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MOTOR SPORT

INCORPORATING THE BROOKLANDS GAZETTE

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The Way of Things

On Counting Chickens.

TRADITION tells us that it is characteristic of this nation to achieve great things, and then to leave it to others to make a fuss if they will. In these days of intensive publicity it has become necessary, in self-defence, to make the fuss on ones own behalf. This change cannot be avoided, and is good for business, but the latest, and most regrettable tendency, seems to be to make the fuss first about what it is intended to achieve. This was the line taken with the recent attempt on the land speed record, and if any further illustration is required of the unwisdom of counting chickens during incubation, the result of this effort ought to supply it.

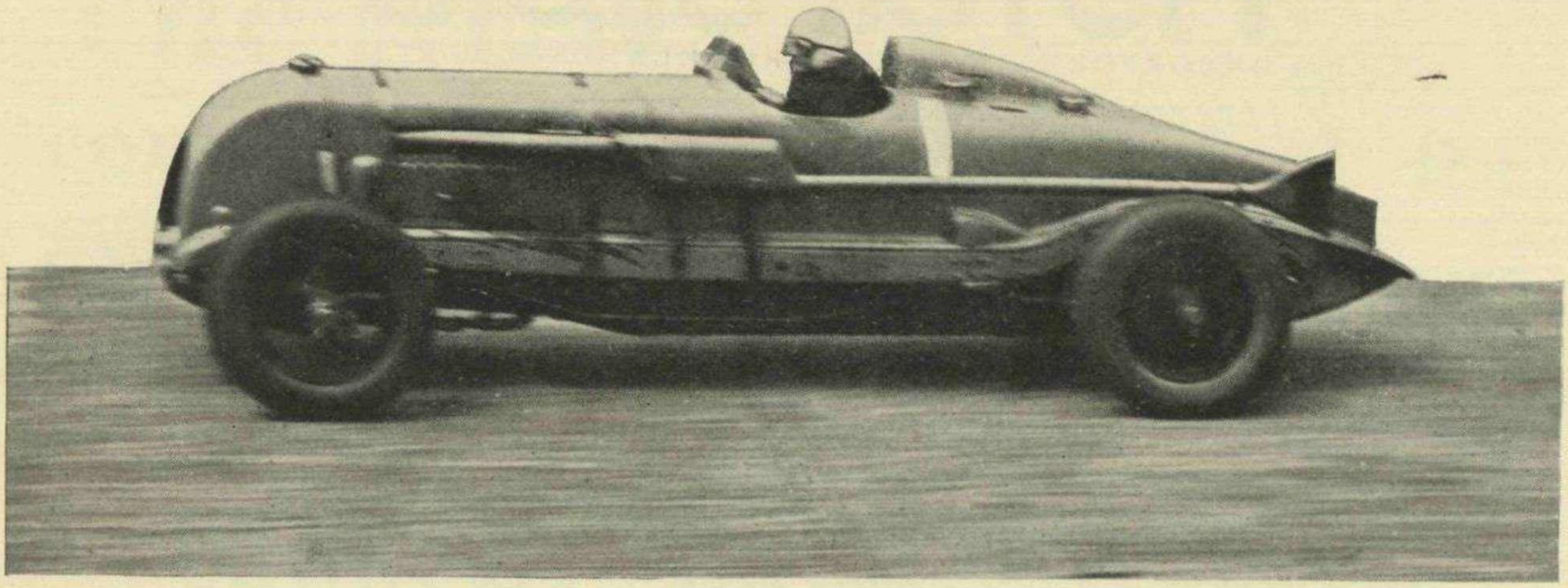
During the trial and failure of the attempt, however, the harm done by this ill-timed assurance became evident, and as soon as it was found that the "Silver Bullet" was not fulfilling the claims made for it, everyone started to shift the blame where it was in no way due. In ordinary parlance Kaye Don was accused by many of having contracted "cold feet." Such a thing only goes to show the colossal ignorance of everything connected with motor racing, of a stupid, and therefore noisy, section of the public. Why, because a new and completely untried design of car falls considerably short of the performance expected of it, a skilful and fearless driver, who has thrilled thousands by his superb handling of racing cars under difficult and dangerous conditions, should be almost openly accused of "funk," we are at a loss to explain.

Even racing machines of quite normal type are rarely a success without considerable modification, and there is absolutely nothing to worry about, except the actual cost, in the temporary failure of this particular design. The remarkable success of the previous attempt, due to the amazing genius of its creator, has led people to imagine that such an attempt must be successful at the outset. It would be indeed surprising if it were, and with the experience of this attempt to assist them, the makers of the "Silver Bullet" will most probably succeed next time. In the meantime we welcome the return of its driver to these shores, and hope that his season's racing in this country will amply repay him for the difficult time he has had in America. We also hope that the next attempt on this record will be free from the misunderstandings which attended this year's effort.

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EASTER MONDAY AT BROOKLANDS



Capt. H. R. S. Birkin on his 4½ litre Bentley raised the lap speed to 135.33 m.p.h. and then twice equalled this speed in the next race.

BY a kindly dispensation of Providence the weather, which had behaved in a very inconsiderate manner at Easter, refrained from interfering with the Bank Holiday Brooklands Meeting, and in place of the dreary outlook of the previous few days we were treated to one of the most brilliant and interesting afternoons racing known for many years. The most remarkable feature of the day's racing was, of course, Tim Birkin's successful attempt on the lap record in his 4½-litre Bentley. From the beginning of the meeting it was obvious that he was in great form, and when it was announced that in place of the match race with Jack Dunfee, he would go out alone for the attempt, everything seemed auspicious for his success. In two consecutive laps he lowered the record, each time his fastest time being 1m. 13-3/5s., or an average speed of 135.33 m.p.h.

Readers of MOTOR SPORT will not require it to be emphasised what wonderful driving is required to average such a speed on a track meant originally for much lower speeds, and parts of which are in none too smooth a condition in spite of the best efforts of the authorities to improve it. Considering his terrific speed, his steadiness and accuracy was remarkable, and even on the famous bump going off the member's banking, where his back wheels did not touch the ground within 70 feet of the point where they left it, he held the Bentley on a perfectly straight course. Tim Birkin is already famous as one of the best road racing drivers in this country, and now at one step he has risen to the highest class of Brooklands exponents.

His performance, however, was by no means the only interesting point of the afternoon, and in nearly all the races there was some excellent scrapping and even when, as in some cases, the winners got home with a rather too comfortable margin, there was some good racing for second place.

In the "round the mountain" races there was a marked improvement over the last meeting in the general standard of cornering, and although the course certainly could not be called complicated, it added just that spice of variety to the ordinary Brooklands Meeting which has been so lacking in recent years; the organisers are to be again most heartily congratulated on their efforts to make Brooklands really worth going to see. From the very first race interest was maintained, and Birkin brought his Bentley through the field from scratch to win by 150 yards from Welch's Bugatti, Scott's Delage being third. These two had a great tussle for second place, Welch just getting home in front of Scott.

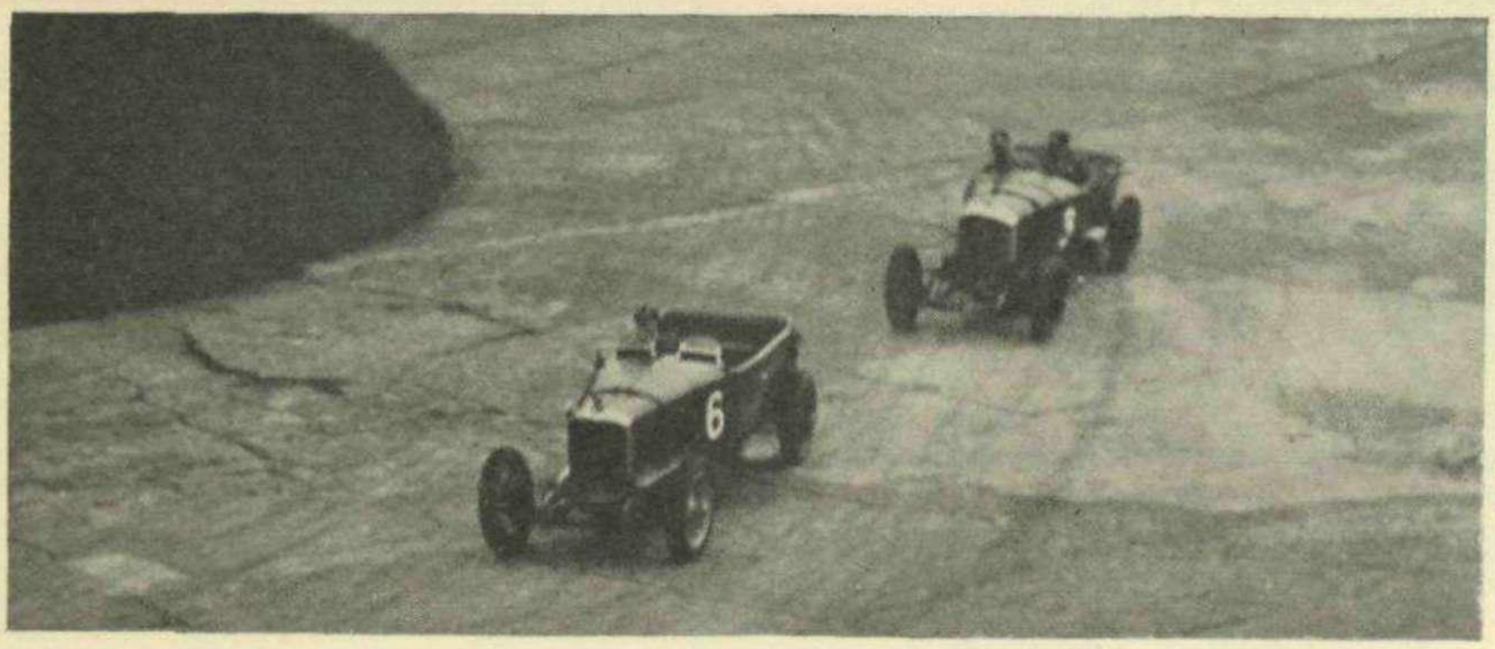
The second race, another short handicap, proved a fairly easy win for A. F. Ashby's Riley, whose tuning capabilities proved a little too much for the handicappers, and by winning it at 84.6 m.p.h. he finished ¼ mile in front of Welch's Bugatti, which was putting up a very consistent performance. R. C. Stewart (Alfa-Romeo) came through the field well and annexed third place, just failing to overtake the Bugatti.

H. C. Spero's somewhat peculiar streamlined Austin appeared in this race, but was not as fast as its appearance would lead one to believe. Captain Waite's very standard looking car of the same make travelled at a most astonishing speed, and through the afternoon gave some of the larger motorcars something to think about.

The third race proved a close finish, W. D. Scott's Delage got home by 100 yds. at 106 m.p.h. with Captain Campbell's Bugatti second and E. M. Thomas in Mrs. Scott's Bugatti third.

The Bentley handicap, which is the first of a series of one-make races which will be run during the season was, as a race, rather disappointing, owing to the fact that the limit car, driven by C. F. Hamilton was also one of the fastest in the race, and won easily by ¼ of a mile at 82.9 m.p.h., Mr. Durand being second and Major Butler third.

Next came the first Mountain Handicap. This race showed Frazer-Nash cars to advantage, their cornering capabilities



B. O. Davis (Sunbeam) leading Major Butler (Bentley) in the Mountain Speed Handicap.

EASTER MONDAY AT BROOKLANDS—continued

and good acceleration standing them in good stead, and the two entrants of this make annexed the first and third places. The winner, Mr. Penn Hughes, is a newcomer to the track, but his driving was considerably better than a lot of the older hands and we could not help suspecting that a few hints from Mr. H. J. Aldington contributed to his success, as his methods of cornering were very similar though not quite so fast. In fact at the bend under member's bridge no one was as fast as Aldington, although several drivers were considerably rougher. On several occasions he took it so fast that he went perilously near the top of the banking, though he did not seem in the least worried about this, and on one occasion, when he could not have been more than 6 feet from the edge, his passenger looked round and waved cheerfully to the MOTOR SPORT photographer standing at the top of the banking at the point in question. Other drivers who attracted attention by their skilful driving were the redoubtable Ramponi on an Austro-Daimler, W. B. Scott, who was a little rough though undoubtedly fast, and R. F. Oates, who drove as he always does, very accurately and steadily. Birkin, as was only to be expected, put up an excellent show, but was much too heavily handicapped to be able to catch up the slower cars in front. The car itself was not in the best of form for this particular race and his corner work was unable to make up entirely for the lack of speed on the straight.

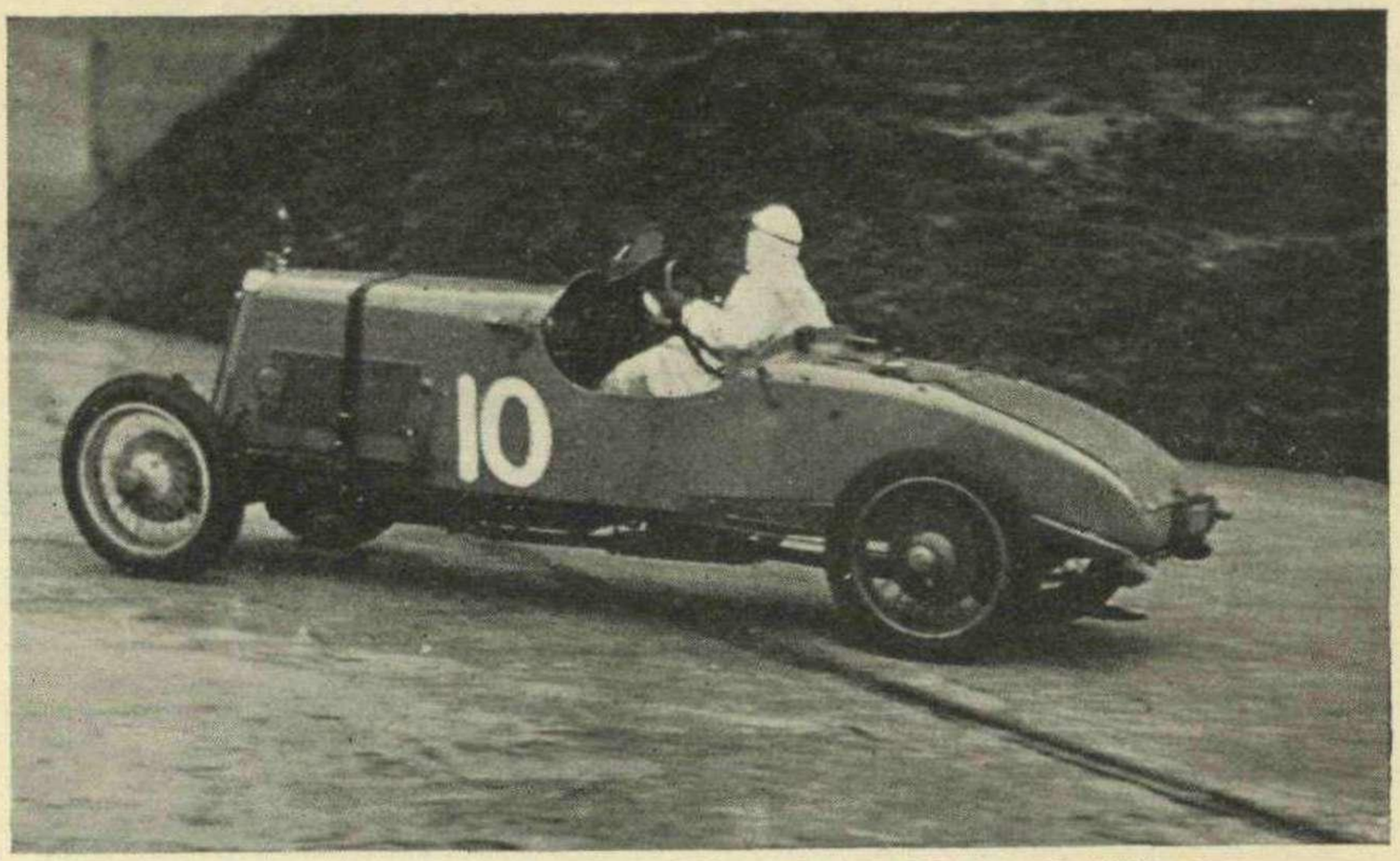
After the first mountain race it was announced that, as Jack Dunfee's Sunbeam had developed rather serious indigestion earlier in the afternoon, the match race would be called off, and Birkin would go out alone to attempt the lap record. This he proceeded to do, and driving faultlessly he circumnavigated Brooklands faster than any motor car has ever done before.

The next race provided another opportunity for Mr. Hamilton's very fast, but perfectly standard looking 4½ litre Bentley, which he was quick to take and won at 100.9 m.p.h. by 150 yards from Thomas on the Bugatti, who in turn wrested second place by a matter of feet from Jack Dunfee (Ballot), with whom he appears to enjoy motoring in close company. During several of the races they repeated their performance of the first meeting by going round neck and neck. Birkin was travelling at a terrific speed but was just unable to overcome his handicap and missed a place by a length. This race was one of the best of the day in the number of scraps that were going on throughout the whole entry, and demonstrated the very much greater interest of a slightly longer race than those of the very sprint variety.

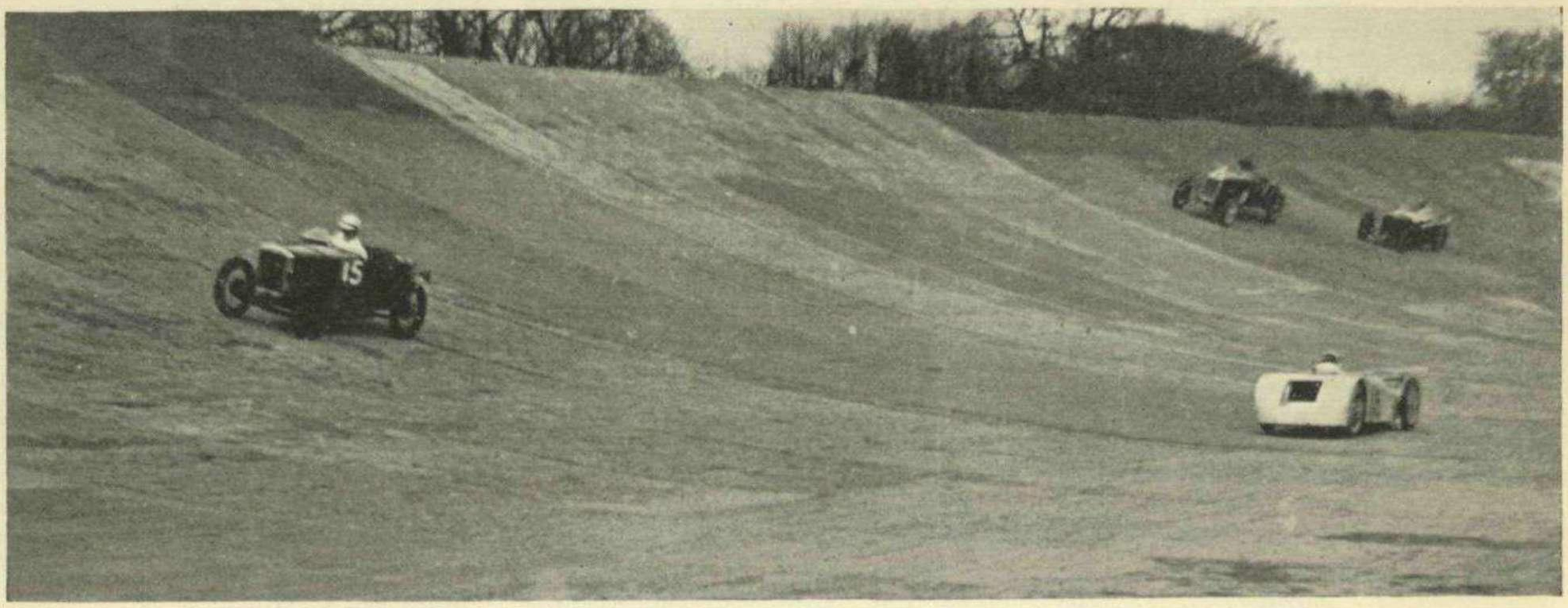
There followed another long handicap in which Mr. Hamilton's Bentley again motored most effectively and won quite easily at 99 m.p.h. Cyril Paul's veteran Benz was in good form, and this truly amazing motorcar thundered through the field and just gained second place from Captain Campbell's Bugatti. A feature of this race was the remarkable number of retirements, about half a dozen starters finding that 9 miles is apt to be a very long way when attempted quickly.

The Brooklands gold vase was won by E. M. Thomas (Bugatti) at 112.28 m.p.h. and Cyril Paul, this time in Captain Miller's Delage, gained another place, but was not quite able to overtake Craig's Bugatti, which finished second.

The last race of the day, the second mountain handicap, fell to W. B. Scott on the 1½-litre Delage which came through the field well taking the lead after 7 laps. The latter part of the race provided a good struggle between Scott and Staniland (Bugatti) who were almost exactly evenly matched for speed, but as Staniland had had to stop on the second lap for minor adjustments he was a lap behind throughout. The little cars put up a good



J. Allan-Arnold (Lea-Francis) who finished second in the Mountain Speed Handicap.



Capt. Waites' very speedy Austin leading a bunch of cars, including Spero's Austin, in the Sussex Short Handicap.

EASTER MONDAY AT BROOKLANDS—continued.

show, C. G. H. Dunham on his M.G. Midget performing very consistently and cornering very neatly. He was not, however, quite fast enough to hold his lead from Captain Waites' very fast Austin which beat him for third place, second place going to J. H. Bartlett on a Salmson. Vernon Balls, whom we had hoped would give us his usual spectacular exhibition, was, unfortunately, compelled to retire early in the race.

So ended a very good day's racing and gave further proof that " Brighter Brooklands " has come at last.

THE BEDFORD SHORT HANDICAP.
Distance : About 6½ miles.

1. H. R. S. Birkin (4,398 c.c. Bentley), scr.
2. J. A. Welch (1,496 c.c. Bugatti), 1 min. 6 secs.
3. W. B. Scott (1,484 c.c. Delage), 18 secs.

Winner's average speed : 117.81 m.p.h.

THE SUSSEX SHORT HANDICAP.
Distance : About 6½ miles.

1. A. F. Ashby (1,083 c.c. Riley), 52secs
2. J. A. Welch (1,496 c.c. Bugatti), 35 secs.
3. R. C. Stewart (1,752 c.c. Alfa-Romeo), 7 secs.

Winner's average speed : 84.36 m.p.h.

THE DORSET LIGHTNING SHORT HANDICAP.
Distance : About 6½ miles.

1. W. B. Scott (1,484 c.c. Delage), 22 secs.
2. Capt. M. Campbell (2,263 c.c. Bugatti), 22 secs.
3. E. M. Thomas (1,493 c.c. Bugatti) 7 secs.

Winner's average speed : 106 64 m.p.h.

THE BENTLEY HANDICAP.
Distance : About 6½ miles.

1. C. W. F. Hamilton, 23 secs.
2. M. O. de B. Durand, 16 secs.
3. Major H. Butler, 6 secs.

Winner's average speed : 82.9 m.p.h.

THE MOUNTAIN SPEED HANDICAP.

1. C. Penn-Hughes (1,496 c.c. Frazer-Nash), 2 min. 10 secs.
2. J. Allan Arnold (1,496 c.c. Lea-Francis), 1 min. 30 secs.
3. H. J. Aldington (1,496 c.c. Frazer-Nash), 50 secs.

Winner's average speed : 58.99 m.p.h.

THE BEDFORD LONG HANDICAP.
Distance : About 12 miles.

1. C. W. F. Hamilton (4,398 c.c. Bentley), 1 min. 14 secs.
2. E. M. Thomas (1,990 c.c. Bugatti), 47 secs.
3. J. Dunfee (2,976 c.c. Ballot), 47 secs.

Winner's average speed : 100.99 m.p.h.

THE SUSSEX LONG HANDICAP.
Distance : About 9 miles.

1. C. W. F. Hamilton (4,398 c.c. Bentley), 52 secs.
2. C. Paul (21,504 c.c. Benz), 21 secs.
3. Capt. M. Campbell (2,263 c.c. Bugatti), 12 secs.

Winner's average speed : 99 m.p.h.

THE DORSET LIGHTNING LONG HANDICAP.
Distance : About 9 miles.

1. E. M. Thomas (1,493 c.c. Bugatti), 8 secs.
2. W. Y. Craig (2,263 c.c. Bugatti), 8 secs.
3. C. Paul (5,954 c.c. Delage), 4 secs.

Winner's average speed : 112.28 m.p.h.

THE MOUNTAIN RACING HANDICAP.
Distance : About 12 miles.

1. W. B. Scott (1,484 c.c. Delage), 34 secs.
2. J. H. Bartlett (1,087 c.c. Salmson), 1 min. 30 secs.
3. Capt. A. Waite (749 c.c. Austin), 2 mins.

Winner's average speed : 66.45 m.p.h.

THE SYSTON GRAND PRIX RACES.

MOTOR cycling enthusiasm ran high in the Midlands prior to the races in the Syston Park on Easter Monday. The Grand Prix races were run in the beautiful park of Sir John Thorold, over a course of 1¾ miles as tricky as the T.T. Course in the I.O.M. From the start to the first corner there is a straight of approximately ½ mile over which, speeds of 80 m.p.h. were attained. There follows a sharp uphill bend to the right and the course then passes through spinneys in a very winding, difficult fashion. Next comes a hairpin bend to the right back to the start. The distance is 1¾ miles and the surface is rather loose gravel, about 4 yards wide.

The total length of each race was 50¾ miles, making 29 laps. The races were run in a clockwise direction, with massed starts of sometimes 20 odd competitors, so the thrill supplied on so narrow a course can be imagined.

PARK CUP RACE.

The first race was for machines of 350 c.c. Owing to a large entry (52), 2 heats were run and the best time taken by a rider in either heat won him the Park Cup. Several well-known men were in this race, including G. E. Rowley, C. J. Williams and the Deller Brothers.

RESULTS.

1. E. R. Thomas (Velocette), 49 m.p.h.
2. T. A. Cann (Velocette), 48 m.p.h.
3. H. Adcock (Raleigh), 47.8 m.p.h.

R. Deller on a 172 c.c. Baker rode a remarkably clever race for 22 laps ; his motor then became very tired, but this was not surprising for at one time he was within 10 sec. of the leader's time. All spectators regretted his bad luck.

THE SYSTON CUP RACE.

The next race was for machines of the 500 c.c. class with an entry of 47 riders. H. J. Bacon on a 493 " Beam " lead the field for a number of laps. His riding was the essence of good judgment, but unluckily, he had to retire owing to a damaged gear selector mechanism. The first and second men, G. F. Jones and L. A. Hutchings, had a really marvellous scrap on the straights, separated only by inches. Milner's 1926 T.T. Norton showed an extraordinary turn of speed, controlled by a very clever rider. He was very unlucky not to be in the first 3, but he finished the course nevertheless by pushing a few hundred yards and thus gained a replica, being within ten minutes of the winning time.

RESULTS.

1. G. F. Jones (Norton), 47.5 m.p.h.
2. L. A. Hutchings (Rudge Whitworth), 47 m.p.h.
3. T. E. Flintoff (Sunbeam), 46.5 m.p.h.

THE " DOLPHIN CUP " RACE.

The third race was for side-car machines. This race was without incident, there being only 4 entries.

RESULTS.

1. W. Spence (A.J.S.) 39 m.p.h.
2. J. G. Richards (Scott).

THE LAKE CUP RACE.

The 4th race was for machines of unlimited c.c. The entry of 44 was again run in 2 heats and was without incident.

RESULTS.

1. A. Tyler (348 Raleigh), 47 m.p.h.
2. W. N. Jordan (490 Norton).
3. F. H. Chambers (346 New Hudson).

The riding skill displayed throughout the entire meeting was extremely good, and the races were remarkably free for accidents, considering the weather, which was very wet. The Grantham Motor Club must be congratulated for the splendid organisation of a real sporting event.

F. F.

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1,000 Miles.
12 hours.
500 Kilos.
3 Hours.
Class "B" 200 Kilos.
200 Miles.
Class "B" 200 Kilos.
200 Miles.
2,000 Kilos.
3,000 Kilos.
2,000 Kilos.
2,000 Miles.
24 Hours.
Class "C" 4,000 Kilos.
3,000 Miles.
5,000 Kilos.
4,000 Miles.
5,000 Miles.

WORLD'S.

Saloon Car lapped Brooklands at 90.06 m.p.h., the fastest speed ever attained by a Saloon Car.
Surbiton 150 Miles Limited Fuel Race, 1,500 c.c. Class, averaging 30 m.p.g.

BROOKLANDS HANDICAPS.

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3rd ,, 34th ,, ,,
3rd ,, 36th ,, ,,
3rd ,, 38th ,, ,,
2nd ,, 42nd ,, ,,
2nd ,, President's Gold Plate.
2nd ,, 34th 90 m.p.h. Handicap.
3rd ,, 35th ,, ,, ,,
3rd ,, 36th ,, ,, ,,
3rd ,, 49th 75 ,, ,,
2nd ,, 37th 90 ,, ,,
1st ,, 49th 75 ,, ,,
2nd ,, 38th 90 ,, ,,

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2nd in Unlimited Sports Class.

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Yours faithfully,

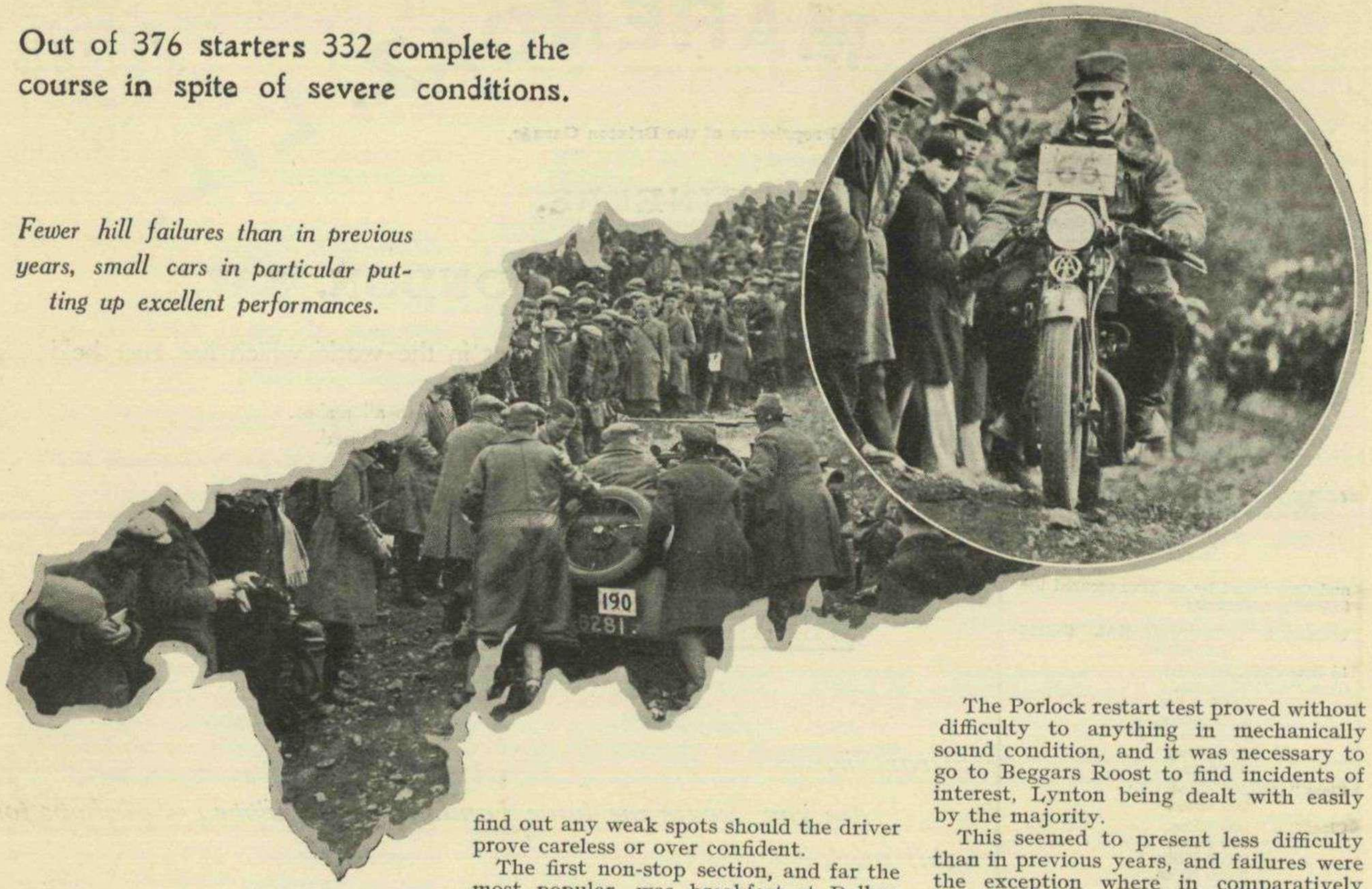
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THE LAND'S END TRIAL

Out of 376 starters 332 complete the course in spite of severe conditions.

Fewer hill failures than in previous years, small cars in particular putting up excellent performances.



THE dry, dusty weather of recent Lands End runs, gave place this year to conditions more usually associated with the " Exeter."

As if to encourage and mislead competitors, the Friday night was clear and fine, though cold. This however was not to last, and the starlight gave place to rain and cloud, and then to sleet and snow! However this run has always been noted as one of the most cheerful and interesting of the M.C.C.'s repertoire, and the large band of enthusiasts who braved the Easter weather, were determined that the Lands End run of 1930 should be in no way inferior to previous years, and they succeeded.

There were several new features in the regulations which were greatly appreciated by the competitors. For one thing there were no secret checks to cause anxious dawdling for fear of losing a "gold." The actual checks being well out in the country, drivers were able to halt for sleep or refreshment in peace, both for themselves, and also for the more normal inhabitants of the countryside who chose to go to bed instead of travelling by night.

Another point which added interest this year to the trial was the inclusion of two new hills, Grabhurst and Ruses Mill, which although in no way serious obstacles to the modern car or motorcycle properly driven, are quite sufficient to find out any weak spots should the driver prove careless or over confident.

The first non-stop section, and far the most popular, was breakfast at Dellers Café at Taunton, which event however was a little too 'non stop' for some hungry fellows to whom an hour is none too much for a meal, when it also includes a walk to and from, to say nothing of personal ablutions!

After this the route departed from standard to some extent to include Grabhurst. The surface being somewhat loose care had to be exercised by the solo men, but the standard of riding was good and failures chiefly due to carelessness. The sidecars were also uneventful except for a difference of opinion between D. W. F. Ellis and J. F. Kelleher, both on Matchlesses who came up too close together, got closer still, collided, and upset. The others of the same make were good, however, and Ariels, who were well represented, were all good. Of the cars the M.G. Midgets were excellent and throughout the trial put up wonderful climbs and seemed to laugh at all gradients. The Austin Sevens also ran them close in spite of their slightly smaller capacity, while the supercharged Triumphs showed their real suitability for trials work.

Rileys, of which there were no few than 33 in the trial, performed well, with S. C. H. Davis about the fastest. Of the larger cars the Frazer-Nashes stood alone for speed on hills and were all very adequately handled. Their remarkably high bottom gears instead of being a disadvantage, merely seemed an excuse for climbing faster than ever.

The Porlock restart test proved without difficulty to anything in mechanically sound condition, and it was necessary to go to Beggars Roost to find incidents of interest, Lynton being dealt with easily by the majority.

This seemed to present less difficulty than in previous years, and failures were the exception where in comparatively recent years they have been rather the rule. The motorcycles were on the whole fast, but the riders in most cases avoided trying to be spectacular.

A Wonderful "Baby."

Probably the most meritorious motorcycle performance of the whole trial was that of T. G. Meeten who, driving a 172 c.c. Francis-Barnett and sidecar, made rousing climbs of every hill and quite overshadowed many of the larger machines. The M.G.'s, Austins and Triumphs were again good, and the Frazer-Nashes as fast as expected, which is saying a good deal!

Ruses Mill was not nearly as difficult as was thought before the trial, and it was left to the famous Bluehills mine hairpin to blot a few more copybooks, and also to damage several perfectly good front wings on some motorcars whose drivers ought to have known better!

The babies were again good, and so were the larger foreign vehicles whose ample lock proved very useful, but there were several cases where it was seen that some English makers would do well to improve this point of their vehicles. Frazer-Nashes slid round the bend, Aldington being about the fastest, but T. H. Wisdom did not quite manage it and came momentarily to rest. Bluehills once past the finish was not far away, and so to rest with one less Lands End to look forward to in the future.

FIRE REGULATIONS FOR MOTORISTS

Petroleum Spirit (Motor Vehicles, etc.) Regulations, 1929

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If you do not store any petrol other than that in the tank of your car

fit a Pyrene TRADE MARK **FIRE EXTINGUISHER**

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THE ITALIAN "1,000 MILE."

Overwhelming victory for Alfa-Romeo team in Italian town-to-town classic.

NUVOLARI, driving single-handed throughout, won the fourth Italian 1,000 miles race, which was run on the 12th and 13th April, on a 2-litre supercharged Alfa-Romeo. His time of 16h. 18m. 59-1/5s. gave him the truly wonderful average speed of 62.41 m.p.h. for the 1,007 miles, and surpassed by an hour and three quarters the record for the race set up by Campari and Ramponi last year. The Alfa-Romeo triumph was completed by three other cars of the team which captured the next three places ahead of the 3-litre O.M. and the 7-litre Mercédès.

Out of 143 entries, 134 appeared at the start in the town of Brescia on the Saturday morning, ready to set out on their 1,000 mile journey. It is hard for anyone who does not know the "autophilia" of the whole Italian nation to understand quite what this race represents. From Brescia these 134 cars of all sorts and sizes were going to race by Bologna and Florence to Rome; there they were going to turn back, and by Bologna, Treirso and Verona get back to Brescia. The roads they were going to race over were not closed by order to other traffic, and the population had merely been appealed to by the newspapers to show their sporting spirit by not getting in the way of the racing cars. It is perhaps unnecessarily depressing to think what would happen in England under similar circumstances!

The event started with a particularly affecting little ceremony in Brescia to the memory of Count Brilli Peri, the famous Italian driver who was killed recently while practising for the Tripoli Grand Prix. Then at 11 o'clock on a sultry spring morning the first car was given the word to go. It led a line of 15 other cars all running in the "utility class," i.e., machines with engines of more than 1100 c.c. and costing less than 25,000 lire (about £270). They consisted chiefly of Italian built 4-cylinder Citroens and the new 10-30 h.p. Fiats. They were followed by more than 30 1100 c.c. machines, the most interesting of which was one of the new 8-cylinder Maseratis. The rest consisted chiefly of "509" Fiats, of which the most exciting looking sports models exist in Italy, Salmsons and Amilcars, with a Rally and a Derby.

It was not until the last of these had been despatched, however, that the really exciting cars, any of which might prove the winner, began to get away. Everyone regretted that the team of 4½-litre Bentleys which had been entered by H. R. S. Birkin could not be got ready in time, as they would undoubtedly have added considerably to the interest of the race. In their absence the chief competition was expected to be between the Alfa Romeo team of 2-litre cars, the 3-litre O.M.'s, Arcangeli's 2-litre straight-eight Maserati and the 7-litre Mercédès driven by Caracciola and Werner. As well as these however there were a whole host of other cars, Fiats, Italas, Lancias, Bugattis, Chryslers, Jordans, Ceiranos' Bianelis and the rest.

The First Stage.

From Brescia to Bologna the road runs dead straight for the most part, level and dusty, by Cremona and Parma across the plain of Lombardy. It was on this stretch that the big cars would have the greatest advantage, and it was here that the big Mercéd.s hoped to get the lead. The speed across the plains was terrific, and the first of the fast cars to arrive was Campari and Marinon.'s Alfa-Romeo, which had obviously averaged a terrific speed, but as the cars had started at minute or half-minute intervals, it was necessary to await the official times before it was known who was leading. They were soon published, and it was seen that the fastest time had been made by Arcangeli who in his 2-litre Maserati had covered the 120 odd miles in 1h. 30m., an average of over 79 m.p.h. Nuvolari and Guidotti on the leading Alfa-Romeo were only a fraction of a second slower, and their team-mates Varzi and Canavesi were bracketted third with the big Mercédès. In the 1100 c.c. class the leader was the little Maserati driven by Tamburi. Great was the joy in Bologna, for it is there that the Maserati is built.

The position of the leaders at Bologna was as follows:—

GENERAL CLASSIFICATION.

1. Arcangeli (2-litre Maserati), 1h. 30m. 15-1/5s.
2. Nuvolari-Guidotti (2-litre Alfa Romeo), 1h. 30m. 15-4/5s.
3. Varzi-Canavesi (2-litre Alfa Romeo), Caracciola-Werner (7-litre Mercédès), 1h. 31m. 20s.
5. Tadini (2-litre Alfa-Romeo).
6. Rosa-Coffani (3-litre O.M.).
7. Bassi-Gazabini (3-litre O.M.).
8. Ghersi-Cortese (2-litre Alfa-Romeo).
9. Mancinello (2-litre Alfa-Romeo).
10. Maggi-Mazzoti (2-litre Alfa-Romeo).

1100 C.C. CLASS.

1. Tamburi (Maserati), average 64.7m. p.h.
2. Matrullo Grannini (Salmson).
3. Periccioli-Appollonio (Fiat).
4. Conconi (Rally).

Immediately after Bologna the whole character of the race changed, for the road left the plains and began to climb in a series of difficult corners to the Raticosa Pass, 3,200 feet above sea level. The pass, dominated by the ruins of a medieval castle is one of the highest in the Apennines. Thence the road dropped, only to climb to 3,000 feet again to the Futa pass before running down hill to Florence. On this section the size of the Mercédès was sure to be something of a disadvantage, while Caracciola was also handicapped by his inferior knowledge of the road. It is rather impossible to get much practice in a short time over a course which is 1,000 miles round! It was on this section that the superb brakes and road-holding of the Alfa-Romeo began to show to real advantage and the team rapidly gained the lead.

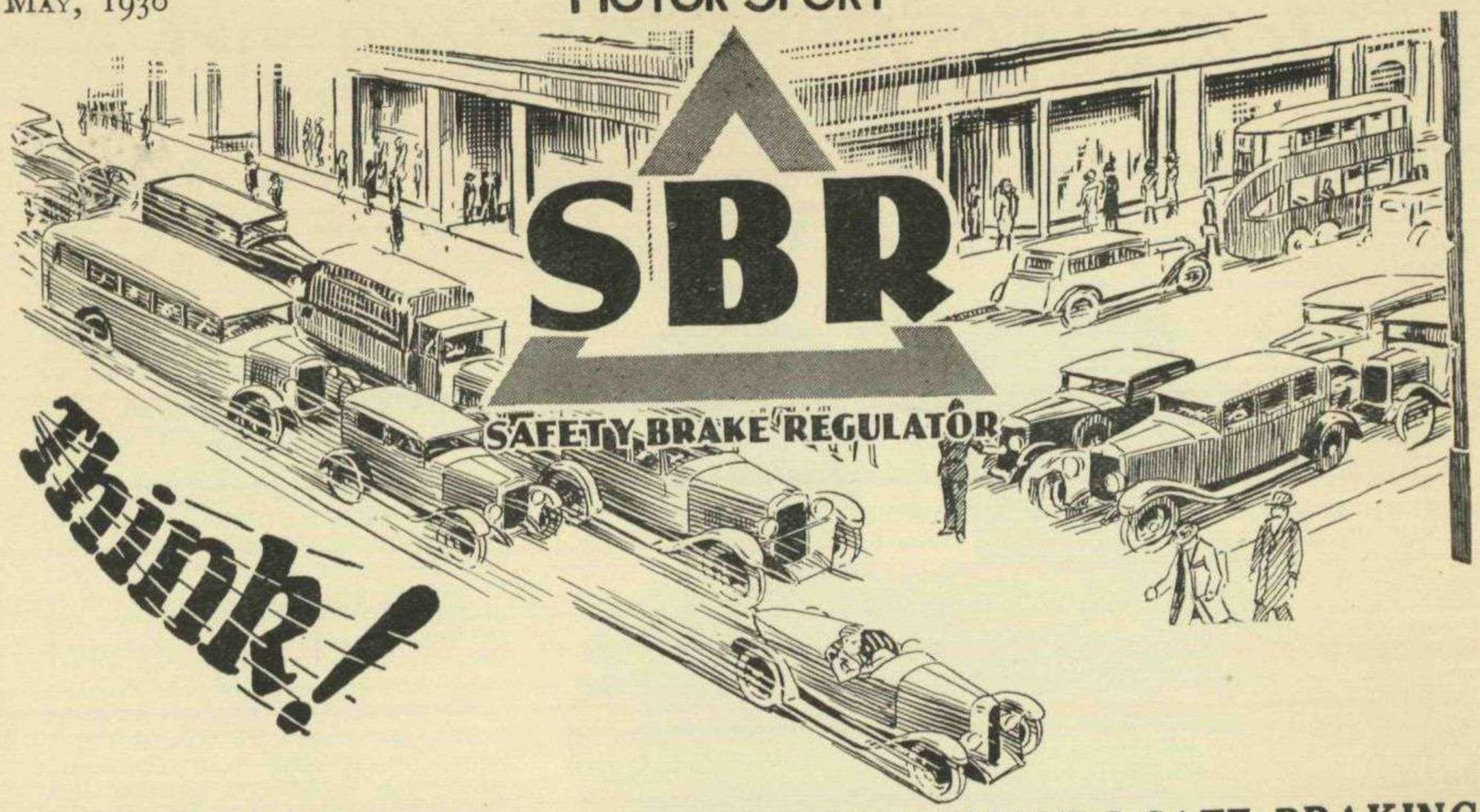
Arcangeli Crashes.

On leaving Bologna, however, Arcangeli was determined not to lose the position which he had gained by his fast run from Brescia. He set off into the mountains at high speed, but his brakes proved unequal to the long succession of corners, and finally gave out on a bend. The Maserati left the road and was wrecked, while Arcangeli was taken to hospital with slight injuries. Thus one of the fastest cars was eliminated. This let Nuvolari up into first place, and at the end of the 185 mile run from Brescia to Florence, the order of the leaders was as follows:—

1. Nuvolari-Guidotti (Alfa Romeo), 2h. 53m. 4s.
2. Bassi-Gazzabini (O.M.), Varzi-Canavesi (Alfa-Romeo), 2h. 54m. 5s.
4. Campari-Marinoni (Alfa-Romeo), 2h. 56m. 13s.

The competition was thus now between the Alfa-Romeo and the O.M. driven by Bassi and Gazzabini, which was a repetition of previous years' races. Caracciola and Werner had dropped back to seventh place, having lost eight minutes to Nuvolari.

From Florence to Rome, the road runs over the lower hills of the Apennines, never level and never straight. On this section Campari was nearly eliminated, for on taking a corner he found his path partially blocked by another car and ran off the road. He quickly got his Alfa-Romeo going again, but thereafter he suffered from brake trouble and had to go slower. On this section also the O.M. driven by Bassi fell back, and the chances of this team were obviously fading as the fastest car driven by Minoia, the winner in 1927, had been eliminated early on with a cracked supercharger casing. Caracciola and Werner on the Mercéd.s also fell back further and when the cars reached Rome, 376 miles from the start, the Alfa-Romeos seemed to have things well in hand.



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THE ITALIAN "1,000 MILE"—continued.

The leaders at this point were as follows :—

1. Nuvolari-Guidotti (Alfa-Romeo), 5h. 48m., 64.8 m.p.h.
2. Varzi-Canavese (Alfa-Romeo).
3. Campari-Marinoni (Alfa-Romeo).
4. Bassi-Gazzabini (O.M.).
5. Tadini-Siena (Alfa-Romeo).

With Rome came darkness, and the competitors again set out over mountainous roads to Perugia and Ancona. The big Mercédès had by this time dropped back to ninth place, having lost thirty minutes on the leaders, and all hope of its victory seemed to have gone when during the night its lights gave trouble and it twice ran off the road. All attention was therefore concentrated on the flying red Alfas, as it now seemed certain that one of them must prove the victor. But among themselves Nuvolari and Varzi were having a most magnificent "dog-fight," with Campari, in spite of his defective brakes hot on their heels. At Ancona only a matter of seconds separated the two leading cars, and after the check in the town, the racers set out on the fast straight run by Rimini to Bologna.

This was Caracciola's last chance and he made a magnificent effort, bringing the giant Mercédès up from ninth to fourth place. But there was no catching the Alfa-Romeos, and all the way up to Treviso and Feltre, back across the Venetian plains by Verona to Brescia, there was no change in the order of the three leading cars.

Just before 6 o'clock on the morning of Sunday, 13th April, Nuvolari roared into Brescia, winner of the fourth 1,000 Miles Race, having driven himself throughout and scored the third successive win in the classic event for Alfa-Romeo. Behind him came Varzi and Campari's cars, while fourth place was captured by Ghersi and Cortese, also on an Alfa-Romeo. The victory of the Milanese firm was therefore complete, and as an indication of the severity of the struggle it may be mentioned that the first ten cars to arrive all bettered the record time set up by last year's winner.

The final results were as follows :—

1. Nuvolari-Guidotti (Alfa-Romeo), 16h. 18m. 59-1/5s. Average speed 62.41 m.p.h.
2. Varzi-Canavesi (Alfa-Romeo), 16h. 29m. 51s.
3. Campari-Marinoni (Alfa-Romeo), 16h. 59m. 53-3/5s.
4. Ghersi-Cortese (Alfa-Romeo), 17h. 16m. 31s.
5. Bassi-Gazzabini (O.M.), 17h. 18m. 34-2/5s.
6. Caracciola-Werner (Mercédès), 17h. 20m. 17-2/5s.
7. Rosa-Coffani (O.M.), 17h. 22m. 58s.
8. Maggi-Mazzotti (Alfa-Romeo).
9. Ferrari-Foresti (Alfa-Romeo).
10. Fantanini (Alfa-Romeo).
11. Garandi (Fiat).
12. Bornigia-Balestrero (O.M.).
13. Pirola-Guatta (Alfa-Romeo).
14. Natali (Alfa-Romeo).
15. Cattalini-Polini (Alfa-Romeo).
16. Dafari-Balestrero A(lfa-Romeo).
17. Ruggeri (O.M.).
18. Richetti-Poilucci (Bugatti).
19. Peverelli-Orto (Alfa-Romeo).
20. Bellengeri-Zangrandi (Itala).

In all 73 of the 134 starters finished, and out of the first twenty, eleven were Alfa-Romeos.

The class winners were as follows :—

1100 c.c. Class.

1. Perriccioli-Apollonio (Fiat), 21h. 30m. 42s. Average, 47.34 m.p.h.
2. Montanari (Fiat).
3. Matrullo-Giannini (Salmson).

1500 c.c. Class.

1. Pirola-Guatta (Alfa-Romeo), 18h. 30m. 46s. Average, 55.12 m.p.h.
2. Natali (Alfa-Romeo).
3. Peverelli-Orto (Alfa-Romeo).

2-litre Class.

As in general classification.

3-litre Class.

1. Bassi-Gazzabini (O.M.), 17h. 18m. 34-2/5s. Average, 58.81 m.p.h.
2. Rosa-Coffani (O.M.).
3. Bornigia-Balestrero (O.M.).

5-litre Class.

1. Leonardi (Chrysler), 21h. 24m. 43s. Average, 46.5 m.p.h.
2. Longoni (Jordan).
3. Mercuri (Fiat).

Over 5-litres.

1. Caracciola-Werner (Mercédès), 17h., 20m. 17-2/5s. Average, 58.74 m.p.h.

Utility Class.

1. Mazza-Pezoni (Fiat), 23h. 14m. 31s. Average, 43.8 m.p.h.
2. Spotorno-Ghiringelli (Fiat).
3. Biagioni-Biagioni (Fiat).

As a comparison with this year's results it is interesting to note the times of the winners in the three previous races, which are as follows:—

1927.

1. Minoia-Morandi (2-litre O.M.), 21h. 4m. 48s. Average 48.25 m.p.h.
2. T. Danieli-Balestrero (2-litre O.M.), 21h. 20m. 53s.
3. M. Danieli-Rosa (2-litre O.M.), 21h. 28m. 2s.

1928.

1. Campari-Ramponi (1500 c.c. Alfa-Romeo), 19h. 14m. 5s. Average, 52.55 m.p.h.
2. Mazotti-Rosa (2-litre O.M.), 19h. 22m. 27s.
3. Strazza-Varallo (2½-litre Lancia), 19h. 37m. 37s.

1929.

1. Campari-Ramponi (2-litre Alfa-Romeo) 18h. 4m. 23s. Average 56.05 m.p.h.
2. Morandi-Rosa (2-litre O.M.), 18h. 14m. 14s.
3. Varzi-Colombo (2-litre Alfa-Romeo), 18h. 16m. 12s.

THE GRAND PRIX OF TRIPOLI.

Winner's Average Speed over 90 m.p.h.

BORZACCHINI, driving a 4-litre 16-cylinder Maserati, won the Grand Prix of Tripoli, which was run on 23rd March. The race was run over four laps of the Circuit of Mellaba, measuring 26 kilometres each, the total distance of the race thus being 104 kilometres or about 75 miles.

Second place was captured by Arcangeli, also on a Maserati, this car having a straight-eight engine of two-litres capacity. Biondetti was third on a 1500 c.c. 8-cylinder Talbot, which ran in the Grand Prix races in 1926 and 1927 and which now forms part of the Materassi racing stable.

The winner averaged 91.46 m.p.h. which is something of a record for a road race.

THE B.M.C.R.C.'S "TWENTY-FIRST"

Huge Crowd causes some disorganisation

OF course it is simply not done to have anything like a crowd at a B.M.C. R.C. meeting. At least this is what most of us have thought hitherto, and unfortunately it is what the Brooklands authorities thought on the 5th of last month. The result was the most extraordinary motorcycle meeting in the history of the track.

Old habitues rubbed their eyes and looked again to make sure, but it was quite true. That *was* a mass of people sitting peacefully on the top of the members' banking, and there was none to remove them. When a few thousand people with no knowledge of the rules and traditions of the track, and with little respect for the potential danger of fast moving vehicles, get firmly settled, it is no easy thing to move them by ordinary means. At the same time the organisers will have to take good precautions against a repetition of the occurrence.

In this particular case nothing serious happened, but it certainly will unless the control of the crowd is given more attention. A crowd of the type present at the first meeting does not appear to respect persons or property, and the pits at least required considerable repairs by the end of the afternoon. Another point which does not encourage people to visit Brooklands is a delay of about an hour between the entrance and the paddock, and this was less than many of the spectators had to put up with.

The chief cause of the extra crowd was the reduction in price, and the fact that by making use of the coupon issued by *The Motor Cycle* it was possible to get in for half this figure, or 1s. 3d. This was certainly a move in the right direction in the way of encouraging people to visit Brooklands, but it would appear that the authorities had forgotten that the journal which introduced the scheme is read by a larger circle than the usual motorcycle meeting crowd.

The actual racing was also different from the usual run of these meetings, and probably from the point of view of the majority of the spectators was an improvement. However, to the usual spectator, who appreciates racing as such, the slightly music hall atmosphere introduced by relay races and match races was less acceptable than the old style meeting.

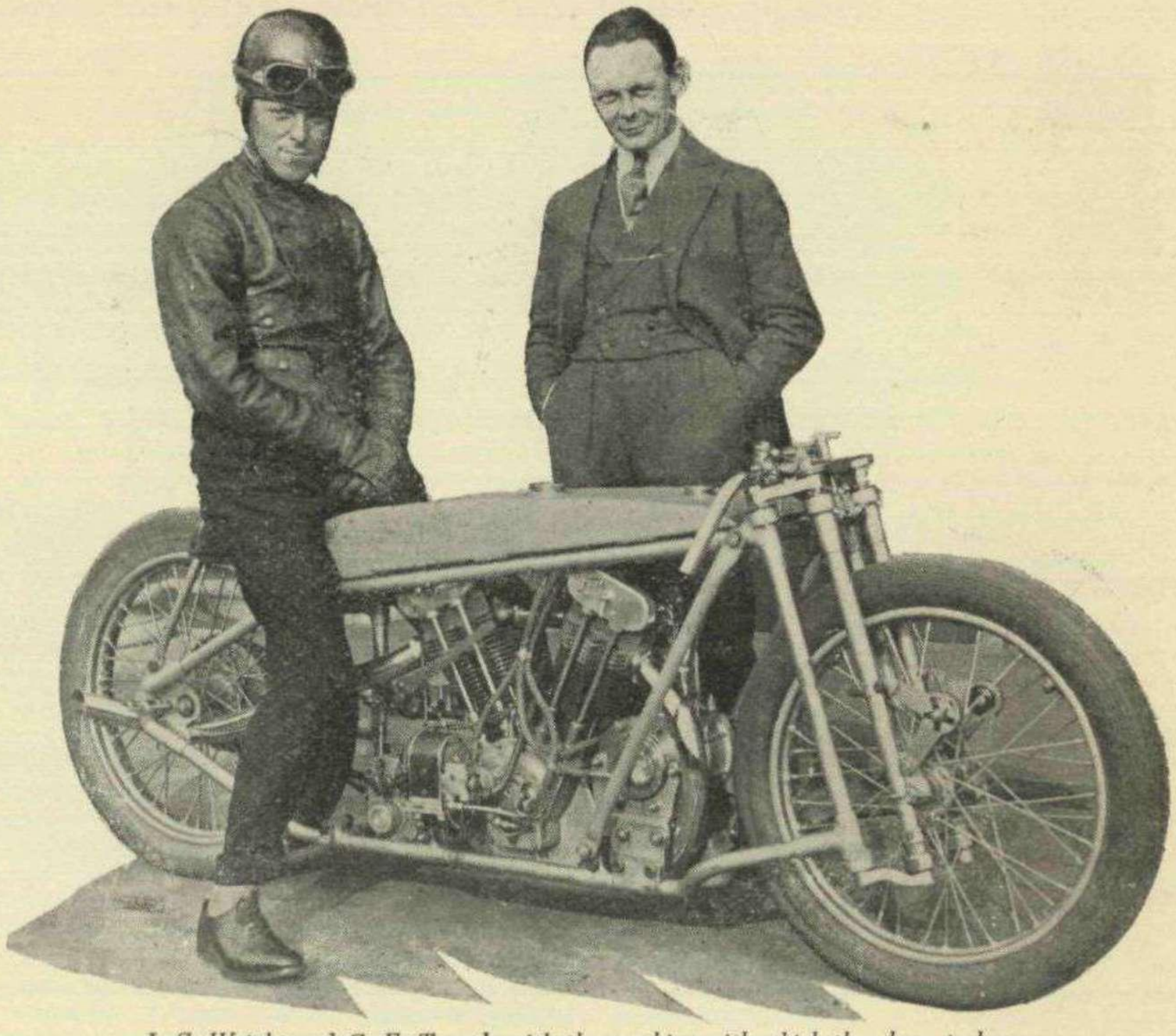
The actual racing produced some excellent finishes and some good speeds, and it was very evident that "Ebby" has lost none of his cunning as a handicapper.

Some excellent performances during the afternoon were somewhat overshadowed by the irrepressible Chris Staniland, who on various mounts with Blackburn engines which had been educated to their part by J. S. Worters, annexed 4 firsts in good style. His best win was in the 3-lap solo handicap which he won from Bickell on his Chater-Lea at 95.59 m.p.h. having lapped at 102.9 m.p.h.

Staniland's performance at this meeting is interesting as he has achieved the feat of winning the first motorcycle race of the year as well as the first car race! Other unusual events included a match race between G. E. Nott (Rudge) and Jack Dunfee (Ballot) which was won by Nott by about 30 yards at 99.61 m.p.h.; then the match race between George Tucker and Victor Horsman on sidecar outfits (Norton and Triumph respectively) was run off—first on their own, and again when the timekeepers were ready, Tucker winning by 1½ lengths at 76.97 m.p.h. This was run between three teams of three, each team having two solos and a sidecar outfit. The winning team consisted of W. G. Hewitt (348) Zenith, B. L. Hieatt (498 Rex-Acme) and C. S. Staniland (498 Excelsior s.c.). Staniland, in spite of being left with ground to make up, caught and passed George Tucker's Norton, coming home for his third win with only inches to spare.

As J. S. Wright's very "Hush-Hush" machine apparently hushed altogether after a rather spluttering lap, the passenger handicap was run off, though this was disturbed by a momentary reappearance of J. S. Wright, still spluttering!

The last race was *The Motor Cycle* Invitation race over 3 laps. Once again Chris Staniland produced a knot or so above what Ebby had allowed for and brought his wins to the nice figure of four for the afternoon. Congratulations to Chris, Tony Worters, and Blackburnes.



J. S. Wright and C. F. Temple with the machine with which they hope to lower the existing mile record.

RESULTS.

250 c.c. One-lap Sprint.—1, C. S. Staniland (Rex-Acme-Blackburne); 2, E. Fernihough (Excelsior-J.A.P.); 3 L. J. Archer (New Imperial). Speed, 78.43 m.p.h. 350 c.c. One-lap Sprint.—1, B. L. Hieatt (Rex-Acme-Blackburne); 2, C. S. Staniland (Zenith-Blackburne); 3, A. Denly (A.J.S.). Speed, 83.14 m.p.h. 500 c.c. One-lap Sprint.—1, A. Denly (A.J.S.); 2, L. Hawthorn (Cotton-Blackburne); 3, C. S. Staniland (Excelsior-Blackburne). Speed, 90.88 m.p.h. Three-lap Sole Handicap (A and B).—1, C. S. Staniland (Zenith-Blackburne); 2, B. Bickell (Charter-Lea); 3, E. Fernihough (Excelsior-J.A.P.). Speed, 95.59 m.p.h. Match Race: G. E. Nott (Rudge) versus J. Dunfee (Ballot Car).—1, G. E. Nott. Speed, 99.61 m.p.h. Three-lap Solo Handicap (C, D and E).—1, A. L. Loweth (Norton); 2, L. Hawthorn (Cotton-Blackburne); 3, R. R. Barber (Matchless). Speed, 96.90 m.p.h. Match Race: V. Horsman (Triumph s.c.) versus G. Tucker (Norton s.c.).—1, G. Tucker, speed 76.97 m.p.h. Relay Race—1, J.S. Worters's team (W. J. Hewitt, B. L. Hieatt and C. S. Staniland). Speed, 77.22 m.p.h. Three-lap Passenger Handicap.—1, E. C. E. Baragwanath (B.S.-J.A.P.); 2, G. Tucker (Norton); 3, V. Horsman (Triumph). Speed, 95.23 m.p.h. "The Motor Cycle" Invitation Race.—1, C. S. Staniland (Zenith-Blackburne). Speed, 96.9 m.p.h.

TRAINING FOR SPEED.

Some Hints on Fitness by Our Medical Expert.

MOTOR racing is not a sport that demands the intensive training of athletics or the University Boat race, but where track work or road-racing are contemplated lack of the necessary physical training may be a most severe handicap. It is worth saying that there are many people totally unfitted for the sport by reason of natural incapacity, either bodily or mental; fortunately these have usually discovered their weakness at touring speeds, but young men suffering from the disease of "more money than sense" are seen only too frequently. However, this article is addressed to the man who can drive a car (and drive it well) and wishes to give the best account of himself among hot competition.

All training may be divided into the general and the particular. By the former I mean raising the general health level without imposing any of the strain which accompanies the intensive training of the athlete. I will suppose the case of the man who has spent the winter at his business, with perhaps some golf or similar mild exercise. First and foremost, he will probably be too fat. While admitting that exceptions are common, there is no doubt that in the sport demanding quick movements and decisions the fat man is at a disadvantage; in motor-cycle racing the extra wind resistance and weight is of real importance. I should be the last to suggest the methods by which the jockey makes the weight; that is impossible for the man who has other things to do.

Turkish baths are an excellent preparation, weekly or fortnightly, especially to the busy man who may thereby achieve what would otherwise require exercise for which he has no time.

The civilised nations of the ancient world well understood its advantages, and the Romans introduced the practice of hot air bathing all over the then known world.

Owing to our climate, rheumatism is a common complaint and one which leads to many complications; here Turkish bathing is of the greatest value, both as a preventive and cure, and thousands can testify to its regular use having brightened their lives and freed their bodies from pain.

For the reduction of obesity the bath is one of the safest methods known. The flesh soon becomes firmer and the muscular system is braced up, while the fat gradually disappears without any weakening effect or any unreasonable restriction of diet. It is certainly one of the best known means of soothing jaded nerves and relieving mental strain.

To be effective they must be accompanied by gentle daily exercise and some limitation of food and drink. For the former there is nothing better than skipping first thing in the morning; it should not be made a fetish or carried to the point of fatigue, but the amount should be increased from day to day as the training progresses. I have nothing against the many forms of "exercisers" on the market, but I have found the simple skipping rope just as effective and with great practical advantages. The "press-ups" that we knew so well in the Army are good, and a punch ball, if properly used, perhaps the best of all; finish all exercise with some simple breathing exercises. A cold bath? Yes, but once more, do not exaggerate its importance.

It is almost impossible to lay down rules for diet without knowing each case individually. Everybody will naturally avoid the things which he knows do not agree with him; everybody will do better to avoid anything of a "fancy" nature. But the best advice is that of an eminent dietician who said that a man should eat "what a sensible woman gives him." and there is more in the fashionable cult of plenty of fruit and green vegetables than a mere passing whim. Glutting is to be deplored but hearty eating is admirable when allied to common sense. Drinking is an almost more difficult subject for advice than eating; most men have fixed habits which it is inadvisable to break too quickly. But excess in this respect cannot be tolerated, and the man who can reduce his daily allowance to the barest minimum—even to nothing—will be the better for it in training. The same applies to smoking, although individuals vary to such an extent that everyone must find his own level by trial and error. Most important of all is to lead a regular and quiet life. In bed by eleven every night is far more important than that second glass of port, and meals at regular hours are most advisable. A difficulty arises here in that the days before a race are liable to be a hectic rush of preparations too long delayed. From every point of view this should be avoided; if work must be done, the driver must get his full allowance of rest if possible. "Parties" of any kind should be rigidly excluded for at least three weeks before a race. Given these mild preparations, some games (cricket or tennis, swimming has a deleterious effect on some people's eyesight), it should be possible to reach a high standard of general health without interfering with the daily routine.

Training with motor-racing as the particular object in view is a difficult subject for advice, in that there is no hard and fast accepted method. The most important thing is to improve the reflex time for the movements of the arms and legs, and this quality has been settled for most of us before our birth. Such improvement as can be made will be brought about most easily by the simple training outlined above, combined with the daily practise of driving at increasing speeds. A famous T.T. rider once told me that he made a point of driving a hundred miles or so before breakfast every morning for two months before the race, and hurrying over the business. This is a council of perfection, but I would recommend a course of fast motor-cycling to the most blasé car driver if he wishes to get his nerves into the finest fettle. It is unlikely to be popular advice, but let it be remembered that some of the finest drivers graduated from motor-cycling.

Staleness? It is unlikely to follow mild training (and let me emphasise again, do NOT overdo the training), and when it comes, is most probably a purely mental phenomenon. If it is not too much advertisement, I would prescribe moderate doses of Edgar Wallace and the back numbers of "MOTOR SPORT."

Lastly, I would advise everyone, old hand or beginner, to be "vetted" by a doctor at the beginning of every season or before a big race. It is not that they will have to stand the strains of a Schneider Cup race (where quite different problems are represented), but there may be flaws in the strongest constitution which only come to light at a moment of crisis.

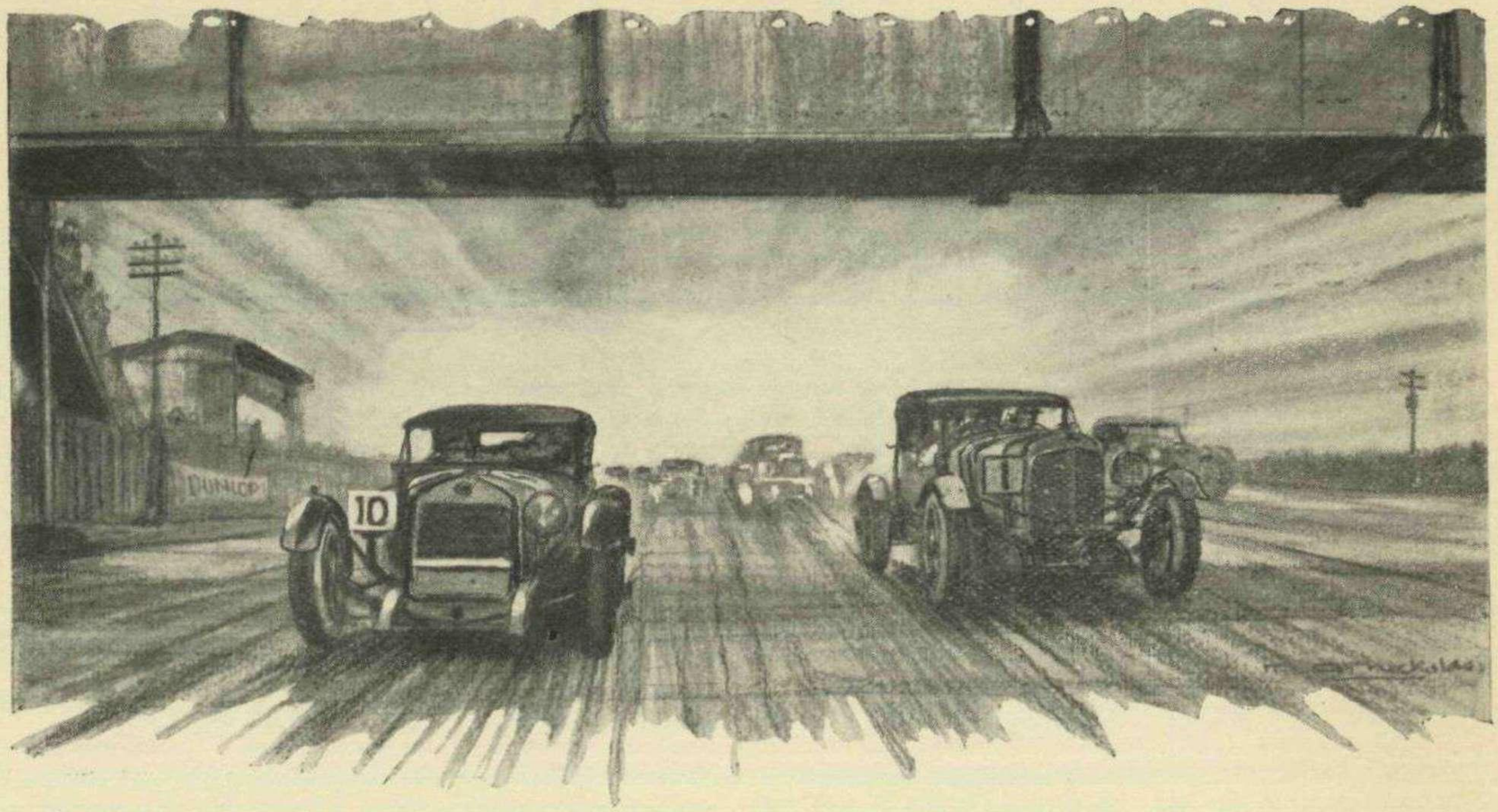
THE EUROPEAN HILL CLIMB CHAMPIONSHIP.

IT is to be hoped that as many of our hill-climbing experts will enter for this championship as possible, as it should be a most entertaining affair, and involves climbs in 10 different countries. The dates of the various races are as follows:—

May 11th. Zbraslav-Jiloviste, Czecho-Slovakia.
June 29th. Cunco-Col de Larche, Italy.
July 12th. Shelsley Walsh, England.
August 10th. Klausen hill climb, Switzerland.
August 17th. Freiburg hill climb, Germany.
,, 24th. Mont Veutoux, France.
,, 24th. Tatra, Poland.
September 14th. Semmering Hill Climb, Austria.
,, 21st. Svab, Hungary.
,, 29th. Feleae, Rumania.

All these hill-climbs are classic events, and the championship should have the effect of producing many interesting continental entries for Shelsley Walsh.

THE DOUBLE-TWELVE OUTLOOK



ON the 9th of this month the curtain rises on the first long-distance race of the season, namely the Junior Car Club's Double-Twelve Hour Race at Brooklands.

After a "close" season of nearly seven months, everyone connected with the competing cars is now working at full pressure in order to have everything absolutely ready in time for the race. There are a hundred and one details to perfect, from devising the quickest method of inserting one's legs into the cockpit of the car to inventing a really efficient and distinctive system of pit-signalling.

On the other hand, mere spectators can find plenty of material for discussion in the entries of cars and drivers, and while regretting the absence of many famous 'marques,' can speculate on the chances of the newcomers.

The number of entries is roughly sixty, on the face of it a very excellent total and one which should represent the majority of fast cars built to-day, but an examination of the list soon dispels this belief. In some classes, notably the 1500 c.c., the competition is definitely keen, while in others there is none at all; many famous makes are missing, whereas in six cases there are five or more cars of one make entered, comprising in all over 50% of the total number of cars entered for the race.

Among the large cars on the market, of which only Bentleys are entered, there are several American sixes and straight eights capable of a genuine 80 m.p.h. which, with a little tuning and preparation, would provide considerable competition in this class. Chrysler at Le Mans and Spa, Studebaker in last year's Double Twelve, and Stutz in many races, have proved the worth of three American makers at least, and it would be very interesting if other manufacturers, such as Duesenberg, Rickenbaker, Graham-Paige, Nash, Packard, Auburn, Moon, Cadillac and Hupmobile would enter teams. Some of these cars have excellent performances to their credit on board-tracks, but have yet to prove their mettle on a road-cum-track circuit.

Then again, one cannot but deplore the lack of large continental cars, some of which, such as Voisin, Bignan, Peugeot, and Chenard Walker have already had experience of sports car racing in the early races of this type, and the Grand Prix de Tourisme in 1922-3. Other makes which occur to one are Renault, with the magnificent performances of the 45 h.p. model at Monthlery in mind, Minerva Speed Six, tried out at Spa last year, Panhard-Levassor, of speed trial and hill-climb fame, Hispano-Suiza, with particular reference to its match with the Stutz at Indianapolis, Isotta-Fraschini and Delage Straight Eight, especially after its rapid run of 4,300 miles in 8 days, in the hands of M. Robert Sénèchal.

While regretting the lack of foreign competition among the large cars, one must not lose sight of the unqualified success of the Mercédes-Benz at Ulster last year, nor can one emphasise too strongly the fact that Bentley is the only manufacturer of large cars in this country who chooses to test his products in open competition. In spite of the argument that there is no need for them to race in order to prove the merits of their design, one cannot help wishing that Rolls-Royce would produce a large sports car, which with the performance of the Schneider Trophy engines as precedent, would certainly prove a very formidable competitor indeed, and one

THE DOUBLE-TWELVE OUTLOOK—continued

likely to give England unrivalled supremacy in this class. Other British cars which would be sure to give a good account of themselves are the 4½-litre straight eight Lanchester, the 4½-litre Invicta, and the new lowered double six Daimler.

The 3-litre class suffered rather an eclipse last year, but a little extra interest is promised this year by the entry of an M.G. Six, an as yet untried design as far as racing is concerned. However, one misses such cars as the 3-litre Bentley, 3-litre Sunbeam, and Lorraine Six, a former Le Mans winner, and one cannot understand the absence of the Lancia Lambda, after its performances in Italy.

In the 2-litre class there are several newcomers, a team of Alvis Silver Eagles, Mollart's A.C., a star performer in reliability trials, and an air-cooled Sara, a make which has had plenty of experience on the Continent, and is making a welcome début in England. The supercharged O.M. proved its mettle in the Italian 1,000 Miles Race last year, when it was narrowly beaten by a 2-litre Alfa Romeo. The struggle will be renewed at Brooklands, and one of the two will probably provide the winner of this class. One would like to see the Diatto in action once more, while a likely British competitor would be the 2-litre Crossley.

The 1½-litre class, as usual, is the best filled, and the quality of the entrants is good enough to satisfy the most ardent enthusiast. The front-drive Tracta is a new comer which has performed well at Le Mans, and should prove a worthy rival. Alfa Romeo, Aston-Martin, Lea-Francis and Frazer-Nash complete the list. The result should be very interesting.

In the 1,100 c.c. class, two six cylinder Amilcars, five Rileys, a Salmson, five M.G. Midgets and a Fiat should provide an epic struggle, which could only be improved by a team of B.N.C.'s joining the fray.

Austin Sevens monopolise the 750 c.c. class, and if the supercharged models produce anything like their form in the T.T. and 500 miles race last year, they should have a very good chance of winning the race on handicap.

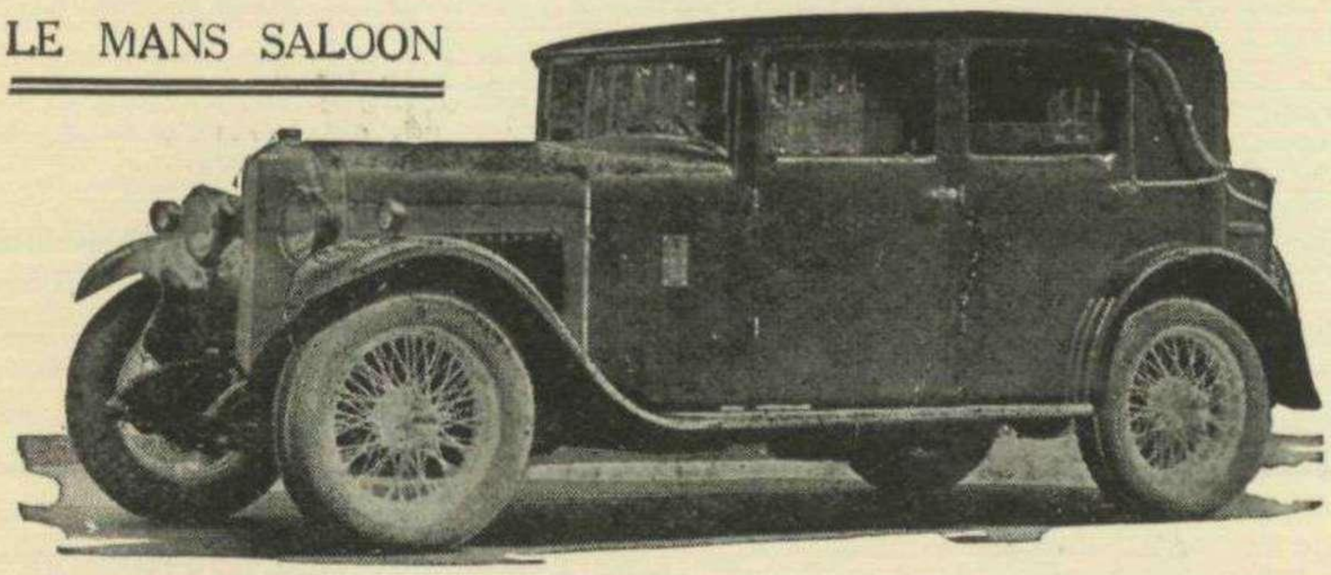
An interesting novelty this year is the inclusion of a chassis price classification award, which is intended to show how much speed with reliability can be bought for a certain sum of money. There is a set speed for each increase of chassis price, rising from 55 m.p.h. for a £100 chassis to 92 m.p.h. for a chassis costing £2,410. The winner will be the car which exceeds its specified average on the curve by the greatest amount.

In conclusion, despite the obvious deficiencies in the entry list, a very good race should result, and if the competition is not particularly keen in every class, one can look for another well-fought battle for the premier award on handicap, following the tradition of last year's Double Twelve.

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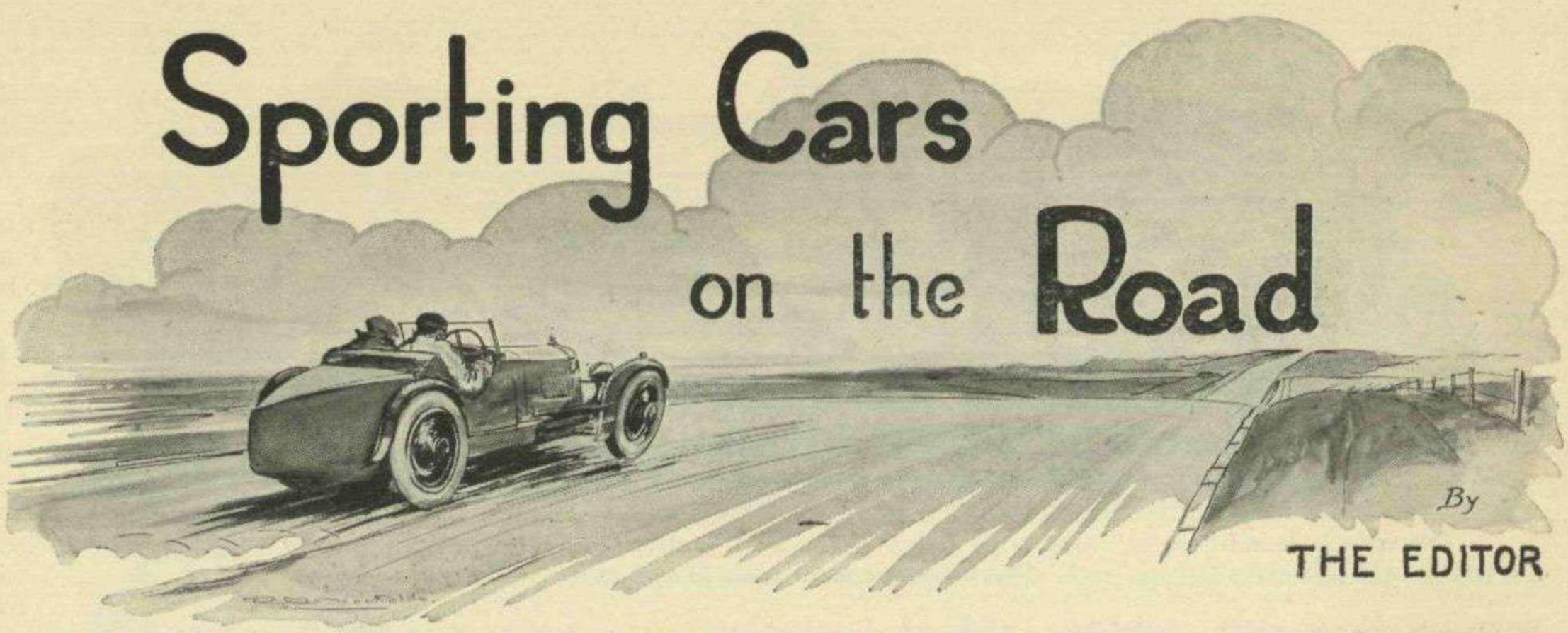
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Sporting Cars on the Road



By THE EDITOR

THE TYPE 43 SUPERCHARGED BUGATTI.

ONE of the most cheering aspects of testing a car such as the 2,300 c.c. supercharged Bugatti, is the relief from having to make excuses for its performance. There is none of the tiresome business of trying to find possibilities, which are not evident, no feelings that the speed is really quite good considering the size of body, or considering the small engine, or the temperature or the barometer, or the state of the road, quite good but ought to be better in fact!

There are no buts in the vocabulary of Ettore Bugatti. When he decides that a motorcar shall be quick it *is* quick, and it is a very blasé motorist indeed who could drive such a car and remain unmoved.

On taking over the "type 43" for the first time there were a few features which were strange to us in relation to previous Bugatti design. For instance, the gear change is now centrally operated and the movements are made to follow more usual practice, that is to say one pulls back into top instead of the older push forward change of the earlier models. We must confess to a liking for the older type, as it made the change down to third a beautifully crisp and snappy operation. However, the more standard method is probably the best, taken all round. Also the seats are higher than we expected and although this may have advantages in the way of giving greater view of the extremities of the vehicle, we would rather be more *in* the car. That is a mere bagatelle however, and a visit to Mr. Moseley, and the substitution of one of his air cushions for the present deeper upholstery would soon put that right, and at the same time would enable a fairly large driver to look through the windscreen instead of over the top of it.

Although this model is really a racer by instinct and upbringing, it has achieved a degree of refinement unapproached by previous Bugattis of this type. The interior of the cockpit is more like that of a sober motorcar and less like the engine room of a ship. In general equipment it is distinctly continental, and there is one lever, situated conveniently near the passenger's left hand which, legally, must be left alone in this country. However, what the ear of the law does not hear, the notebook of the law will not record, and when far from human habitation a little extra noise does no harm, and incidentally eases the exhaust valve temperature.

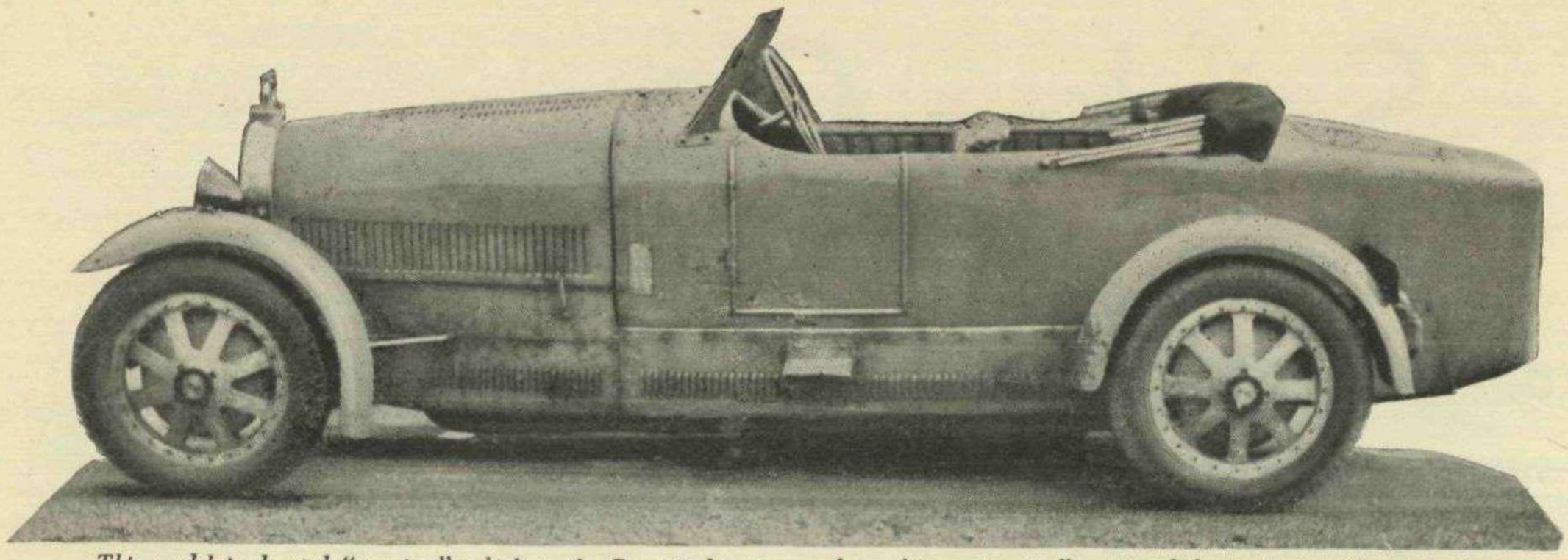
The supercharger is, of course, permanently functioning, but is remarkable quiet, and at ordinary cruising speeds, scarcely noticeable. The gear box is much quieter than on previous models, and retains the lightness of control and ease of changing which has always been a Bugatti feature. In handling the car, one found that a light touch is necessary to drive it well, which is as it should be with a car of this type.

The man who wants a woolly big-engined top gear vehicle would have little use for this particular Bugatti, and M. Bugatti has equally little use for him.

He realises the obvious—that is impossible to get a hotstuff, high-revving, hundred-mile-an-hour job which is also the complete town-carriage, at least not in 2,300 c.c., and he doesn't spoil a good car by trying to do so. He can make a perfectly good touring car if he likes, better than most people in fact, and does so, but it is another model entirely.

From this it must not be inferred that the supercharged "Bug" is intractable, for it is not. What it requires is intelligent handling, and a little concentration. With suitable use of the spark lever, and a reasonable delicacy in the treatment of the accelerator, it will pick up perfectly well from about 10 m.p.h. in top, which is a good thing in places where one does not wish to attract unwelcome attention. Once in the open country, however, such treatment would be absurd. What is the good of a beautiful 4-speed close-ratio gear box, and 5,000 r.p.m. well within the engine's speed range, if these properties are not exploited? In this respect the new Bugatti excels the older models in every way. The speed range of the engine is greater, and although a reasonable touch is required, it has grown out of the stage of having to be driven in light rubber shoes, which on some of the older racers were, if not necessary, at least highly desirable.

SPORTING CARS ON THE ROAD—continued



This model is denoted "touring," which is the Bugatti description of anything not actually stripped for racing! Certainly for long distance touring it would be hard to beat.

So much for control; now for road performance. With such a car, acceleration figures from a slower rate to one very little faster are well nigh meaningless, especially in the gears most likely to be used at these speeds. These figures are governed much more by the ability of the road surface to resist wheelspin than by anything else. It is in attaining high speeds quickly that the amazing performance becomes evident. 80 m.p.h. from a standing start takes little over three quarters of a minute, while quite unpublishable average speeds can be safely achieved without ever reaching the maximum of which the car is capable.

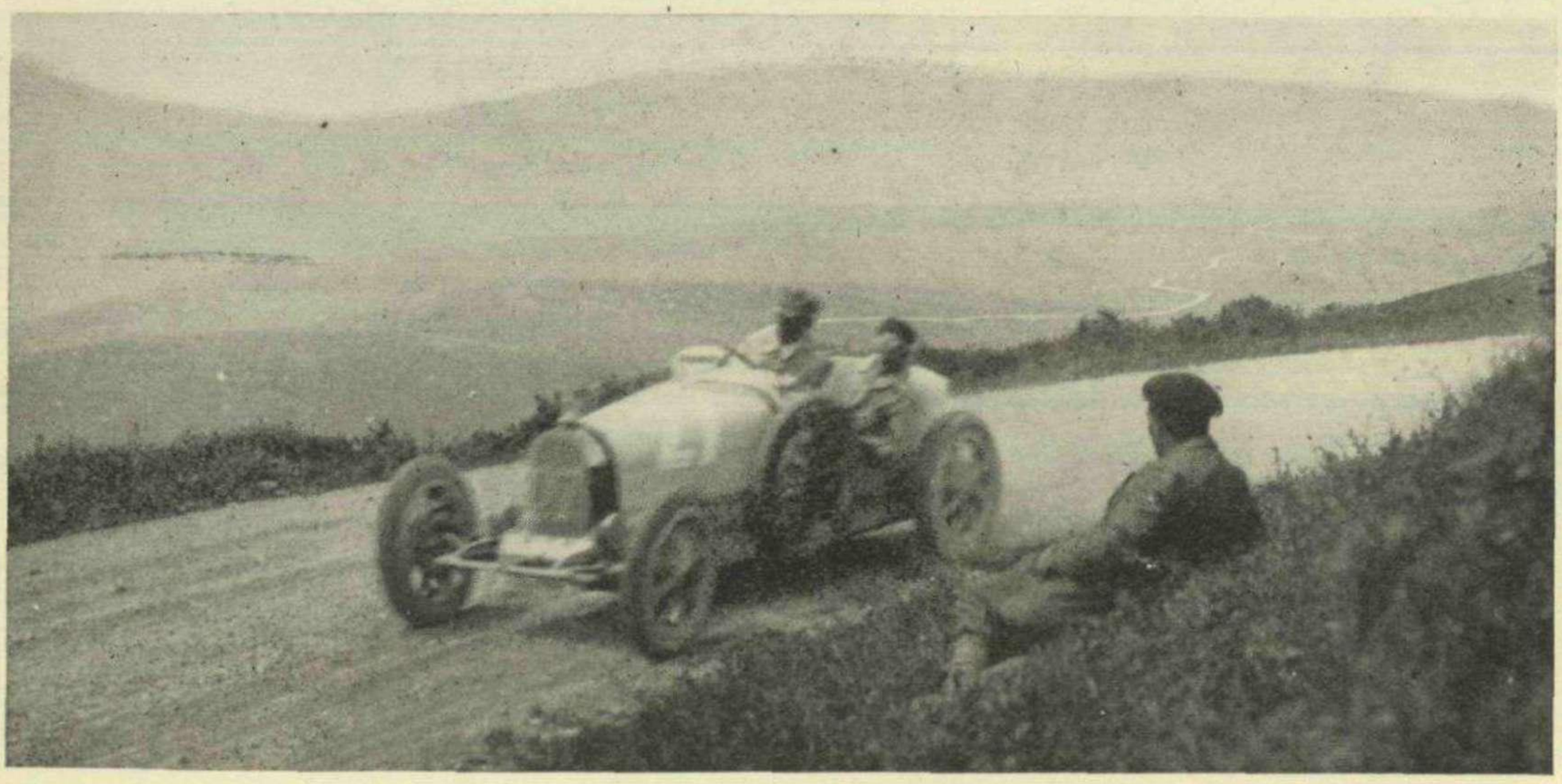
The top speed is stated to be 108 m.p.h., and would naturally vary slightly according to the conditions. We were unable however to check this, the highest road speed we attained in our test being 100 m.p.h., which can be reached from an ordinary gentle cruising speed on any stretch of about a mile. Braking from this speed is easy and safe. The brakes operate direct without servo mechanism, and the pressure required is very well arranged, being neither heavy enough to be hard work, or light enough to be liable to cause trouble.

As for the steering on corners and the straight,—well when a make can so consistently win the Targa Florio over the stiffest road course in the world, further comment on its handling from the pen of an ordinary mortal is merely superfluous—in fact, almost impertinent.

Apart from its maximum speed, the great point of this car is its hill-climbing powers. Main road hills, given a clear road can be breasted at a good 85 m.p.h., and when third gear is employed it is merely to reach this speed sooner, not because the hill requires it. The gear ratios are:—1st, 11.4; 2nd, 7.35; 3rd, 5.27, and top 4.14 to 1. The useful maxima on the gears are approximately 36 m.p.h. on bottom, 56 m.p.h. on second, and just under 80 m.p.h. on third. These could, of course, be exceeded, but to do so would be quite pointless and merely asking for trouble.

The price of the "43" Grand Sport model is £1,200.

In this class of car there can be no half measures, a man either wants racing performance or he does not, and if he does Ettore Bugatti is the man to supply it.



A consistent Targa Florio winner—The Grand Prix "Bug."

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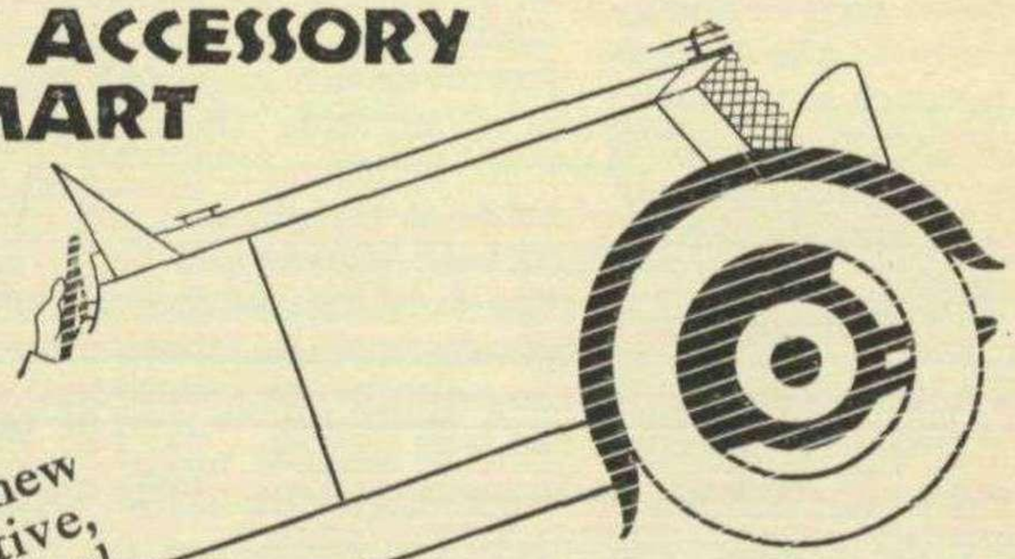
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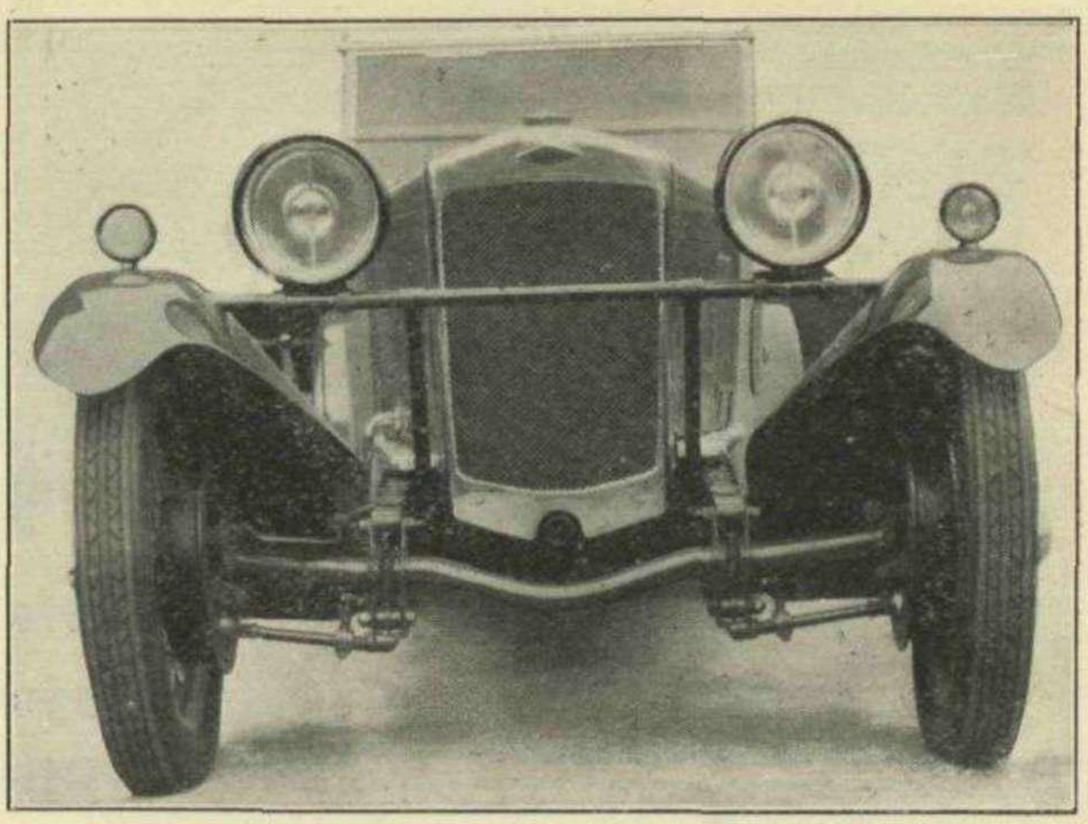
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A FAMOUS SPORTS CAR'S NEW HOME.

A visit to the new Frazer-Nash Works at Isleworth.



A front view of the latest model showing the extra large head-lights.

FOR many years Frazer-Nash cars have been famous among owners of sports cars for their remarkable road performance, and it is very gratifying to note that at last they are to have a works worthy of the make, which will enable a proper system of production, in place of the rather "supplied to order" idea which has hitherto been characteristic of them.

We recently dropped into their new works, which was still in course of construction, and found Mr. Aldington very busy getting things arranged for the production of the latest models.

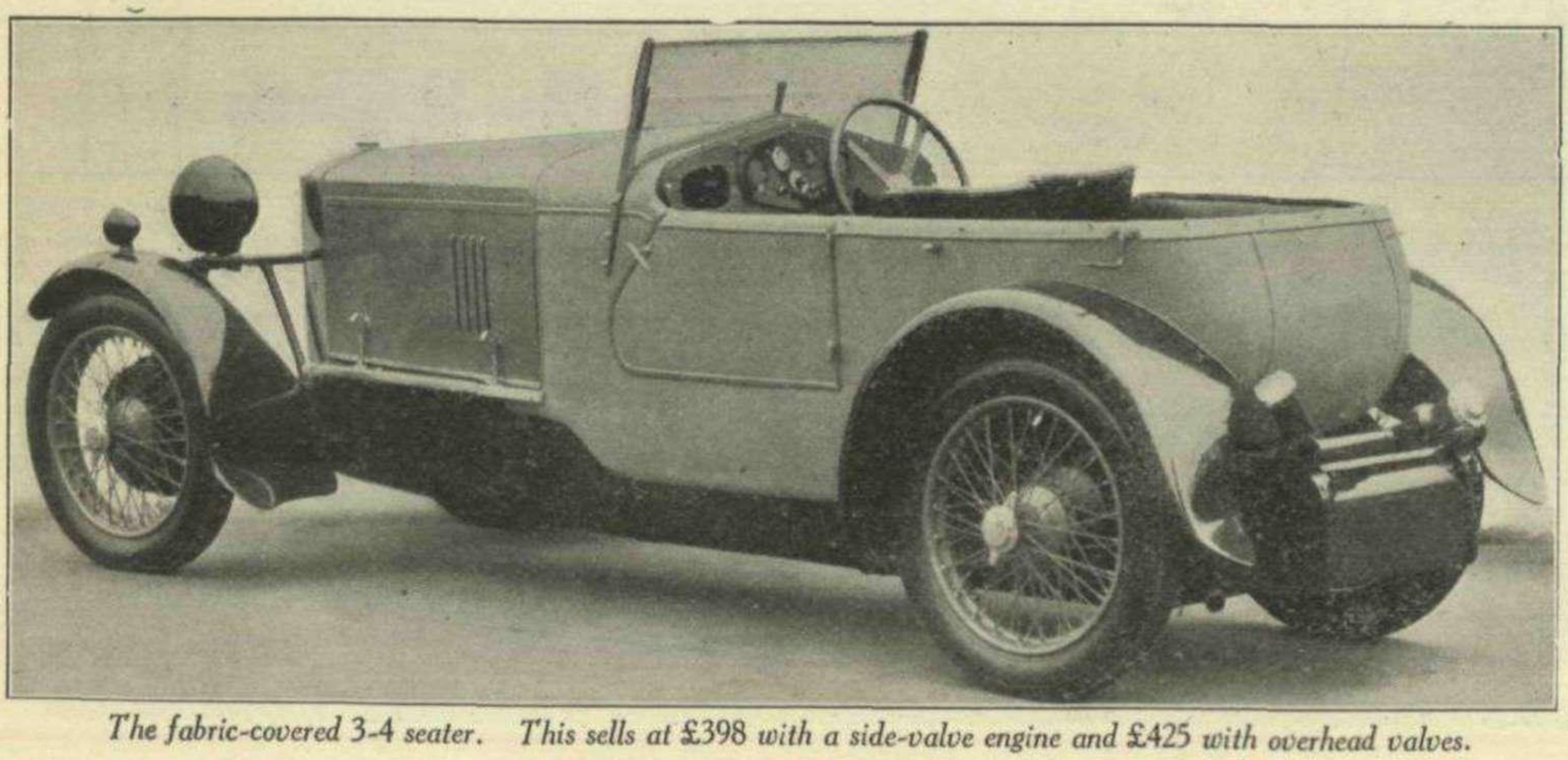
From the days when he was a keen private owner of a G.N. he has maintained his faith in this type of chassis, and now that he is in charge of the whole destiny of the Frazer-Nash car, his experience of the make from its earliest days, through all its changing fortunes, will be immensely valuable to owners, and should ensure its steady success.

His keenness is one of the firm's greatest assets, and one only has to suggest that one's car (of some other make) would show him its dust, to be more or less hauled out and made to try and justify the words; and many other drivers will bear witness that taking on Mr. Aldington in any Frazer-Nash is liable to give one a bit of a surprise in the matter of what can be done with 1,500 c.c., when it is properly used!

The secret of Frazer-Nash performance (if it is a secret) is a high power-weight ratio, and the latest models carry on the tradition. In addition, however, they show a huge improvement in detail refinements over anything the firm have ever done before. Modifications of materials in the chassis, and equipment of both chassis and body, have put the finishing touches to what was always an exhilarating motor car.

A short run in one of the latest O.H.V. engined models (which sells with fabric 3-4 seater body and a very full equipment for £425) gave us a very pleasant surprise. Plenty of previous Frazer-Nash's had made us familiar with their performance and handling on the road, which have to be experienced to be fully realised, but the great surprise was the amazing silence. Not a sound from the transmission, or from any part of the chassis, and of course on this job the lower gears are as silent as top, all being direct. With all due respect to the acknowledged performance of the older Nashs, they were *not* entirely free from mechanical noises, and now that this has been dealt with, a very remarkable vehicle has resulted.

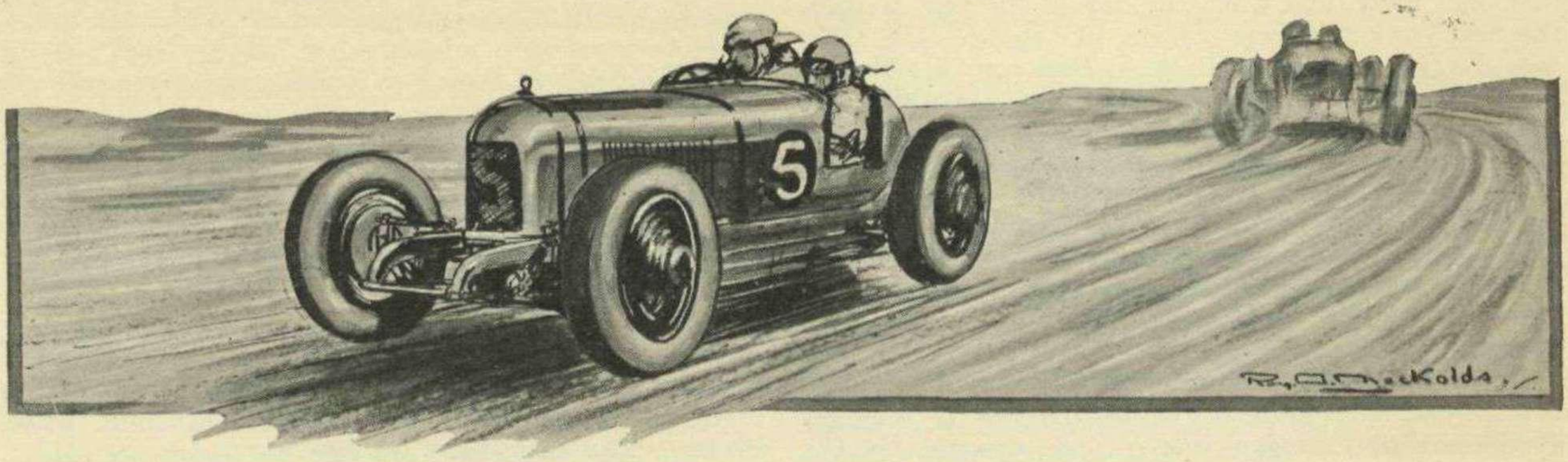
Another point which Mr. Aldington has dealt with is the proper standardisation of all parts, and the equipment of the works with a complete outfit of jigs, to enable a steady production to be maintained, which will abolish the older system of making to order. This was all very well when hand-made single chassis were the order of the day, but is obviously useless in supplying a *real* sports car at a reasonable price, and the new Frazer-Nash works at London Road, Isleworth, will go a long way towards meeting the demand.



The fabric-covered 3-4 seater. This sells at £398 with a side-valve engine and £425 with overhead valves.

GREAT RACING MARQUES

VAUXHALL.



By E. K. H. KARSLAKE.

IT is one of the unfortunate features of sport, that in most cases it must find some form of financial backing. Motor racing is probably the most expensive sport in the world, and the only way that it can be made possible on any but a very limited scale, is either on the American system, where large sections of the public are prepared to court the fickle goddess Fortune with the help of bookies, or else on that prevailing in Europe, where manufacturers use it as a means of advertisement. In the latter case it is justified from the financial point of view not only as an advertising medium but also as a most efficient laboratory; but that the two aims are not wholly compatible is shown by the fact that whereas only the winning team gets the big publicity after a race, much more is often learnt by their less successful competitors.

As an instance of this one may quote the case of Vauxhall. The racers built by this firm have not gained a very large number of wins in big racers; but it is evident that a firm who can build a sports car like the 30-98 h.p. Vauxhall have not failed to benefit by their racing experience.

Early Days.

In 1911 was held the first big race for 3-litre cars, in the shape of the Coupe de l'Auto on the Boulogne circuit, and a single car was entered by the Vauxhall firm. This machine had a 4-cylinder engine with a bore and stroke of 90 x 118 mm. (2,967 c.c.), which distinguished it from most of its competitors, whose designers, having studied light-car engines under the limited bore regulations, were still building long-stroke engines. The Vauxhall was driven by A. J. Hancock, but it did not have time to make much of a showing, as, after quite a good first lap, it went out on the second with a run big-end.

The next year, the Coupe de l'Auto race was again for 3-litre cars, and this time was run in conjunction with the Grand Prix at Dieppe. Three Vauxhalls were entered for it and were of the same side-valve type as had run in 1911. One of the cars was driven as before by A. J. Hancock, while the other two were entrusted to W. Watson and J. Lambert. The race was a two-day event, but at the start the Vauxhalls showed themselves among the fastest machines in their class, and at the end of five laps, or about 240 miles, Hancock held the lead. Watson, however, had fallen out at the end of the second lap with a broken big-end bolt, but the other two cars started on the second day. Neither however was able to finish the race, for Lambert retired with big-end trouble, and Hancock with a broken piston.

In 1913, however, the Vauxhall firm again returned to the charge with two of the 3-litre cars in the Coupe des Voiturettes, which this year was held once more on the Boulogne circuit. The two cars which were entered were driven by A. J. Hancock and W. Watson, and with the Sunbeams, had the task of upholding British prestige on the Continent. The English cars soon showed that the Peugeots were their only serious rivals, and at the end of the first lap Hancock was in fifth place. After various changes he was still there on the penultimate lap with Watson sixth; and on the last circuit he got into fourth place, while Watson went out of the race with a broken back axle.

The 1912 Grand Prix, in which the then "baby" machines with 3-litre engines had shown themselves nearly a match for the big cars in the unlimited class, had aroused tremendous interest in racing on a limited engine capacity basis, with the result that in 1914 the R.A.C. decided to organise a great two-day 600 mile race over the Isle of Man course for cars with the somewhat curious engine size limit of 3,310 c.c. The Vauxhall company therefore set to work to build a set of racing cars to compete in this Tourist Trophy race. After the Peugeot victory in the Grand Prix and light car race of 1913, Laurence Pomeroy, the Vauxhall designer, had come to the conclusion that there was no longer any chance of winning races with side-valve

GREAT RACING MARQUES—continued.

engines as used in the Vauxhall racing cars for the past three seasons, and he therefore set about producing some brand-new overhead valve engines for the race.

Unfortunately the old story of motor racing had to be told once more, and when the day of the race arrived, the new Vauxhalls were nothing like ready. The three cars started, however, with A. J. Hancock, W. Watson and J. Higginson as their drivers; but cars which had only just been assembled in time could not hope to be successful. On the first lap, Watsons' Vauxhall broke its crankshaft, and a few miles further on, Higginson' machine fractured an oil pipe, his lubricant all leaked away, and the engine was wrecked. Hancock's Vauxhall was therefore the only car of the team left in, and it was held back all the first day by minor troubles, not the least of which was a broken water pipe. So much had to be done before starting on the second morning, that he had to spend nearly an hour before he could get away, and after another day of vain struggle, the car was crashed just before the end of the race, and the last Vauxhall eliminated.

For the first time in its history, the French Grand Prix of 1914 was also for cars with a limited engine size —4½ litres. Another set of Vauxhalls was therefore built for this race, and started in the great event at Lyons with Hancock, Watson and Ralph de Palma as their drivers. But the cars suffered from the same cause as had been their undoing in the Tourist Trophy, and started in the Grand Prix in far from a finished condition. Hancock had to retire on the first lap with a broken piston, and he was soon followed by his team-mate, Watson who could not induce his carburetter to carburate. Ralph de Palma lasted rather longer, but he too was unable to finish the race.

After the War.

In 1922 the R.A.C. revived its Tourist Trophy, which owing to the war had not been run since 1914, and once more Vauxhall decided to enter for it. This time the race was for 3-litre cars, and a set of new Vauxhalls were therefore built with 4-cylinder engines of 85 x 132 mm. bore and stroke, giving a capacity of 2,996 c.c. These engines had aluminium cylinders with liners, a bronze cylinder-head, and the fly-wheel in the centre of the crankshaft, and pneumatically operated front wheel brakes. The cars had O. Paine, E. Swain and M. C. Park as their drivers, and it was soon seen in the practice period that they were possessed of very high speed and terrific acceleration. In the race, however, they were not altogether fortunate. Park's car went out on the second lap with a broken piston, and on the fifth, Swaine's suffered exactly the same fate; this left only Payne of the Vauxhall *équippe* to finish the race, which he did, securing third place.

It was in many ways unfortunate that the R.A.C.



The famous 3-litre Vauxhall here seen with Jack Barclay who achieved so many successes with this car.

GREAT RACING MARQUES—continued.

decided to make this Tourist Trophy a race for 3-litre cars, while the big continental races were already being run under the 2-litre rule. Besides this, owing to lack of support by the trade it was decided not to hold a T.T. in 1923, and there was therefore no big race for which the 3-litre Vauxhalls were now eligible. Nevertheless, they enjoyed something of a revenge when at the Championship meeting organised by the Essex club later on in the season, Park on the Vauxhall succeeded in beating the Sunbeam which had won the T.T., and proved itself the fastest 3-litre car of its day. Since then the 3-litre Vauxhall has had a long and glorious career at Brooklands and in hill-climbs, and has shown its speed and stamina by annexing a number of records, many of its most notable performances having been accomplished in the hands of J. D. Barclay.

The Famous 30/98.

Just before the war, the Vauxhall company had introduced a standard car with 4 cylinders of 98 x 140 mm. (4224 c.c.), which was of course the famous 30-98 h.p. Vauxhall, and which embodied then many lessons learnt from racing in 1911-13. After the war the power of the engine was increased by the adoption of overhead valves, and in 1923, two of these cars were entered for the Georges Boillot cup race at Boulogne. Summer's car however was not able to start in the race, and so Coe started alone on the other Vauxhall. The largest and fastest cars in the race were the new Boulogne type Hispano-Suizas, but by the second lap Coe was running a good third to two of them. By the fifth lap he looked a likely winner of the Boillet cup on formula, when he was forced to retire.

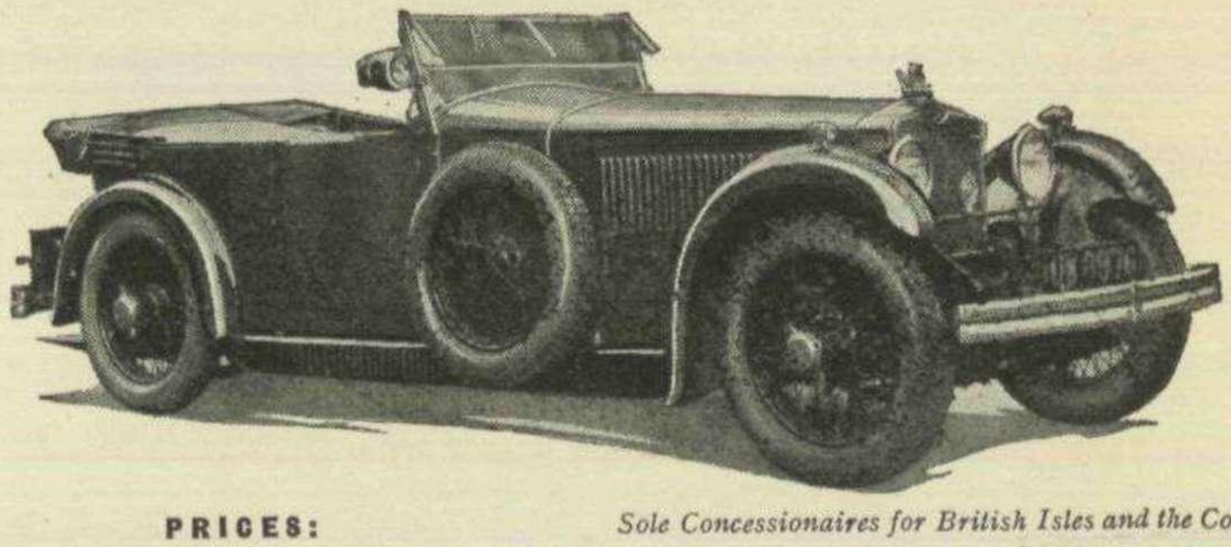
Two 30-98 h.p. Vauxhalls were again entered in the same race the next year, but again C. G. Coe's was the only one which started. Bad luck however, dogged him once more and he was again forced to retire, after covering nine laps.

In the meantime however the 30-98 h.p. Vauxhall like the 3-litre, was a consistent performer in Brooklands handicap races, and in 1927 came another long-distance race organised by the Essex Motor Club in which one was entered. This was the 6-hour touring car race, in which E. L. Meeson entered a " 30-98 " with a 2-seater saloon body. Unfortunately the car had little chance to show its mettle for it came to a dramatic end as far as that race was concerned by catching fire.

Since then the Vauxhall Co. has rather retired from the field of racing activity ; but for its efforts in the past all sporting enthusiasts have a great debt of gratitude, for the sports car of to-day owes many of its best qualities to the development of the 30-98 h.p. Vauxhall.

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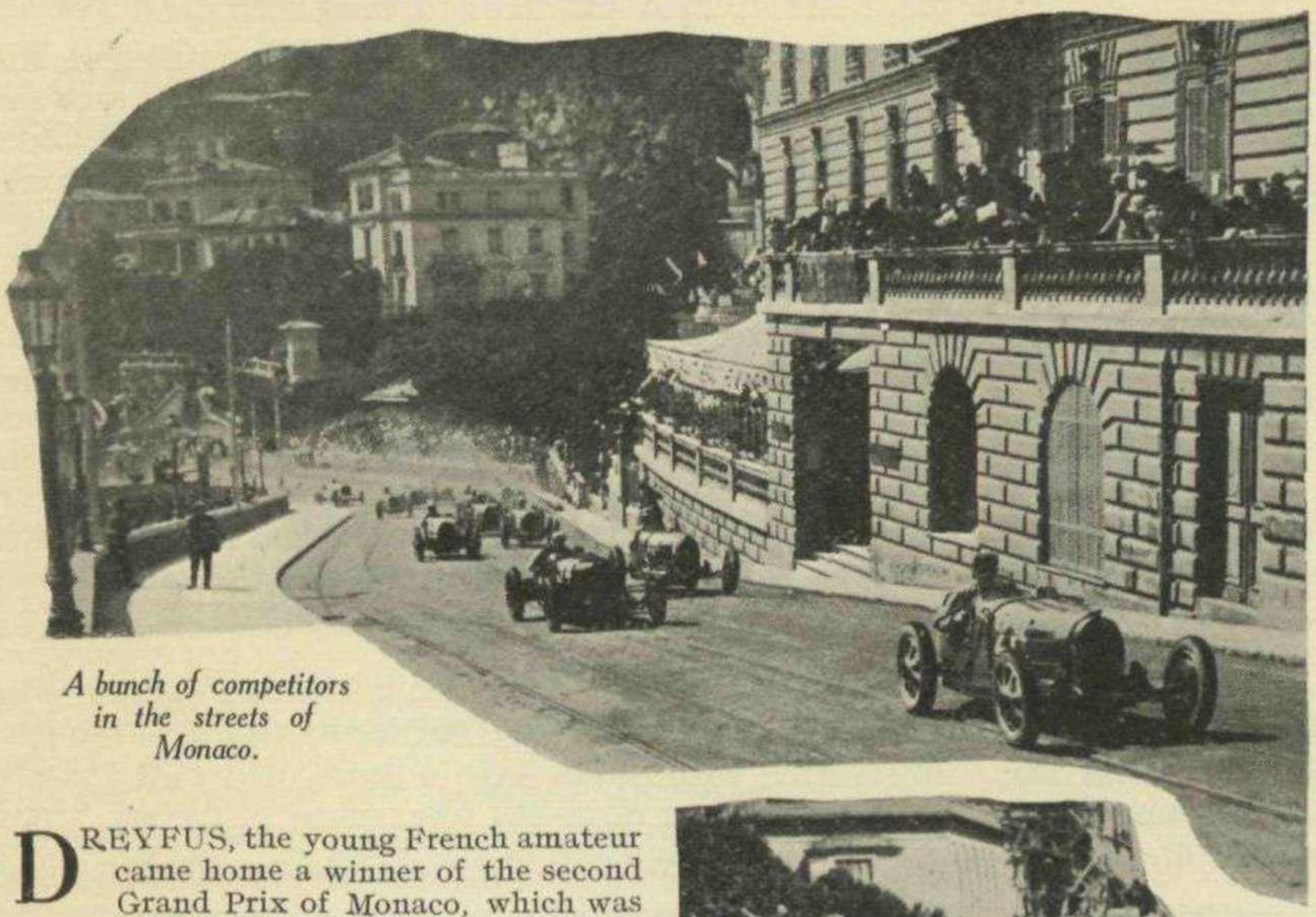
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TRACTA

THE GRAND PRIX OF MONACO.

A Bugatti "grand slam" in exciting race through the heart of the town.



A bunch of competitors in the streets of Monaco.

DREYFUS, the young French amateur came home a winner of the second Grand Prix of Monaco, which was run on Sunday, 6th April, at the truly remarkable speed of 53.9 m.p.h. The race proved a duel between his 2.3 litre Bugatti and the 2-litre car of the same make driven by Louis Chiron, one of the official Bugatti team, who finished less than 22 seconds behind the winner. The race proved a Bugatti triumph, for out of the seventeen starters, all six finishers were Bugattis of various types.

The original 22 entries were reduced to 17 when the cars actually came up to the starting line. Among the withdrawals, Caracciola's Mercédès was not allowed to start by the officials because it was too fast, and Bowes' Frazer Nash because it was not fast enough ; Bourlier's 1,500 c.c. Grand Prix Talbot, which was one of the cars entered by the Materassi stable, was the car on which the most unfortunate accident occurred to Brilli Peri in Tripoli, and so was not available ; while Franke (Steyr) and Ferrari (Alfa Romeo), did not put in appearance. The cars which actually started were as follows :—Williams, Chiron and Bouriat (who formed the official team), Etancelin and Stuber on 2-litre Bugattis.

Dreyfus, Bouriano, Zanelli, Lehoux and Zehender on 2.3-litre Bugattis.

Burggales and Doré on 1500 c.c. Bugattis.

Count Arco on a 7-litre Mercédès-Benz.

Stuck von Villiers on a 3-litre Austro-Daimler.

Borzacchini on a 4-litre 16-cyl. Maserati.

Archangeli on a 2-litre Maserati, and Biondetti on a 1500 c.c. Grand Prix Talbot.

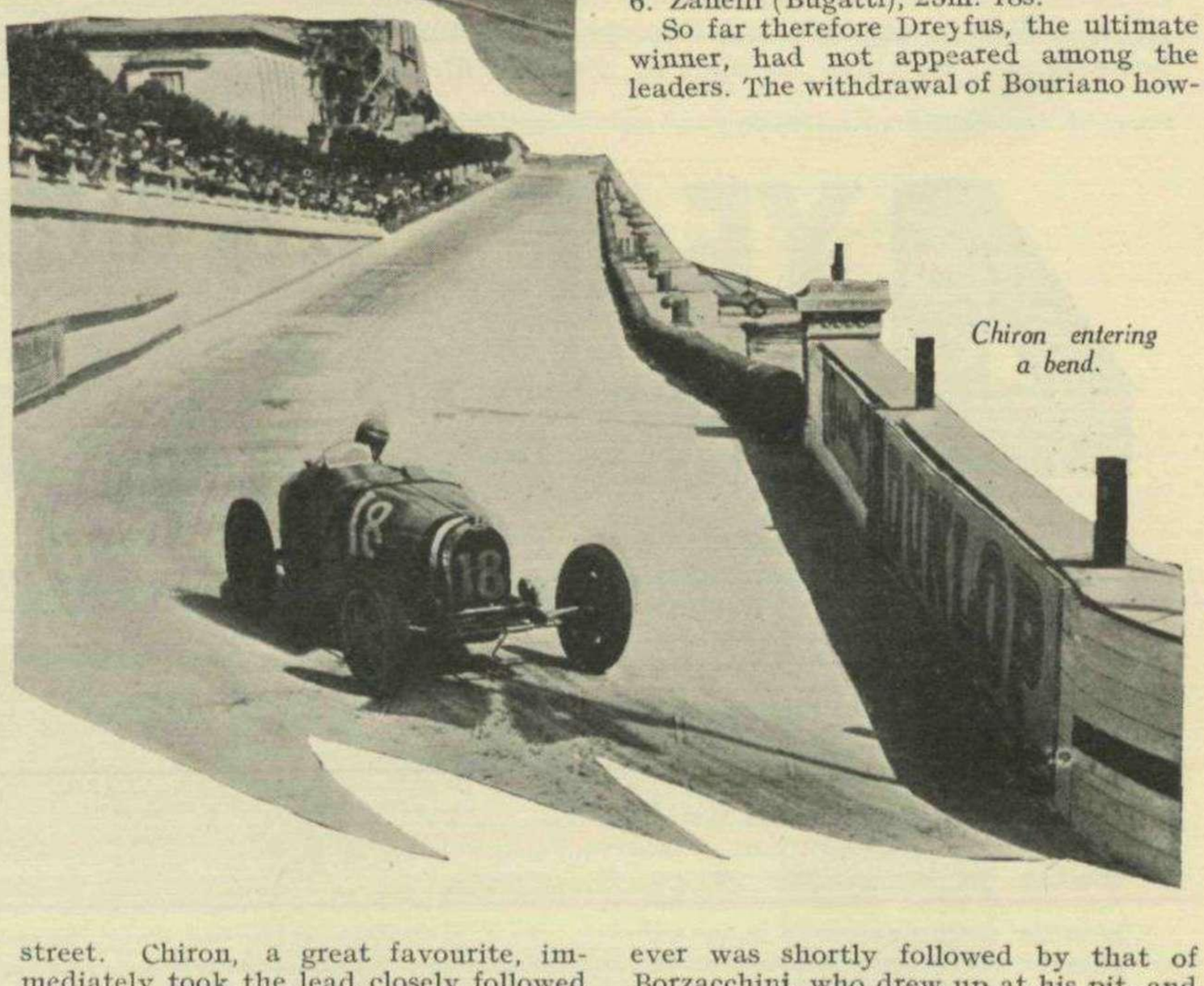
At seven minutes past one o'clock, Charles Faroux the famous journalist and racing enthusiast, gave the signal to start, and with a deafening roar the seventeen racing cars shot off down the street. Chiron, a great favourite, immediately took the lead closely followed by the other members of the official Bugatti team, Williams and Bouriat, with the most dangerous threat to Bugatti mastery levelled by Borzacchini on the 16-cyl. Maserati from fifth place. Chiron completed the first lap of rather under 2 miles from a standing start in 2m. 21s., with the whole pack hot on his heels, scarcely a length separating the cars as they shot past the tribunes.

On the second lap one of the most interesting cars was eliminated, for a flying stone broke Count Arco's goggles, and his inspiring-looking giant Mercédès mounted the curb, hit a house, and was put out of the race, fortunately without injury to its driver. Chiron in the meantime gradually increased his lead over Williams, last year's winner, and Bouriano who was running fourth after a magnificent lap in 2m. 11s., in a desperate effort to pass Bouriat hit the sandbanks at the Harbour bend and wrecked his 2.3 litre Bugatti's steering. In spite of a courageous and much applauded effort to get going again, he was finally forced to retire. Williams drew up at the pits, made some hasty adjustments, and set off again in a wild effort to make up for lost time. After 10 laps the positions were as follows :—

1. Chiron (Bugatti), 22m. 19s.
2. Bouriat (Bugatti), 23m. 1s.
3. Bouriano (Bugatti), 23m. 3s.
4. Borzacchini (Maserati), 23m. 4s.
5. Stuber (Bugatti), 23m. 17s.
6. Zanelli (Bugatti), 23m. 18s.

So far therefore Dreyfus, the ultimate winner, had not appeared among the leaders. The withdrawal of Bouriano however was shortly followed by that of Borzacchini, who drew up at his pit, and after working feverishly on his red Maserati, retired from the race. In the meantime Dreyfus, who seemed to be gaining speed with every lap, passed Zanelli and Stuber, and gained third place. The position of the leaders after 20 laps was as follows :—

1. Chiron (Bugatti), 44m. 17s.
2. Bouriat (Bugatti), 45 m. 44s.
3. Dreyfus (Bugatti), 45m. 49s.
4. Zanelli (Bugatti), 46m. 5s.
5. Stuber (Bugatti), 46m. 6s.
6. Zehender (Bugatti), 46m. 29s.



Chiron entering a bend.



Louis Chiron, who led the Monaco Grand Prix for more than half the race, screaming along the front on his 2-litre Bugatti.

MONACO GRAND PRIX—continued.

The Bugattis by this time had got things all their own way. Stuck von Villiers, whose Austro-Daimler has proved itself a champion in hill-climbs, and who was expected to be their most dangerous rival, was suffering from ineffective brakes and at about this point they gave up working altogether, and the Austrian was forced to retire while occupying twelfth place. His example was quickly followed by Biondetti, whose Talbot, however, had never figured prominently in the race. Archangeli drew into the pits and worked on his Maserati, finally getting going again, a long way in the rear. In the meantime Dreyfus, who seemed to get continually faster managed to pass Bouriat, and threatened Chiron from second place. After 30 laps the order was as follows :—

1. Chiron (Bugatti), 1h. 6m. 18s.
2. Dreyfus (Bugatti), 1h. 8m. 20s.
3. Bouriat (Bugatti), 1h. 8m. 22s.
4. Stuber (Bugatti), 1h. 8m. 37s.
5. Zanelli (Bugatti), 1h. 8m. 45s.
6. Etancelin (Bugatti), 1h. 9m. 9s.

Just behind the leaders, Stuber and Zanelli were having a grand duel on their own. Archangeli again had to stop at the pits, and his Maserati was definitely out of it before he actually had to retire. Williams was also in trouble, and finally abandoned his Bugatti near the Harbour turn. Then Lehoux drew in at the pits and lost considerable time before he was finally put out with back-axle trouble. Zanelli repassed Stuber, and Zehender also began to creep up. After fifty laps (half distance) however, the position of the leaders was quite unchanged. Thereafter however Dreyfus began to gain on Chiron and by the 56th lap, the latter had only a lead of 1m. 13s. over him. The position after 60 laps was as follows :

1. Chiron (Bugatti), 2h. 12m. 33s.
2. Dreyfus (Bugatti), 2h. 13m. 58s.
3. Bouriat (Bugatti), 2h. 15m. 39s.
4. Zanelli (Bugatti), 2h. 16m. 33s.
5. Zehender (Bugatti), 2h. 18m. 17s.

All eyes were now concentrated on the Chiron-Dreyfus duel. On the 72nd lap, Chiron, realising the proximity of his young rival, proceeded to beat the lap record in 2m. 8s., an average of 55.9 m.p.h. Dreyfus however clung close to his tail and there was no shaking him off. Etancelin who had forced his Bugatti into fourth place, was obliged to retire with a broken petrol pipe.

Everyone was asking, 'Could Dreyfus do it?'' On the 83rd lap Chiron drew in at the pits, and lost 50 seconds. This gave Dreyfus his chance, and two laps later, amid a buzz of excitement, he passed Chiron and gained the lead. Not content with this on the 88th lap he broke the lap record in 2m. 7s., an average of 56.3 m.p.h., but in spite of this effort he could not shake Chiron off, and at the 90th lap, but ten from the finish, only 2 seconds separated them.

During the last few laps the duel between the two leaders was as thrilling a piece of racing as one could wish to see. Chiron's speed up the hill past the post office was terrific, but gradually Dreyfus was drawing ahead. Bouriat stopped for a moment at his pit, but got going again without losing third place. Zanelli, however, was most unlucky and within a few miles of the finish drew up at the pits an was forced to retire. Stuber was also in difficulties, and was passed by Doré, whose 1500 c.c. Bugatti had been running with remarkable regularity.

Amid enormous applause, Dreyfus crossed the finishing line, victor in the second Monagasque Grand Prix, followed at a few seconds interval by Chiron. Dreyfus has certainly made his reputation for good by his victory in this most difficult race, which is almost more a test of the driver than his car. The race itself was definitely a great success, and the courage of those who suggested racing motor cars round a difficult circuit of town streets, has been amply rewarded by the results.

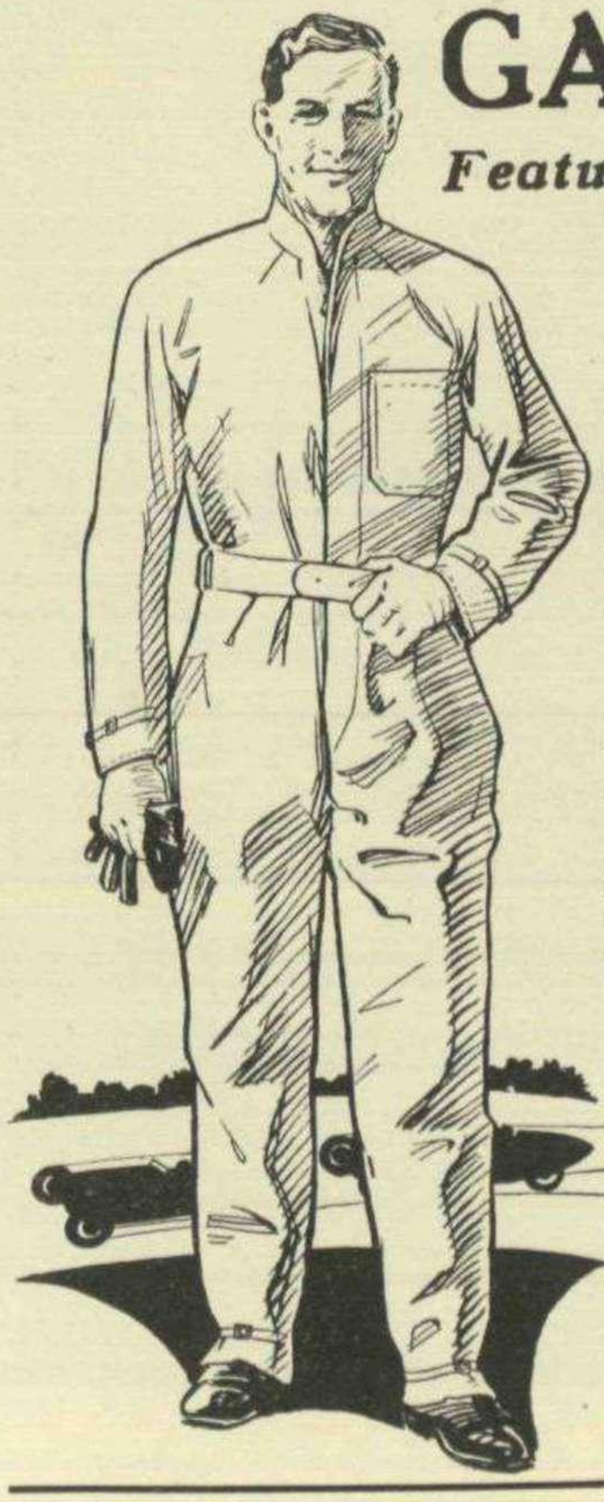
RESULT.

1. Dreyfus (2,262 c.c. Bugatti), 3h. 41m. 2 3-5s., 53.9 m.p.h.
1. Chiron (1,989 c.c. Bugatti), 3h. 41m. 24s.
3. Bouriat (1,989 c.c. Bugatti), 3h. 49m. 20 2-5s.
4. Zehender (2,262 c.c. Bugatti), 3h. 51m. 39 3-5s.
5. Doré (1,500 c.c. Bugatti), 4h. 12m. 2 2-5s.
6. Stuber (1,989 c.c. (Bugatti).

THE FRENCH GRAND PRIX.

COMPARED to the old days when it was unquestionably the greatest race of the year, the French Grand Prix is nowadays a very faint shadow of its former self. The race this year is to be run at Pau, on the 21st September, and as in 1929, when it was won by Williams on a Bugatti, it will be on a fuel consumption basis. Last year there were only a dozen starters, of which 3 Bugattis and 2 Peugeots were factory entries, and the rest were cars driven by their amateur owners. In view of the poor support given to it in the past France is the only country which this year will attempt to run a Grand Prix under the International fuel consumption limitations. Many entries are not however expected, although Bugatti and Peugeot will probably again put in teams, and it seems just possible that Ariès, Salmson, Cozette and Mathis might enter cars. Amateur entries are expected to be more numerous.

Next year the rules will doubtless prove more popular, as they will stipulate only that the engines shall be unsupercharged and under 5-litre capacity, and otherwise designers will be given a free hand. This will certainly not teach us very much about engines, but it does seem possible that we have lately been developing this unit too much in comparison with the rest of the chassis, and interesting ideas with regard to 4-wheel drive, independently sprung wheels, infinitely variable gears, six-wheel chassis, etc., may well be disclosed in the 1931 Grand Prix.



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So This is Yorkshire!

Some experiences of the Leeds £200 Trial

by

"Tyro."

I APPEAR to have been the only lunatic in the South-Eastern Centre. At least, that is the impression I received when entering for the Leeds £200 Trial. I could find no one else who would ride up from South London on the Friday night for the trial, and return on Sunday—a little matter of 560 miles in all. Too late, I learnt the nature of the course; a sort of Scott Trial affair, judged by the standards of a Southern amateur. However, it will furnish an opportunity for seeing Yorkshire, I thought.

Leaving the office at 5 p.m., I had 60 miles of "A.1." going, then darkness, rain, sleet, and snow accompanied me for the remaining 150 miles. A very unpleasant journey, but except for searching in vain at countless garages for that elusive lady, Ethyl, uneventful.

At Doncaster, the "Industrial North," began. All around were the lights of factories and the belching flames of furnaces. The nine miles from Wakefield to Leeds were a nightmare; houses and tramlines all the way, and very greasy and pot-holed cobbles. At 1 a.m. I reached Leeds, and by 2 a.m. had found a bed.

We have it on the authority of the local paper that at the start, "acrid fumes from multiple roaring exhausts were in the air." I cannot say I noticed any of these phenomena, but I did notice the ominous warning conveyed by elevated exhaust pipes, and air intakes above tank level.

These Yorkshire boys are a fine crown of rough-riders, and so they ought to be, with the moors on their doorsteps. Apparently they thought the course fairly easy, with Dob Park, Hey Slack, and Moginton cut out; but to a ham-fisted Southerner like myself—well! I lost count of the number of times I fell off. I fell on my ear in the snow; I went over the handlebars and rolled on my back; I fell with the bike on top of me, holding a twisted ankle in the mud.

Reynard's Crag struck me as being past a joke for the bikes: Julius Caesar, his Cemetery, and the two following sections, Slowmarch and Quickmarch, came into the same category for the riders. I suppose they must each be about a mile long, but they seemed like thirty. They combine every known form of difficulty; mud, water, grass, rocks, ruts, and cross-gulleys. Familiarity with the course counts for a good deal, but even so I must doff my ski-cap to the hardy souls who crashed past me, bouncing from hillock to hillock, seldom in the saddle, and disdaining to shut off. And to those who slithered past, snaking violently, while I, petrified with fear, endeavoured to negotiate the miles of muddy grass-grown three-ply. The timed section was good fun, though, being not *too* bad to prevent some very amusing, if hectic, blinding.

The melting snow had covered all the lanes in a layer of slush inches deep, and in parts snow covered all but a foot or so of road. The country is certainly very striking, but I did not find it beautiful. It is altogether too bleak and barren.

The popularity of motor cycling with the general public in the North is incredible. Two observed sections within the city of Bradford attracted large crowds. The close time checks necessitated rather high speeds through the town, at which I felt not a little uncomfortable. But it did not take me long to realise that, instead of hostility, everybody was displaying interest in the "race." Traffic was invariably held up to let us through, and speeds of 40-50 m.p.h. were apparently taken for granted by police and public alike. Silencers, too, were not absolutely de rigeur. A certain Norton . . . will my ear drums ever recover? Think of it, ye residents of Surrey!

In the last splash I dropped into a hole about 3 feet deep, and filled the motor up with water before a huge and enthusiastic crowd. Help was soon forthcoming, but I lost 20 minutes. Shrieks, cat-calls, and hand-clapping greeted successful attempts. When somebody conked with a sidecar, he was exhorted to "taake t' thing off an' flooat it!"

Leeds was a cheerful place on Saturday night. There had been a big football match, and paper-hatted supporters paraded the streets with ribald song, policemen's rattles, and bells, kissing the girls until restrained by the good-humoured police.

Next morning, after towing to the station an unfortunate two-stroke which had suffered from an attack of "mice at the piston," I rejoined the Great North Road via Selby, to avoid Wakefield. Then for the first time I appreciated this marvellous road in the daylight.

And so, 48 hours after leaving it, a wiser motorcyclist returned home, with 560 miles to his credit, a few bruises, and nothing but a broken saddle spring, bent footrests and gear lever, and a missing toolbag, to remind him of a week-end "somewhere in Yorkshire."

Club News

LIGHT CAR CLUB.

Despite a very showery day, there was quite a good turn-out of members for the Light Car Club's opening rally at the Salisbury Hotel, Barnet. The rally was preceded by a map-reading competition in which members had to follow a set course marked on a map, identify a number of roadside "clues" and give the mileage of the route; the winner proved to be J. F. de Lattre, who tied with another competitor in discovering all the clues, but had a much smaller mileage error.

The prospectus of the first half-day trial will shortly be issued. The course will be in the Chesham district of the Chilterns, and the trial is to be held on Saturday, May 17th.

The hon. secretary of the club is Mr. John Yule, "Kirkney," High Road, Whetstone, London, N.20.

LIVERPOOL M.C.

The Liverpool Motor Club has changed the address of the club office to c.o. Wallis, Duringer and Co., 9, Harrington Street, Liverpool. The hon. secretary is Mr. C. H. Duringer, of the same address.

The proposed road race round the Great Orme has now been definitely abandoned, as the A.-C.U. considered the course too dangerous. The club, however, hopes that another scheme which has been proposed may reach fruition towards the end of this season or early in the next.

The committee has booked a number of two-berth cabins on the Belfast Steamship Co.'s vessels, and these will be at the disposal of members wishing to visit Ulster for the T.T. in August. The return fare will be 30s., the boat leaving Liverpool on Friday, August 22nd.

NOMAD M.C.

The first annual general meeting of the Nomad Motor Club was held recently at the Pembury Hotel, Clapton, when the balance-sheet and report were read and approved and the officers for the forthcoming season elected.

An attractive programme has been drawn up and the club will welcome new members. Lady drivers of three-wheelers and light cars will receive a special welcome.

The hon. secretary is Mr. H. J. Hall, 123, Parnell Road, London, E.3.

HARROW AND D. M.C.

The results of the Committee Cup Trial recently held by the Harrow and District Motor Club have now been issued. There was a dead-heat for the premier award between two competitors with a total time error of 110 seconds each, and the visitors' cup was won by a member of the Uxbridge M.C., which club also carried off the team prize.

Owing to the excellence of the weather, which made the course very easy, the results had to be worked out on a total time-error basis, aud accordingly several competitors who made clean climbs on all hills do not figure in the awards lists.

BRIGHTON AND HOVE M.C.

The first trial of the season—the Tulley and Clayton Trophy Trial—which was held recently, was well supported and was thoroughly enjoyed by the 24 competitors, including motorcycles and cars. The course was interesting without being too difficult, and the light cars performed well; two M.G. Midgets made excellent climbs on "Slippery Sam"—one of the worst hills. The finish was at Bolney.

The club has accepted the invitation extended by the Kent and Sussex L.C.C. to participate with them in the Lewes speed trials during the season.

HARROGATE AND D. M.C.C.

The opening trial was held last month. The course included Dob Park and West End water splashes, Pateley Bridge and Brownstay Ridge, returning by Summerbridge and Brimhal Rocks, and finishing at Knox water splash. Owing to the rather heavy rain over the week-end many of the splashes and observed sections were made rather difficult.

E. A. Morris, (Brough-Superior s.c.) in the passenger class won the premier award—the members' trophy and replica, for the best performance of the day, the club silver cup being awarded to F. Swiers (Sunbeam) for the best performance in the solo class; club silver medals for second places in each class were given to A. Hill (Armstrong Siddeley) and A. Wardman (Calthorpe), and bronze medals to C. Horton (B.S.A. s.c.) and A. Prattley for third places in each class.

NORTH MANCHESTER M.C.

The Gorran Challenge Cup Trial will be held under A.-C.U. closed permit on May 4th, starting at 2.30 p.m. from "The Masons' Arms," Walmersley, near Bury. The course is a sporting one of about 22 miles in length, which will be covered twice.

Further particulars are obtainable from Mr. W. Howarth, the trials secretary, "Glenwood," Whitefield, Manchester.

BERMONDSEY M.C.C.

At the annual general meeting held recently the following officers were elected:—President, Dr. A. Westlake; Vice-president, Mr. F. J. Figg; chairman, Mr. J. E. Warne; secretary, Mr. V. M. Liell; treasurer, Mr. F. Woollett; trials secretary, Mr. E. R. Paskins; social secretary, Mr. W. Lupton; captain, Mr. A. Castle; assistant secretary, Mr. S. Woollett.

HORSFORTH AND D. M.C.

Results of the Ackroyd Main Road Trial, held last month, are: Ackroyd Trophy and Replica.—E. V. Jones (Jowett), lost two marks. Club Cigarette Case.—C. L. Sykes (596 Scott), lost four marks. Club Ash Tray.—H. Sagar (Rover Sports), lost seven marks. Bronze Medal.—J. Wilkinson (493 B.S.A. s.c.), lost 12 marks.

ULSTER M.C.C.

At a recent meeting it was decided that the dinner which in past years has followed the Ulster Grand Prix shall this year be discontinued, a simple prize distribution taking its place. At the same meeting it was decided to take the necessary steps to have the club incorporated under the Companies Act.

WATFORD AND DISTRICT A.C.

Jones Trophy trial result:—

Jones Trophy and Gold Medal.—C. Neale (490 Norton).

Special Silver Medal.—H. Bail (493 Sunbeam).

Silver Medal.—F. Fruen (344 O.K. Supreme).

Bronze Medals.—J. Dwight (344 Zenith), A. Young (499 Rudge), and G. Wilks (248 Ariel).

BUCKS COUNTY M.C.

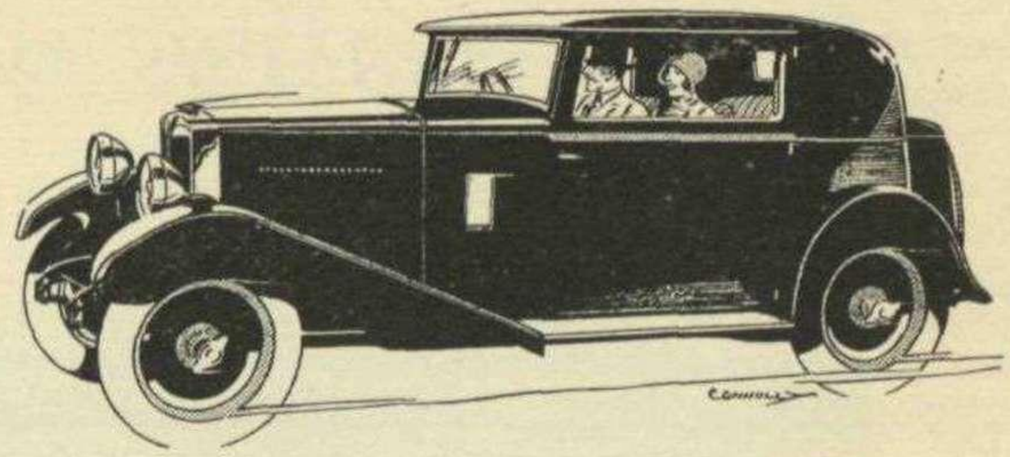
At the annual general meeting the following officers were elected:—President, Mr. W. Burch; captain, Mr. W. A. Simmons; treasurer, Mr. G. D. Burch; secretary, Mr. S. Hands, 36, Dashwood Avenue, High Wycombe.

QUEEN'S ISLAND CLUB.

Belfast sportsmen were entertained to their first speed event of the season last month, when the Queen's Island Club ran off a series of sprint races on the concrete surface at Sydenham Road, placed at the disposal of the club by the Harbour Commissioners. The programme embraced half-mile sprints for machines of 350 c.c., over 350 c.c., and unlimited capacity, as well as a ten-mile handicap. The weather was fine, and some high speeds were reached, the best performance of the afternoon being made by J. Hope (Velocette), who covered the half-mile from a standing start in 28s. (64.28 m.p.h.), and the mile lap in 66s. (54.54 m.p.h.).

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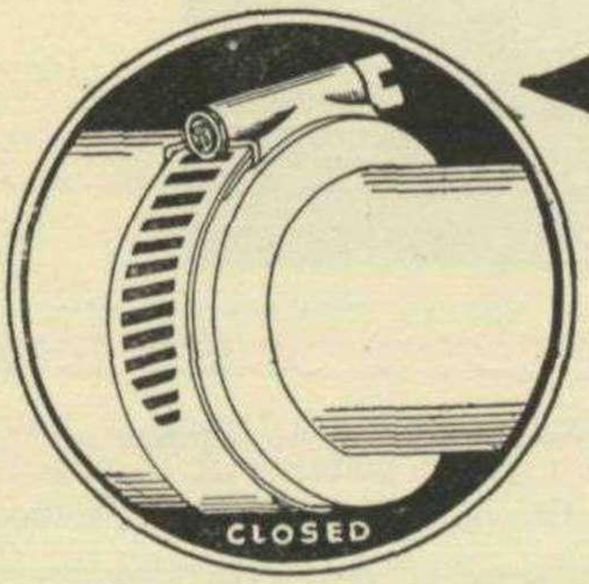
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THE FUTURE OF COMPETITIONS

AN ANALYSIS OF THE POSITION

By DOUGLAS MACKAY



". . . . Motor cycling is essentially a sporting pastime."

THE decision of the motor cycle manufacturers' Union to support only twelve open trials in 1930, and to cut out almost entirely their support of Brooklands and sand racing, is a nasty thorn in the flesh of the competition world. The objects are apparently twofold :—(1) to reduce expenses, and (2) to increase the importance and publicity value of the remaining supported events.

The wisdom of the step can only be proved or disproved by time. Certain facts and tendencies, however, can already be noted, and it is not difficult to hazard a guess at the probable results. First, of course, it is inevitable that the " unsupported " events should suffer a serious loss of entries. It is not too much to say that some clubs' very existence will be imperilled, while all will be going through a very trying time until matters have adjusted themselves.

It is obviously undesirable that an industry should have to subsidise the public's interest in its products. That has been the case with motor cycles for many years, and now the manufacturers are trying to put a stop to it. It is a moot point whether it is possible to abruptly discontinue the payment of bonus, without affecting the motor cycling public's enthusiasm for the various forms of sport ; or whether bonus must not be endured as a necessary evil.

In other branches of industry, advertising very often forms an unpleasantly large item in the expenses. The supporting of motor cycling competitions may be regarded not only as advertising, but as a means of testing out both new and existing designs, of finding faults, and making improvements in design. It would be idle to suggest that motor cycles are yet perfect, and that being so, the public at least will always welcome any tests that foster progress.

Twofold Value.

The expense of competing in motor cycling competitions, the publicity attaching to them, and the technical lessons to be learnt, puts them on an entirely differ-

THE FUTURE OF COMPETITIONS—continued.

ent plane to other sports. Most sports have a strict definition of an amateur, but there is no such definition in motor cycling. It is a democratic pastime, appealing, largely by its cheapness, compared with other forms of motoring, to quite ordinary wage-earners. Very few motor cyclists have much cash to spare. Hence it has come to be accepted that a little assistance from the trade may be taken without in any way lowering the status of the rider. He thereby becomes a "shamateur," but what of that? There are very few absolutely genuine amateurs in the more important motor cycling events. But they are none the less good sportsmen and enthusiasts.

It is difficult to arrive at any conclusion of value, because so many interests are involved, but in endeavouring to obtain an unbiased view of the situation, the following points must be borne in mind.

1. Cost is a relative matter; relative to the value received. The T.T. is the most costly competition, yet it is obviously worth the expense, if only to maintain British supremacy.

2. Competitions are supposed to have lost their advertising value through the multiplicity of events. This is to some extent, true in so far as *individual* wins go: nobody pays very much attention if the Backslider wins the Golden Goblet, because the Crasher will probably win the Gilded Gudgeon-Pin next week. But a point which the trade seems to have missed is that *collectively* trials still have great value as propaganda for motor cycles in general.

Public Interest.

Although isolated complaints are heard concerning the noise caused by trials, the vast majority of the public is tolerantly amused and interested in the "race," which, as may well be imagined, is an event of considerable importance in the humdrum life of remote country districts.

3. In the Provinces results still have some individual advertising value. In districts where trials are held, great interest is displayed in machines and their performances. All "live" country agents are aware that a series of "good shows" in local trials will popularise a make enormously. Provincial buyers study results closely.

4. In the "good old days" of unlimited boni, manufacturers used to send down a crack rider with a lorry-load of works specials, to wipe the board at quite small hill climbs and trials. That always has been, and still would be, one of the best forms of local advertisement.

5. The manufacturers are following a lead set in the car world, but this is absolutely no guide whatever, for the conditions are so different. The car is more a utility vehicle, and for that reason may not need advertising by competitions. Motor cycling is essentially a sporting pastime, and for that reason alone, the more sporting events there are, the better. The average Briton is a sportsman, and if he does not enter his motor cycle himself, he enjoys watching the experts' displays.

6. Looking back over 9 or 10 years, can it honestly be said that the position or trend of motor cycling is any less sporting now than at any time? Not a whit. New clubs are being formed, and trials entries were greater last year than ever before. Then why should public opinion in the matter suddenly change now, just because the manufacturers want it to, in order to provide them with a fresh market? No, the sporting side of motor cycling is still the chief appeal, and competitions foster it. All this applies with still greater force to the export market, where "utility" riding is still less known.

A Bad Blow.

7. Trade riders feel pretty sore about it all, but the blow is felt perhaps even more by the impecunious amateurs who cannot afford to indulge in the sport without assistance. They have been providing the manufacturers of their machine and the sport in general with valuable publicity, fostering enthusiasm by the very fact that 200-300 of them will ride through the night in order to assault difficult hills in pouring rain. The spot of bonus they expect to touch, if successful, is only the "quid pro quo" without which no business deal can be concluded. Now that it is dropped, entries will fall off enormously, enthusiasm will wane, and that will do the industry no good.

8. Besides, what does this bonus question boil down to, really? Practically all the accessory makers have for long had agreements limiting the amounts and events they support, and these have been tightened up considerably of late. In open-to-centre trials, £2 10s. from Messrs. Wakefield or Vacuum was all the average amateur could expect, for a first-class award. Taking a whole season, it needed a pretty smart rider to clear, or even halve, his expenses.

Improving the Breed.

9. The technical value of trials has always hitherto been affirmed by the trade, even if it were not sufficiently obvious. Bigger tyres, reliable electric lighting, properly protected magnetos, are all attributable to trials. Manufacturers now say that they can test their products themselves, in private. But such tests will not have the same value. Comparisons form the truest test, and rivalry makes for quick progress.

The ban is the thin end of the wedge, designed at cutting out competitions as in the car world. The important point is that because the move has been successful with cars, there is no reason why it should be with motor cycles. The immediate ends, to reduce expense, will be gained; but in the long run, the expense, which after all is borne ultimately by the purchaser, may prove the lesser evil.

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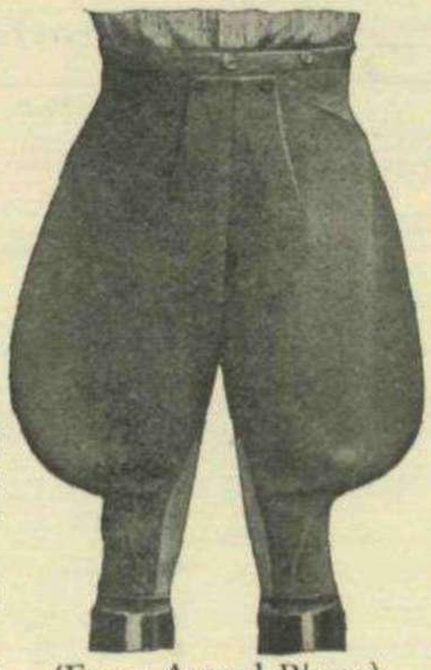




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AIR

The Saro "Cutty Sark."

A Twin-Engined Amphibian for the Private Owner.

THE development of aircraft suitable for private ownership has been mainly confined so far to land machines, but lately there have been signs that manufacturers are paying increased attention to the small seaplane and flying boat. This is probably due not so much to the fact that firms have only just realised that these types have a very definite appeal to numbers of potential owners, but to the strides made in recent years in metal construction.

It is well known that in the past, seagoing aircraft have required a good deal more attention than land planes, owing to the corrosive action of salt water and sea air, but with the advance made in metallurgy it is now possible for makers to produce craft which require no more maintenance than land machines.

An interesting example of the small amphibian is found in the "Cutty Sark" twin-engined monoplane which was shown at the Aero Exhibition last year, and which, after a period of searching tests, has now been put into definite production form by its makers, Messrs. Saunders-Roe Ltd., of Cowes, Isle of Wight. This machine possesses principles of construction which are the logical outcome of many years of experience in the manufacture of high speed boats, and seagoing aircraft of the most varied types. In the first place the "Cutty Sark" was designed as a flying boat, but in its latest form it can be obtained with amphibian gear, so that extended journeys overland can be accomplished with safety.

As the illustrations show, the design of the "Cutty Sark" embodies a full-cantilever monoplane wing mounted direct to the hull, with two power units imposed in separate nacelles above the wing. The wing unit is built up of wood spars of box section with spruce flanges and three ply webs. The form ribs are also of three ply, and the covering throughout is of the same material. The makers state that they have adopted this system of covering as it has been definitely established that it makes for reduction of maintenance and that it stands up particularly well to tropical conditions; moreover, it is easy to repair in case of damage, does not get out of truth, and no special dope or protection is necessary. In the region of the engine nacelles, the upper covering of the wings is reinforced, so that it is possible for the crew to walk about on it when attending to the power units.

The hull is particularly interesting not only from the point of view of its contour and general lines, but from its construction. It is built up of "Alclad," a special form of protective duralumin, which is practically free from all corrosion. The hull form has been developed after considerable research work by Messrs. Saunders-Roe, and incidentally is one incorporated in the flying boats of various sizes made by this firm. In practice the lines of the bow have been found to give exceptionally clean running, at the same time offering low resistance. As far as possible the straight section has been adhered to with a view to making repairs easy, as no special beaten work has to be done to the plates to get them to the right shape. The attachment of the wing to the hull is made by four bolts which pass through fittings projecting through the wing, the whole arrangement making for absolute simplicity in assembly and rigging. The empennage, with the exception of the fin, which is built in with the hull in "Alclad," is of welded steel construction, and is fabric-covered; both elevators and rudder have balanced surfaces, which make for ease of control. The former is actuated by a torque shaft fixed in the fin, and the rudder is operated direct from the rudder bar by cables. A wheel in the cockpit allows of a wide range of incidence setting of the tailplane so that the machine can be trimmed in the air for level flying. As has been mentioned, the two Hermes engines are mounted in nacelles; they are neatly covered by streamlined cowlings, and are supported on a straightforward four strut arrangement, braced with diagonals and Rafwires. The extreme accessibility of the power units is a marked feature. Every part is "getatable" while the machine is afloat. The fuel system comprises two 26-gallon tanks, which are mounted in the wing. Each engine has an A.M. pump which supplies direct to the carburettor, and in the event of failure of one pump, a special arrangement of cross connection is provided so that both engines can be supplied in such an emergency by a single pump. The lateral stability on the water is arranged for by two floats, con-

THE SARO "CUTTY SARK"—continued.

structed of "Alclad" and attached to the underside of the wing some distance out from the hull by struts.

Accommodation for passengers is in the hull just in front of the wing, and is ample for a pilot and three passengers. This cabin is completely enclosed and has side windows which are made to slide, and a fixed front screen of Triplex glass. There is a compartment with a hinged hatch in the bows for the purpose of stowing anchor, warps, and other marine tackle. Hand rails are provided along the side of the hull so that embarking and disembarking is quite simple. The pilot sits on the port side, and there is a gangway between the seats. The headroom of 4 feet 10 ins. makes moving about between the seats quite easy. The dashboard is placed in front of the pilot's seat, and has a full complement of instruments, including air-speed indicator, altimeter, oil pressure gauges, watch holder, and revolution indicator for each engine. The controls are of the normal type, i.e., stick and parallel motion rudder-bar; the latter is adjustable for leg reach, and the throttle controls for the engines are arranged centrally on the dashboard. When required, the machine can be supplied with dual control.

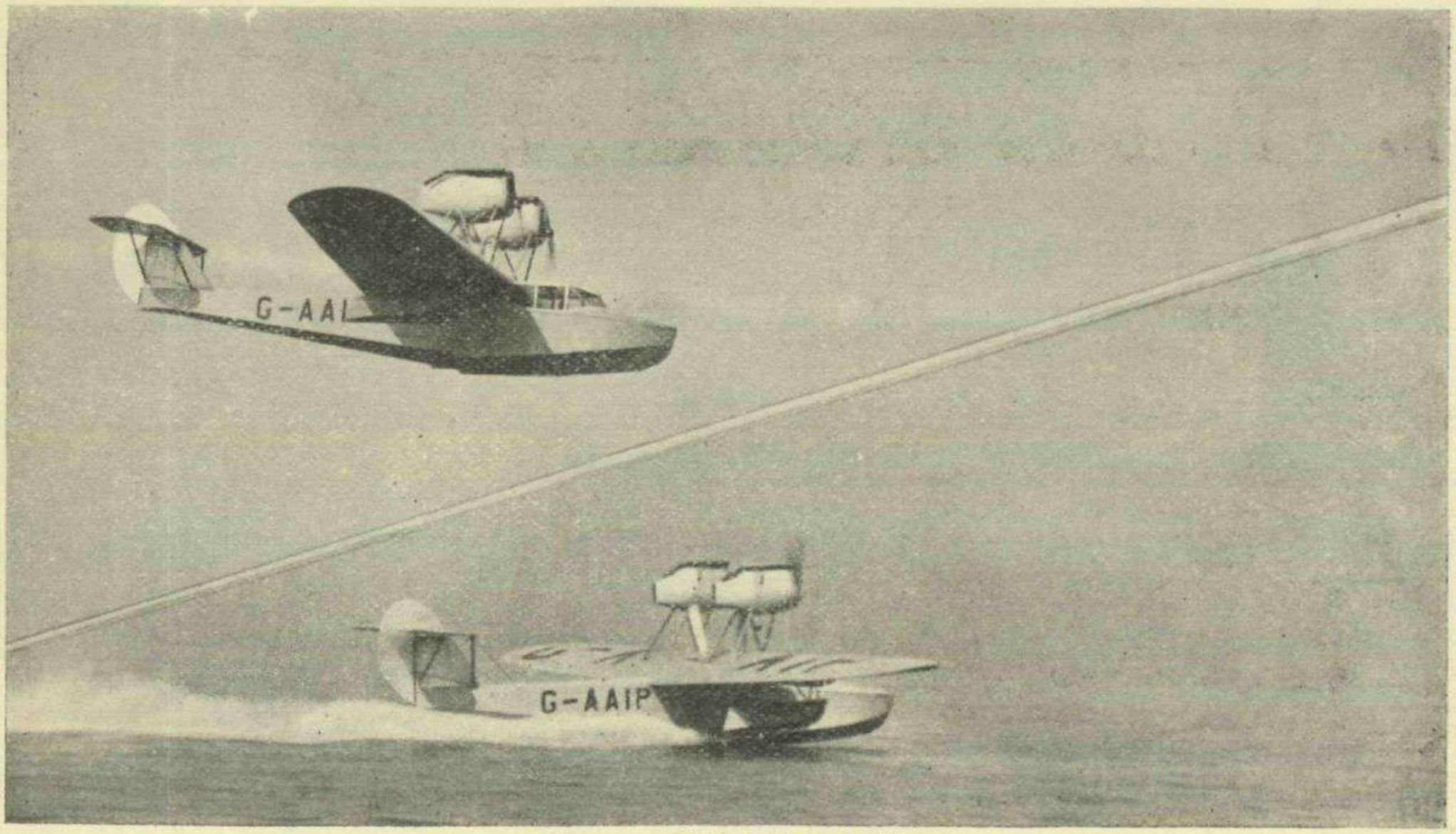
The amphibian gear consists of two wheels attached to axles, with radius rods working on to a combined oil and rubber shock-absorbing unit. It is retractable, and in the "up" position it is quite clear of the water when taking off. It can be worked by either pilot or passenger, and wound either up or down in 40 seconds.

Throughout the whole design of the "Cutty Sark" the strictest attention has been given to making the machine free from corrosion and absolutely watertight. Every detail of the steel work is either of stainless metal or cadmium plated, and where aluminium sheeting is used, such as in the engine cowling, this has been anodically treated. The wings, the hull and other parts are all covered with cellulose enamel, and where the controls project through the hull, and from the wings, special watertight glands are fitted.

The performance of the "Cutty Sark," both on the water and in the air, is extremely good. Manœuvring on the water is an easy matter, the aircraft being turned by use of the air rudder and by revving up one of the engines. In taking off it quickly assumes a position on the step and, owing to the clean lines of the hull, it becomes air-born in a very short time. In flight, the machine is very pleasant, there being a marked lack of noise, vibration and draughts. The following are the main characteristics and data :—

Span	45 ft.
Length (over-all)	34 ft. 4 ins.
Height (over-all)	11 ft. 2 ins.
Length of Hull	32 ft.
Beam of Hull	4 ft.
Area of Wings	320 sq. ft.
Area of Tail Plane and Elevator ...	40.5 sq. ft.
Area of Fin and Rudder	22.5 sq. ft.
Engines, 2 "Hermes" Normal 2 x 105 h.p. at 1900 R.P.M.	
Weight empty	2,430 lbs.
Weight loaded	3,700 lbs.
Fuel and Oil...	430 lbs.
Normal load, passengers, pilot and luggage	840 lbs.
Surface Loading	11.5 lbs./sq. ft.
Power Loading	17.6 lbs./H.P.
Speed, top	105 M.P.H.
Duration	4 hours.
H.P. per passenger	52.5.

G. G. O. M.



Two views of the "Cutty Sark."

THE HANWORTH PAGEANT

FIRST BIG N.F.S. EVENT OF THE SEASON

AN unexpected and wholly welcome change in the weather favoured the N.F.S. Pageant which took place on Easter Monday at Hanworth. There was a record attendance, and long before the programme opened a big procession of spectators passed into the aerodrome. Not all came by road, and one counted no less than thirty visiting planes which landed during the afternoon. The Cinque Ports Club arrived *en masse* with "Moths," from Lympne, and Mr. Marcel Desoutter later flew over on his green-and-white Desoutter monoplane. No doubt the general atmosphere that prevailed reminded him of the old pre-war Hendon meetings in which he used to take a conspicuous part.

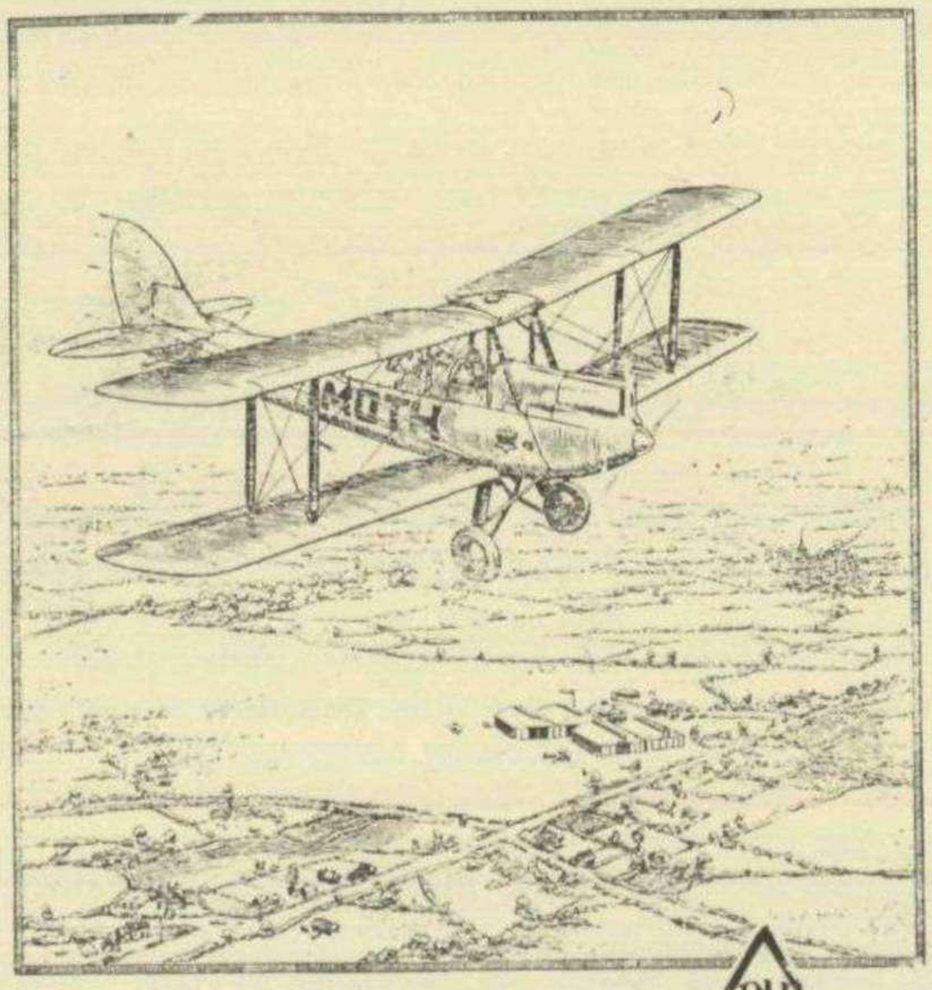
Arranging an afternoon's aviation so that the interest of the spectators does not flag, either through long waits between individual items or through a repetition of events, is not at all an easy matter and it is therefore, something which the N.F.S. may feel satisfied about that their Hanworth show seemed to hold the crowd's attention from start to finish.

As a "curtain-raiser," there was the fly-past of machines, and then Flight-Lieut. H. M. Schofield carried out a quarter-of-an-hour's intensive stunting and crazy-flying. An "aerial pool" competition followed, in which the competing pilots were called upon to aim balls, i.e. bags of flour, into white circles marked out on the aerodrome. Hits were signalled by a man waving a flag. The results in this event were:—(1) H. R. A. Edwards (Avro "Baby"—Cirrus Mark 1); (2) M. D. Scott (D.H. Moth); M. Andrews (Blackburn "Bluebird").

Another contest which provided some amusement for the spectators was run off later. This, according to the programme, was an "All Forms of Transport" race. Each competitor (there were but three) had to ride a push-bike for 150 yards, mount a horse, drive a car backwards, carry his passenger, start his plane's engine, and finally complete a circuit of the aerodrome. Results: H. R. A. Edwards (Avro "Baby"); Captain E. C. Browne ("Moth"); Dr. Fleming ("Gipsy-Moth").

The rest of the programme was interspersed with some very good close-formation aerobatics and individual stunting by Schofield, Wilson and Mackenzie, and demonstrations of the Desoutter machine, the Autogyro (piloted by Captain A. C. H. Rawson), and the little Comper "Swift" (piloted by Mr. St. Barbe). Mr. John Tranum was booked to do his umpteenth parachute descent as a grand finale but, owing to a forced landing while on his way to the aerodrome from Cambridge, he did not put in an appearance. The Pageant closed with joy-ride flips and an impromptu and very fine aerobatics display by Major I. N. C. Clarke on a Junkers Junior, whose slow rolls, loops, bunts and inverted flying were particularly impressive.

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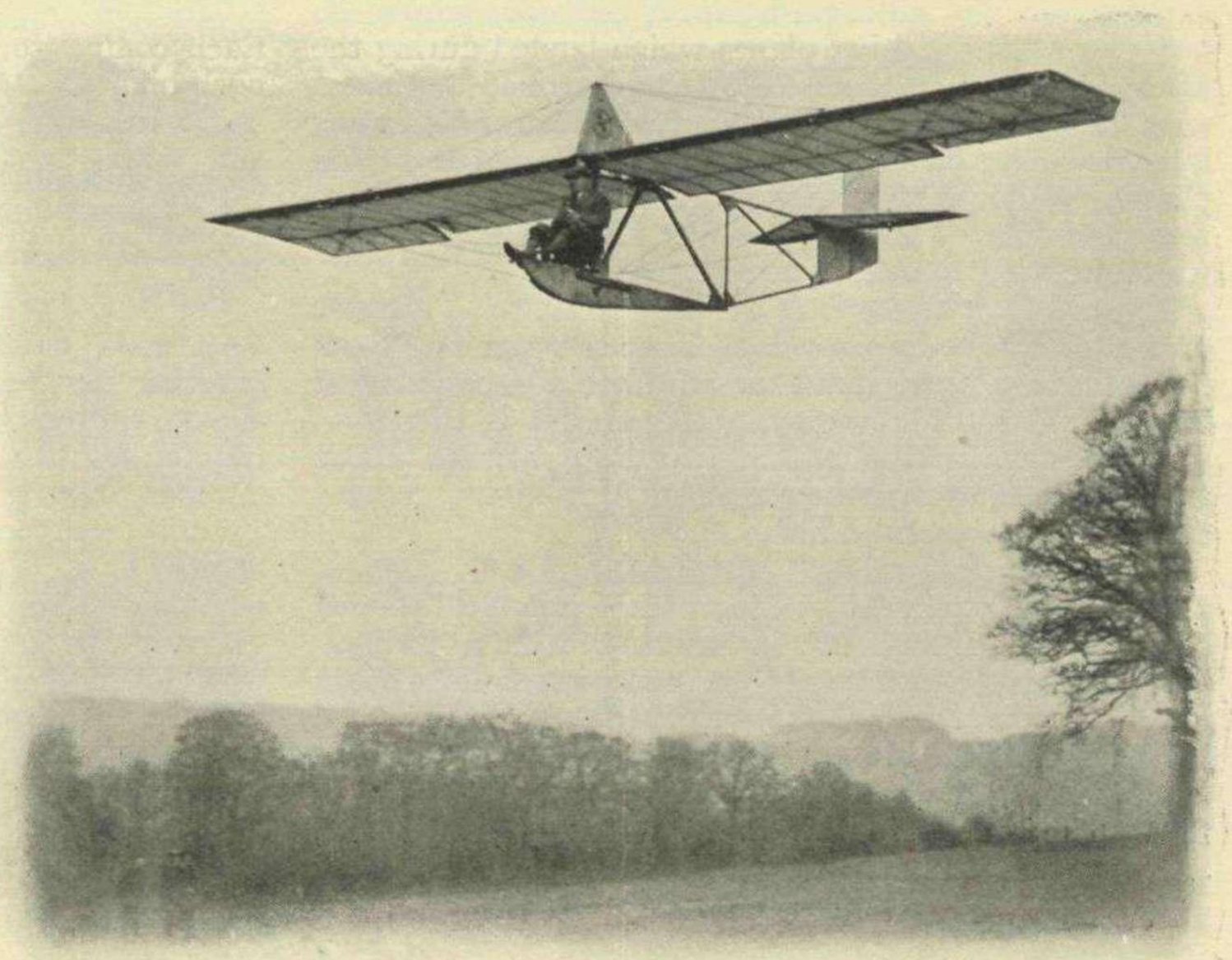
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Gliding Gossip and News

PROGRESS OF THE L.G.C.—

AN ENGLISH-BUILT SAILPLANE—

A £,1000 Prize for Cross-Channel Flight.



A Kegel "Zogling" in flight at the London Gliding Club's ground at Aldbury. The pilot is M.D. Manton.

THE London Gliding Club has been very busy during the past month, and every week-end large numbers of members and visitors have attended the meets at Aldbury. Some very excellent flights have been made by Captain Latimer Needham, Mr. Marcus D. Manton and Mr. C. L. Startup. The two former have now qualified for their "A" gliding licences. A considerable number of pupils have been placed under instruction, and while progress appears to be a little slow and there have been one or two crashes with the machines, the work of training is being continued with enthusiasm. On various occasions the club has received a number of distinguished visitors at its ground. These included Sir Sefton Brancker, Colonel the Master of Sempill, Lady Bailey, Mr. Handley-Page, Squadron-Leader Wright, Squadron-Leader England and Mr. Gordon England.

A GENERAL meeting of the Kent Gliding Club was held on 3rd of last month, when it was agreed that non-flying members should be accepted as well as flying members. The subscription is ten shillings per annum, and one pound per annum respectively, with an entrance fee of ten shillings. The Club has secured an excellent site for their activities situated at Lenham, by the White Cross on the hillside of the North Downs. It is easily accessible from the London-Folkestone main road. Anyone interested is advised to get in touch with the club's secretary, Mr. Eric G. Parks, sending their communications to "Nag's Head Inn," 76, Week Street, Maidstone, Kent. Mr. Lowe Wylde, who is responsible for the design of the Kent Club's glider, paid a visit to the London club's grounds recently, where he flew his machine and was officially observed while qualifying for his "A" licence. He now has the distinction of being the first licenced glider pilot in England.

PLANS are now being made for the formation of a gliding club at Newcastle, where people are particularly keen about the sport. A machine of the "Zogling" type, designed by Mr. Alec Bell and constructed by Cramlington Aircraft, Ltd., is already in use at Cramlington Aerodrome and several local pilots have made test and practice flights with it.

THE sailplane designed by Captain Needham is rapidly nearing completion at the R.F.D. Works at Guildford, Surrey. Captain Needham intends to carry out tests with this machine in the vicinity of the L.G.C. ground at Albury, and as it will be the first English

GLIDING GOSSIP AND NEWS—continued.

sailplane to reach practical form, its performance will be watched with unusual interest.

THE Lancashire Aero Club took delivery of their "Prufling" machine early last month, and it has already been flown by a number of pilots. The initial tests were carried out by Messrs. A. Goodfellow, R. H. Dobson, J. C. Weale, B. A. Meads, Tomkins, R. F. Hall, A. C. Mills, J. C. Lister and H. C. Greg. Their reports state that the "Prufling" handles very well indeed, being very stable laterally and easy to land.

AS was forecast in last month's issue of MOTOR SPORT, a gliding school has now been formed in England. Full arrangements have yet to be completed, but it is understood that the school will be run on similar lines to those in Germany; pupils will live in special quarters at the ground, courses will be arranged over fixed periods, and for an inclusive fee people will undergo an intensive course of training to qualify for glider pilot certificates A, B, and C.



The sailplane "Eaglet," which was recently flown across the U.S.A., towed behind an aeroplane.

The organisation of the whole scheme is in the hands of Mr. R. G. Russell-Taylor and the directorate comprises:—Colonel the Master of Sempill, L. Howard-Flanders, A.F.R.Ae.S., M.I.Ae.E., A.M.I.Mech.,E., E. C. Gordon England, A.F.R.Ae.,S., and R. F. Dagnall.

A CONSIDERABLE fillip has now been given to the sport of gliding by the offer of big prizes for record flights. M. A. Wallace Barr, who is associated with Cellon, Ltd., the well-known aeroplane dope manufacturers, has offered £1,000 for the first successful cross-Channel flight made by a British pilot in a British designed and built sailplane, between June 1 of this year and May 31, 1932. The prize is to be competed for under rules set down by the Royal Aero Club, and an announcement pertaining to which will be made at an early date.

Mr. Wallace Barr, who has taken great interest in aircraft since the very early days, offered a prize in 1922 of £50 for a glide of 50 miles in a straight line. This prize, which has not been won, is still open.

The *Daily Mail* has also announced that it will organise a big gliding competition of an international character in the summer of next year. This event will be run in conjunction with the Royal Aero Club, and cash prizes running into several hundred pounds will be awarded.

NEWS is to hand of the formation of another gliding club—the Leicestershire Glider Club, with headquarters at the Turkey Café, Granby Street, Leicester. The President is Mr. J. A. Hartopp, and the Chairman and Hon. Secretary are Mr. N. D. Hull and Mr. A. A. McLaren respectively. The Club will have one machine for the use of members in the preliminary stages, and through the generosity of the President they will operate from an excellent site on his estate at Broadgate.

THE Dorset Gliding Club, which was formed last month, has now become affiliated to the British Gliding Association. Mr. Norman Wright has been elected Chairman, Mr. Campbell Johnson, Secretary, and Mr. D. Trapp, Treasurer. The Club is fortunate in having been presented with a machine by a well known Weymouth resident, and applicants for membership are being received in considerable numbers. Subscription to the Dorset Club is now fixed at one guinea, with an entrance fee of 2s. 6d. until the end of the month, after which it will be increased to 10s. 6d. Enquiries should be sent to the Hon. Secretary, 4, Derby Street, Weymouth.

A REMARKABLE flight has recently been completed in the U.S.A. by Captain Frank M. Hawks in a sailplane, towed by an aeroplane. Starting from San Diego he traversed the entire American Continent and reached his goal without untoward incident. The machine has a totally-enclosed cockpit, and for the flight was fitted with a full complement of instruments, wireless equipment and a telephone connection to the aeroplane, so that conversation could be carried on between both pilots.

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SLIPSTREAMS

Gliding Instruction.

IT is apparent from the results so far obtained by gliding clubs in connection with the instruction of members, that elementary training is not altogether the simple business which many formerly imagined. Encouraging reports from Germany have given the impression that one has only to put a pupil on a "Zogling" and launch him gently off a mild gradient for him to progress steadily in proficiency until he becomes skilful enough to manipulate the soaring machine. That this is not the case has already been discovered, and one of the principal troubles which clubs are experiencing is that breakages to their machines of a more or less serious nature occur pretty frequently and, as they have only a limited number of gliders, the operations of the clubs have often to be suspended for some time. The German schools are no more fortunate in the way of crashes, but where they score is that they have more machines and have workshops on the spot, so that repairs can be carried out quickly. Another point which must be born in mind is that whereas we in England have, so far, made gliding a week-end affair, in Germany, pupils undergo a regular course of training and literally live at the school for many weeks. If therefore, gliding training in this country proves to be slow in the future, those who are interested in the pastime must realise that they are working under conditions not comparable with those in Germany.

Airmindedness.

It has often been said that people in this country, when compared with other nations, are not at all air-minded, and that the average man-in-the-street is indifferent in the matter of aerial travel. However true this may have been in the past, it is certainly not the case nowadays, and one requires no better evidence of the keenness of people's interest in flying than the enormous crowds which collect at any flying function, such as the N.F.S.-organised pageants, which have recently taken place. Particularly noticeable was this public interest at the Reading meeting. Woodley aerodrome, where it was held, is far from being accessible by road, but in spite of this fact and that the weather conditions were distinctly unpleasant, so large was the crowd that the organisers were at one time seriously embarrassed in marshalling spectators into their respective enclosures. It is noticeable nowadays too, that visitors to aerodromes are no longer mere sightseers, but people who, if they do not already fly, are most anxious to undergo their aerial baptism, and people who are by no means ignorant in the more general aspects of aviation.

Atlantic Projects.

Several plans are now on foot for trans-Atlantic flight attempts during the next few weeks. The distinguished French pilot, Costes is stated to be making preparations for a Paris-New York trip, and according to a report he may start any time after the 15th of this month. The Italians are also organising a big Italy-America flight in which twelve seaplanes will take part, flown by specially-picked pilots from the Italian Air Force.

Private Owners.

As time goes by the list of privately owned aircraft steadily grows. To date, the number of owners of registered craft stands at 191, and the number of machines 206. The latter figure includes no less than 142 D.H.'s, comprising 137 "Moths," 3 "53's" (the little low-wing single-seater monoplane), an old "6" and a 50a. There are also 21 Avros of different types, 3 Blackburn "Bluebirds," 7 Westland machines, 2 Simmonds Spartans, and a sprinking of veterans. In the latter category come 6 S.E. 5's, a Sopwith "Dove" (80 h.p. Le Rhone), the Sopwith "Grasshopper" (100 h.p. Anzani), which was at one time owned by Mr. Dudley Watt, and a Martinsyde F3 (190 h.p. Rolls-Royce). The list also includes eleven planes of foreign manufacture comprising the following:—6 Klemms, 2 Fokkers, 1 Ryan, 1 Breda and 1 Junkers F13.

Man-Propelled Machines.

In years gone by the possibility of man-propelled flight has greatly intrigued theorists and experimenters. Before the war, a competition was held in France with the idea of encouraging inventors in this connection, but although there were several entrants and a variety of designs, practical tests showed negligible results. More recently, at intermittent periods, one learned of revived endeavours to produce man-powered machines but it appears that most attempts ended in failure. I recently had the opportunity of discussing the matter of man-propelled flight with a designer who some years ago actually carried out extensive experiments with a manually-operated ornithopter. His experiences were extremely interesting, especially as he met with some degree of success in that he left the ground for some distance on a machine which he designed after years of experimenting. Unfortunately circumstances forced him to give up this work, and his machine is now dismantled. I learned, however, that he intends to continue with it as soon as opportunity allows, and certainly the results which he states that he has so far achieved, should encourage him to do so.

"RUDDERBAR."

THEY ALL AGREE

A few of our "Men of Mark" as seen by Hynes, the cartoonist.



"Ellis is an Artist."
GEORGE ROBEY.



"Well-cut clothes are a passport to success. Ellis knows how to visé your passport."
GEORGE GRAVES



"An actor cannot afford to be dressed in any way but the best."
FRED DUPREZ



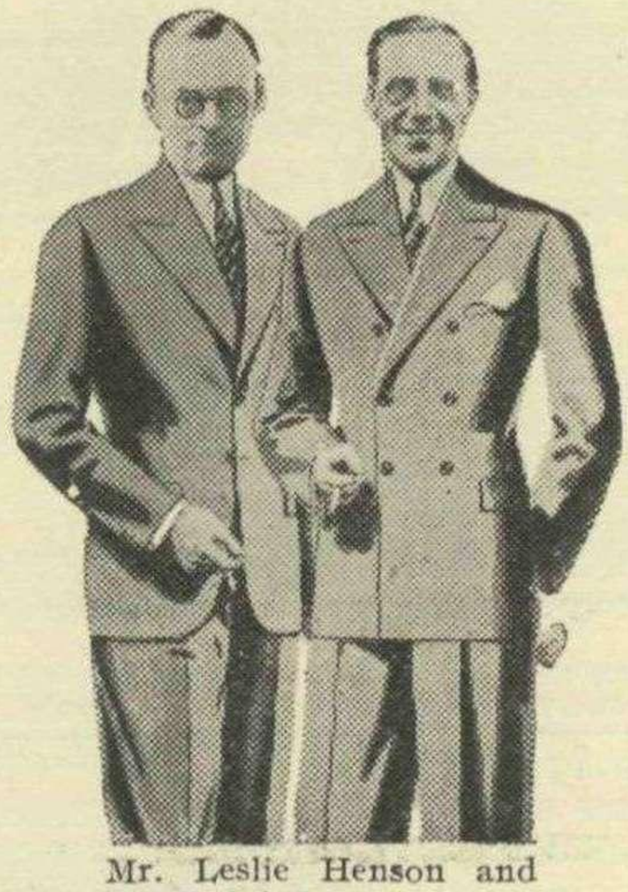
"Your Services have given me unbounded satisfaction."
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"Clothes are like top notes—they must be perfectly produced. Mr. Ellis is my tailor."
CARL BRISSON



"I cannot speak too highly."
ARCHIE COMPSTON



Mr. Leslie Henson and Mr. Ralph Lynn, wearing their Ellis-made suits.



"Uncanny skill in giving perfection of cut."
JACK HYLTON

Follow the lead of the leading men of Society, Sport and the Stage and make Mr. Ellis your Tailor. Every client of J. & H. Ellis is assured of correct cut and the finest cloths and trimmings it is possible to obtain. All work is carried out in our own Workrooms and under the PERSONAL supervision of Mr. Ellis.

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An Ellis-cut Lounge Suit or Spring Overcoat to your order costs from 6 GUINEAS. If unable to call, write to Mr. Ellis for a selection of his exclusive new Spring materials and a copy of his book "Men of Mark." Mr. Ellis will be pleased to wait until 7.30, for customers who phone or write him that they are unable to call when the establishment is open.



MOTOR BOAT SPECIALISTS *"ITSIT" TYPE HULLS*

All types of Inboard and Outboard Craft—Write for Catalogue A1.

At the first outboard meeting of 1930 held by the East Kent M.Y.C., Mr. R. D. Weatherell won again and made fastest time of the day.

95 Guineas
including electric starter and reverse gear.

SPEEDCRAFT LTD. are the sole concessionaires for WEATHERELL A.M.4 Engine—33 H.P. at 3,000 R.P.M., 4 cylinders, 60 bore, 90 stroke O.H.V.

The LOWEST PRICED high efficiency, genuine marine engine yet produced. Write for Cat. A4.

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Telegrams: "Speedcraft, Westrand, London."

THE SPORT AFLOAT



Two Newcomers.

TWO fresh entrants to the motor marine field have recently made their appearance, one emanating from a well known car firm's factory, the other being an addition to an already-famous range.

The former is the Trojan two-stroke inboard unit. Following closely the Trojan car engine design, it is a four-cylinder with two common combustion chambers, and has a two-throw crankshaft, each throw revolving in a separate section of the crankcase, the division carrying a central bearing. Ignition is by the Delco-Remy coil and battery system, and the lubrication is petroil. The engine is mounted in the hull in a horizontal position, and the auxiliary units—the dynamo and water pump—are disposed so as to be readily accessible. The transmission embodies a simple epicyclic reverse gear, and the propeller runs at engine



Transport made easy. An outboard trailer specially designed for the job.

speed. The bore and stroke dimensions of the Trojan engine are $2\frac{1}{2}$ inches and $4\frac{5}{8}$ inches, and at 850 r.p.m. 12 b.h.p. is given off ; its maximum speed is in the neighbourhood of 1,250 r.p.m. The unit complete is listed at £95.

The other engine is a new type Brooke motor of 15-40 h.p. rating. Embodying a six-cylinder monobloc layout, it is of very clean design and is thoroughly up-to-date in every respect. It has O.H.V. operated by a double-roller chain-driven overhead camshaft. There are two carburettors (Zenith), and magneto ignition is used.

The makers have had two particular aims in view—light weight and silence, and in both respects the new unit is remarkable, especially in regard to the former quality, as with starter, generator and reverse gear it weighs but 385 lbs.

Boating Books.

Two new books of interest to boating folk have recently been published. One deals with a voyage which will probably appeal to those who long for a really peaceful holiday afloat—a 92-miles trip through canals. It is entitled " Through the Kennet and Avon Canal by Motor Boat," and the author (C. H. Smith) has gone to great pains in describing the conditions, surroundings and so forth which he met with during his leisurely and at times (may we say ?) tedious journey through this quiet and deserted waterway. His narrative is not uninteresting, and in some ways might prove informative to those who may be contemplating a similar trip themselves. " How to Sail a Dinghy " is the title of the other book. Compact, concise, and illustrated, it is a little publication which anyone who intends to take to the water seriously would do well to purchase and peruse. It is published by the Terminus Press, and costs a shilling.

At " Ricky."

The Amateur Outboard Club is to open its season's programme with a meeting at the Motor Boat Speedways Lake, Rickmansworth, Herts, on Saturday next, 3rd May. The programme will be :—(1) 3 o'clock, B class, A.O.C. members ; (2) 3.20, B class, open ; (3) 3.40, C class, open ; (4) 4 p.m., Unlimited, open ; (5) 4.20, Unlimited, open ; (6) 4.40, C class, open ; (7) 5 p.m., B class, open.

In the open events prizes for the best times in each class will be awarded. These will consist of a first prize of £5, and a second prize of £2.

In addition the first members over the finishing line will receive club prizes in each event. The entry fee is 5s. for members and 7s. 6d. for others.

Passes will be issued to each competitor and his mechanic, admitting them to the competitors' enclosure and car park free of charge.

Other races will be held on May 24th, June 7th, June 21st, July 5th (Welsh Harp) ; July 12th, July 19th, August 4th, August 23rd, September 6th (Welsh Harp) ; September 13th and September 27th.

Those interested in the club's activities should communicate with the secretary, Hon. J. D. Leith, at Astor House, Aldwich.

The Weatherell "Itsit."

AN OUTBOARD RACER OF UNIQUE DESIGN.

AN outboard craft which has performed with conspicuous success during the last two seasons is the "Itsit." In 1929 this boat secured sixty-nine first-class awards in various big races, and some of the more important events which she has won include the Duchess of York's Trophy, the Yorkshire Championship, Championship of Scotland and the Belgian Championships.

The "Itsit" is designed by Mr. R. D. Weatherell, who was associated at one time with the motor-cycle trade. More recently he has turned his attention to outboard racing and the experience he has gained during an extensive period in the newer sport has resulted in his producing a craft of novel and clever design and of quite outstanding performance.

In planning the "Itsit," the principal aim, since it was to be a racing craft, pure and simple, was speed, and the designer has attacked the problem of resistance with commendable thoroughness in order to attain this end. The result is a hull of rather unique contour, both above and below the water line. Frontal area has been cut down to a minimum and particular care has been taken to streamline the shell so as to offer the least resistance to the air. In fact, with the exception perhaps of fitting a streamlined cowling to the power unit, one cannot see where any improvement could be made.

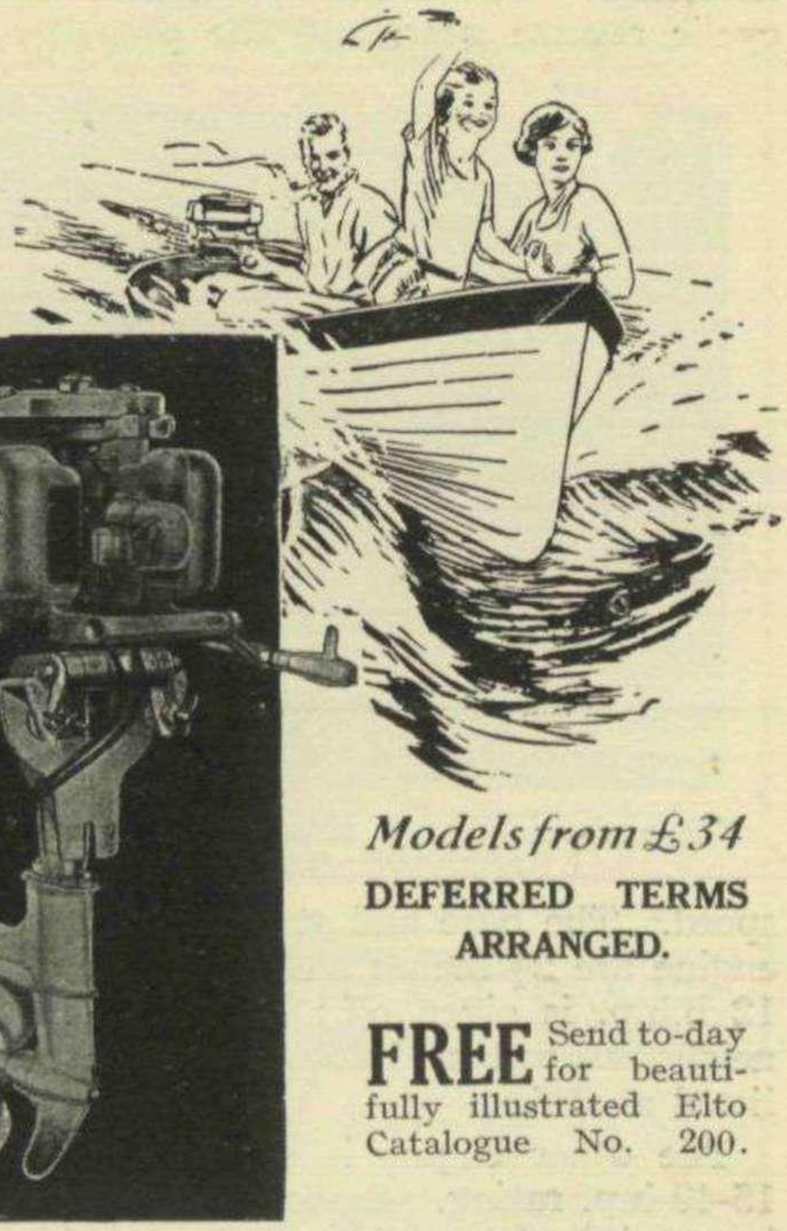
The material used in the construction of the hull is Honduras mahogany throughout. It has a double-skin bottom inter-lined with silk. It is built up on equally-balanced proportioned frames, and while it is light in weight it is sturdy enough to stand a lot of rough usage. The transom and aft decking on the latest type is totally enclosed, the pilot having to insert his feet under the decking in a proper proportioned floor space. When manoeuvring the craft, the pilot is in a semi-prone position, tucked down behind a neat fairy. Steering is by wheel and cable, the former being placed so as to give an easy and comfortable control.

The "Itsit" boat is not in regular production, it being made only to special order, and though it is of necessity somewhat expensive to build, the fine workmanship which is found in this craft, together with high performance of which it is capable, make it a particularly attractive proposition.

The constructors are Messrs. Salter Bros., of Oxford, who as boat-builders, need no introduction, and Speedcraft, Ltd., of 44, Gerrard Street, W.1., are the sole distributors.

Enjoy Thrilling MOTOR BOATING

everywhere on the water



The thrilling fascination of motor boating is yours everywhere on the water—in any boat—with a Super Elto Outboard Motor to give you smooth, silent power.

Nothing else offers its equivalent in keen enjoyment, in thrills and healthy freedom. And no other outboard motors give you such dependable performance, such power, such silence, vibrationless speed and ease of control, as ELTO. There are models to suit every need, from the 1930 Quad and Senior Speedster for those who want *Electric Self-Starting* and, the utmost in outboard power—to the Lightweight, handiest outboard of its power ever built—a motor that folds so that you can take it with you anywhere. Choose your Elto now—and enjoy the greatest summer you've ever known. You can own one at once on convenient deferred terms.

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Elto OUTBOARD MOTORS

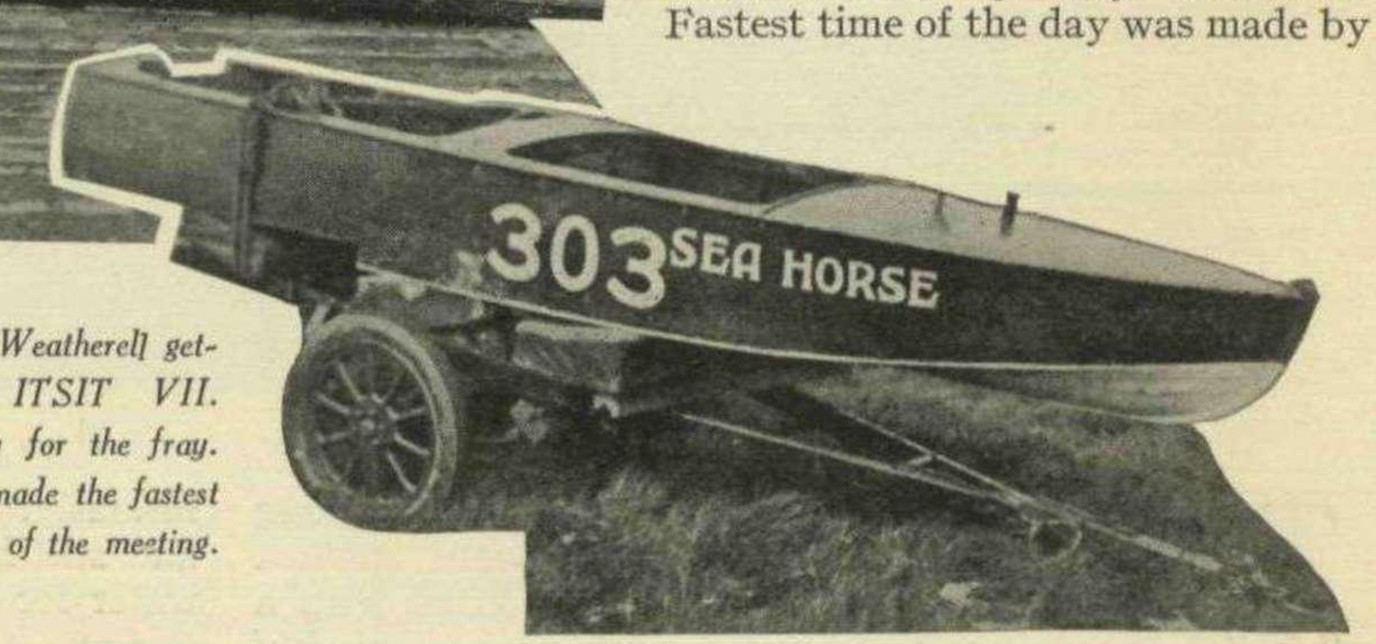
THE EAST KENT CLUB AT TANKERTON.

The First Outboard Meeting of the Season.



The good old paddle is not to be despised even in the present state of outboard development!





Mr. Weatherell getting ITSIT VII. ready for the fray. He made the fastest time of the meeting.

THERE is no doubt that the East Kent Motor Yacht Club are a band of real enthusiasts. At the first Outboard race meeting of this season, held at Tankerton on Sunday, April 13th, the weather was anything but inviting, and the fact that 12 boats arrived for racing on such a thoroughly bleak day is sufficient proof of the amazing fascination of this sport.

The star turn of the meeting was Mr. R. D. Weatherell in his Speedcraft boat, "Itsit VII.," who made fastest time of the day. He had bad luck, however, in the unlimited class race, as after two very fast laps (1½ miles each) in 2m. 54secs. and 2m. 51secs. respectively, he hit an extra large wave which swamped his engine completely, and compelled him to withdraw from the proceedings.

His craft has a most unconventional appearance, "rather like an overgrown carpet slipper," as some flippant spectator remarked, but sound proof of the efficiency of the design is given by its excellent performance. It is, in fact, one of the first hulls which has been designed with a view to correct streamlining to reduce wind resistance, a point which is becoming increasingly important as the speed of outboards gets higher, and one which has received all too little attention in the past.

The first race of the day was for "B" class engines, and attracted 5 entries. Mr. C. T. Lewis in "Comet" started well, but experienced engine trouble during the second lap, letting Mr. C. Bettles into first place, followed by Mr. W. Fitt in "Tishy."

The Class "C" race also produced 5 entries, but considerable trouble was experienced by competitors, and the race ended in a walk-over for Mr. Weatherell, who finished alone.

There were 7 starters in the "Unlimited" race, and Mr. Weatherell led off the mark till he experienced trouble as mentioned previously, and Mr. Bettles in "Lido Lady" scored another win. "Tishy" again ran second, and "Blue Peter," in the hands of Mr. Wood, showed a turn of speed which belied the very standard appearance of the hull, and finished third.

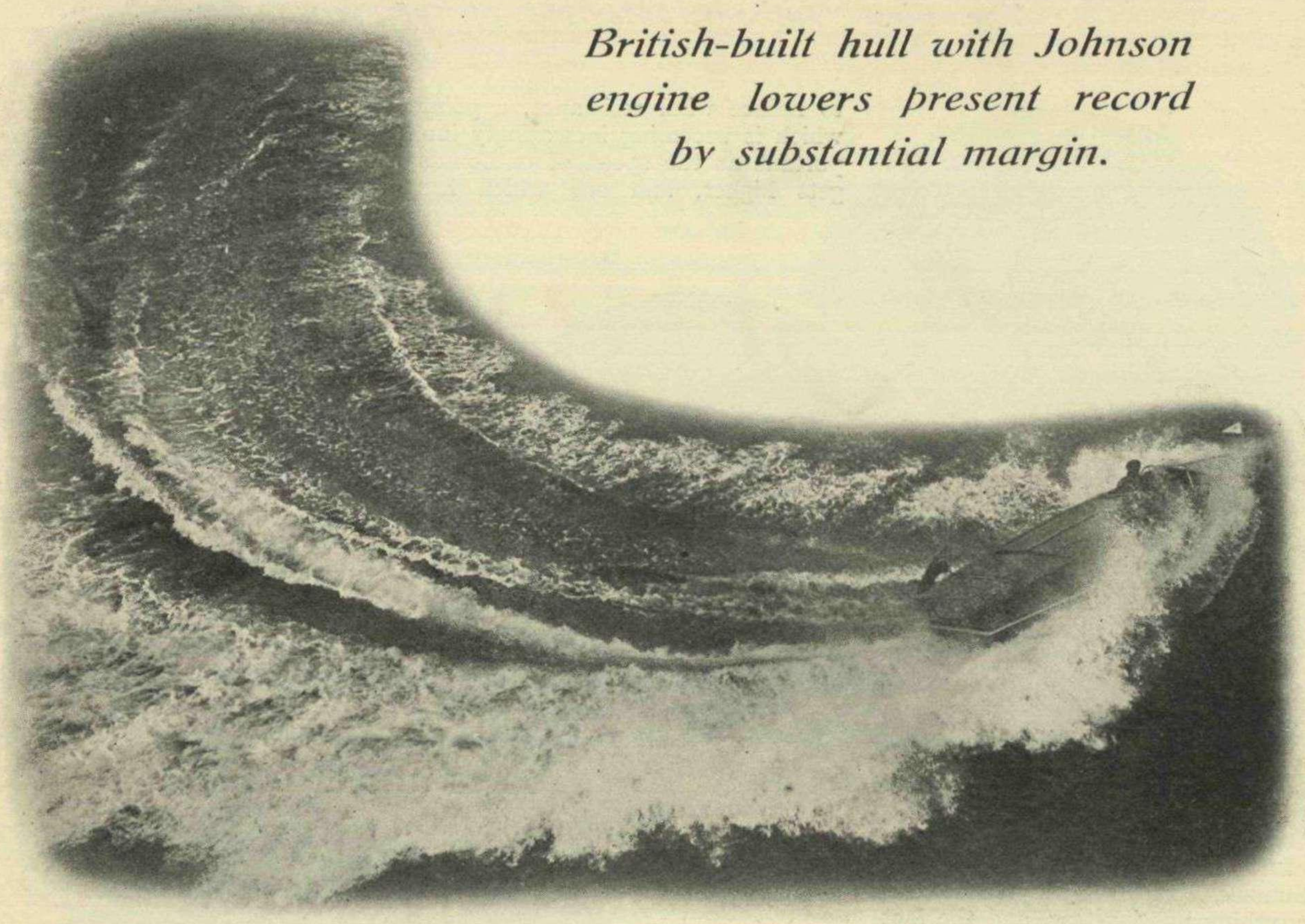
The final race was a boat handicap, for which 6 entries were received, and resulted in Viscount Kingsborough's "Itisntit," driven by Mr. C. J. Turner, finishing first, and Mr. A. Wood in "Blue Peter" second.

The times were not remarkable in themselves, but in view of the conditions were really very creditable. Fastest time of the day was made by Mr. Weatherell in the Class "C" race in 9mins. 10secs. for the 4½ mile course, though his lap times in the race were slower than in the "Unlimited" class, in which he had to retire. As is the way of things, the conditions improved rapidly from the time the last race finished and by the time the boats were packed up ready for transport, were quite good! This sort of thing, however, does not deter competitors in the least, and the meeting was distinctly successful.

This hull arrived mounted on car seat cushions—an ingenious method of avoiding damage.

THE OUTBOARD MILE RECORD

British-built hull with Johnson engine lowers present record by substantial margin.



TO Mr. Philip Turner falls the honour of breaking the existing mile record for outboard engined boats, using a British built hull fitted with a "32" Johnson Sea Horse engine, with a mean speed of 45.75 m.p.h.

This record was set up over the official course at Medina, and to comply with International regulations the course must be covered three times in each direction and the mean speed is recognised by the authorities.

The hull used was a very remarkable piece of work, weighing as it did only 47 lbs. The fact that such an amazingly light hull (about half the weight of the usual racing hull of this class), was able to stand up to the conditions of the record, and to the remarkable power output of the Johnson engine, was largely due to Mr. Phelps. His great experience of the construction of light craft for sculling enabled him to undertake what few people would have considered possible.

Mr. Walter D. Fair also contributed his valuable experience to what is undoubtedly an excellent achievement.

Hitherto the Americans have been greatly ahead of us in the outboard field, due of course in the main to the fact that the sport was firmly established over there before we, on this side of the Atlantic, took it in any way seriously. Another great advantage which they had, and still have, is the much greater choice of suitable water for experiment and research on hull and engine design.

The mile record previously stood at 41.5 m.p.h. which speed was set up in America, also with a Johnson engine, this marque making a distinct habit of being in the picture where records are concerned.

It is Mr. Turner's great ambition at the moment to be the first to achieve an official speed of 50 m.p.h. on an outboard engined boat, and though any prophecies with regard to racing or records are liable to be upset, there seems every chance that he will shortly achieve his object, and we wish him luck!

Speed-boats on the Welsh Harp.

The Welsh Harp Speed-boat Company, who recently started a passenger service on the Welsh Harp, Hendon, have found that their venture has been more than justified.

The popularity of this service may be gathered from the fact that on Easter Monday no fewer than 735 passengers were carried.

Two boats were in use, a 26 ft. 10-passenger, and a 22½ ft. 8-passenger "Dart" craft.

Nothing to do but steer!



SIT back in comfort, as your boat glides silently over the waves with a Sea-Horse at the stern! Steer what course you will, for every waterway is your playground. You are independent of wind and tide — on your way with the luxury, convenience and dependability of a car.

A Sea-Horse, clamped to your present boat, makes you owner of a powerful motor-craft. Go as fast and as far as you like; your Sea-Horse is supreme in speed and performance. Smooth and silent in action, because of the patented underwater exhaust, and utterly simple to start and drive. The new free booklet gives full details of Sea-Horse models, from the 27-lb. "Single" to the 4-cylinder "32". Write now for a copy.

JOHNSON

VANADIUM LIMITED

64, Victoria Street, London, S.W.1

Johnson Sea-Horses

OUTBOARD MOTORS

HERE and THERE

By "Camshaft"

Fire!

IT is rather surprising that so few car owners are aware of the latest regulations with regard to the storing of inflammable spirit in private garages.

Hitherto the regulations have affected only those who stored quantities of petrol in cans or by similar means, but it has now been decided that the mere fact of having petrol in the tank of the car amounts to storing, and if any fuel is thus stored, efficient means of extinguishing fire must be provided.

We have, for many years, grumbled at the absurdities of some of our motoring laws, but this latest regulation is so obviously sensible in every way that no one could possibly find any cause for complaint. Handy portable fire extinguishers of well tried design are now obtainable at such a reasonable figure that it is a very short sighted policy to postpone getting one installed either on the car or in the garage, or both.

A very large number of motorists already carry extinguishers, and do not require any emphasis to be laid on the wisdom of the policy, but there are still a number who argue on the principle that fires are rare and that there is no need to bother "for the present." The present is the only time worth bothering about, as when the engine "pops back" and sets the carburrettor alight it is very little use considering the fitting of an extinguisher!

Today we are so used to handling petrol that we are inclined to forget its danger. A petrol fire, when the right apparatus is available, is no more than an incident, but in the absence of effective means of dealing with it, it becomes a very serious matter. "Do it now" is rather an overworked piece of advice, but when used about fitting a fire extinguisher to a car is as good as ever.

Special Fuels for the Public

IN an earlier issue of MOTOR SPORT, there appeared an article pleading for the wider distribution of special fuels suitable for the high compression engines now used, and it is gratifying to see that the Shell Company, with their usual enterprise, have marketed what they term Racing Shell. This is not actually a "dope" or alcohol fuel, but a specially prepared spirit of normal characteristics as regards carburation and general behaviour, the one difference being that, owing to its special process of manufacture and composition which they are naturally not publishing, it will stand compression ratios that have before needed alcohol or special chemicals.

MOTOR SPORT is at present using this fuel in carrying out a test of a high compression engine and further details of the results obtained will be given in these columns at a later date. The chief advantage of this spirit is that owing to its having similar properties to ordinary petrol it may be mixed with it in any proportion according to the compression ratio. Used without dilution, it will stand a ratio of 9 to 1 approximately, while mixed in various proportions it will be found suitable for intermediate ratios in the region of 6 to 1.

The value of this fuel to MOTOR SPORT readers who use the same car for speed events as well as ordinary road work cannot be over-estimated.

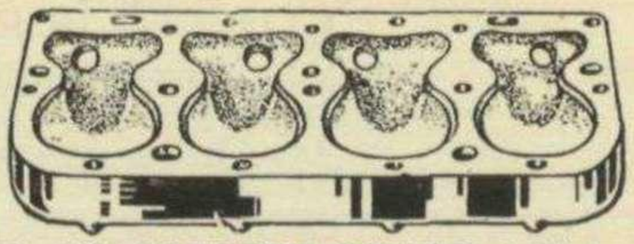
Our Cover Picture.

This depicts Nuvolari, the winner of the 1930 Brescia-Rome-Brescia race. Over the 1000 mile course across the plains and mountains of Italy he drove his Alfa-Romeo single-handed to victory at an average speed of 62.41 m.p.h. A full account of the race by our special correspondent will be found on page 10.

AUSTIN '7'

For MAXIMUM EFFICIENCY you must fit
ALTA ALUMINIUM SHOCK ABSORBING

CYLINDER HEAD
79/6



6-CYL. SMOOTHNESS with GREATER POWER, better HILL CLIMBING and ACCELERATION, and LOWER PETROL CONSUMPTION. SPARK can be fully ADVANCED WITHOUT ROUGHNESS.

Balanced Induction Pipe
25/-
Designed to allow engine to receive a full charge of mixture, thus developing maximum power and revolutions.

Deep Note Exhaust System
42/-
Imparts a most pleasant deep exhaust note and improves acceleration and hill-climbing, eliminates back pressures. Comprises large silencer, large diameter heavily nickel plated tail pipe, Brooklands cast aluminium fishtail, and clips ready for fitting. State model when ordering.

SPECIAL SILENCER. A cheaper model for those who wish for a better silencing system, without the expense of a Deep Note System. Comprises welded steel silencer and tail pipe ready to fit. 27/6

DOUBLE VALVE SPRINGS
Terry's "AERO" Quality.
10/6 set

SUPER TUNING
As experts, we are able to tune your engine to maximum efficiency. Write for details.

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CLOSING DATE first post on the **23rd** of the month, for publication on the 1st of the following month.

NEW CARS FOR SALE

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LAGONDA, Huskinson & Fane, Ltd. Grosvenor 3016.

SPECIAL Lagonda Agents for West End. Trial runs at any time. Deferred Terms and your present car taken in part exchange.—Huskinson & Fane, Ltd., 11, Curzon St., W.1.

M.G.

M.G.—Huskinson & Fane, Ltd. Grosvenor 3016.

AUTHORISED M.G. AGENTS. Trial runs arranged at any time. Earliest delivery of all models, including New Mark II. 6-cylinder.—H. & F., Ltd.

SECOND-HAND SPORTS CARS

AUSTIN

1929 (October) Swallow 2-seater, as new, mileage guaranteed under 900 and condition perfect, an exceptional bargain, fitted with ball-change gear control, price £130. Macks, Porchester Square Mews, W.2. Park 9300.

ALFA ROMEO

1927 22-90 Alfa-Romeo sports 4-seater in exceptional condition, very carefully used, upholstered in leather, dipping head lamps, very complete all weather equipment as new, screen wiper, Bosch horn, etc. Reliable high speed car capable of over 85 m.p.h., guaranteed in writing, price 195 guineas. Macks, Porchester Square Mews, W.2. Park 9300.

SECOND-HAND SPORTS CARS

(continued)

ALFA ROMEO

SPECIAL racing ALFA-ROMEO 2-seater, capable of speed of approximately 115 m.p.h., fitted with dynamo lighting, quickly detachable wings and running boards, only done a few miles since overhauled. New tyres all round, just re-cellulosed cream and blue. Price 350 guineas. Modern Cars, Ltd., 196-198 Gt. Portland St. Museum 2947-8.

£695—Mr. Philip Turners offers his 1½-litre supercharged 2-seater sports Alfa Romeo, in almost brand new condition, delivered new late 1929, a special competition road car, cost with extras over £1,200; easiest deferred terms.—Thorns, 19-21, Great Portland Street, W.1., Langham 3966.

APPRECIATION

Copy of a letter from the
Royal Automobile Club,
Pall Mall,
S.W.1.
17th April, 1930.

The Advertisement Manager,
"Motor Sport,"
34, Duke Street, London, W.

Dear Sir,

I thought you might be interested to know that a sports car which I advertised for sale in your columns was sold within 48 hours of my receiving my March copy.

Not only that, but I had several replies, and was fortunate in finding a buyer at the price at which the car was advertised for sale.

Yours faithfully,

(*Signed*) **Reginald B. Easther.**

BENTLEY

ROOTES, LTD., BENTLEY distributors.

1929 4½-litre BENTLEY Mulliner Weymann sports tourer, black, brown upholstery, spot-light and other extras, exceptionally fast, recently delivered, £850.

1924 3-litre BENTLEY sports tourer, black, £295.

GUARANTEE is transferable on all the above.

ROOTES, LTD., Devonshire House, Piccadilly, W.1. Tel., Grosvenor 3401.

SECOND-HAND SPORTS CARS

(continued)

DELAGE

SPORTY 4-seater!!! 14.40 h.p. late model DELAGE, every conceivable accessory, f.w.b.s, guaranteed stored one year, very fast, faultless throughout, 12 months' written guarantee; terms, exchanges, £115. Berkeley Garages, Berkeley Mews, Connaught St., Edgware Rd.

1927 23 h.p. DELAGE, fitted open touring body, with new tyres, perfect condition, 85 m.p.h., £225. Schneider Automobiles, 138 Long Acre.

£395 Very late model D.M.S. sports DELAGE, 21 h.p., 6-cylinder, fitted with a most attractive 4-seater low-built 4-door Weymann saloon, capable of 5 to 85 miles on top, new condition, cost new £950. Thorns, 19-21 Gt. Portland St., W.1. Langham 3966.

FRAZER NASH.

FRAZER NASH cars. Falcon Works, London Rd., Isleworth (Hounslow 3172) always have for disposal reconditioned and guaranteed cars, fitted with new tyres and F.W.B. prices from £125.

LAGONDA

BROOKLANDS MOTOR COMPANY offers 1928 Speed Model Lagonda 4-door Fabric Saloon, very nice condition throughout, £285, exchanges, deferred. 331 and 410 and 414, Euston Rd., N.W.1. Museum 3143-4.

LEA-FRANCIS

12-40 H.P. Lea Francis sports 4-seater delivered January 1928, one owner, special body finished in two tone green, upholstery to match. All weather equipment, perfect mechanical condition, a distinctive and most attractive car, £125. S. E. Longman & Co., 15, Woodstock Street, Oxford Street, London. 'Phone Mayfair 2631. Open 6 p.m. Saturday.

SUPERCHARGED 1929 LEA-FRANCIS, 4-seater, in spotless condition, new tyres, small mileage, price 240 guineas. Modern Cars, Ltd., 196, Gt. Portland St. Museum 2947.

SUNBEAM

SUNBEAM straight 8.3 Litre fitted with new Dunlop tyres and wheels, approximately £200 just spent on the engine. Car ready for this season's racing, low handicap, certain to win many races. £300 or near offer. Modern Cars, Ltd., 196-198 Gt. Portland Street, W.1. Museum 2947.

VAUXHALL

30/98 h.p. D. M. K. Marendaz, Ltd., the firm with the name, always have in stock a good selection of 2 and 4-seaters from £60.—1, Brixton Road (one minute Oval Tube). Reliance 3381-2.

MODERN CARS, LTD., the largest stock of 30/98 Vauxhalls in Great Britain. 196-198, Great Portland Street, W.1. Museum 2947.

Motor Sport Classified Advertisement Section—*continued.*

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AIRCRAFT INSTRUMENTS.

COMPASSES (German) of the Highest Quality, from £10/10/0. E. F. Stephen, 141, New Bond Street, W.1.

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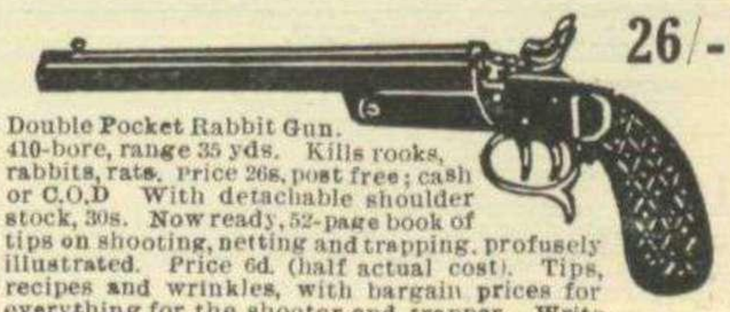
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