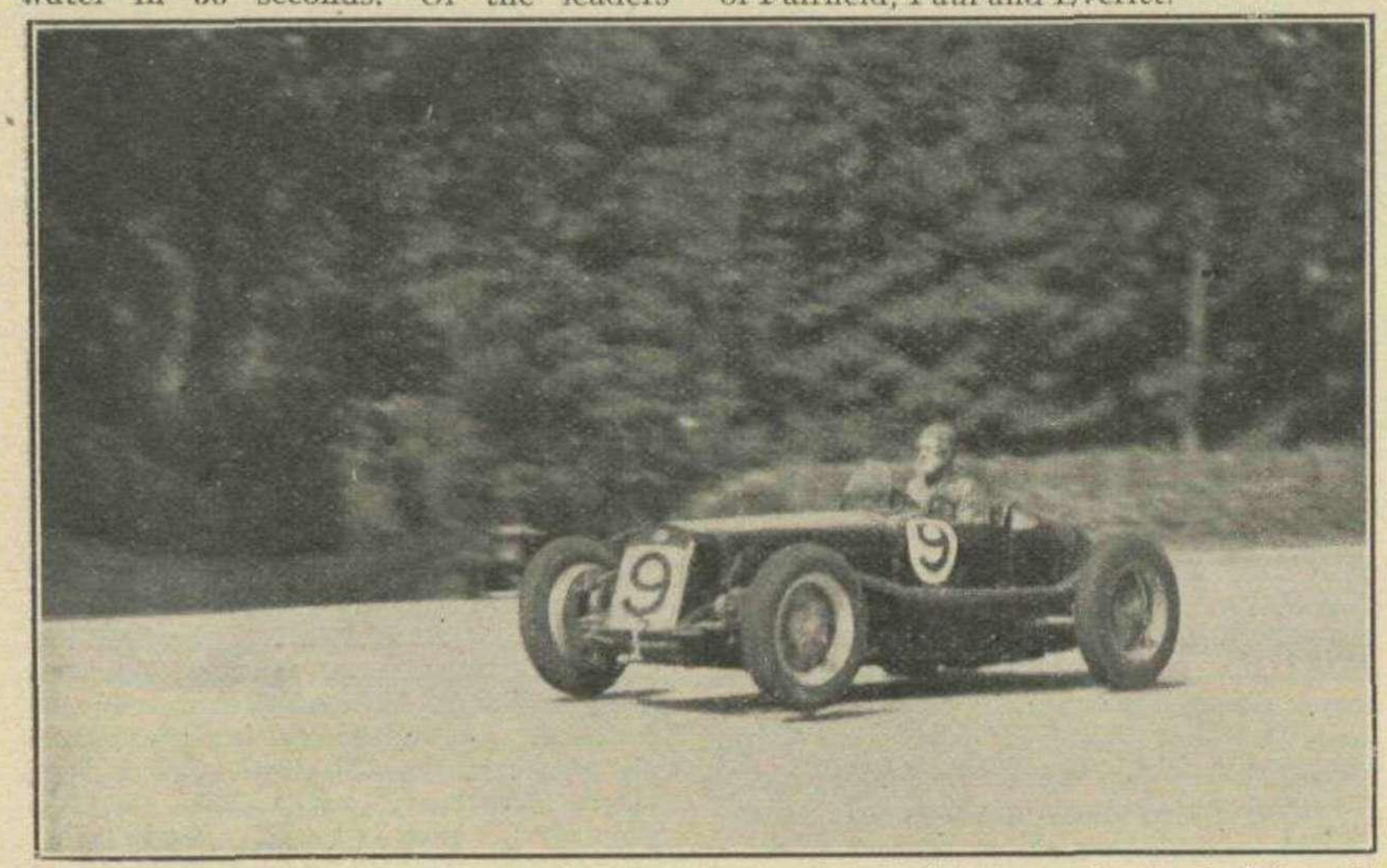
After two stops for re-fuelling, adjusting brakes and changing plugs, the remaining Alta, driven by Wakefield was now *hors de combat* with a broken valve spring.

One of the features of the race right from the start had been the duel between "Bira" and Paul, who had been lapping for nearly an hour with only a dozen lengths separating them. At last on the twenty-first lap, the Prince saw his chance, and leaving his braking to the last minute just managed to tuck in ahead of Paul at St. Ninian's. This new challenge was not lost on Seaman, who completed his twenty-fifth lap at a record speed of 71.64 m.p.h. The average speed of the Delage was now 70.11 m.p.h., which gave him a lead of 21 seconds. On the twenty-seventh he speeded up further, recording 3m. 20s. (72 m.p.h.), which put him temporarily at any rate safe from pursuit.

Petrol stops are all-important in a short race like this and some snappy work was seen at the pits. Lord Howe was the first of the E.R.A. team to come in

THE ISLE OF MAN RACE—continued

but after three laps he was forced to retire with a burst petrol tank. Mays took on eighteen gallons in 40 seconds and Lehoux, all excitement, 50 seconds for the same amount, which lost him fourth place. The organisation in the Siamese pit worked like clockwork, and "Bira" took on board 12 gallons of fuel, and also oil and water in 50 seconds. Of the leaders off again by a gang of marshals and proceeded at reduced speed to the pits. The only damage was a bent radius rod, which was quickly hammered straight, but the delay allowed Paul and Fairfield to overtake him. The only complete team still running, incidentally, was the one nominated by A. C. Dobson, consisting of Fairfield, Paul and Everitt.



The winner at speed over Governor's Bridge by-pass road. The near front wheel is well clear of the road.

Seaman and Paul alone had to come in, so that the order at the thirtieth lap was considerably modified.

Driver and Car	Time behind leader
1. Seaman (Delage) 70.27 m.p.h.	0s.
2. Paul (E.R.A.)	1m. 26s.
3. "Bira" (E.R.A.)	1m. 38s.
4. Mays (E.R.A.)	2m 8s.
5. Lehoux (E.R.A.)	2m 29s.
6. Fairfield (E.R.A.)	3m. 5s.

Everitt, who had never been far behind the first six, was now reported stopped at Cronk-ny-Mona, adjusting the engine and the petrol-filler cap. Whatever the trouble was it cost him 17 valuable minutes, though the car sounded as good as ever when it reappeared.

Dodson on the Austin was as fast as ever as long as he could keep his plugs clear of soot, and was particularly exciting on the corners, though he had one close call when the car touched the sandbags at Onchan. Flooding continued however, and he had to take on another twenty-five gallons of fuel at four o'clock. Paul was in at the same time, and took on twenty-five gallons in 40 seconds.

Order at 35 laps

Driver and Car	Time behind leader
1. Seaman (Delage) 70.2 m.p.h.	
2. "Bira" (E.R.A.)	1m. 33s.
3. Lehoux (E.R.A.)	2m. 20s.
4. Paul (E.R.A.)	2m. 58s.
5. Fairfield (E.R.A.)	3m. 17s.
6. Mays (E.R.A.)	3m. 44s.

The hopes of the official E.R.A. team were still further lessened with the retirement of Mays who went out with a broken axle shaft. Lehoux, the third member of the team was still driving with undiminished fire, but on the fortieth lap made a miscalculation at Onchan and bumped the sandbags. He was pushed

Petrol churns were piled high on Seaman's pit-counter, but he made no sign of coming in, and his pit attendant contented himself with chalking "1/1" a cabalistic though satisfying sign meaning "you're running first with one minute in hand." After 40 laps his average had dropped to 70.03 m.p.h., with a lead of 1m 15s., and it now became evident that barring accidents he intended to complete the course non-stop.

The last few laps were uneventful, with Seaman and "Bira" both evidently easing up. The only driver who seemed really pressed for time was Featherstonhaugh, who had taken over from Manby-Colegrave at half-time. He had lain sixth for the last ten laps and was taking no chances of not finisihing within the allowance of 15 minutes. Dodson was still cracking round merrily, and Briggs carried on the struggle gamely with his Magnette.

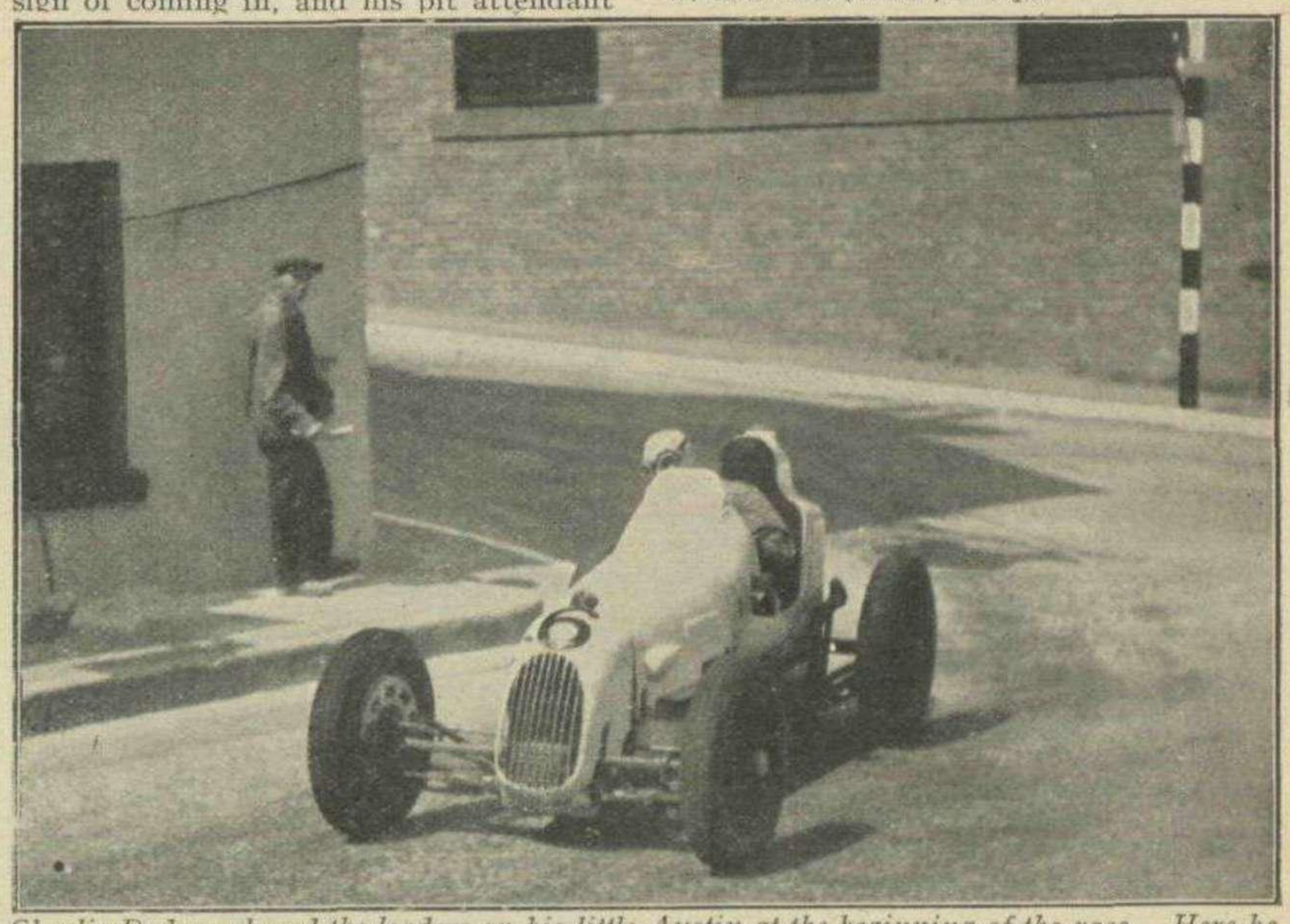
At last the final lap, and the black Delage came rumbling down the road, to the finishing line.

A non-stop run of 200 miles at nearly 70 m.p.h. on a ten-year-old car deserved a great reception, and Seaman certainly got it, likewise "Bira," whose smart turn-out and dashing driving had captured the favour of the spectators. Cyril Paul finished a gallant third, his face badly cut by flying stones, and the starred and broken windscreens on all the cars which finished spoke of the unpleasant conditions which had to be faced on the back-stretch.

RESULT

1. R. Seaman (Delage) 2h. 52m. 1s. (69.76 m.p.h.).
2. "B. Bira" (E.R.A.) 2h. 53m. 18s. (69.23 m.p.h.).
3. C. Paul (E.R.A.) 2h. 55m. 2s. (68.57 m.p.h.)
4. P. G. Fairfield (E.R.A.) 2h. 55m. 23s. (68.40 m.p.h.).
5. M. Lehoux (E.R.A.) 2h. 55m. 47s. (68.27 m.p.h.
6. G. F. A. Manby-Colegrave and R. E. L. Featherstonhaugh (E.R.A.) 3h. 4m. 57s. (64.90 m.p.h.)

The following cars were flagged off after the time limit of 15 minutes had expired:—
W. G. Everitt (E.R.A.) 47 laps.

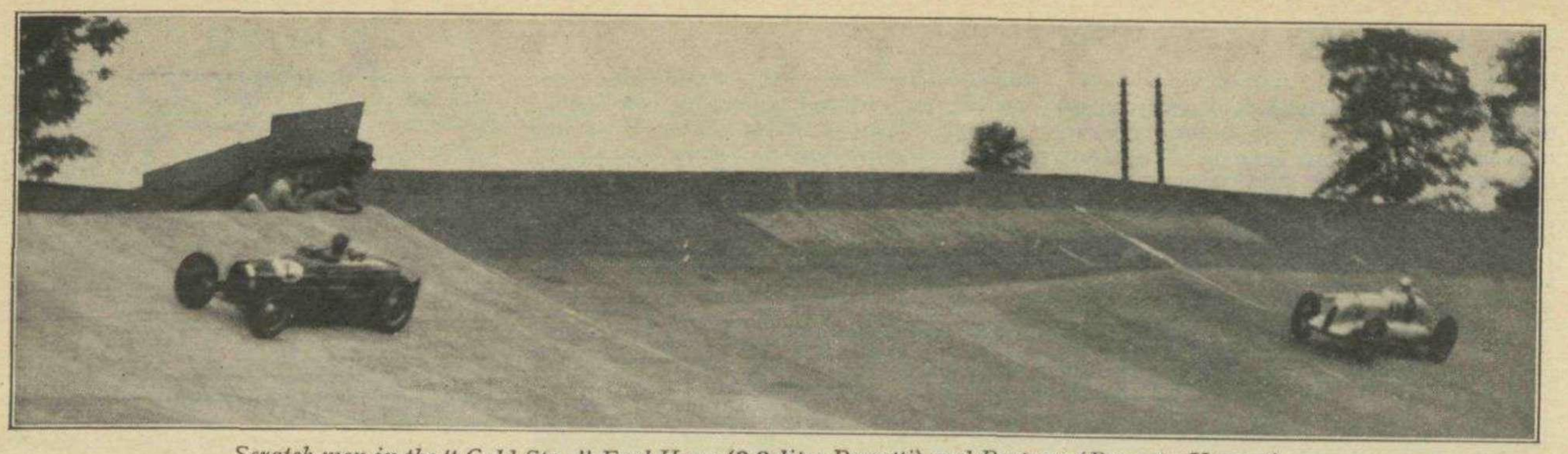


Charlie Dodson chased the leaders on his little Austin at the beginning of the race. Here he is at Onchan Hairpin.

C. J. P. Dodson (Austin) 44 laps.
L. R. Briggs (M.G.) 43 laps.

Fastest lap:—R. J. B. Seaman (Delage) completed his 27th circuit in 3m. 20s., (72 m.p.h.).

The team prize was awarded to Dobson's team, consisting of Paul, Fairfield, and Everitt, no other team having three cars running at the finish.



Scratch men in the "Gold Star," Earl Howe (3.3-litre Bugatti) and Bertram (Barnato-Hassan).

WHITSUN AT BROOKLANDS

"GOLD STAR" WON AT OVER 122 M.P.H. THE LEYLAND-THOMAS GOES UP IN FLAMES.
A VARIED PROGRAMME OF MOUNTAIN AND OUTER-CIRCUIT EVENTS.

The Whitsun meeting at Brooklands has come to be considered almost the *primus inter pares* of the four principal meetings, and all that was wanted to make it a complete success was a touch of the traditional blazing sunshine. The events were for once run off with commendable dispatch, and even with a heavy rain-shower half-way through, the whole of the programme was disposed of by 6.30.

The big event was of course, the "Gold Star," which was won by Pacey on the Pacey-Hassan Special (née 4½-litre Bentley). Oliver Bertram was driving the 8-litre Hassan Special, which is now fitted with a narrow single-seater body, and he and Lord Howe on his 3.3-litre Bugatti provided a thrilling spectacle as they careered round together at high speed near the top of the banking. Unfortunately the limitation of Brooklands as a track for fast cars such as these was shown all too clearly. Both cars fell out with stripped tyre treads as a result of holding them down the banking and some of the smaller cars were similarly afflicted.

Munday had an extremely lucky escape from injury during the course of the same race. The engine of the Leyland-Thomas locked solid coming off the Home Banking, and the entire underneath of the engine went up in flames. Not realising the extent of the damage, Munday put the car into neutral and coasted to the finishing line, when the fire spread upwards and where prompt action with fire extinguishers prevented the car from being a total loss.

In practising, we regret to say, a fatal accident occurred, when K. Carr, driving Harry Rose's Alfa-Romeo, crashed through the fence in the Railway Straight. Such things are always liable to happen with a light, fast car, but such accidents have been happily rare in the history of Brooklands.

The racing began with the usual "Short." The field embraced such varied cars as Sandiford's Singer and Munday's Leyland-Thomas, and it was difficult to pick a winner. Sandiford who was the limit man kept ahead of Kelway (1½-litre Bugatti) for a lap, but he then slowed down and retired. The back markers then started to come through, and Appleton on his Special showed a fine turn of speed and cut through to the front with half a lap to spare. Mrs. Briggs (1,089 c.c. Riley) managed to retain second place, while Charles Follett produced his usual knots from his four-seater Speed Twenty Alvis and swept past Thatcher (1,287 c.c. M.G.) as they swung down off the Home Banking.

First Short Handicap
Distance: About 6½ miles

1. R. J. W. Appleton (1,089 c.c. Appleton-Special S.) 29s.
2. Mrs. G. Briggs (1,098 c.c. Riley) 32s.
3. C. Follett (2,762 c.c. Alvis) 32s.

13 ran. Won by 9⅘s. (500 yards); ⅘s. (5 yards)
Speed 131.07 m.p.h.
Betting: 5-1, 6-1, 3-1.

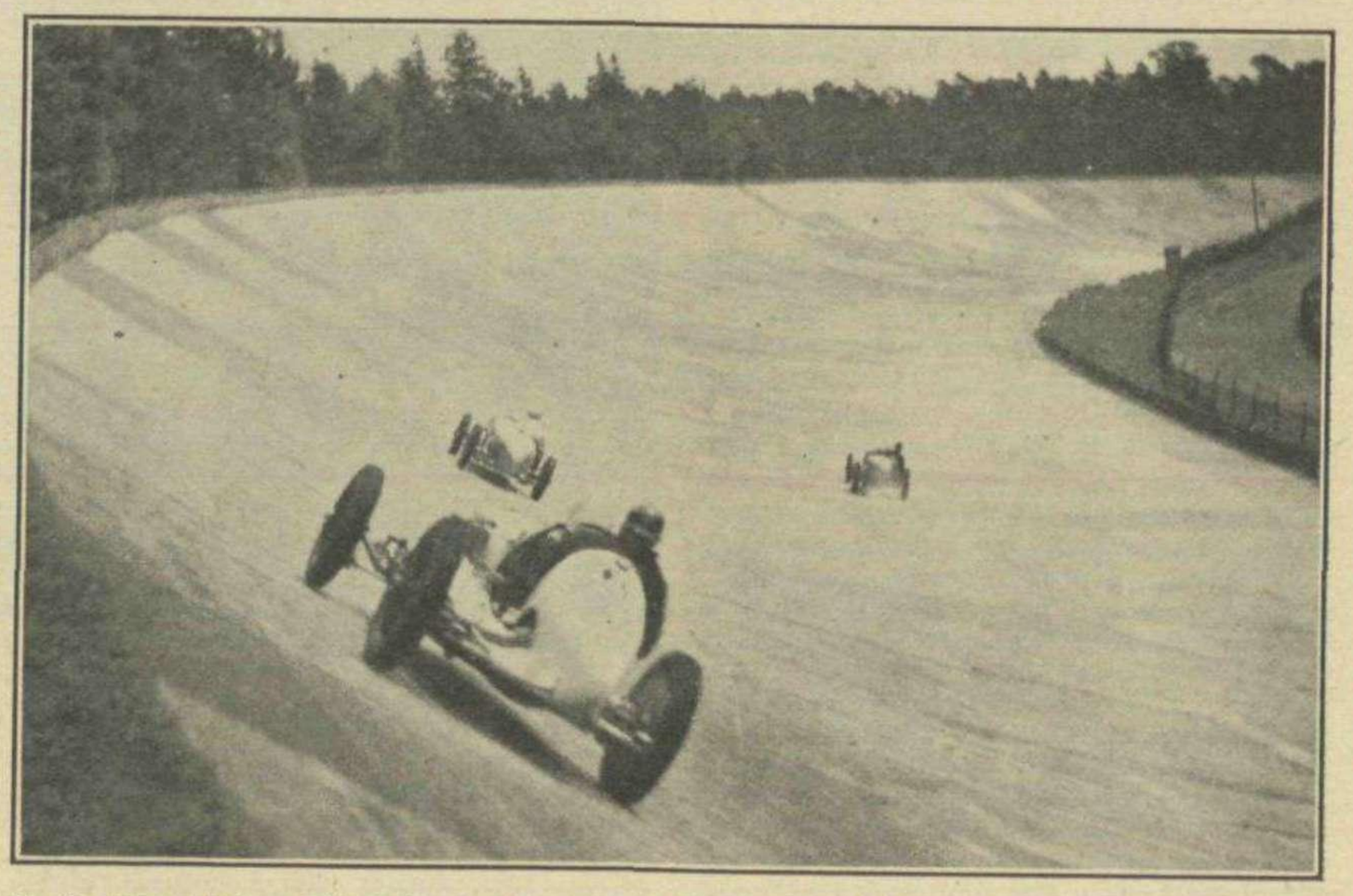
Lord Howe with his 3.3-litre Bugatti was on the scratch mark in the second race. In practice he had been lapping at 138 m.p.h. There were ten other starters, most of them drivers who had taken part in the first event.

The first time on the Home Banking Oxley (1½-litre Hermon) had overtaken Thatcher (M.G.) and Follett (Alvis) was ahead of Baker (5.3-litre Graham-Paige). The Appleton-Special was again going well and Lord Howe was high on the banking, putting in a standing lap at 118.3 m.p.h. At the end of the first lap Oxley had dropped out, leaving Windsor-Richards (30/98 Vauxhall) in pursuit of Thatcher. On the second lap the Vauxhall was well in the lead, Baker had passed Thatcher, with Billy Cotton (Magnette) in close attendance, and Follett had dropped slightly behind with smoke coming from his car. Lord Howe had passed Pacey (4½-litre Hassan Special) but would have to hurry to reach the limit men. He collected all the stragglers on the last lap, timed at 138.34, but failed by 100 yards to catch the Magnette.

First Long Handicap
Distance: About 9 miles

1. C. W. Windsor-Richards, (4,234 c.c. Vauxhall) 1m. 13s.
2. Billy Cotton (1,087 c.c. M.G.,S.) 1m. 8s.
3. Earl Howe (3,255 c.c. Bugatti S.) scratch.

11 ran. Won by 10⅘s. (550 yards); 2s. (100 yards)
106.61 m.p.h.
Betting; Evens, 5-1, 6-1.



H. G. Dobbs (2-litre Riley) high on the banking in pursuit of Smith (supercharged Magnette) and Letts (1287 c.c. Magnette). Dobbs won two Mountain Races in succession.

WHITSUN AT BROOKLANDS—continued

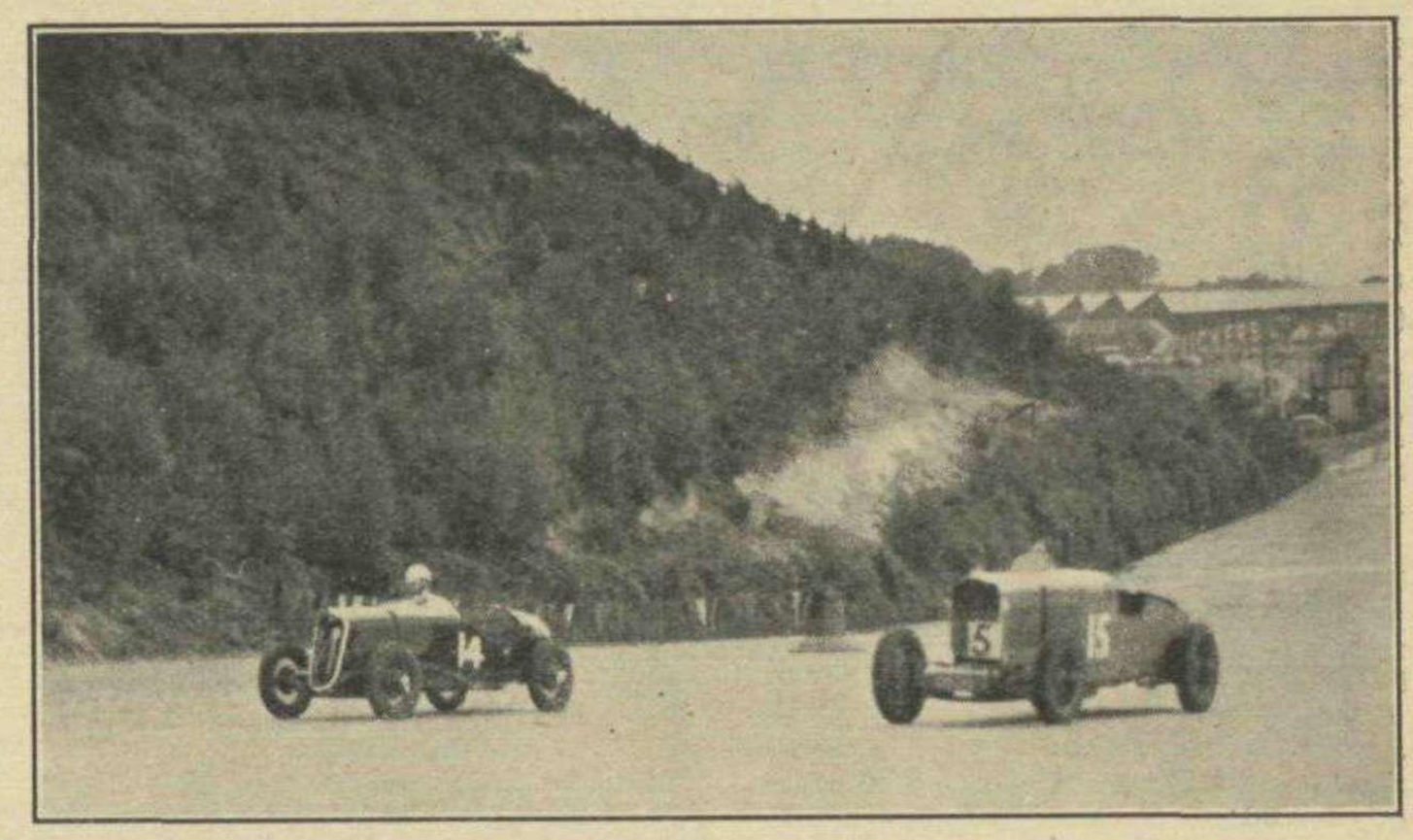
A spirited duel between Tuson (Fiat) and Dr. Joy (Talbot " 90 ") was the principal feature of the first Mountain Race. Joy had two seconds' start on Tuson, but the Fiat was abreast as they reached the top corner. Tuson swung it high and wide on the banking and dived down so close as almost to baulk the Talbot driver, in this way getting the lead. Baron (1½-litre Bugatti) whose car suffered from wheel-tramp, Powys-Lybbe (2.5-litre Alvis), M. May (2-litre Alvis) and Tenbosch started off the four-seater mark together and reached the corner in the above order and Tenbosch in trying to emulate Tuson's cornering spun right round on the banking, fortunately clear of the other cars.

On the second lap Tuson had a lead of several lengths and cornered less dangerously, being particularly neat at the Fork, where he kept well in. For a lap there was a close struggle for third place between Kelway and Curtis (Aston-Martin) but then the latter driver was overtaken by the later starters. Kelway, a hundred yards behind the warring Masters and Joy, led a bunch consisting of Hughes (Vauxhall) Peters (Frazer-Nash) Powys-Lybbe and Baron. Powys-Lybbe's cornering at the Fork was something to wonder about and after sending a barrel spinning on the last lap he went through to take third place by a small margin.

First Mountain Handicap
Distance : About 6 miles

1. C. H. Masters (995 c.c. Fiat) 34s.
2. Dr. D. Joy (2,276 c.c. Talbot) 36s.
3. A. Powys-Lybbe (2,511 c.c. Alvis) 4s.

11 ran. Won by 1⅘s. (50 yards); 4⅘s. (200 yards); 60.52 m.p.h.
Betting: 6-1, 2-1, 5-1.



Neck and neck throughout the First Mountain Race, Masters (995 c.c. Fiat) and Dr. Joy (Talbot " 90 ").

6 seconds behind Walker on Whitehead's E.R.A.

Baratouni (T.T. M.G. Magnette) 46s. managed to keep ahead for the first two laps in spite of being unblown. King-Clark (Magnette) passed Monkhouse (1,093 c.c. Amilcar S.) and Donald Letts (Magnette) got in front of the never very successful Harker Special. Walker was very wide at the Fork, with Dobbs in close pursuit closer in.

On the third lap there was a tremendous bunch at the Fork, the scratch men had closed right up, and Letts in the lead was closely followed by King-Clark, Walker found he was saving time by keeping closer to the Fork. This enabled him to overhaul Letts when less than a lap from home.

Second Mountain Handicap
Distance : About 6 miles

1. H. G. Dobbs (1,986 c.c. Riley) scratch.
2. P. D. Walker (1,488 c.c. E.R.A., S.) 6s.
3. D. N. Letts (1,287 c.c. M.G.) 33s.

10 ran. Won by 5⅘s. (200 yards); 1⅘s. (50 yards); 73.13 m.p.h.
Betting: 6-4, 6-1, 5-1.

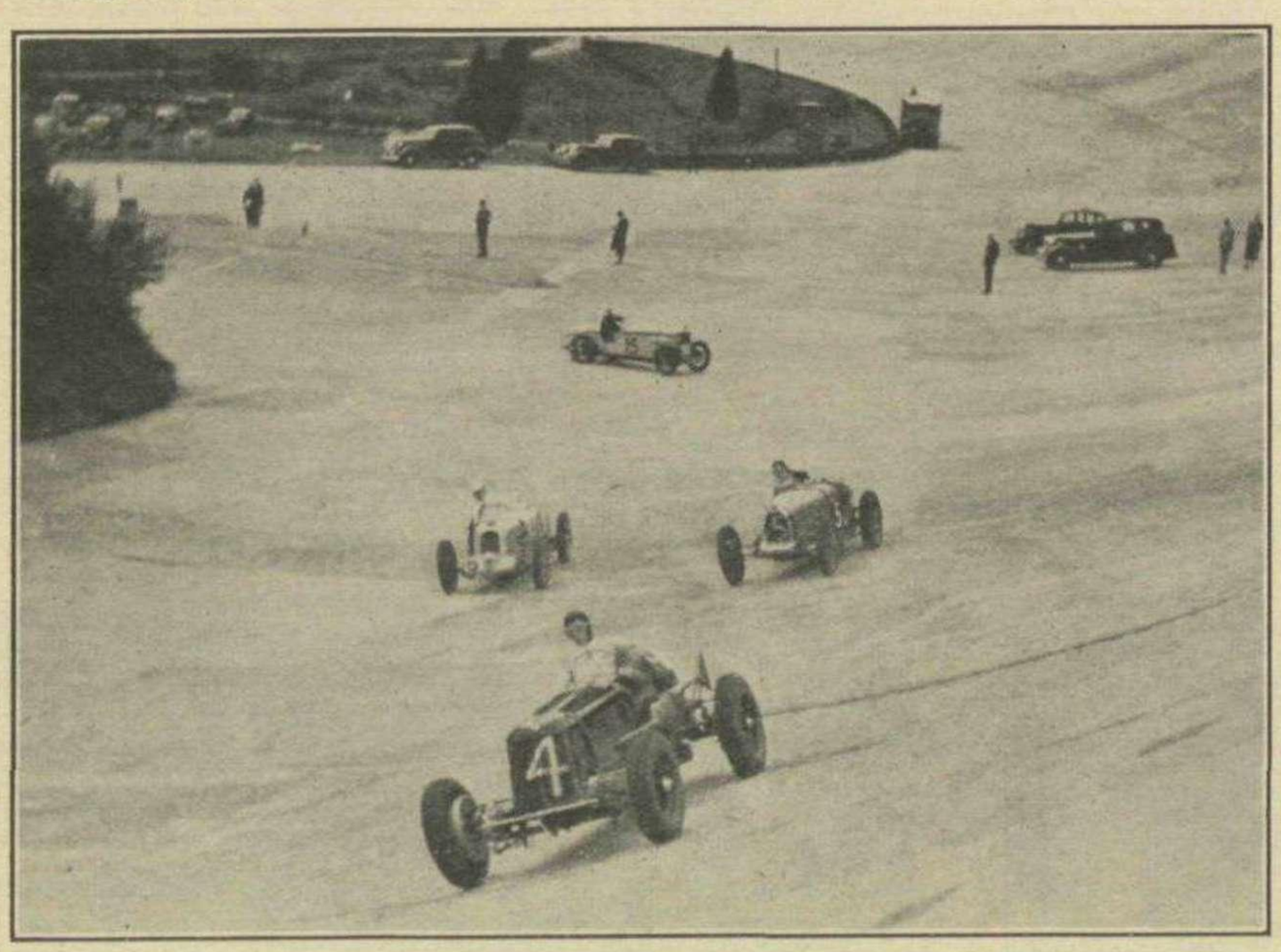
As a result of his performance in the previous race Dobbs on his next appearance was put back 6 seconds to scratch, starting level with Tim Rose-Richards on the 4-litre Sunbeam. Hughes (30-98 Vauxhall) 56s. had over a lap start on the Sunbeam but Tim caught him at the Fork, only to slow up with misfiring when he put his foot down. Powys-Lybbe (Alvis) cornered each time with a wide sweep at really high speed and had no difficulty in holding second place for the first four laps. Parnell (M.G. Magnette S.) lay third, but retired after three laps. Dr. Roth (single-seater Talbot 105) P. Richards (Frazer-Nash) Esson-Scott (1½-litre Bugatti) Vickers (2.3-litre Bugatti) and " Bira " (Magnette) added to the spectacle by coming round each time in an exciting tussle.

The Sunbeam belched out clouds of smoke each time Rose-Richards attempted to accelerate, but Dobbs was coming through at a great rate, skimming the black line each time he took the top corner and fighting the car round the hair-pin at the Fork. On the last lap Hughes still had a fifty-yard lead, but he missed his gear at the top corner, allowing Powys-Lybbe to draw almost level. A piece of super-cornering by the latter driver put the Alvis in the lead as they got away from the Fork, but then Dobbs suddenly flicked round in close pursuit and passed them both in the run-in up the Finishing Straight. Altogether a breath-taking race.

Third Mountain Handicap
Distance : About 6 miles

1. H. G. Dobbs (1,986 c.c. Riley) scratch
2. A. Powys-Lybbe (2,511 c.c. Alvis) 41s.
3. R. Hughes (4,366 c.c. Vauxhall) 56s.

13 ran. Won by ⅕s. (1 length); ⅘s. (1 length); 76.03 m.p.h. Betting: 2-1, 6-1, 6-1.



Walker (E.R.A.) coming through the field in the Second Mountain event. Behind him are J. H. T. Smith (M.G. Magnette) Brockelbank (2.2-litre Bugatti) and Baratouni (T.T. Magnette).

Eccles and Rayson were non-starters in the Second Mountain Handicap, and this left Dobbs (2-litre Riley) on scratch, Dobbs who had swooped ahead of Walker off the top of the banking, and the E.R.A. A lap later the Riley was in front, while

WHITSUN AT BROOKLANDS—continued

There were ten runners for the "Gold Star" Trophy, which is a seven-lap event with the Trophy and £100 as first prize. The biggest car in the race was Captain Barnato's 8-litre Hassan Special, which started from scratch with Lord Howe's 3.3-litre Bugatti. Duller was driving the 4.3-litre Duesenburg, starting off the 15-second mark with John Cobb (4-litre Sunbeam). Marker (6½-litre Bentley) received 34 seconds, Pacey 1m 14s., Munday 1m. 19s., while the limit car was Samuel's Q. type M.G. Midget, which received 1m. 36s.

Samuel made a good start and Munday was already ahead of Pacey as they came round the Home Banking the first time. Major Gardner's single-seater M.G. Magnette, of which much was expected, was never in the picture, touring round the bottom of the banking to retire.

Samuel was round again before the scratch cars appeared. After a slower start, Lord Howe had passed Bertram on the Home Banking and had a fifty-yard lead as they entered the Railway Straight. Pacey was now almost abreast of Munday, and passed him as they gained the Byfleet.

A third time round, Samuel still led, Pacey had 30 yards on the Leyland-Thomas, then came Hamilton (Alfa-Romeo) who dived each time to avoid the Bump, Marker high and steady in the 6½-litre Bentley, Cobb (Sunbeam) and Duller (Duesenburg). Lord Howe seemed to be holding Bertram, running very high on the banking and lapping at 137.96 m.p.h., a magnificent effort on such a light car. The following lap saw a change in the situation, for Pacey and Munday, still maintaining their same relative positions had passed the M.G., to take the first two places. Bertram was now but a couple of lengths behind Howe and ready to pass, but it was not until they got to the end of the Railway Straight that the Barnato-Hassan gained the lead.

With one-and-a-half laps to go, could the scratch men catch Pacey and Munday? This was at any rate settled in the negative for Lord Howe, who drove in slowly from the Fork with his rear tyre in ribbons. Bertram kept on at a great pace, but suddenly when he was only fifty yards behind Munday a tread on a rear tyre disintegrated, putting him out of the struggle.

On the last lap Munday revealed a new spurt of speed and going up to the Home Banking was only three or four lengths behind. Almost abreast they shot under the Members' Bridge, then without the slightest warning, Munday's car started a prodigious skid. The engine had locked solid but the driver was not taken unawares, righting his car and declutching instantaneously. The crank-case of the long-suffering engine had burst like a bomb and the track was littered with pieces of metal. More alarming still, the bottom of the engine was now a mass of flames, and only prompt action on the finishing line prevented the car from going up in a fatal blaze.

Almost unnoticed in all this excitement, Pacey swept on to the finishing line, winner of the race by over half a mile. Samuel had already dropped out with a flung tyre tread, and it was left to John Cobb on the 4-litre Sunbeam to pick up second place. Some remarkable laps were put up in the course of the race, as the following figures show:—

Bertram, 140.29 m.p.h.; Earl Howe 137.96 m.p.h.; Duller, 130.04 m.p.h.; Cobb, 136.45 m.p.h.; Marker, 131.06 m.p.h.; Hamilton, 125.45 m.p.h.; Pacey, 128.03 m.p.h.; Munday, 126.73 m.p.h.; Samuel 118.02 m.p.h.

The "Gold Star" Trophy Race
Distance: About 20 miles

1. E. W. W. Pacey (4,487 c.c. Pacey Hassan Special) 1m. 14s.
2. J. R. Cobb (3,976 cc., Sunbeam S.) 15s.
3. R. R. K. Marker (6,597 c.c. Bentley) 34s.

10 ran. Won by 18⅘s. (1,000 yards); 4s. (250 yards); 122.53 m.p.h. Betting: 2-1, 4-1, 10-1.

An interesting special event had been arranged, this being a flight by Ken Waller, chief instructor at the Flying School, on a 1912 Caudron biplane. It was unfortunate that torrents of rain fell at the same time, forcing most of the spectators to flee for cover instead of watching the leisurely manœuvres of this veteran type. When the rain stopped Duller and Miss Allan were sent round the track to report on conditions, and finding pools of water near the Fork, the Outer-Circuit races were deferred to allow the track to dry. In their stead the two remaining Mountain Races were run off.

Only eight out of fourteen starters ran, "Bira" and Scribbans on their E.R.A.s being virtually scratch in the absence of Eccles (3.3-litre Bugatti). On the first lap Clayton (Amilcar) had already passed the limit man, Innes (M.G. Magnette S.), Letts (1,287 c.c. Magnette) being third followed by Cadell (Magnette S.) and Samuel (Q. type M.G.). Scribbans led "Bira" whose car sounded unhealthy and was slow off the mark.

On the second lap Clayton was closely pressed by Letts, with Innes a few lengths astern, then Cadell, Samuel, Dr. Roth (less dashing than usual on his new single-seater Talbot) and Scribbans. Clayton and Letts held the lead for another two laps though Scribbans picked up a number of cars coming round the banking and lay third in front of Samuel. On the last lap he nipped inside Clayton as they swung under the Members' Bridge and won comfortably by a well-deserved 4 seconds.

Fourth Mountain Handicap
Distance: About 6 miles

1. D. H. Scribbans (1,488 c.c. E.R.A. S.) 4s.
2. A. R. Samuel (747 c.c. M.G. S.) 1⅘s.
3. H. T. H. Clayton (1,093 c.c. Amilcar S.) 37s.

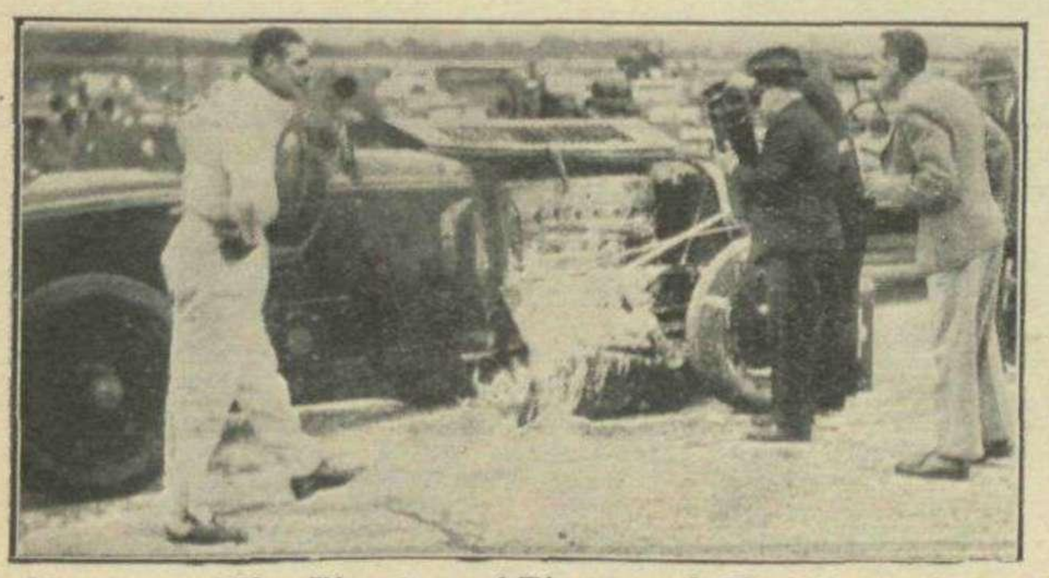
8 ran. Won by 4s. (150 yards); 1⅘s. (75 yards) 72.62 m.p.h. Betting: 4-1, 10-1, 6-1.

Five out of twelve cars in the Fifth Mountain Handicap were blown M.G. Magnettes. Rose-Richards on the 4-litre Sunbeam was scratch, but Scribbans (E.R.A.) had been put back to "owe 2 seconds" on the strength of his previous performance. An interesting car was the 1½-litre Ballamy, which was based on Cholmondeley Tapper's 1½-litre Bugatti, and fitted with Ballamy suspension.

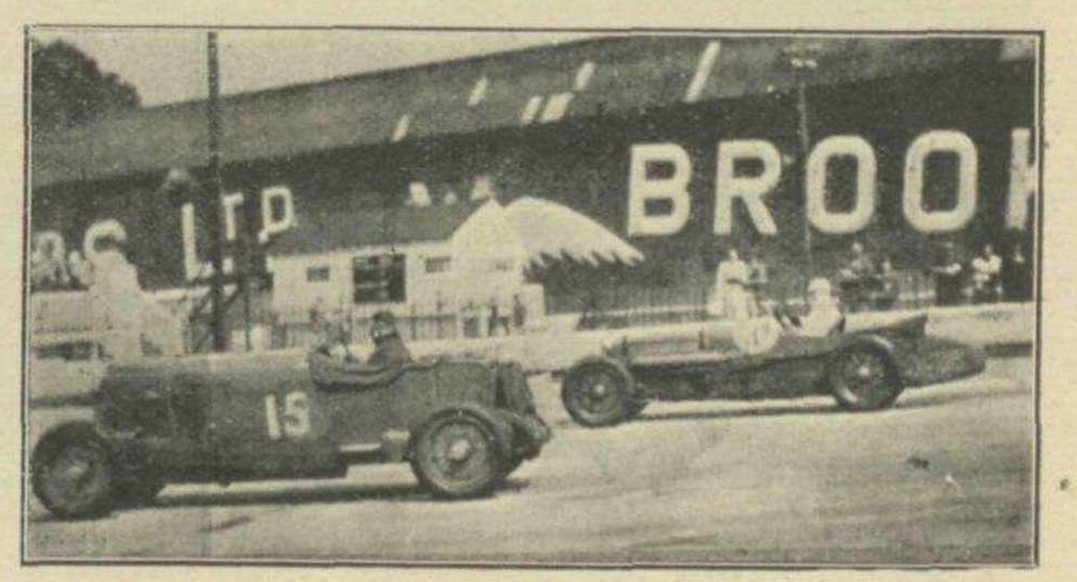
In principle this is a split front axle with radius rods and a transverse front spring and with Dick Seaman at the wheel the car should have put up a good performance. Unfortunately the engine was sulky, and the chassis had no chance of proving its merits.

Michael May (Alvis), who received 41 seconds, and the other limit cars got well away, but Rose-Richards had difficulty in getting the Sunbeam off the mark, while the E.R.A. spun its wheels and spat back. May was in the lead on the first lap, King-Clark (M.G.) had passed Mrs. Eccles (M.G.) then came Cadell and Carr, also on M.G.s. On the second lap the leaders were the same, followed by a bunch which included Cadell, Leitch (2.3-litre Bugatti) Carr and Wilkinson, the latter driving J. H. T. Smith's very rapid Magnette. On the run up to the top corner Wilkinson beat the other three, got into a broadside under the Members' Bridge but quickly recovered, and shot off in pursuit of the leaders. Scribbans was also exciting, going right up the black line in his attempts to regain time lost at the start.

On the fourth lap Wilkinson was in the lead, and despite the inspired driving



Munday and Ken Thompson of Thompson & Taylor's watch fire-fighters at work on the still burning engine of the Leyland-Thomas.



Limit man and scratch in the third Mountain Race, R. Hughes (30/98 Vauxhall) and T. E. Rose-Richards (4-litre Sunbeam).

WHITSUN AT BROOKLANDS—continued

of Scribbans who gained second place from Leitch coming down to the Fork on the last lap, won by 150 yards.

Fifth Mountain Handicap
Distance : About 6 miles

1. W. E. Wilkinson (1,087 c.c. M.G. S.) 13s.
2. D. H. Scribbans (1,488 c.c. E.R.A. S.), owes 2s.
3. A. Leitch, (2,263 c.c. Bugatti S.) 19s.

12 ran. Won by 3⅘s. (120 yards); 3⅕s. (120 yards); 71.15 m.p.h.
Betting: 2-1, 2-1, 10-1.

The track was now considered dry enough for Outer-Circuit racing, and the Second Long Handicap was run off, with seven runners out of the original fifteen entered. Oats (1½-litre Alvis) who was receiving 1m. 36s. kept well away from Baker (5.3-litre Graham-Paige) 1m., for the first two laps, but was overhauled by the big car on the Byfleet Banking on the third. Meanwhile Miss Allan had been going great guns on Marker's 6½-litre Bentley running very high on the banking and actually pulling away from the Duesenburg, and by the time she reached the Fork was second. She caught Baker just as they were coming off the Home Banking and finished with a comfortable lead. Duller crossed the line practically wheel to wheel with the Graham-Paige, failing for second place by ⅕ second. Miss Allan's fastest lap was at about 118 m.p.h., a stout effort.

Second Long Handicap
Distance : About 9 miles

1. Miss M. Allan (6,597 c.c. Bentley) 16s.
2. G. L. Baker (5,387 c.c. Graham-Paige) 1m.
3. R. L. Duller (4,376 c.c. Duesenberg) scratch.

7 ran. Won by 1⅘s. (100 yards); ⅕s. (1 length); 115.25 m.p.h.
Betting: 6-1, 10-1, 5-1.

In the final race of the meeting, a "Short," Tuson (Fiat) led off from scratch then Oats (Alvis), Peters (Frazer-Nash), who had overtaken the Marendaz, and the Graham-Paige, which was pulling away from Fleming's blown Midget. Peters passed Oats over by the aeroplane sheds and these two kept up a continual duel until the end. Meanwhile Baker on the Graham-Paige had been coming up strongly and passed them to take second place on the Byfleet, only himself to be caught by Samuel (Q type Midget) before they had reached the Fork. These two cars both passed Tuson on the Home Banking just after they had completed their second lap, while Fleming passed to third place shortly afterwards.

Second Short Handicap
Distance : About 6½ miles

1. A. R. Samuel (747 c.c. M.G. S.) 34s.
2. G. L. Baker (5,387 c.c. Graham-Paige) 49s.
3. R. C. Fleming (747 c.c. M.G. S.) 49s.

11 ran. Won by 1⅘s. (75 yards); ⅘s. (50 yards); 107.83 m.p.h.
Betting: 2-1, 5-1. 10-1.

FIRST INDEPENDENTLY SPRUNG BUGATTI

L. M. Ballamy has fitted a system of independent suspension to the supercharged Type 37a., 1½-litre Grand Prix Bugatti which Sub.-Lieut. R. B. Lakin recently acquired from T. P. Cholmondeley Tapper.

A transverse seven-leafed spring is used, bolted to a special cross-member, and lying inside a split girder-shape "axle" beam. The Bugatti side-members converge to a sharp taper and their dumb-irons now serve to carry the silent bloc pivots of drilled box-section radius rods which run back to the extremities of the "axle" beam. The stub-axle swivels are carried on tubular axle ends sliding into tubes borne by the "axle" beam, and these axle ends are bolted at thirteen points to flanges formed on the tubes. The track rod is jointed, and braced by a rod pivoted beneath the spring anchorage. The "axle" beam pivots on long silent bloc bushes, and similar bushes are used in place of shackles at the ends of the transverse spring.

This modification has shortened the wheelbase by about six inches. The car was entered for two mountain races at the B.A.R.C. Whitsun Meeting, as an L.M.B., and was driven by R. J. B. Seaman.



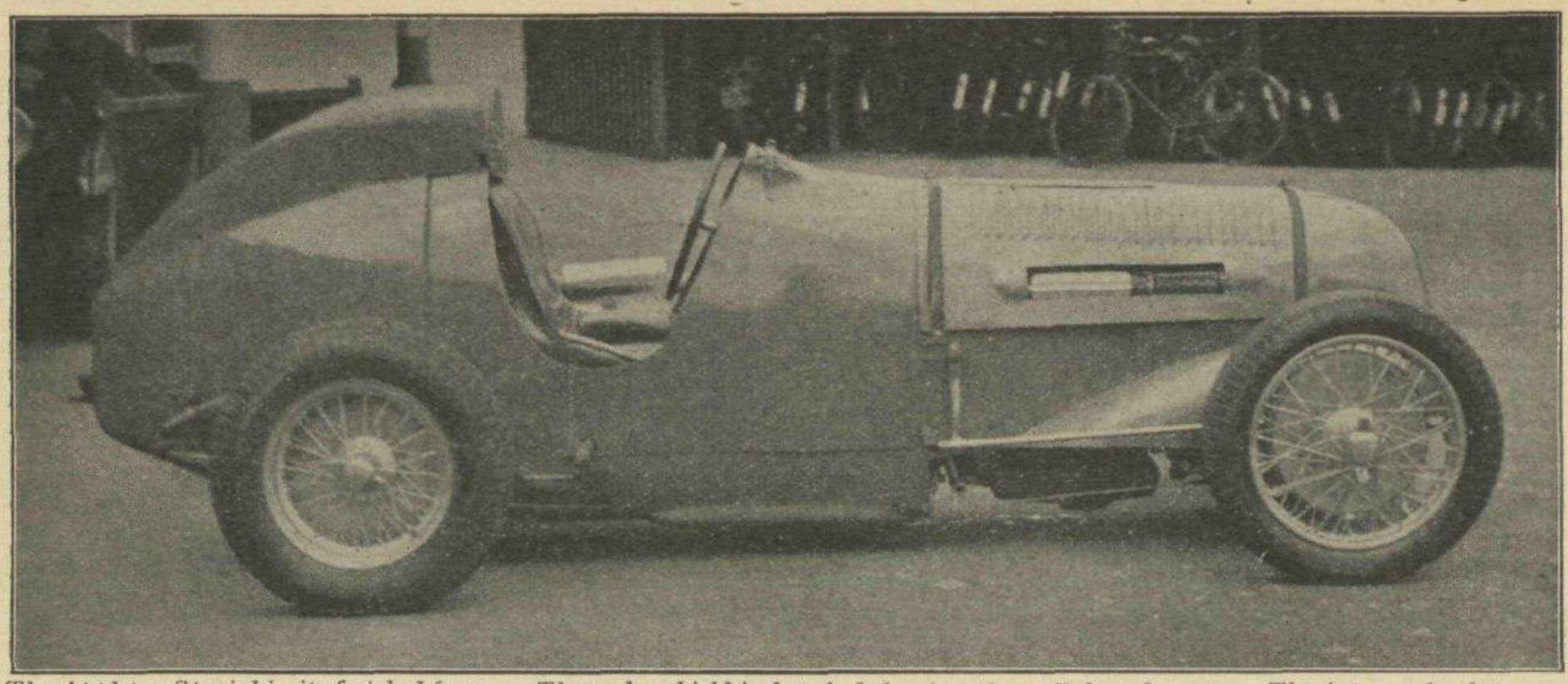
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Supreme for 200 years

BOOTH'S DRY GIN

THE ONLY *Matured* GIN

Its unequalled flavour & purity are traditional



The Appleton Special in its finished form. The under-shield is detached showing the well-finned sump. The inter-cooler between supercharger and induction pipe projects into the air-stream.

AN INDIVIDUAL RACING CAR

THE APPLETON SPECIAL, ORIGINALLY DERIVED FROM MASERATI AND RILEY COMPONENTS, NOW COMPLETELY REVISED TO THE OWNER'S IDEALS, PERFORMS WITH DISTINCTION AT SHELSLEY AND BROOKLANDS

Most of us at one time or other have thought out a design for a hybrid car combining the virtues of several makes or types. If the venture ever gets beyond the paper stage, it is usually confined to some comparatively simple operation such as building another variation on the G.N. theme, or the hanging of a supercharger on some power unit which was never designed for it. Few people have the skill or the resources to carry their ideas to the finished stage, and even when they do there is no guarantee that the car will "work." The Appleton Special is a notable exception, having now reached the status of an individual racing car comparable to the Frazer-Nash "Terror," the Villiers Supercharged, and the blown Riley now driven and owned by Mrs. Petre.

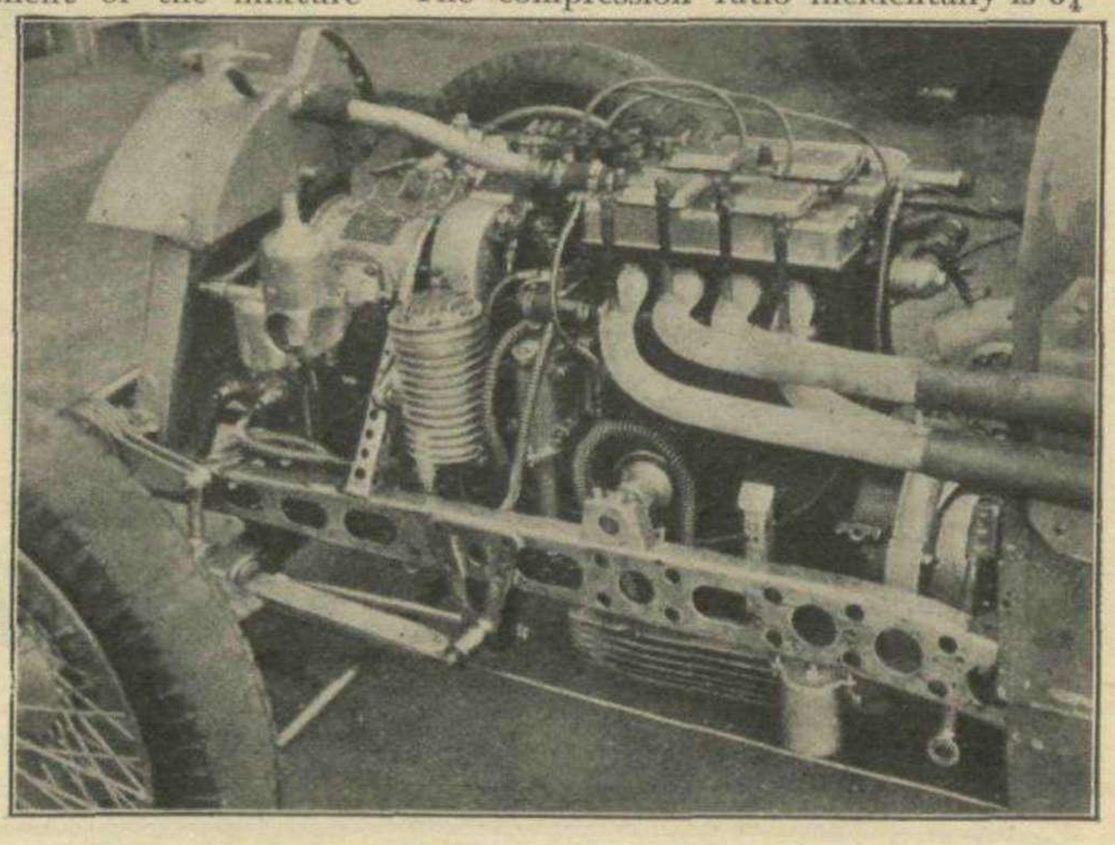
Mr. Appleton gained his first racing experience at the wheel of a four-seater Riley 9. This chassis of course was much too heavy for serious racing, but he found the 1,100 c.c. four-cylinder engine responded well to tuning. He then secured the 1,100 c.c. Maserati which Widengren drove in the 1931 Double Twelve, and discarding the eight-cylinder engine, installed in its place a racing Riley 9 unit. Twelve inches were removed from the side members of the chassis, the joints being welded and strengthened with back plates. The engine was modified by fitting a special type of bronze cylinder head.

The early trials were disappointing. In the first place the car was decidedly slow, and also, as the owner remarked, it was a little dangerous. "On corners it always wanted to go straight on, but on straights it was almost impossible to keep it on its course." In spite of these rather serious defects, Appleton climbed Shelsley in 48⅘s. at the May 1934 meeting and scored a second at Brooklands at the Bank Holiday meeting.

A year's work went into it before its next appearance. in supercharged form and with a strengthened chassis. At Brooklands Appleton scored another second in a mountain race, Shelsley he climbed in 44 seconds, beating Hall on the Magnette by .6 seconds, and was second in his class at the Brighton Speed Trials, averaging 68.12 m.p.h. for the standing half-mile.

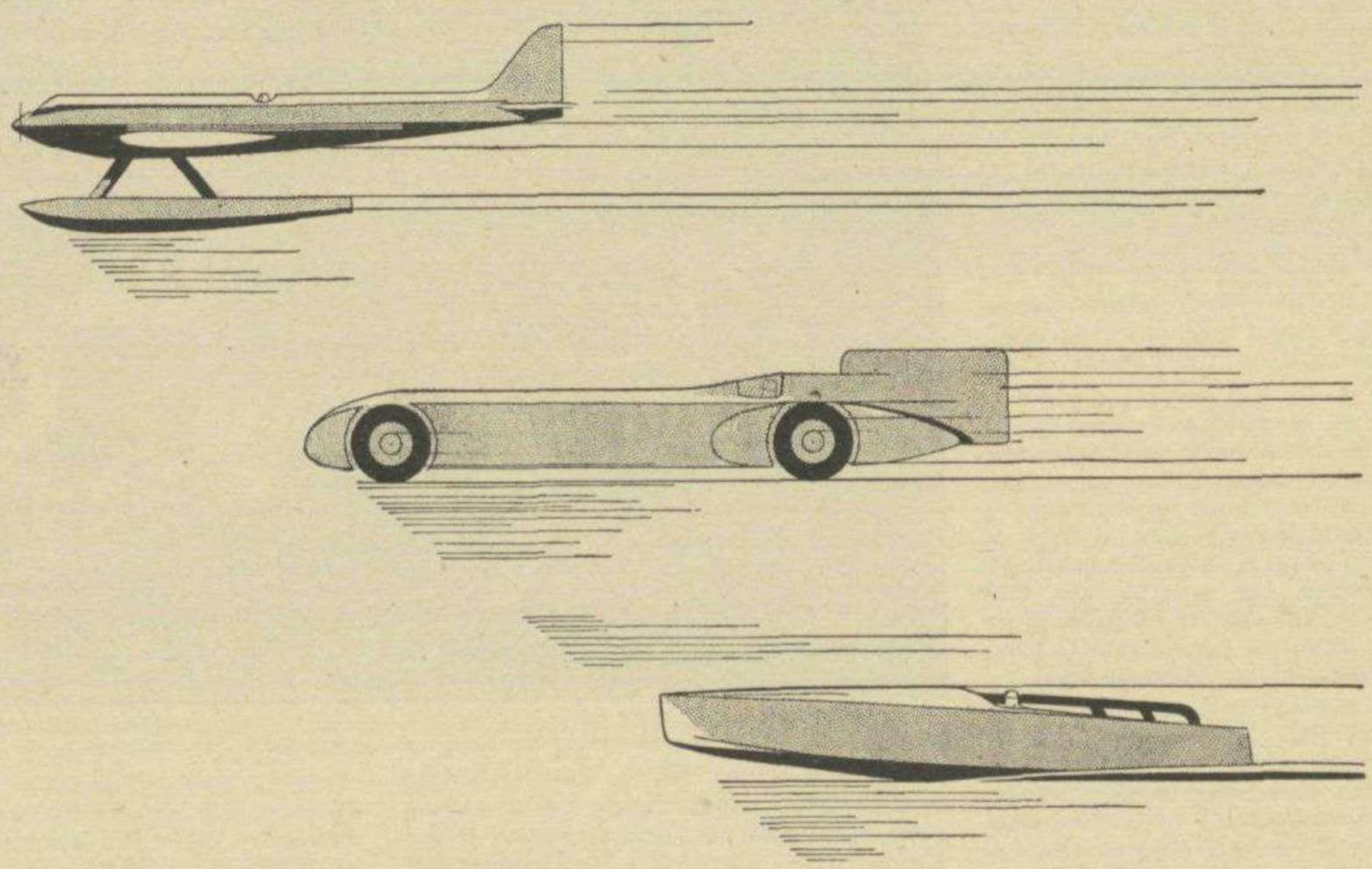
The two-bearing crank-shaft was the impediment to still higher powers, so during the past winter a three-bearing shaft was installed. Practising at Shelsley, the Appleton Special was amongst the three or four fastest, and even in the wet the car got up in 45⅗ seconds, fastest in the 1,100 c.c. class. At Whitsun, Appleton won a long handicap at Brooklands, and has equalled the 1,100 c.c. Mountain Record. At Donington the (unofficial) 1,100 c.c. record also stands to his credit, a circuit with a speed of 68 m.p.h. Carburetion is still a little tricky, and at Lewes the car refused to fire on all four, but Appleton is confident that when the benefit of the mixture problem is solved the car will be even faster and better than at present.

Now for some details of this beautifully made Special. All that remains of the Riley engine is the cylinder-block-cum-crankcase, and even this is modified. The cylinder-head is cast in aluminium bronze and was designed by A. F. Ashby, the Hendon Riley specialist. The valves are operated by very light rockers, which work on needle roller-bearings, and are so short that the springs close up solid when fully compressed, effectively preventing valve bounce. 14 mm. plugs are used inclined at an angle to the cylinder and firing through masked openings. The supercharger is a large Zoller, chain-driven from the front of the engine and supported on a skeleton cross-member. It draws its mixture from a truly enormous S.U. carburetter, and delivers it to the engine through a short length of Clayton Still tubing, which acts as an intercooler, at a pressure of 25 lb. The compression ratio incidentally is 6¾



Flexible oil pipes to the junction box in front of the cylinder block make the Appleton Special engine look rather complicated. The short pipes above the exhaust pipes are for injecting water when the engine is running on the bench.

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AN INDIVIDUAL RACING CAR—continued

to 1. When a supercharger was first applied to the engine, trouble was experienced through the mixture piling up at the end of the induction pipe and sooting the plug in the rear cylinder, but this has now been overcome, by having an adjustable extension beyond the rear inlet branch.

Some very delicate work was needed to fit an additional bearing in the centre of the crank-case, while the construction of the crank-shaft must for the present remain a secret. We can however reveal that the centre journal is of exceptional size, so much so that it serves as the central (and sole) flywheel. The main bearing in which it rotates is faced with a special type of bearing metal to withstand the high rubbing speeds set up.

The pistons are Hepolite pot-type, with light alloy H section connecting rods. Cooling and lubrication are two of the greatest problems on a small racing engine. A specially made water-pump with toothed impellors feeds two-thirds of the supply to the rear of the cylinder head. The remainder goes into the exhaust side of the cylinder-block, shooting up through small holes into the head, where it impinges on the exhaust-valve seatings.

The oil pump is mounted externally on the side of the crankshaft, and forces the oil through two cleaners and an air-cooler, a miniature radiator built up with copper tubes, to a distribution box at the front of the engine. The oil is fed to the bearings, the rocker boxes, the supercharger and other parts through external flexible pipes and as the normal oil pressure is 140 lb., there is no difficulty in detecting leaks.

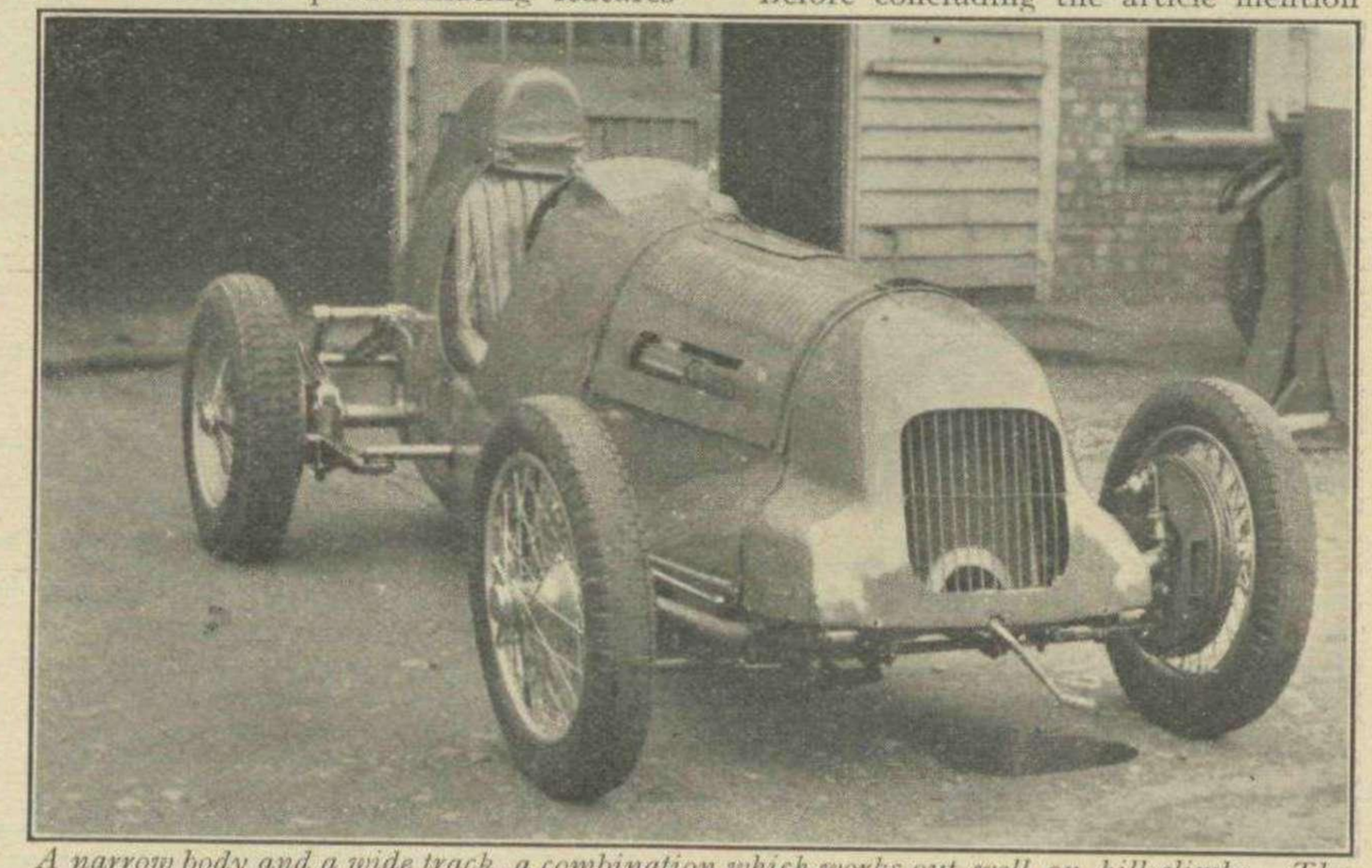
With the two-bearing crank-shaft the engine developed 129 h.p. at 5,800 r.p.m.; unfortunately no figures are available with the three-bearing crank. The latter component is warranted safe up to 13,000 r.p.m., and the connecting rods to 11,500 r.p.m., but the pistons are not yet suitable for these exalted regions. 8,000 r.p.m. is the present maximum, and at this speed everything seems quite happy.

An E.N.V. self-changing gear-box is bolted to the back of the engine, and a long selector-lever working in a central quadrant comes up between the driver's legs.

The back and front axles are from the original Maserati, and have cable brakes with bicycle-chain compensators, the balance between those on either side of the car being maintained by means of a miniature differential. Radius rods are fitted to the front axle.

The side-members are also Maserati, but drilled and lightened so that the famous "Fratelli" would certainly never recognise them. No fewer than seven cross-members are fitted, not including the light one which supports the blower. The aim has been to get the portion of the chassis from the front dumb-irons to the gear-box as rigid as possible, with a little whip further aft to aid road holding, and particularly stout-looking braced box members are used in front and behind the engine. In spite of all this the chassis only weighs 102 lb.

Weight-saving and fine workmanship are in fact the predominating features of the chassis, the drilling and lightening of side-members and cross-members being carried out with skill and artistry. Rolls-Royce light alloys are used wherever possible, and the front shock-absorbers weigh only 2½ lb. each. Even the pedals are made of light alloy, while the driving seat is made of riveted sheets of duralimin, following aeroplane practice. The car complete with fuel weighs just 14½ cwt.



A narrow body and a wide track, a combination which works out well on hill-climbs. The under-shield has been removed to get at the oil-coolers.

Great care has been taken with the streamlining of the body, and even the filler caps are enclosed. Lids secured with spring catches give access to the plugs and the 2-gallon auxiliary oil-tank, which feeds the crank-case by means of a float-controlled needle valve. The fuel tank holds 20 gallons and has an eight-inch quick-filling cap. This is reached by swinging aside part of the fairing behind the driver's head. The fuel consumption works out at 4 to 6 m.p.g. now that a fairly low back-axle ratio is fitted, 4.9 on Shelsley and 4.2 for Donington.

The car is painted dark blue and front-axle and other chassis parts are highly polished, a turn-out which does justice to the skilful design and beautiful finish of the parts beneath the bonnet. The total cost of the car during its 2½ years of development has been £1,200, which included a good deal of material made up and discarded as unsuitable.

Before concluding the article mention must be made of another Appleton production, the Appleton Riley, which was driven by Llewellyn Appleton, R. J. W.'s brother, at Shelsley. In the Shelsley tradition this has the front half of an Amilcar chassis, welded to the rear end of a G.N., with the usual all-chain transmission. The engine is a four-cylinder Riley brought from the local scrap-yard, bored out to take a racing crank-shaft and with the compression raised to 14 to 1. A Singer radiator is used with a water-pump from a Standard, Austin steering and non-standard components. Pertinent figures are that the outfit weighs 8 cwt., does 99 on the road, and costs complete with trailer £60. While not attempting to compete with the Special, the Appleton Riley shows what can be done for a small amount by a knowledgeable owner.

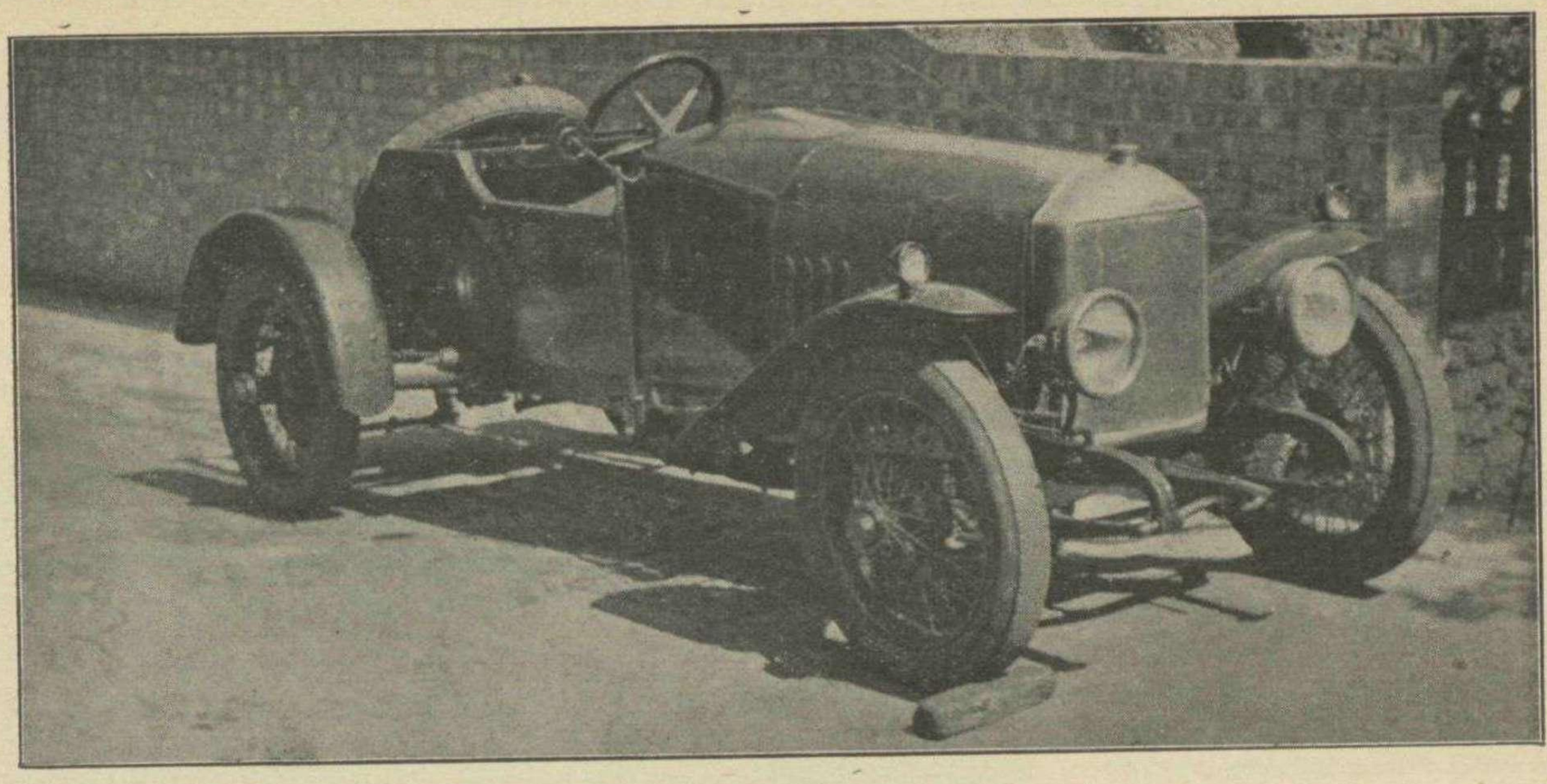
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The 1914 S.A.V.A. which Baladeur discusses in the accompanying article.

VETERAN TYPES AT ASTON CLINTON

By
BALADEUR

It is nearly six years now since there appeared in this journal an article entitled "Where are the Veterans?" We pledged ourselves at that time to seek out the ancient champions of the road which might still be running and to describe their prowess in these columns. Since then a procession of motor cars of the heroic age has passed in review across these pages, and perhaps the account of them has given some pleasure to the readers of MOTOR SPORT who are thrilled by survivals from the Golden Age.

Unfortunately these efforts to save the old and mighty from oblivion had no measure of permanence. Even the author himself having flashed the floodlight of publicity on the ancients, has found that they have passed all too quickly from his ken, out again into the outer darkness. The inception of our taste corresponded fairly exactly with the formation of the Veteran Car Club, which has united the really old cars and inspired their owners with a true enthusiasm. This club originally selected 1904 as the latest date of manufacture which conferred eligibility for the activities which it organised. For half-a-dozen years this date has remained unaltered, and rightly or wrongly, other cars, young only by comparison, are apparently to be excluded permanently from its rallies. It seemed the gravest pity that no provision was made for the cars of the period from 1904 at least until the outbreak of the war.

At last, however, this gap has been filled, by the Vintage Sports Car Club. This club, it is true, is not exclusively for the real ancients, for an age limit of five years is its main criterion. It has, however, set out to encourage the truly veteran sports car, and in this it fulfils a really deserving purpose.

The club's speed trials, organised last month, at Aston Clinton, included nothing less than a class for pre-1914 cars. The field, it must be admitted, was not enormous. There were but five entries, and one of these, the vice-president's 1910 Fafnir was unfortunately a non-starter. Of the others, one was the monster 1908 Grand Prix type Itala, which we described in MOTOR SPORT of February 1935, and another that mechanical curiosity the 1,500 c.c. single-cylinder Sizaire-Naudin which figured in these pages last August. The others were a 1914 3-litre S.A.V.A., a marque which I may perhaps be permitted to doubt is so much as known to some of my readers, and a 1907 7½-litre Renault, which name at least is still familiar to the motoring world.

This Renault was mightily impressive as it thundered up to its place at the start. Do you remember that giant red racer (national colours were not *de rigueur* then), with which Szisz won the first Grand Prix at Le Mans in 1906? It seemed that here we had a replica of it, on perhaps a slightly smaller scale. There was the same familiar Renault bonnet, but with wire netting replacing the usual metal sheets for its front and sides so that the machinery within was refreshingly visible. It is a feature incidentally which somewhat stultifies Louis Renault's old argument that having the radiator behind the engine prevented dust-laden air being drawn straight into the cylinders via the carburetter, but it looks magnificent. Through the wire-netting one catches a glimpse of the big 4-cylinder engine. Its bore is known to be 130 mm., its stroke is uncertain. According, however, to my "Catalogue des Catalogues," that amazing volume which gives details of French cars back till the days of the Flood, the Renault type AI series B and D, made from 1906 till 1910 had a bore and stroke of 130 x 140 mm.; and this, I take it is the type in question, in which case I calculate that the capacity is 7,433 c.c.

These massive cylinders are cast in pairs, with the valves, in correct Renault style at the sides. In front, driven by a cross shaft is the high-tension magneto. When one looks at the near side of the engine, however, one gets rather a start from the sight of a perfectly good S.U. down-draught carburetter, with its inlet manifold in the best nickel plating. This, one need hardly explain, is a modification carried out by the present owner, who found that the original carburetter made starting almost impossible and did not provide very satisfactory running. The original throttle pedal, too, gave only two positions—flat out or stop—and has been replaced by one from a Speed Six Bentley, which looks a trifle incongruous projecting from the floorboards. It is, however, the only touch of modernity in the cockpit. Behind a low dash the steering column, devoid of all support, is raked back at a sharp angle and the wheel comes comfortably into the lap of the driver who sits but little above the level of the floor.

The engine drives to a 4-speed gearbox and thence to a live rear-axle, for Louis Renault could never abide chains. The gear ratios are 7,6, 4.3, 2.75 and 1.5 to 1 There are the familiar big wooden wheels, fitted with those detachable rims which almost more than anything else won that first Grand Prix for Szisz.

This car has had rather an extraordinary history, for it spent some part of its life in America, and still carries its New York licence plaque on its scuttle. But it came back again to Europe if not to its native France, and nearly thirty years after it first took the road paraded at Aston Clinton to take part in a quarter-mile standing-start sprint.

VETERAN TYPES AT ASTON CLINTON—continued

The S.A.V.A., though only seven years younger than the Renault, gives the impression that it belongs to a different age. It is in fact typical of the light sports car of the immediate pre-war period, a type which is perhaps best known from the Alfonso Hispano-Suiza. I wish that I could claim a greater acquaintance with this Antwerp production. The initials of its name stand, I believe, for the Société Anonyme des Voitures (or is it Voiturettes ?) Anversoise. The marque was, I think, tolerably well-known in England before the entry of a car in the 1914 Tourist Trophy brought it more prominently before the notice of the motoring world. There are, however, a number of rather mysterious and uncertain points about this particular car which ran at Aston Clinton. Even its bore and stroke are not known with any degree of certainty. Its capacity is believed to be approximately 3 litres, and from an outward glance the engine certainly gives this impression. Now there was in 1914 a standard model S.A.V.A. with a bore and stroke of 82 x 140 m.m, which gives a capacity of 2,958 c.c. The owner of the car in question, however, considers that its bore is 84 mm., and has gone so far as to license it on this assumption. Moreover the standard model seems undoubtedly to have had push-rod operated overhead inlet valves and side exhaust valves. This engine, on the contrary, while boasting the most delightful bellied push-rods, has the exhaust valves overhead and the inlets at the side. This method obviously has much to be said for it from the point of view of keeping the exhaust valves cool, and indeed I believe that the prevalence of "I over E" and the rarity of "E over I" is solely due to the fact that the former was a survival of the earlier practice of a side exhaust valve with an automatic inlet valve mounted directly above it in the pocket. Obviously when you had only got to operate one valve mechanically you put that one with its butt end nearest the crankshaft.

Be that as it may. the arrangement of the valves on this S.A.V.A. is not the standard one, and is the same as that used on the T.T. car. Nevertheless I do not think that this was the car which ran in the Isle of Man. The chassis appears to be too long, and besides I think I know where the actual T.T. racer is. At the same time I incline to the view that this car is fitted with a T.T. type engine. In the crankcase there is a large inspection door, through which one can see the beautiful tubular connecting rods which rather suggest the racing engine of the day, as does the Bosch dual ignition. Both the owner and I wish that we knew rather more about the S.A.V.A., and we should both be grateful if any other reader of MOTOR SPORT could shed a little light on our darkness.

The veteran class was scheduled to be run off after the younger cars had had their fling, and the time of their starting was further delayed by a tropical thunderstorm. When at last their turn came, four aged engines responded to the efforts of their crews on the starting handles, and one by one they thundered off over the standing start ¼-mile. The resulting times were as follows :—

RESULT

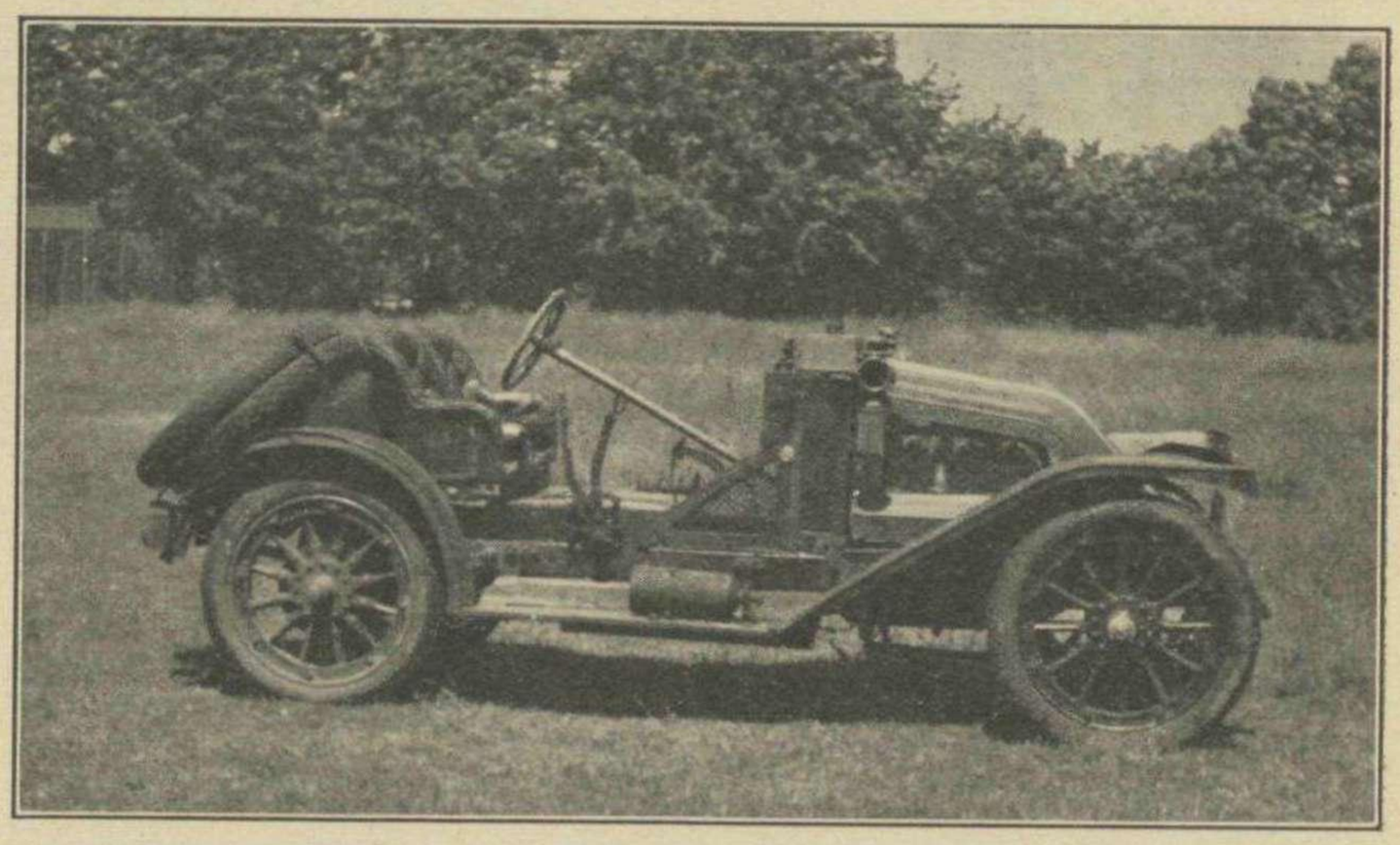
J. S. Pole (1908 12-litre Itala) 23.6s.
M. Chambers (1907 7½-litre Renault) 30.7s.
A. Birks (1914 3-litre S.A.V.A.) 31.3s.
E. K. H. Karslake (1908 1,500 c.c. Sizaire-Naudin) 45.7s.

The club, however, had derived an ingenious formula on which to base the result, and into which entered the age, weight and engine size of the cars. Perhaps this somewhat penalised the larger engines, for on formula the Sizaire-Naudin came out first, with the S.A.V.A. second, the Renault third and the Itala fourth—a case of the last being first and the first last with a vengeance.

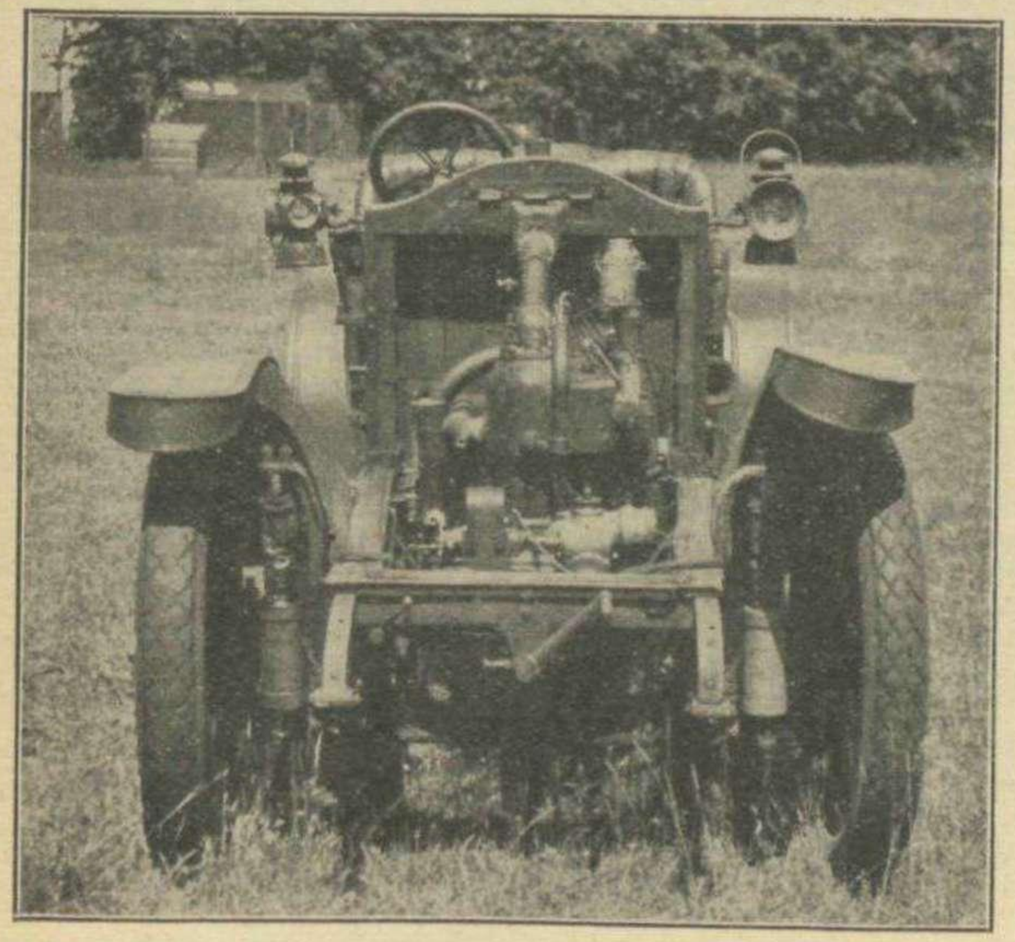
Be that as it may, the Vintage Sports Car Club, in organising this event, has made a good start. The moving spirits behind it, however, will not be satisfied until they can unite a much more representative field in the veteran class in future speed trials. The Fafnir will appear as soon as the overhaul which it is at present undergoing is completed. But there are various other motor cars which it is hoped can be persuaded to take part. There is another S.A.V.A., the actual one I believe, which took part in the 1914 T.T., and I think that the 1914 Grand Prix Opel which we described in MOTOR SPORT in December 1931 is now in the same ownership. The 1914 Tourist Trophy might be well represented, for I believe that the Sunbeam, which was probably the actual winner, and which we described in November 1930 is still going, and although I have lost sight of it since it figured in MOTOR SPORT in May 1931 the Humber should still be somewhere about. 1914 cars, having been comparatively little used during the war period, which immediately succeeded their construction, have a special category and the club already boasts the membership of the famous Bugatti "Black Bess."

Going further back there is the giant Gordon Bennett Napier of 1903, which

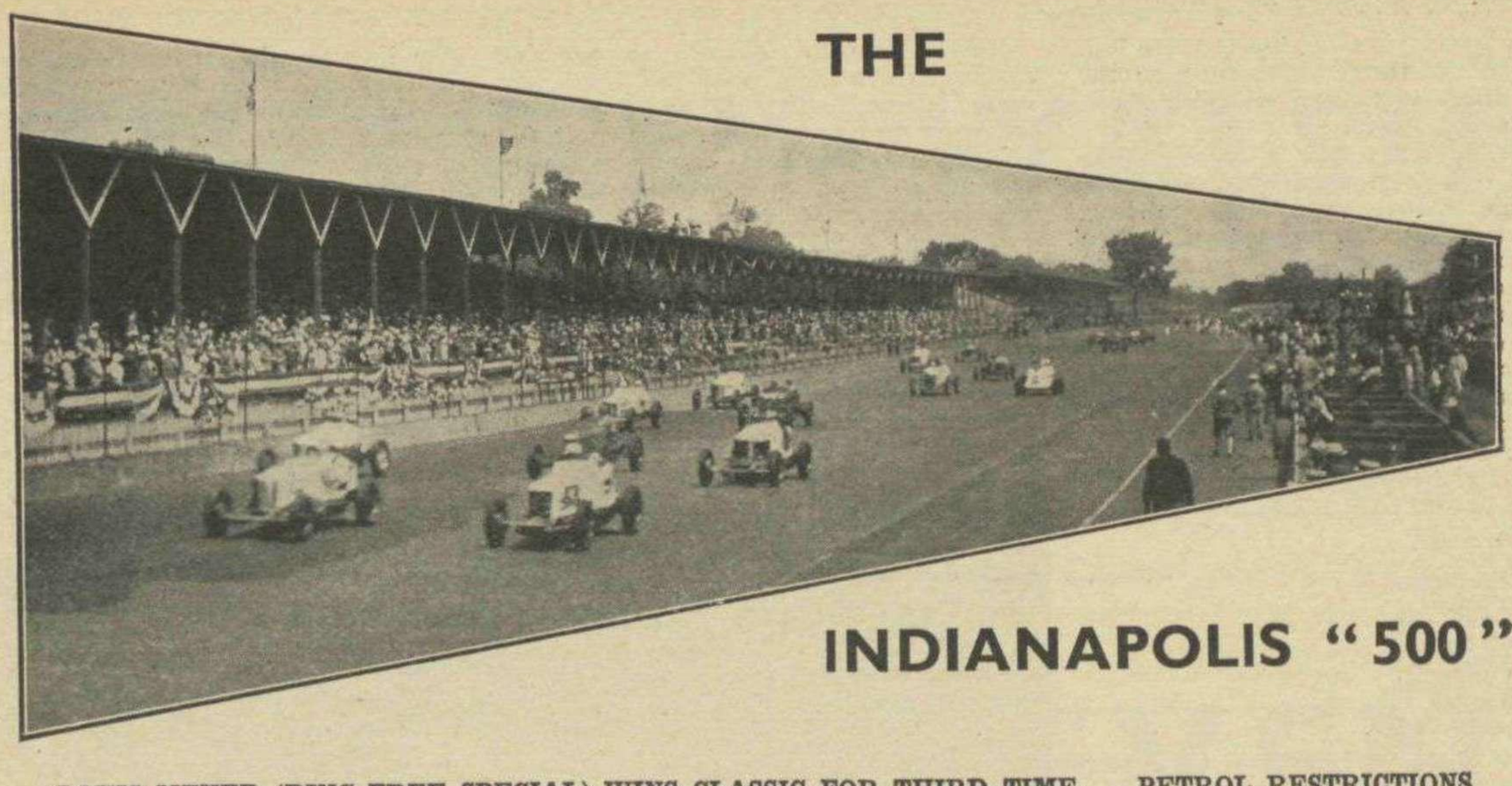
Continued on page **355**



Mr. Chambers' Renault still-retains that road using look. A curious feature is that the front wheels are bigger than the rear ones, the diameter including tyres being 37 inches.



The Renault from the front. Points to notice are the hydraulic shock-absorbers (in 1907 !). Magneto (left) and contact breaker (right) in front of the engine, also the original carburetter with water gasket inlet manifold low down on the off side.



THE INDIANAPOLIS "500"

LOUIS MEYER (RING-FREE SPECIAL) WINS CLASSIC FOR THIRD TIME. PETROL RESTRICTIONS SLOW DOWN RACING AND GIVE TAME FINISHES

With the lifting of the ban on superchargers and the spending of some $100,000 on improvements to the track, it was generally expected that this year's "Five-century Gasoline Derby" would be won at a record speed. However, what was not generally expected was that the winner would be someone who had received the chequered flag on two previous occasions. By piloting his "Ring-free Piston Special" across the line in 4 hrs. 35 mins. 3 secs. at an average of 109.069 for the 500 miles, Louis Meyer, not only beat last year's record speed of 106.24 but became the first three-time winner in the history of Indianapolis—his previous victories being in 1928 and 1933.

From the time the gates opened at 6.15 in the morning, spectators poured into the grounds, until eventually a record crowd estimated as varying from 165,000 to 180,000 was packed around the 2½-mile track—though one is apt to be rather dubious as to the whereabouts of such a large number! Old timers amongst the customers noticed at once great improvements carried out since last year's race—all four corners resurfaced with concrete, retaining walls strengthened and heightened and a safety apron of dirt provided on the inside of the corners, to which drivers could take in cases of emergency—the latter an innovation which proved its worth a score of times during the course of the race. In order to keep the speed to a safe rate, and to counteract, as it were, these improvements, last year's petrol limit was reduced even further to 37½ gallons per car.

This certainly had the desired effect as at the end of the race most of the field slowed and the event developed more into an economy contest than a race against time. What it did not budget for however, was the addition of a considerable number of words to the English language, coined by the drivers when they found their cars were doing less than the required 13½ m.p.h.

The usual musical comedy parade of a thousand bandsman over, various fireworks exploded and a flight of birds sent heavenwards, the cars were wheeled into their respective starting positions and the serious business of the day started. By virtue of qualifying at the highest speed of 119.6, Rex Mays held the pole position in the first row, alongside him being Babe Stapp and Chet Miller, who had qualified at 118.9 and 117.6 respectively. Behind them in ten more rows, positioned according to their qualifying speeds, glistened another thirty machines, some new, some old—mostly the latter—and nearly all plastered with chromium plating and advertisements for commodities varying from piston rings and trailers to chewing gum.

At 10 a.m. sharp, the pacemaking car, driven by Tommy Milton, old-timer and two-time winner, set off on its pacing lap, followed by the field of thirty-three—actually it was only thirty-two, as "Wild" Bill Cummings, unable to get his clutch to work properly, drew into the pits. In what seemed a very short space of time a muffled roar and a clatter, such as only eighteen thousand clearances can make, heralded the approach of the pack, who crossed the starting line at approximately 70 m.p.h.

Right from the start Rex Mays leapt into the lead—taking advantage of his pole position—and at 10 laps had set up a new record of 117.7 gaining an advantage of 11 seconds over the second man, Babe Stapp. On his next lap however, a stop at the pits to adjust a faulty throttle control let Stapp into the lead.

In the meantime trouble had come the way of other drivers. Fred Frame, 1932 winner, retired with a broken spring on the fourth lap. The following lap Deacon Litz gave the crowd a thrill by hitting the wall on the south-west turn and but for the track improvement would undoubtedly have gone for one of those little trips into the fields beyond. On the 13th lap Seymour retired with a slipping clutch.

At 20 laps Stapp still led, at the record speed of 116.1, with Wilbur Shaw a very close second and Chet Gardner third. For the next 20 laps the first two had a real dog-fight for the lead, until the 40th lap, when Shaw passed Stapp—who, incidentally was driving Shaw's last year's car— and went out in front, to stay there for the next 100 miles. Shaw's speed at 40 laps was 115.7.

Casualties continued. Jimmy Snyder was out on the 20th lap with an oil pump which refused to produce any pressure. Both Ardinger and Chet Gardner retired on the 37th lap with clutch trouble.

The new dirt aprons had already proved their value, being used a number of times—notably on the 26th and 41st laps. In the first case Tomei and Williams had an argument as to the right of way in the south-west corner and both took to the dirt. In the other case, Stapp, finding himself approaching a traffic jam in the south-east corner at an unpleasantly high speed, in order to avoid a first-class pile-up, dived down on to the dirt and put in a few hectic moments, but managed to continue without hitting anything. Two laps later, Tomei's engine came adrift, forcing him to retire and Frank McGurk got into a bad spin, when forced on to the dirt, continuing only to give up a little later with engine trouble.

By the 60th lap Shaw had increased his lead over Stapp to about half a lap and Cantlon worked his way into third position. A few laps later Mauri Rose, in his Four-Wheel-Drive Special, gave the crowd a thrill by trying to climb the retaining wall on the N.W. turn: a particularly fine piece of driving, however, brought the car back under control and Rose continued without damage. Next lap Billy Winn who was lying fourth, made ominous noises coming up the back stretch and stopped to retire with a broken crankshaft.

Shaw still led at 80 laps—having earned some $1,800 in lap money—with Stapp,

THE INDIANAPOLIS "500"—continued

despite a quick pit stop, hard on his tail. Ted Horn had come right through the field to displace Cantlon for third place. Shaw's speed 114.5.

In the next few laps a big shake-up occurred. Shaw stopped for five minutes to fix his bonnet and scuttle cowling, loosened by internal wind pressure, caused by the new stream-lining on his car. Stapp moved into first place only to lose it almost immediately, when a broken rear axle forced him to retire on the 88th lap. Thus Louis Meyer, who had obviously been playing a waiting game, came right through from seventh position to the lead, with Hartz and Cantlon second and third respectively. These were the positions at 100 laps, the half-way mark.

1. Louis Meyer.
2. Ted Horn.
3. Shorty Cantlon.
4. Chet Miller.
5. Floyd Roberts.
6. Mauri Rose.
7. Al Miller.
8. Doc MacKenzie.
9. Ray Pixley.
10. Harry MacQuinn.

By now it was obvious that the faster cars were going to find it extremely difficult to regain their lost positions. Mays and Shaw were doing some very rapid motoring in the background, to make up for their pit stops, but the pace was so terrific and they had lost so much time, that they seemed unable to make any impression.

Deacon Litz and Cliff Bergere went out on the 108th and 115th laps respectively with engine trouble and Lou Moore, running out of fuel on the 116th had to push his car to the pits for further supplies —all of which led to a grand argument with the stewards, who penalized him one lap.

On the 118th lap occurred the only accident of the day (surely a record). Al Miller, coming down the Home Straight, brought the crowd in the grandstands to their feet when a vital part of his steering broke. The machine immediately went out of control, spinning round as the front wheels spread. Hitting the inside guard-rail a terrific smack it came to a stop, with a piece of the rail sticking through its bonnet. The force of the impact hurled Miller out of the car, across the track, fracturing the upper part of his left leg. His mechanic remained in the car, unhurt. As it happened Miller lost a portion of this leg in a motor-cycle accident several years ago, so this accident merely broke his "wooden leg." Fortunately there were no other cars near at the time or a major crash might have resulted, as the home stretch is one of the narrowest portions of the track.

Immediately the yellow lights came on, slowing the race to about 70 m.p.h. the drivers maintaining their positions, whilst the wrecked car was removed from the track.

There was no change in position amongst the leaders, until the 150th lap, when Meyer made a 43-second pit stop for fuel. 10 laps later he was back in the lead again, with Horn, driving a steady race, and Rose still second and third respectively.

Mays and Shaw were still making frantic efforts to catch the leaders, but further pit stops delayed them more. Mays had managed to get back to sixth position, but Shaw was a long way behind. Kelly Petillo, last year's winner, took over Doc MacKenzie's car and by virtue of a standing lap of 116 m.p.h. and some other fast motoring, moved up from ninth to sixth place.

About this time the fuel restriction began to have its effect. With one or two exceptions the cars were obviously slowing down to save their petrol, and the race lost a great deal of its interest. Meyer, in the lead slowed to about 95 m.p.h. The first unfortunate to run out was Frank Brisko at the 179th lap. Floyd Roberts followed at 182 laps, Lou Moore at 185 and the bad luck that had dogged Mays all day finally overtook him, when he lay fifth, as he cruised into the pits with an empty tank, only nine laps short of his goal. Two laps later Shorty Cantlon, lying third and in a position to collect some good prize money, exhausted his supply and was out of the race ; the same reason also eliminating Merril Williams a lap later.

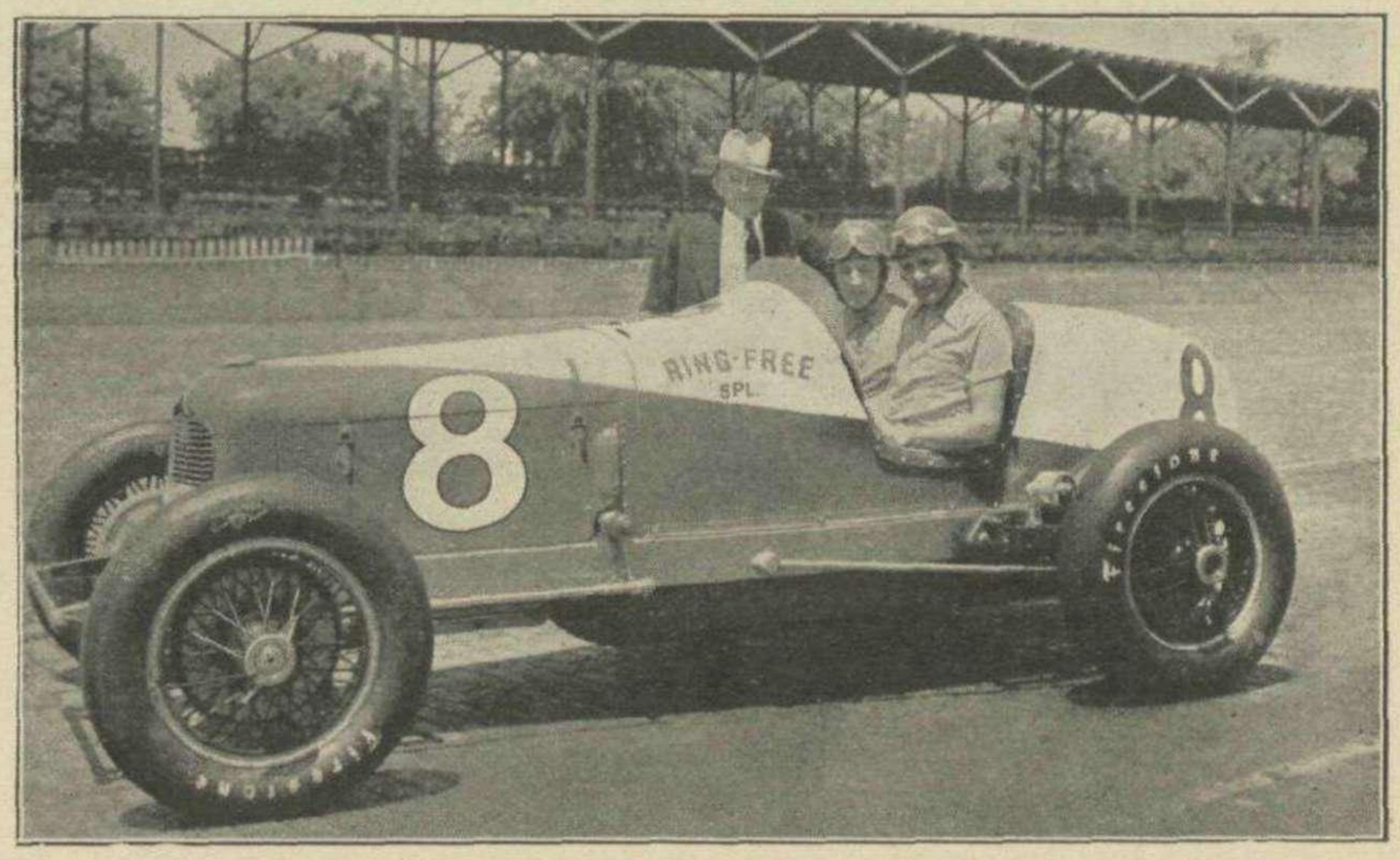
As a result of these eliminations, Rose moved back into third position and Petillo came up to fourth. In the meantime Meyer putting on a spurt, had crossed the line to win at the record speed of 109.069, with his tank practically dry. Ted Horn was the next to receive the chequered flag, taking second place at 108.17 m.p.h., followed by Mauri Rose, third, and Kelly Petillo, fourth. However, owing to a mistake which occurred when the yellow lights were on, Rose had been credited with one lap too many and at the final re-check he was placed fourth, Petillo moving up to third position.

Particularly unfortunate was poor Harry MacQuinn, who, with an old car and one obviously slower than the rest, had managed to keep in the first ten for the last half of the race, only to run out of petrol within half a mile of the finish. Pushing not being allowed he was eliminated and unable to claim what would have been his just reward. We hope he was included in the consolation prizes.

The following is a list of the first ten across the line.

RESULT

1. Louis Meyer (Ring-Free Special) 109.069 m.p.h. $33,500.
2. Ted Horn (Hartz Special) 108.170 m.p.h. $13,825.
3. Doc MacKenzie (Gilmore Speedway Special) 107.460 m.p.h. $6,900.
4. Mauri Rose (F.W.D. Special) 107.272 m.p.h. $4,000.
5. Chet Miller (Boyle Products Special) 106.919 m.p.h. $3,600.
6. Ray Pixley (Fink Auto Special) 105.253 m.p.h. $2,275.
7. Wilbur Shaw (Gilmore Special) 104.233 m.p.h $3,650.
8. George Barringer (Kennedy Tank Special) 102.630 m.p.h. $1,650.
9. Zeke Meyer (Boyle Products Special) 101.331 m.p.h. $1,550.
10. George Connor (Marks-Miller Special) 98.931 m.p.h. $1,425.



Louis Meyer, three times winner of the Indianapolis 500-mile race and his Ring-Free Special. The name disguises a four-cylinder Miller.

VETERAN TYPES AT ASTON CLINTON—continued from page 353

has taken part in various events organised by the Veteran Car Club, and another famous motor-car, the Grand Prix Lorraine-Dietrich "Vieux Charles III," which when it was built in 1912 was already a survival from an earlier age. Then there must even now be a few giant Mercédès left—we have described a 1903 "Sixty" and a 1913 "Ninety" in MOTOR SPORT and an Alfonso Hispano or two. Those who own and appreciate these grand survivals should rally round to the Vintage Sports Club Car, whose hon. secrtary is Mr. E. T. Lewis of 31, Rusland Road, Harrow. If only they will we shall yet see a meeting where there will be portrayed the pageant of the pre-war days from the town-to-town races to that last and most dramatic Grand Prix at Lyon of the summer of 1914.

SHELSLEY WALSH

International Hill Climb, June 6, 1936

★ ★ ★

The

AUSTIN SEVEN

secured

NEW 750 c.c. RECORD

and

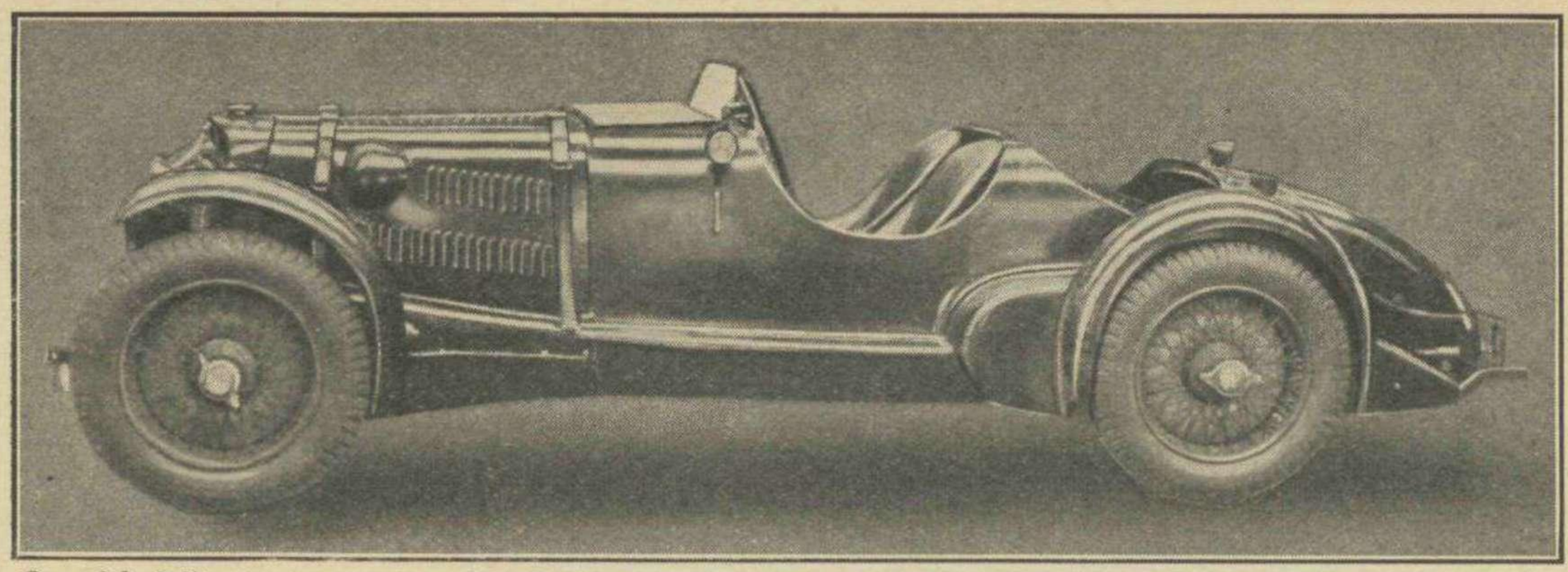
TEAM TROPHY

making 2nd, 3rd, 4th and 5th

FASTEST TIME

(Subject to official confirmation)

THE AUSTIN MOTOR COMPANY, LTD., LONGBRIDGE, BIRMINGHAM



One of the 2-litre team cars prepared for Le Mans. The two rear seats are normally covered by a flush-fitting flag, giving sweeping lines very similar to those of the Ulster two-seater.

A 2-LITRE ASTON-MARTIN

STRIKING NEW SUPER-SPORTS MODEL WHICH SHOULD GIVE SPEED OF 110 M.P.H. IN LE MANS TRIM

Persistent rumours of a larger Aston-Martin took concrete form with the announcement in April of a 2-litre model. The first cars of the new type were prepared for the postponed Le Mans race last month, and should have given an excellent account of themselves. The new cars will be available either with an 8 ft. 6 in. chassis, intended only for two-seater or racing four-seater coach-work, or with a 10 ft. chassis, which will provide room for normal four-seater or closed bodies. The standard and the Ulster 1½-litre models will he continued without alteration.

The engine is a four-cylinder, with bore and stroke 78 mm. and 102 mm., giving a capacity of 1,950 c.c. It follows the same general lines as that of the smaller power-unit, with the cylinder-block and crank-case cast as a single unit, and special ample water-spacing between the cylinders, very necessary with a 2-litre developing close on 100 b.h.p.

The single overhead camshaft is chain-driven from the front end of the engine, the reduction being effected by a train of gears and a counter-shaft running on ball-bearings. The valves are operated by fingers with eccentrically mounted pivots, the rotation of these giving the adjustment for valve clearance. The inlet valves are larger than the exhaust valves, and the sparking plugs are fitted on the exhaust side of the head. The carburetters are on the near side of the engine and the exhaust manifold on the off side, the opposite arrangement to that used on the 1½-litre engine.

Two horizontal S.U. carburetters are used as standard practice, but four could be fitted if required. They are fed by means of two S.U. petrol pumps, one of these operating on the main supply of 12 gallons, and the second being switched on to draw the last 3 gallons from the rear tank. A vertical Scintilla magneto is mounted at the front of the engine, and the dynamo is driven off the timing gears and carried in readily detachable metal straps. The starter motor is of the usual type, flange mounted in the flywheel housing, and the battery is carried in front of the dash.

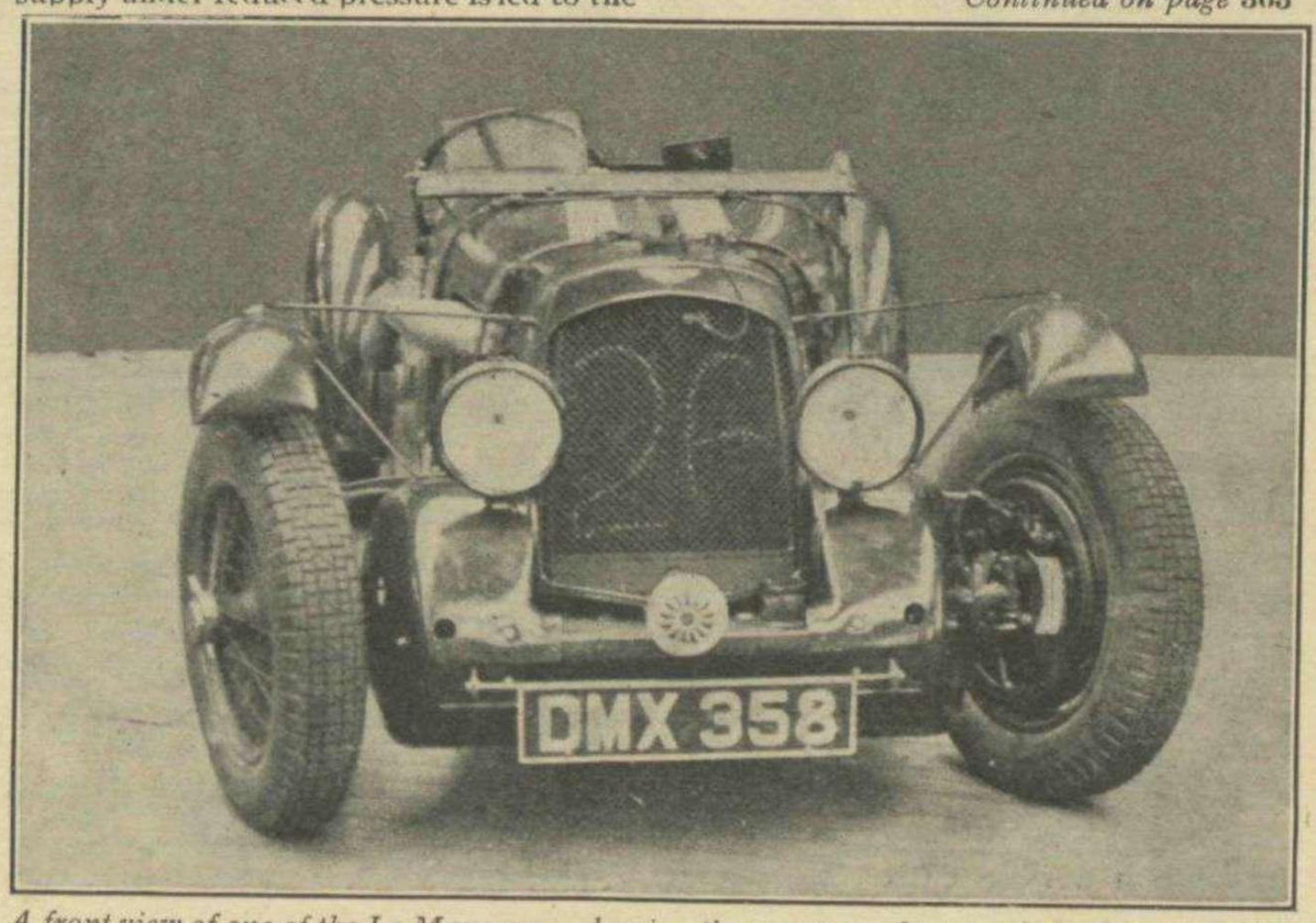
The crank-shaft is nitralloy hardened, fitted with balance weights and is safe up to 6,000 r.p.m. Being hollow there is no risk of failure of the oil supply to the three main bearings and the crank-pins. The light alloy connecting rods run direct on these, while the gudgeon pins float in the pistons and the small ends, being retained by circlips.

Needless to say, dry-sump lubrication is a feature of the 2-litre. Two oil pumps are mounted externally at the front of the engine, the larger one scavenging the sump, and returning it to a 2-gallon tank mounted between the front dumb-irons. The smaller one forces cool oil through a disc-type pressure filter, which is kept constantly cleaned by being connected to the brake pedal. Thence the main supply passes to the bearings and a further supply under reduced pressure is led to the camshafts where drilled passages feed it to the cam-faces and other vital spots.

The engine temperature is controlled by means of a thermostat in the lower water connection. The cylinder-block is cooled by thermo-syphon, the full stream from the water-pump being directed into the cylinder-head. A carbon packing gland is used on the pump, ensuring no-trouble service without any attention from the owner.

The gear-box is mounted in unit with the engine, and the power is transmitted through a Borg and Beck single-plate clutch. The casing, the shafts, and the gears themselves are all exceptionally robust, and all bearings are either ball or roller. Straight pinions are employed for all gears, the overall ratio with the standard back-axle being 4.4, 6.11, 8.33 and 11.38 to 1. Speeds on the gears at 5,500 r.p.m. are 104 m.p.h., 76 m.p.h.,

Continued on page 363



A front view of one of the Le Mans cars, showing the enormous drums of the hydraulically operated brakes.

Club News

SCOTTISH SPORTING CAR CLUB

The Team Trial must be written down as a very successful event. That something like a hundred officials gave their services suggests it from the start.

Dry weather robbed the hills of their possibilities. Bodesbeck stopped two cars, both Singers.

In a sporting farmer's farmland was found a hill that put back two of the teams, when N. W. Gibson's M.G. tore out a fuel line against a boulder and J. Clough's Talbot came to a standstill. T. S. Weston's M.G. then got held up in a watersplash plentifully strewn with boulders. Ewesless Hill, with three hair-pins so acute that a couple of reverses at each were permissible to those who needed, stopped R. Lumby's Singer. W. R. L. Thorne, after a good climb of this hill, had to abandon his M.G. Magnette which was suddenly found minus a vital component in the rear axle.

Right at the finish the Cream Crackers M.G. team of blown M.G.s. and the S.S.C.C. team No. 1 comprising W. Keith Elliot (Riley) G. Murray Frame (Singer) and T. L. McDonald (Singer) were level and the spectators were enjoying themselves vividly. Then on the very last hill—The Mill—Murray Frame's Singer stopped; but so did Welch's M.G. So the result was based on times in the special driving test held in the Station Yard at Moffat, and when results were worked out the S.S.C.C. team gained the day by about 4 seconds.

RESULTS

R.S.A.C. Trophy : Scottish Sporting Car Club's Team No. 1: W. Keith Elliot (Riley), G. Murray Frame (Singer), T. L. McDonald (Singer). Time in driving test; 1m. 37s.

S.S.C.C. Award : Cream Crackers Team of supercharged M.G.s. Drivers: J. M. Toulmin, H. K. Crawford and L. A. Welch. Time in driving test: 1m. 41.8s.

NORTH-WEST LONDON M.C.

The Lawrence Cup Trial embraced the use of the War Department ground near Camberley, which is just another way of saying that it was a very strenuous event.

First however, the fifty-five competitors had two special tests to go through on Maidens Grove, the first, on a downhill section, resulting in twenty-one drivers gaining the maximum five marks. In the second test, held on an up-gradient, S. H. Allard's special V8-Ford, M. H. Lawson's Singer, H. W. Johnson's Singer and T. C. Wise's Ford V8 were the most impressive set of performers.

So to the special area, where as a start two cars came to rest on "Highlands." Forty-two drivers then lost marks on Block Hill, six because they made use of the heather at the side of the track proper, which naturally materially contributed to wheel-grip.

Two Ways Hill stopped eighteen cars and Tunnel Hill accounted for twenty-four, including Humphrey Symons in the "Sahara" Morris 25, Elsdon's M.G., and Peaty's Frazer-Nash with broken chain. On this latter hill Allard's V8, Warburton's Railton, Anthony's Aston-Martin and Mrs. Moss' Marendaz-Special were noteworthy.

Came the worst section of all, six Ford V8s, two old-school Bentleys, Wooding's A.C. Ace, a trio of Frazer-Nash B.M.W.s, The Railton, The Marendaz, a Frazer-Nash, McEvoy-Special, Aston-Martin, Singer and blown M.G. getting up both. Finally, Red Road, sandy, about 1 in 1. Allard, Wise, Warburton and Miss Goodban's high-geared B.M.W. did it; Chambers' old Bentley just failed.

RESULT

Lawrence Cup : S. H. Allard (Ford V8).
Ripley Trophy : M. H. Lawson (Singer).
Team Award : K. N. Hutchison, S. L. Chappell, S. H. Allard (Ford V8s.).
First-class Awards : C. M. Anthony (Aston-Martin) T. C. Wise (Ford V8).
Second-class Awards : C. A. H. Cann, K. N. Hutchison, F. Allott (Ford V8s.), N. V. Terry, Miss Goodban (Frazer-Nash-B.M.W.s.), G. Warburton (Railton), Mrs. A. E. Moss (Marendaz-Special), A. J. H. Bochaton (McEvoy-Special), C. D. Buckley (Austin), A. F. Easton (Singer).

ULSTER A.C.

The club's big event for June was the County Down road-race. The monthly review for June was devoted almost entirely to this race, descriptions of all the competing cars being given, together with a large map of the course, details of how best to view the race, etc. One commendable item was the following request, printed in heavy type:—"Try to recognise and applaud good cornering. Do not get carried away by the man who skids wildly and raises clouds of dust." We imagine that "carried away" was not meant in the truly literal sense! These Irish enthusiasts are commendably thorough. Eight new members were elected recently. Address: 65, Chichester Street, Belfast.

CREMIAN MOTOR CLUB

The Cremian Motor Club will stage speed trials at the well-known Howard Park venue at Aston-Clinton on July 19th. Members of the W.A.S.A., Kentish Border, Harrow and Vintage Sports Car Clubs have accepted invitations to compete. Particulars are available from the Hon. Sec.: Mr. A. A. Bolsom, 33, Heath Street, London, N.W.3. Telephone: Ham 1171-2.

GREAT WEST M.C.

A river day at Clifton Hampden is scheduled for July 12th, with a club night at "Woodhaw" on July 23rd. The "Exhaust" continues to be issued, and twenty new members have been enrolled of late. Hon. Sports and Trials Sec.: Paul Hardy, 33, Cypress Avenue, Whitton, Twickenham, Middx. Telephone Pop 3842.

KENTISH BORDER C.C.

A hill climb in Knat's Valley, near Farningham proved a popular fixture with members, although the hill used was hardly steep enough to constitute a freak gradient, yet was too steep to be of much interest as a speed climb, a shortcoming to some extent off-set by the introduction of an artificial S-bend.

Fastest time of all was established by A. J. G. Bochaton's McEvoy Special, in 21.4 seconds. E. G. Mobbs (Singer) won the under 1,100 c.c. class with an ascent in 25 seconds, beating F. Goodman's Singer by 4.8 seconds. Of the cars over 1,100 c.c. Bochaton took the honours, the runners-up being S. L. Chappell's V8 Ford, in 22.0 seconds, and H. E. Richard's centric-blown "P" Midget in 23.8 seconds.

BUGATTI OWNERS' CLUB

Unfortunately the speed hill climb scheduled for June 20th had to be cancelled, but a supper-dance will be held at the end of the month, and it is expected that a speed event will be held in August.

J.C.C.

A half-day trial was held by the S. Western Centre, starting from Bishop's Waltham, Hants. The worst hill was Oakshott, which failed eighteen cars.

Best Performance : F. L. Fox (M.G. Magnette).
First-Class Awards : L. K. Holdaway (Austin 7 sports) R. Bonner-Pink (M.G.).

MID-SURREY A.C.

That noted fixture the Grand Cup Trial resulted in A. C. Fairtlough's blown A.C. taking the Sopwith Cup, while V. H. Tuson's Fiat was runner-up. The team prize was won by Fairtlough's A.C., A. R. Samuel's West and Chittenden Lancia and R. A. de Y. Bateson's A.C.

As will be appreciated the atmosphere closely approached "varsity"!

GENERAL NOTES

I feel that there is no need to offer excuse for a belated reference to the "Edinburgh." The M.C.C.'s big Whitsuntide event, like all the M.C.C. trials, was extremely well organised, and it would perhaps, be as well if the smaller trials could be absorbed into an event of this nature, where expert organisation could cope with another hundred or more entries without distress.

Perhaps the Edinburgh is not quite such a holiday event as the Land's End, because going North competitors do not seem to mingle with the holiday road users to the same extent as in the West country at Easter, and certainly the hills and special tests are situated away from the populated roads But competitors who occupy the better part of Whitsun in this way do have a very worth-while sense of accomplishment, especially if they get back in time to be at Brooklands

CLUB NEWS—continued

on the Monday, their mileage in the three days totalling at the most conservative estimate, some 900 miles, given a London start. Incidentally, what a fine tribute to the dependability of modern cars—primarily sports cars of course—these M.C.C. holiday events are. Nowadays you enter, reserve rooms at Land's End or Edinburgh, do next to nothing to the car, go through the trial and almost invariably you can run back home again after a night's rest with no attention to the machinery.

Alas, most of the adventure of the early days has evaporated, but these trials are always intensely interesting for all that. I was again offered a "seat" by L. M. Ballamy and went through in his Marshall supercharged L.M.B.-Ford V8 driven by Sub.-Lieut. R. B. Lakin, R.N. We ourselves had only about five minutes to spare at Barnet and nothing was done to the car in preparation beforehand. One very interesting point was that no means were taken to ensure that we were not using a locked axle, which the regulations forbade. By the way, when rushed at the start we found the scheme of covering the competition numbers with a whitewash solution very effective, as a wipe over with a dry rag reveals the numbers, and one is spared a struggle with string and paper covers or the necessity of actually fixing on the number boards. As usual the night section to Harrogate was a trifle dull, and it was cold enough to make all four members of the party gladly don heavy coats. Incidentally, our navigation and time-keeping was in the hands of Capt. H. Luff-Smith, who knew the "Edinburgh" in the very dark ages, having piloted early Wolseleys through it. In 1903 he made fastest time on formula in the Sunrising Hill Climb, also on a Wolseley. And he tells a delightful story of an episode later in his trials career, when he was handling a Cluley light car of somewhat doubtful horse-power. He actually did extremely well with it, and few people know that on the steeper gradients that the Cluley was assisted to the summit by its starter motor, which was provided beforehand with a special and fully charged battery. Quite within the rules, too.

Returning to 1936, the breakfast halt at Harrogate was welcome, and I thought that the overcast sky and fitful rain that hung over the common outside the "Marquis of Granby" added an adventurous expectant air to the scene. When we restarted it just came down as hard as ever it could, and we wondered if Miss Morgan found a helmet sufficient protection in H. F. S. Morgan's attractive and practical Morgan 4-4, or whether she envied us the Ford's roof. It was pelting when we stopped to have the comps. fixed on, a job that as usual we had done at a garage—and why not?—where a very interested and helpful policeman assisted with the job. Two webbing straps thereafter held the two heavy Ford wheels in place on the rear of the car, and perhaps it was Lakin's naval training that led him to suggest inflating the covers until the straps pulled taut.

The hills in the "Edinburgh" are different from those of the Land's End, being of much greater length, so that often you just carry on, up the observed sections, with no wait at the foot of the gradient. While this may be somewhat less jolly than running up a shorter hill lined with spectators, there is no doubt that the miles of low-gear climbing and the prolonged very rough-surfaced descents that one encounters in the Lake District, certainly try a car more severely than do Land's End conditions. Meeting a very early member of the Bugatti Owners' Club at Doncaster, he voiced this opinion, which was evidently also that of his Rover.

We had a good run, though had we known it we were outside time in the Hard Knott test, which cost us a "premier." Indeed, after late lunch at Doncaster we dallied rather too long over re-fitting the normal covers—again done for us by a garage!—so that we had to do some very rapid motoring into Edinburgh, which an S.M.T. coach driver did his best to spoil by blocking our way for some five miles on a straight, three-track road—and even the assistance of the very powerful horns of Viscountess Chetwynd's Lincoln Zephyr were of no avail. We at last got him to pull up by pretending the thing was on fire and urging the inmates to pull the bell-cord!

Thereafter we cruised at 75-80 m.p.h., and even put one very sporting 4½-litre Bentley to shame. And after we were in sight of the finish, and only then, did the V8 emit a noise that told clearly that one big end was weaker than its seven fellows. Actually, this was not unexpected, because we had started with a low oil and water level and no spare can of water. On the long passes and while waiting at the foot of the special tests, overheating had been evident, and we carelessly forgot to re-fill the radiator. Our final speed burst did the rest.

Very keen to be at Brooklands on Monday, yet not at all anxious to leave the car in Scotland, we decided to risk running it down to London on the Sunday. As people are just now rather making a habit of writing to the papers about their long journeys, I feel tempted to quote the statistics of our run down. Edinburgh was left at 10.26 a.m., and we dropped a member of the party at Hendon Central Tube station at 10.5 p.m. Time of stoppages, chiefly to refuel, and for tea, lunch being sacrified, amounted to one and three-quarter hours. We seldom exceeded 50 m.p.h. and often almost came to a standstill on the hills, in our anxiety to make best use of the 2.9 to 1 high ratio of the Columbia axle, and so relieve the clatter beneath the bonnet. So surely any family jug-box driver, should be able to make the trip comfortably in a day, stopping for lunch *and* tea? It does not lessen the fascination of that long run down through England, when after what seems endless motoring you have barely reached those Midland towns that many fellow motorists regard as an ample one-day objective. One day I want to do the journey in a car like Marcus Chambers' 1907 Renault . . .

It was amusing that when we stopped and opened the bonnet long faces were cast at the blower, and a bit tragic when you think how prejudiced people can still be in respect of supercharging. This blown V8 went through the Land's End with not so much as a sneeze and it took us for a very nice holiday tour afterwards. Since then it has done hundreds of miles of fast hacking. Overheating offended the big-end, not the booster, and we were to blame. I wish we had sent a telegram to those Edinburgh Ford Agents, who announced that we should not get twenty miles, before awful things happened inside the works. Actually we used the car to go to Brooklands on the Monday and subsequent inspection showed that only the big-end needed replacement.

I have dealt with my Edinburgh impressions at some length, and really, doing all the big events of 1936 has been great fun. Those competitors who have not yet made a habit of "M.C.C. Holidays" should do something about it, next year.

By the way, a Wolseley bearing in its rear window the very clearly printed notice: "Running in" has given me an idea.

The excitable Press makes such a lot of these big trials being road-races that I wonder if it would be a good scheme if Mr. Masters were to ask all those competitors who do not dash about between checks and then wait impatiently just outside to display a similarly placed notice, inscribed; "M.C.C. TRIAL 25 m.p.h. SCHEDULE." Experienced competitors and travelling marshals know that it is best to run at about 40 m.p.h. between checks, and notices displayed in their cars would be good counter-propoganda—or would it?

BRITISH SUCCESSES IN FRENCH GRAND PRIX

Although our big cars were not up to the speed of the extremely well-prepared French 3-litre machines, Britain put up a striking performance in the 2-litre class, where 1½-litre Rileys driven by Trevoux, von der Becke, Cyril Paul and Dobson won the first four places. In the class for cars over 4-litres Leoz (4½-litre Lagonda) defeated the four Hudsons in spite of considerable trouble with his brakes. Lehoux unfortunately retired.

The 2 to 4-litre class provided the winners of the general category. The new 3.3-litre Bugattis proved particularly rapid, and were fitted with aerodynamic bodies reminiscent of that of the Blue Bird. Wimille and Sommer were not allowed to have things their own way, and there was a continual change of leadership between the "Bug" the Delahaye and the Talbot. A fully illustrated account of the race will appear in next month's issue of MOTOR SPORT.

The First Six

1. J. P. Wimille and R. Sommer (3,257 c.c. Bugatti), 7h. 58m. 53.7s. 77.85 m.p.h. 80 laps.
2. Paris and Mongin (3,557 c.c. Delahaye) 7h. 59m. 44.3s. 77.71 m.p.h. 80 laps.
3. Brunet and Zehender (3,557 c.c. Delahaye) 8h. 0m. 25.6s. 77.60 m.p.h. 80 laps.
4. Schell and Carriere (3,557 c.c. Delahaye) 79 laps in 8h. 3m. 7.1s. 80 laps.
5. Perrot-Dhome (3,557 c.c. Delahaye) 78 laps in 7h. 59m. 20.8s.
6. Veyron and Williams (3,257 c.c. Bugatti) 78 laps.

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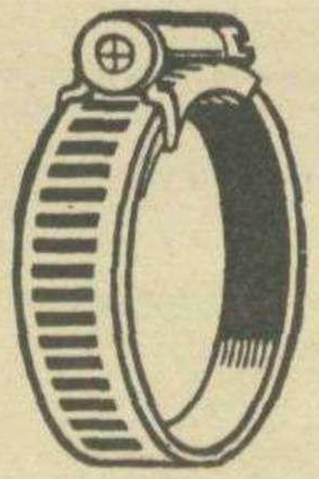
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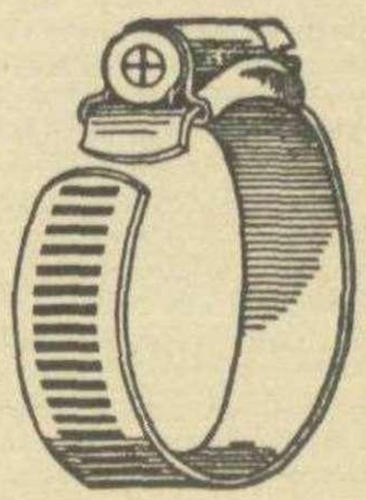
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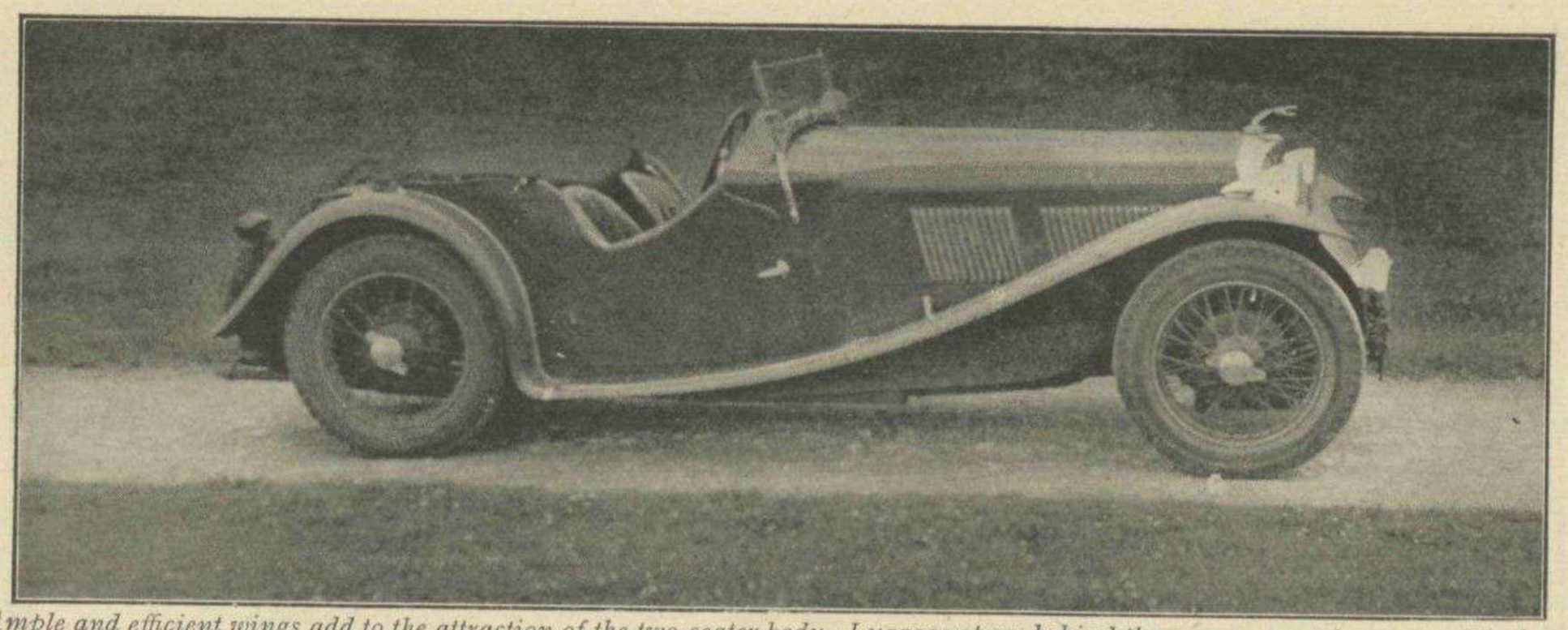
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Ample and efficient wings add to the attraction of the two-seater body. Luggage space behind the rear seats under cover of the hood.

A.C. SPORTS TWO-SEATER

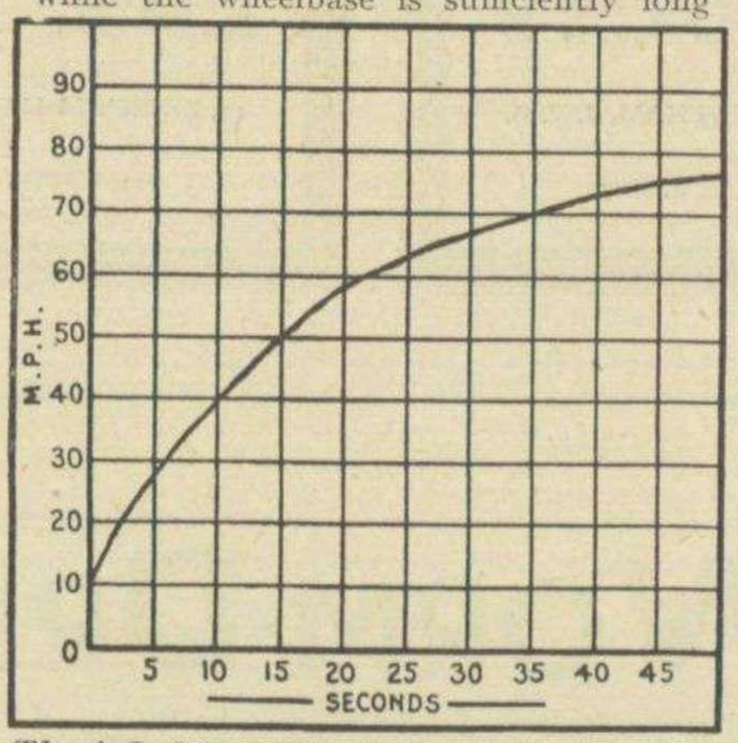
AN ATTRACTIVE LITTLE CAR CAPABLE OF OVER 80 M.P.H. AND EQUALLY SUITABLE FOR TRIALS AND FAST ROAD-WORK

Take a powerful and smooth-running 2-litre engine, instal it in a shortish chassis eminently suitable for fast cornering and narrow lanes, and crown it with an attractive and comfortable two-seater body. That is the prescription of the short-chassis A.C., and an exhilarating tonic it proved when we tried it in a week-end of hard driving.

The engine is identical in design with that of the four-seater car, except that the compression ratio has been raised to 7½ to 1 to give the utmost performance on standard fuel. The short-chassis, 8 ft. 10 in. instead of 9 ft. 7 in., has been produced at the request of trials enthusiasts, so what better test of the car than to take it down to Gloucestershire and try it up some of the London-Gloucester "pimples"? In the hurry of getting away incidentally we forgot to secure the two wheels shod with Dunlop Competition tyres which we had waiting for us in the stores, and so had to tackle the gradients using only the far-from-new standard covers.

Setting off from Thames Ditton for the West, in a very few miles we had decided that here was a car which was a real joy to drive. To begin with the gear-change, always an important matter to the real enthusiast, was beautifully easy, the lever snicking across the gate in one movement from second to third and almost as swiftly into top. Gaining a cruising speed of anything between fifty and seventy miles an hour, the throttle could be eased back, allowing the car to swing along effortlessly with no drop in speed and with only a gentle murmur from the exhaust, which is a pleasant change from the majority of small fast cars. Of course it is not so surprising when one remembers that a 2-litre engine is installed beneath the bonnet, but the car gives that lightness of handling which one associates with cars half the size. With such a useful power-weight ratio, a top gear of 4.2 can be fitted without making the car feel over-geared, and at 60 m.p.h. the revs. at approximately 3,000.

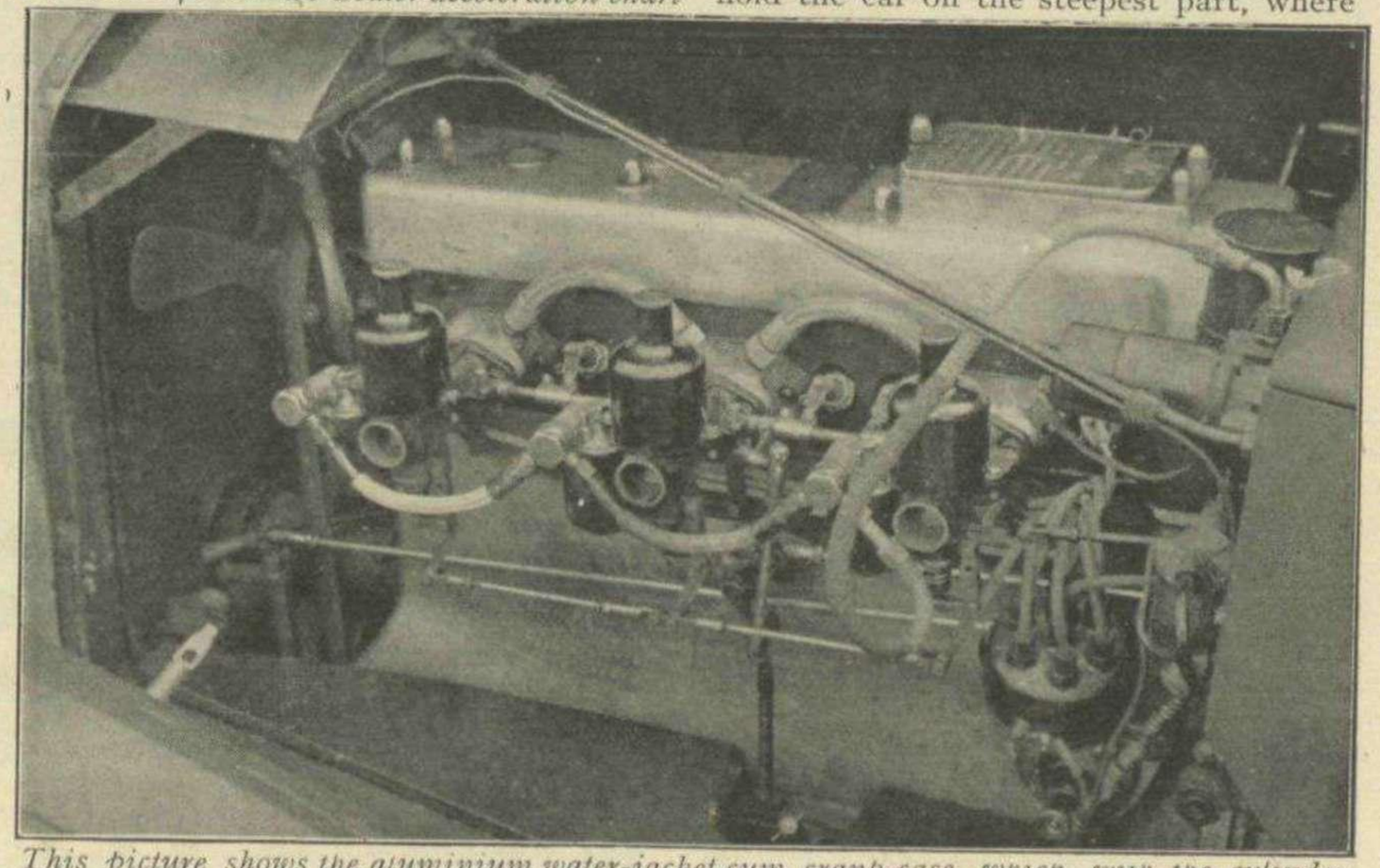
The springing is firm, in keeping with the sporting character of the car. The telecontrol shock-absorbers proved their worth, giving quite comfortable riding when fully slacked off for town work, while the wheelbase is sufficiently long to avoid pitching on corrugated surfaces. With 200-lb. pressure on the "shockers" the cornering reaches racing-car standards, and fine averages can be kept up even on twisty roads. The steering is pleasantly high-geared, light and accurate and the caster action, though small, holds the car perfectly steady at all speeds.



The A.C. Sports Two-Seater acceleration chart

Fifty miles from London rain began to fall. Wet roads made no serious difference to the car's road holding, and we continued at speed. Unlike so many small cars one's range of vision through the wind-screen was not restricted with the hood up, but longer hood-sticks would have been an advantage in keeping the fabric off the driver's head. With one side-curtain in position, we arrived warm and dry at our journey's end.

The next day's Alp-hunting was begun on Bushcombe Hill, an old favourite in the "Gloucester" though now no longer used. The hand-brake, though short and handy, proved amply powerful to hold the car on the steepest part, where



This picture shows the aluminium water-jacket cum crank-case, which, with the cylinder liners, takes the place of the conventional cast-iron block. The oil filler can be seen on the top of the rocker-cover.

THE A.C. SPORTS TWO-SEATER—continued

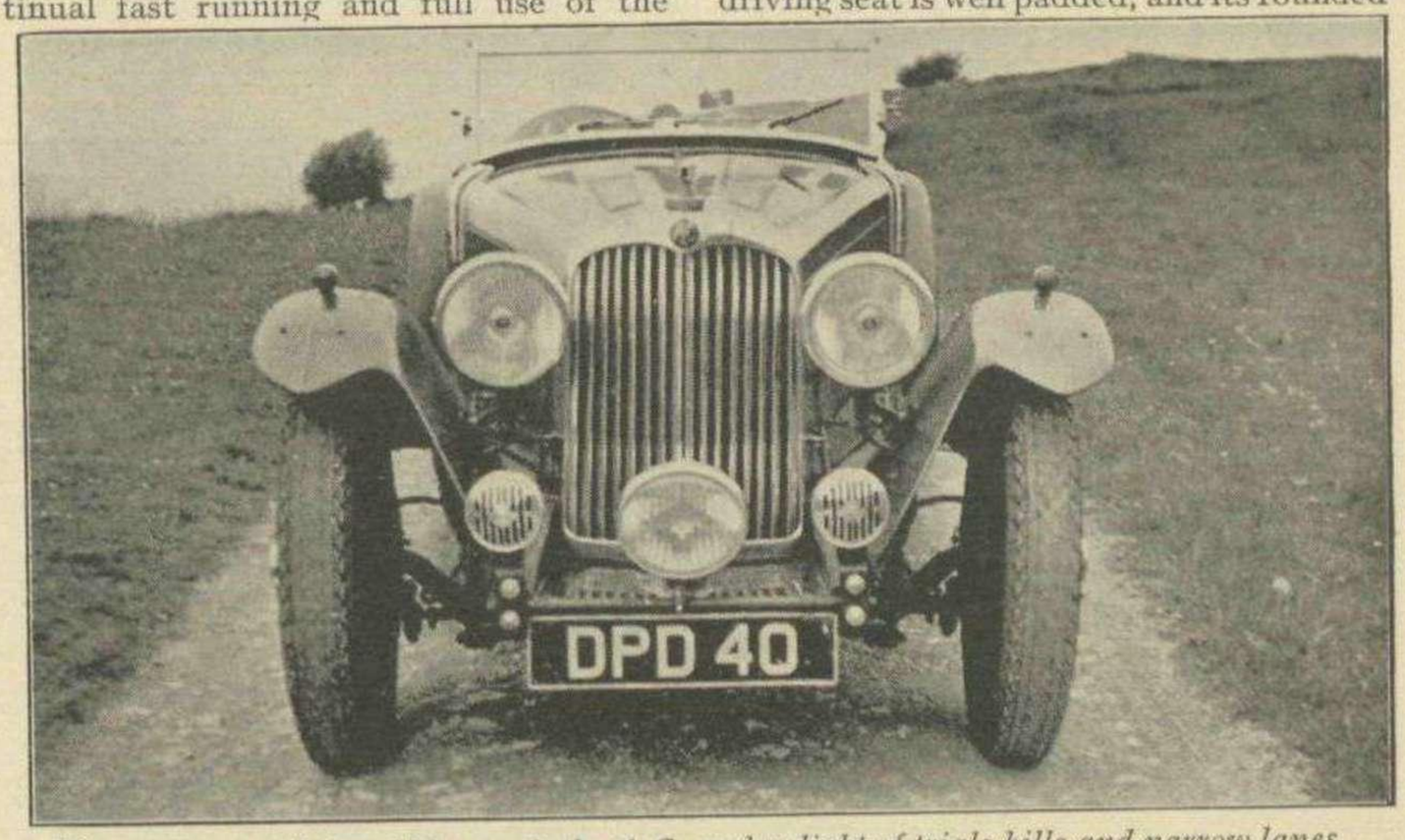
the gradient is reputed to be 1 in 4. Letting in the clutch at about 3,000 r.p.m., we got away without the slightest difficulty. The rocky outcrops and boulders at the top of Mill Lane are too damaging for any owner who respects his car, so we turned the wheels towards Stroud and the Golden Valley.

Bismore, the hill leading down from Eastcombe village to Ferris Court, was dry, and the car made light of its gradient, reputed 1 in 4 at its steepest part. We then shot off up Ferris Court itself, rounding the hair-pin with half the road to spare, finishing at the summit at full revs on bottom. Unfortunately there is a long wait between bottom and second gears, which can only be reduced by crashing through, but anyhow one rarely gets above 23 m.p.h. in this type of test. Following the roads at the top of the hill, we revisited Stancombe, down the precipitous hill which is so alarming in night trials. With well-worn tyres the wet surface of 1 in 5 might have been unpleasant, but the engine pulls strongly down to 2,000 r.p.m. and we contrived to avoid getting wheel-spin.

Back again nearer Stroud we tackled Quarhouse, where alternate mud and loose gravel meant gentle work with the throttle. The stone setts of Bussage were dry and harmless, so we went on to Station Lane. The boulder-strewn surface at the bottom of the hill was merely annoying without providing any serious obstacle. On the higher section, under the trees, there was a good deal of slippery mud about, and only a quick change into second, which the engine pulled quite willingly, prevented a Night on the Mountain Side. Our scramblings ended with Iles Lane, which has now returned to its former rutted condition. Too much reliance on the slow-pulling qualities of the motor nearly caused a failure, but we just contrived to trickle up the 1 in 5. With competition tyres, or even with full throttle from the start, the car would obviously have taken the hill in its stride.

On these half-dozen typical trials hills, therefore, it will be seen that the A.C. performed with flying colours. The surface was in most cases reasonably dry, but on the other hand the car was fitted with touring tyres inflated to normal pressures, and the writer has no claims to skill as a trials driver. The steering is decisive, the brakes are excellent, and the car is small enough to be manœuvred comfortably on the narrowest lane or hill. The ground clearance is 7½ in., and the only projections below the line of the chassis are the permanent jacks attached to the rear axle. These could easily be removed when serious work is in prospect. Without being in any way freakish, the two-seater A.C. seems the ideal trials car.

Returning to London we were again impressed with the purposeful way the car swung along at speeds around the 70 m.p.h. mark, while its short wheelbase and general handiness made it a machine which can be driven for long distances with a minimum of fatigue. Following our usual plan the car was then tried on Brooklands. Here we came up against an unexpected fault, the engine showing unwillingness to "rev" above about 4,200 r.p.m., though its normal maximum is about 4,500. Whether this was due to unsuitable plugs or a weak coil—the symptoms inclined us to think it was the latter—was not discovered, but even with this handicap the timed speed over a flying half-mile worked out at 81.7 m.p.h., as against a level 80 m.p.h. achieved on the open four-seater previously tested. When everything is in order, an all-out speed of about 85 m.p.h. is to be anticipated. Except for a slight trace of roughness at about 2,500 r.p.m. the engine ran smoothly throughout the range. For smooth running the ignition had to be retarded slightly up to about 3,000 r.p.m., the advance and retard being manually controlled with the usual small lever on the steering-wheel boss. Running on Esso Ethyl there were no signs of pinking. The petrol consumption with continual fast running and full use of the gears worked out at better than 20 m.p.g., and as the tank holds 20 gallons, no petrol stops should be required on the longest trials run.



Here seen on a Cotswold by-road, the A.C. makes light of trials hills and narrow lanes.

At 4,500 r.p.m. the speed on the gears are respectively 23, 47 and 68 m.p.h. At 4,000 r.p.m. on top, the road speed is almost exactly 80 m.p.h. As has been said, a considerable pause has to be made to avoid a noise when passing from first to second gear, though this can be speeded up considerably at the expense of a little noise. An alternate gear-box with synchro-mesh on second, third and top is also available, and on this all changes are practically instantaneous. Second on the "clash" box omits a high-pitched whine, which disappears at higher revs. The lever can be pulled in one movement across the gate from second to third, which is a silent-running gear, and the change into top is almost as quick. Top gear is "forward-right," which feels rather unusual at first.

The brakes we found excellent. The snatch one is inclined to associate with self-servo brakes, has been eliminated and on flooded concrete the car pulled up all square in 75 feet from 40 m.p.h. On a dry road from the same speed the stopping distance worked out at 57 feet. The application was smooth, and a firm pedal pressure was needed to get the full braking effect.

The driving position is a comfortable one, with the hands resting easily on the wheel, and the right elbow supported on the cut-away top of the door. The driving seat is well padded, and its rounded back holds one steady when cornering fast. Another six inches on the back would be an advantage for the tall driver, as the top of the seat at present is liable to make contact with the shoulder-blades. The driver sits low in the car, and the scuttle is quite high, but the top of the near-side wings can be seen without stretching. The screen is shallow but effective, and can be folded down. The short stiff gear-lever comes naturally under the left hand, and the hand-brake to the right, while there is plenty of room round the pedals for large-sized feet.

Effective sweeping mudguards are a feature of the body, and they are lined with wire-netting to prevent splashing and damage from flying stones. Behind the seats there is ample space for two large suit-cases, rugs and so forth. The tools and battery are carried in lockers under the bonnet. The hood drops down into the luggage space, and this is covered with a tonneau-cover, split down the middle and provided with a zipp-fastener, and long enough to be fastened to the scuttle when required, protecting one or both of the seats.

Unlike the average car engine, in which a cast-iron cylinder block is used the

BRIEF SPECIFICATION

Engine : 6-cylinders, 65 mm. bore, 100 mm. stroke, capacity 1,991 c.c. R.A.C. rating 15.7 h.p. Single overhead camshaft, chain driven. Three S.U. carburetters. Coil ignition.

Gearbox : Four speeds and reverse. Silent third. Central change. Ratios 4.25, 5.82, 8.98 and 15.3 to 1.

Suspension : Half-elliptic springs.

Brakes : Bendix self-servo.

Dimensions : Wheelbase 8 ft. 10 in.
Track 4 ft. 2 in.
Turning circle 36 ft. 6 in.
Weight 20½ cwt.

Price : with open two-seater body **£425.**

A.C. SPORTS TWO-SEATER—continued

A.C. Six employs wet liners in an aluminium water jacket. A useful amount of weight is saved by this method of construction, and its success is shown by the fact that the design has been little altered during the past ten years. The liners fit into rubber gaskets in the jacket, and their upper ends are spigoted into the cylinder-heads. The combustion chambers are hemispherical, with inclined valves, operated by means of rockets from a single overhead camshaft. The camshaft is chain-driven from the rear end of the engine, and the top sprocket can be disengaged without upsetting the timing. Coil ignition is used, with the distributor and the dynamo accessibly mounted and driven by a cross-shaft at the rear of the engine. Three S.U. carburetters are fitted, and are supplied by an S.U. electric petrol pump.

The crank-case is cast in one with the water-jacket, and carries the crank-shaft, which is fully balanced, in four main bearings. A torsion damper is fitted. A large oil-filler is provided in the valve cover on the top of the engine, and the sump holds two gallons. The cooling water is circulated by means of a pump, a fan is fitted, and a thermostat in the top water-pipe quickly brings the engine to its best working temperature.

The gear-box is mounted in unit with the engine, and a single dry-plate clutch is used. A self-changing gear-box can be fitted in place of the standard pattern at an additional cost of £35. The other transmission details follow normal practice, an open propeller shaft with two needle-bearing universal joints transmitting the power to the bevel-driven back-axle.

The chassis is a fine piece of engineering, built from high-tensile Tormanc steel. The side-members are upswept over the front axle and run straight back beneath the rear one, the principal bracing being a box-section X-member running from the rear engine mountings to those for the front ends of the rear springs The rear springs are underslung, with pivots at the front ends and shackles at the rear, and Telecontrol friction shock-absorbers are standard on the sports two-seater. The brakes are of the Bendix pattern, with cased cable operations.

Like the chassis the bodies are built throughout at the Thames Ditton works, The best of materials are used, and they should give satisfactory service over long periods. For an individual hand-built car the price of the A.C. seems distinctly reasonable, and as our test of this and other models in the range has shown, the performance is fully up to the promise of the sporting lines, and would undoubtedly maintain the high prestige of the make, as the long-chassis model has done, in events such as the Monte Carlo Rally, the Paris-Nice and the Alpine Trial.

The short two-seater seems perfectly adapted as a car for fast touring, for reliability trials and rallies.

A SPEED HILL-CLIMB IN THE WEST COUNTRY

Nowadays, when good sprint courses are few and far between, every support should be given to speed trials and hill-climbs that promise something more than just an afternoon of tame sport for a local club. Last year, with commendable enterprise, the Bristol Motor Cycle and Light Car Club held a hill-climb at the Backwell Hill House Estate, near Bristol, which, solely on account of very little mention beforehand, became a rather depressingly supported event. Hartwell's M.G. Magnette recorded the fastest time, and competitors realised that the course had very distinct possibilities. About 4,000 spectators attended.

This year the Bristol Club is going all-out to make this West-Country hill-climb a really important fixture. Apart from their own members, those of the M.G.C.C., West Hants L.C.C., Sutton Coldfield and N. Birmingham A.C., the Cambridge University A.C. and the Bugatti Owners' Club are invited. Although entries, limited to fifty, do not close until July 17th, first post, all arrangements for the climb on July 25th are complete. Mr. William Garnett is again loaning the hill and is actually having it re-surfaced for the occasion. The course measures 550 yards, the gradient varies from 1 in 7.1 to 1 in 9.75, there are several slight bends, and one acute left-hand bend where there is an ample safety area. Cars start on a gradient on 1 in 9.8 and the surface the whole way is new tarmac. Loud-speakers, large car parks and a wire safety fence will be provided, and some 8,000 spectators are expected. 2.30 p.m. is the scheduled starting time. Classes for racing and sports cars from 850 c.c. up to 3,000 c.c. and 4,500 c.c. respectively, are arranged, every car having two runs. The entry fees are very modest—7/6 for the first class, 5/- for each subsequent class *which includes third-party insurance for the driver.* Tankards and cups figure in the awards list, a special cup going to the fastest racing car, likewise to the best sports car. Times will be issued to all competitors immediately after the event. It is to be hoped that the Bristol Club will receive the entry list its efforts deserve. The date is July 25th, when the calendar is not crowded. Bristol is 114¾ miles from London. Particulars from J. Waller Esq., "Woodlands," Bower Ashton, Bristol. Telephone Bristol 63073.

A 2-LITRE ASTON-MARTIN—continued from page 357

56 m.p.h., and 41 m.p.h. With a high back-axle ratio and light coachwork a speed of 110 m.p.h. can be reached. A central gear-change is fitted, with a remote control operating in a gate.

An open propeller shaft with two universal joints takes the drive to the back-axle, which is of the banjo semi-floating type. Spiral bevel gears are used on the touring cars and straight bevels on those intended for racing.

New Front-Axle Layout

The chassis arrangement is the same as that used on the smaller cars, with the side-members upswept over the front axle and underslung at the rear. The front suspension is however, distinctly novel. At the front end the springs are carried outside the dumb-irons, giving an unusually wide spring base. At the rear end a normal type of shackle is used, but instead of attaching the axle to the springs by the conventional U-bolts it is free to rock slightly in cradles. In this way the springs are relieved of most of the braking stresses, these being taken by wire braces running from the chassis to brackets carried above the axle-cradles. The front portions of the springs have also to withstand the stress of locating the axle, but being in tension are well suited to the job. The rear springs follow normal practice, and friction shock-absorbers are used fore and aft.

The other important change from previous Aston-Martin practice is the use of hydraulically-operated brakes, the reliability of which have by now been well proven on the majority of modern racing cars. The drums are almost as large as the wheel and are constructed of aluminium alloy, and have cast-iron liners. The back-plates are also made of light metal. Air scoops serve to deflect air into the interior of the drum and on to the cylinders of the Lockheed operating gear. Separate master-cylinders coupled in tandem are used for the front and rear pairs of brakes, so that half the brakes will remain in operation even in the unlikely event of a pipe breaking.

The chassis is of channel-section throughout, with numerous cross-members of the same type. The short-chassis car has a wheelbase of 8 ft. 6 in. as compared with the 10 ft. of the touring car, the track in each case being 4 ft. 6½ in. The short-chassis weighs 18 cwt.

The price of the long-chassis model has not yet been fixed, but the short model will cost £800 for the chassis alone. With a light two or four-seater competition body the price is £875.

A ROAD ATLAS DE LUXE

Some of the finest artists of modern times have turned their attention to the design of posters, and in the motoring world few are more attractive than the series of regional road maps executed by Mr. A. E. Taylor and issued by the Anglo-American Oil Company. In more than one hotel we have seen them framed and used with great effect as wall decorations.

The whole series has now been gathered together and published in book form. The special feature of the maps is that they are embellished with slight but characteristic drawings of castles, inns, bridges and the other pleasures which adorn our countryside. The effect is heightened by a discreet use of soft colour. The eight maps, which each measure 18 inches by 12 inches, cover Great Britain, Ireland and the islands which surround them, the scale varying from 12 to 20 miles to the inch. Accompanying the maps is a gazetteer or description of the various places of interest, which has been fittingly entrusted to Mr. S. P. B. Mais.

In binding, printing and production, "Pictorial Britain and Ireland" is indeed a de-luxe edition. Measuring twelve inches by nine, it is more suitable for the library or the suit-case than the always-grubby pocket of the open sports car, but used before the start of a tour or at the conclusion of the day's run it will ensure that none of the charming places which may yet be visited shall be missed from the tourist's itinerary.

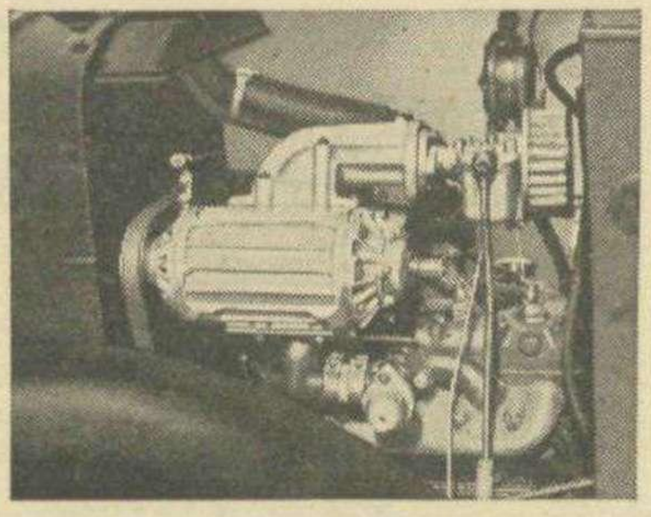
The atlas is published by the H. K. McCann Company, Ltd., 109, Jermyn Street, London, S.W.1 on behalf of the Anglo-American Oil Company. It costs eight shillings and sixpence.

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It is always interesting to learn the steps by which a successful racing driver learns his craft, and "Wheels at Speed" which is written by Prince Chula of Siam, gives us a clear insight into the short but effective racing career of Prince Birabongse.

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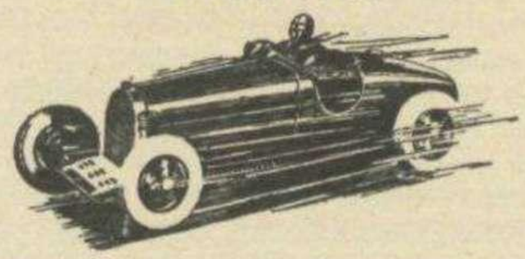
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