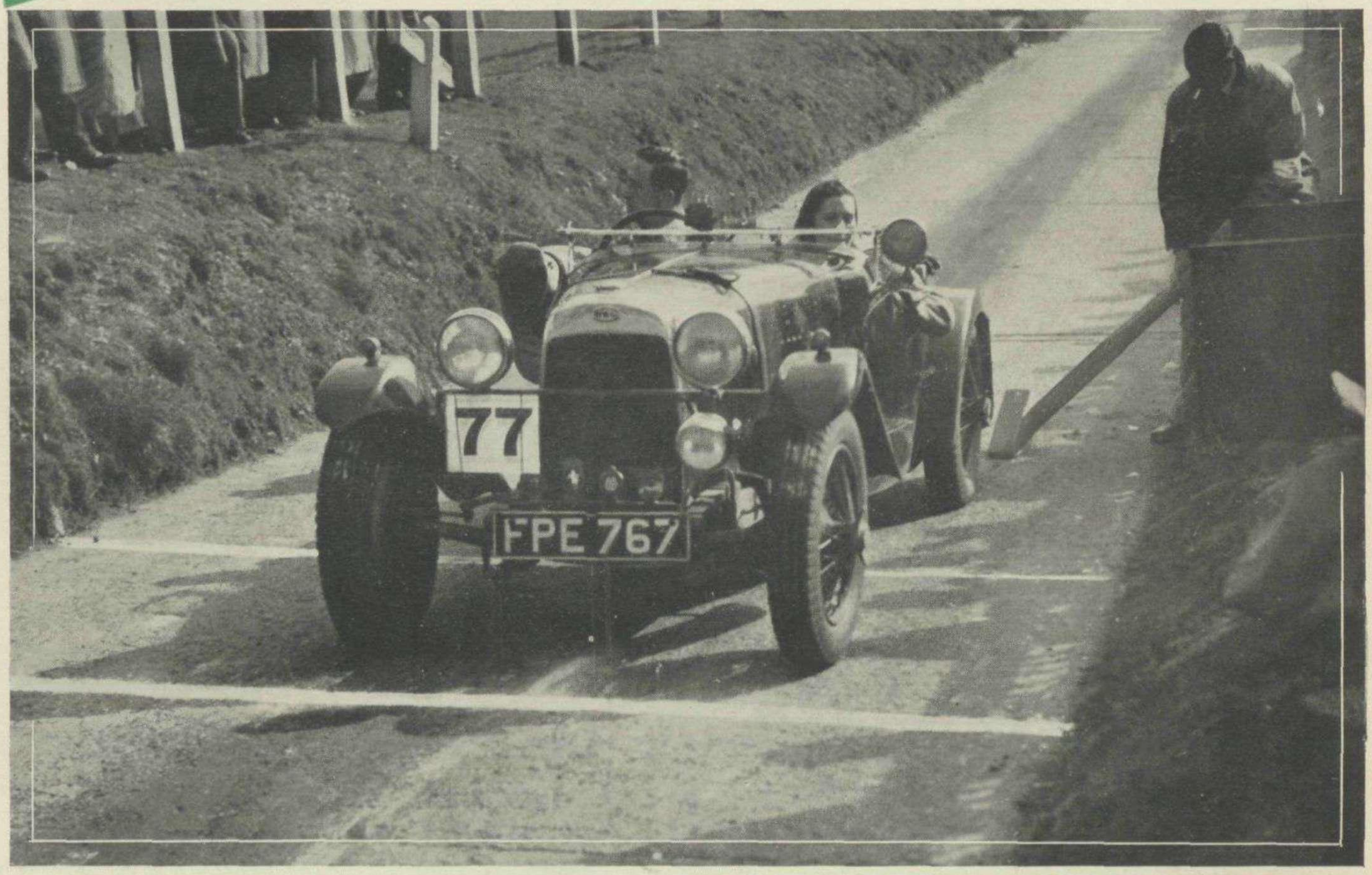
Vol. XIV. No. 4 **Opening Meetings at Brooklands and the Crystal Palace** *April, 1938*

MOTOR SPORT

LAND - AIR - WATER

SIXPENCE MONTHLY



On the Test Hill—E. K. Farley (H.R.G.) in the Stop and Restart Test at J.C.C. Brooklands Meeting.

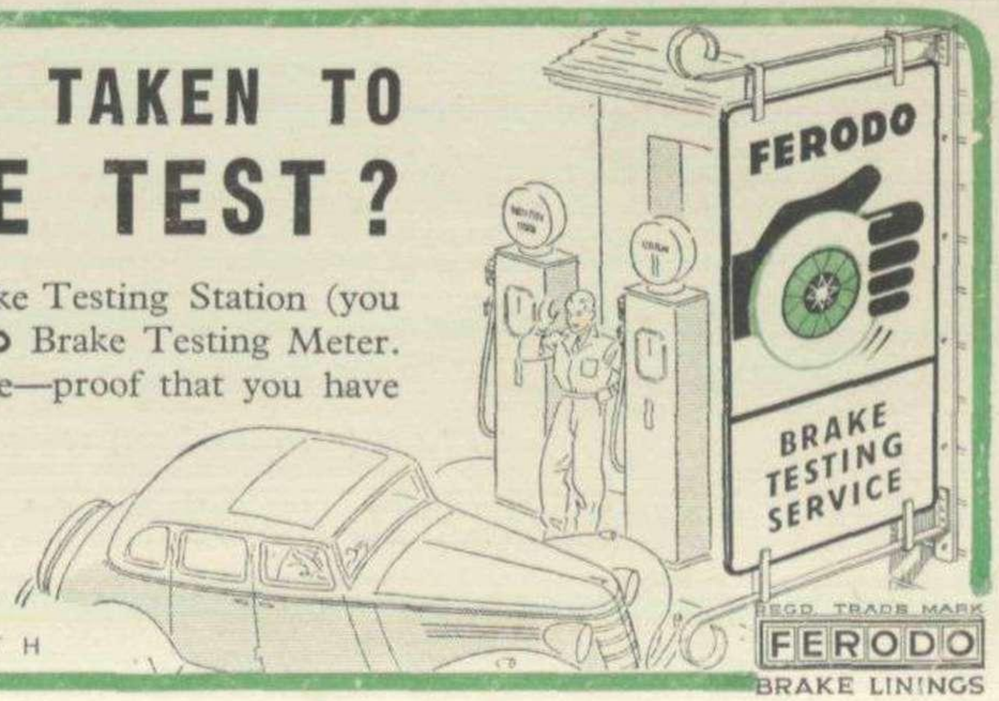
WHAT PRECAUTIONS HAVE YOU TAKEN TO MEET AN OFFICIAL BRAKE TEST?

Make sure your brakes are efficient. Go to the nearest **FERODO** Brake Testing Station (you can tell it by the sign) and have your brakes tested with the **FERODO** Brake Testing Meter. The charge will not exceed 2s. 6d. and you will receive a certificate—proof that you have taken precautions to conform with the new Braking Regulations.

FERODO

BRAKE LININGS

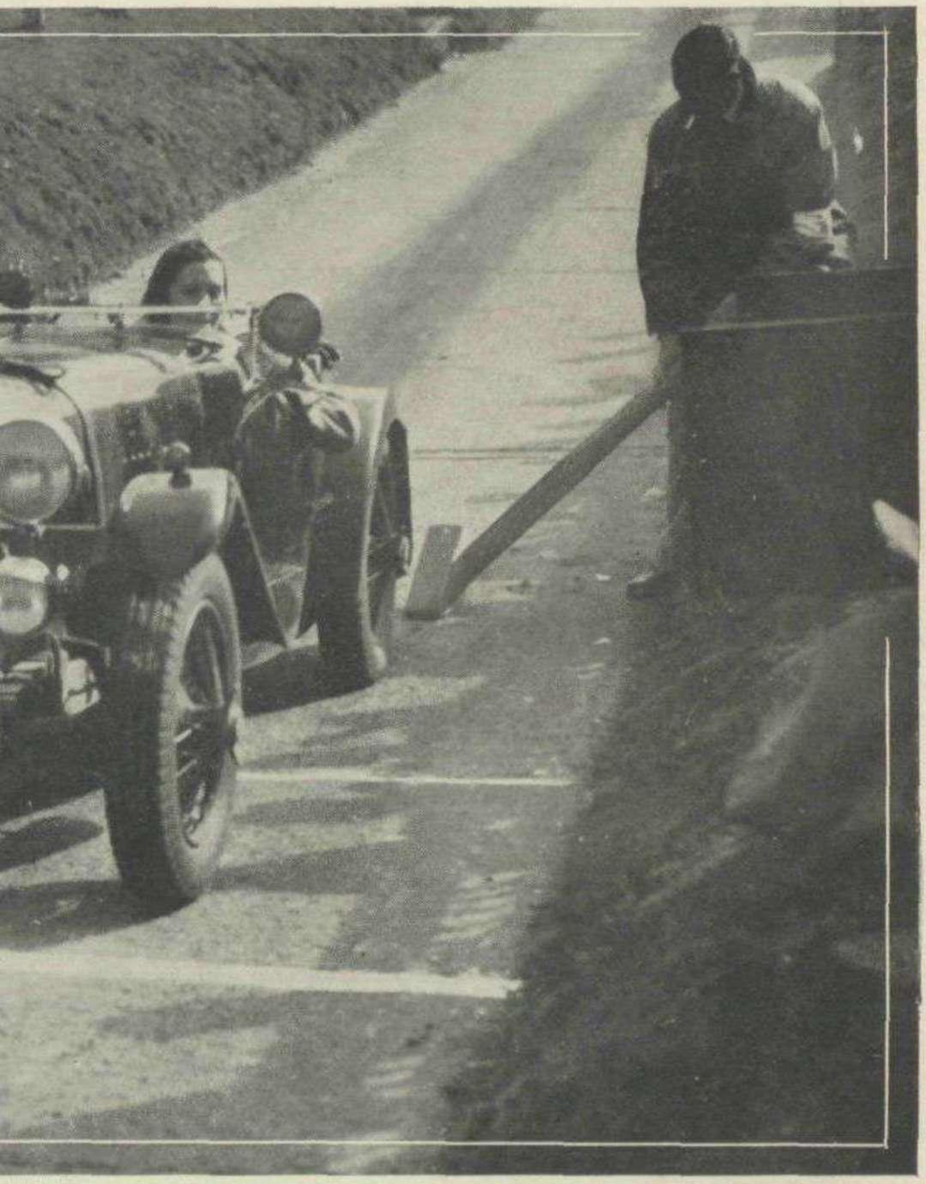
FERODO LIMITED · CHAPEL-EN-LE-FRITH



R SPORT

- WATER

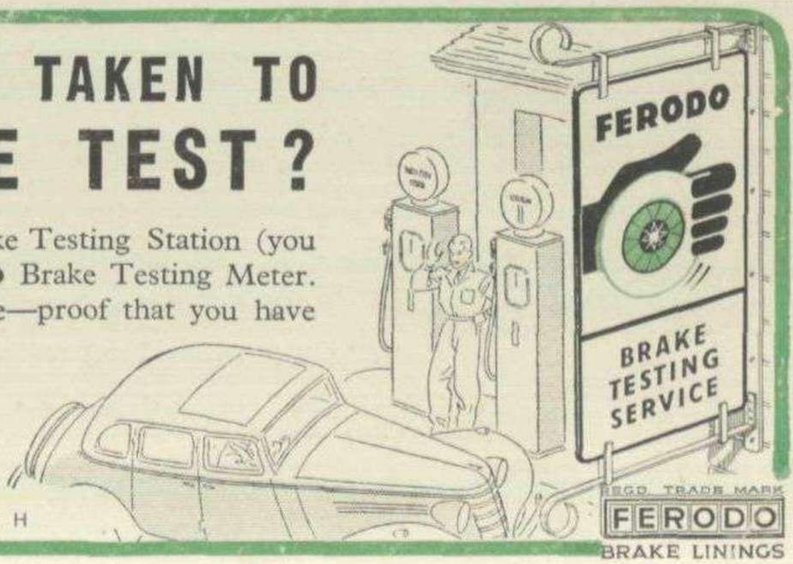
SIXPENCE MONTHLY



top and Restart Test at J.C.C. Brooklands Meeting.

OU TAKEN TO AKE TEST?

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BRAKE LININGS

MOTOR SPORT PHOTOGRAPHS

★

WE HAVE MANY PHOTOGRAPHS TAKEN AT THE OPENING MEETING AT BROOKLANDS, THE J.C.C. RALLY, AND THE OPENING MEETING AT THE CRYSTAL PALACE. WRITE TO SEE IF WE HAVE A PHOTOGRAPH OF YOU.

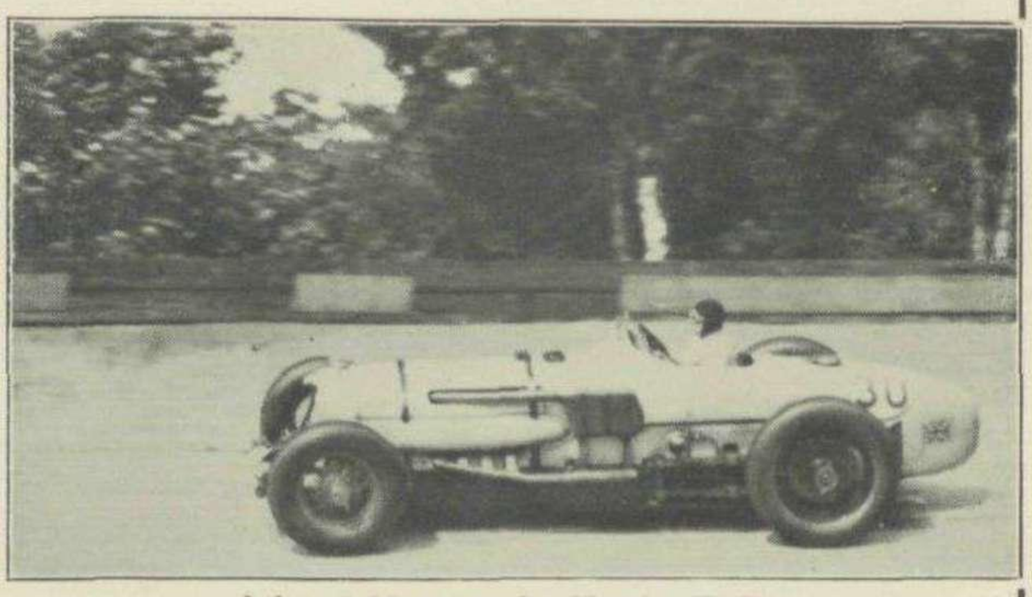
THE B.R.D.C.'s "500," 1937



E. W. W. Pacey (4½-litre Pacey-Hassan-Special) and "Bira" (Delahaye).

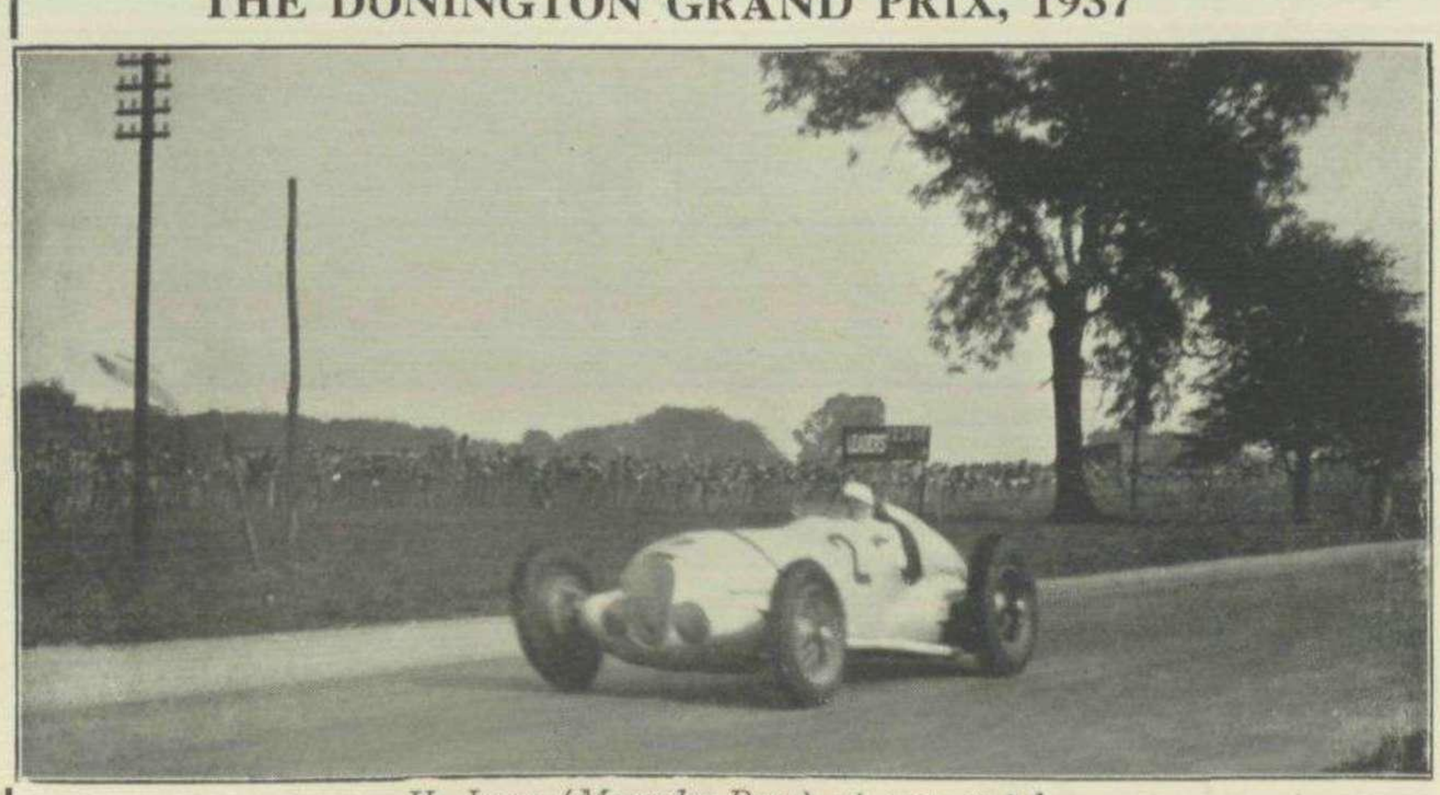


Cobb goes low to pass C. Paul.



John Cobb with the Napier-Raillon.

THE DONINGTON GRAND PRIX, 1937



H. Lang (Mercedes-Benz) at 170 m.p.h.

★

ALL PHOTOGRAPHS OBTAINABLE IN THE FOLLOWING SIZES :—

8" x 6" - -	2/– each
10" x 8" - -	3/– ,,
15" x 12" - -	7/6 ,,

(Cash with order)

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

READERS' SPARE PARTS FOR SALE AND WANTED

FOR SALE

Akela 1,100 c.c. engine, crankshaft drive with four valves and two plugs per cylinder, bronze cylinder head, two M.L. magnetos and twin carburetters. Chassis specially made, being narrow in front, widening out at rear, for F.N. sprockets and chains. Fitted dropped tubular front axle, and Morris Minor front wheel brakes, hubs and wheels.....

Anzani engine, s.v., one rod and piston missing, cheap

Austin Seven, Zenith vertical carburetter, cylinder head gasket, new swivel pin bushes, 2 pair anti-roll springs.....

,, spring, front five leaf flat, all springs are clipped at every leaf.....

,, springs (2) rear 6 leaf flat, all springs are clipped at every leaf.....

,, Boyd Carpenter (1927) 2-seater, fitted with high compression pistons and Brooklands exhaust system. Body from windscreen backwards has been removed. Less plugs and dynamo, good tyres, brakes need relining, but engine perfect.....

,, 1928, open 4-seater, good hood and side screens, less radiator, dynamo and timing gear case cracked.....

,, chassis, lowered 3 ins. in front, underslung behind, fitted with o.h.v. 1,100 c.c. J.A.P. engine. Perfect condition. 20 in. sprung wheel, less back axle and gearbox. Complete with six wheels (engine complete with magneto and horizontal S.U. carburetters) .....

,, 1928 engine.....

,, 1933 engine, just rebored, new pistons, crankshaft, bearings, clutch plate, also new bearing in gearbox. New valves and double springs.....

Ulster chassis and body, Luvax shock-absorbers, less radiator.....

,, Brooklands engine, less inlet and exhaust manifolds. Needs new rings. New main bearings .....

,, Hx. blown engine, less blower and manifolds. Broken crankshaft. Would sell separately

,, genuine works engine with Marshall supercharger, and racing Scintilla magneto. Also complete with Almack aluminium racing wheels and standard wheels.....

Axles, front and rear for Riley Nine.....

Austin body, 1927, four-seater, aluminium.....

Austin Seven : 1929 engine and gearbox. Magneto ignition, engine, chassis, complete.....

,, 3-speed gearbox, Austin special chassis frame.....

Amilcar 8.9 h.p. Type C.H.S. Not run in since being rebored, and fitted with special alloy pistons. Crankshaft reground. New valves, double springs. High lift camshaft. New bearings for crank and camshaft. New crown wheel and pinion and bearings in back axle. New tyres and battery. Magneto, starter and dynamo overhauled. Aluminium louvred bonnet. Body not completed. Several spares available to purchaser, willing to sell any part separately .....

,, G.P. front and rear axle.....

,, Various parts for Amilcar engines.....

All Austin Spares, Inlet manifold, exhaust manifold, headlamps, petrol tank, cyl.-head, (polished), radiator, steering column, wheel, brakes, Autovac (unused) front axles, bucket seats, wheels (1929 type).....

A.C. Six cylinder head (approx. 1924) camshaft and crankshaft .....

Back Axle for 8.9 h.p. Amilcar G.P., complete with hubs, shafts, crown wheel and pinion, torque tube, prop. shaft, etc., dropped front axle beam.....

Bentley "B" type gearbox .....

,, All general spares.....

,, 3-litre spares .....

Bentley 3-litre crown wheel and pinion, ratio 3.5 to 1

,, Close ratio "A" type gearbox.....

Bluemel telescopic steering wheel (unused). Several clockwise Bosch dynamos with distributor (4-cyl.) unused. Back axle (complete with shafts, brakes, and drums).....

Body, Charlesworth two-seater, for L type Magna 1933, (long wings and big headlamps).....

Four road wheels (knock on 21 × 4.50) .....

Camshafts and boxes, from Brescia Bugatti.....

Racing camshaft for s.v. Anzani and parts to convert timing from chain to gear drive .....

Carburetter, Wingfield racing set, with 2 Wingfield carburetters, mounted on a special twin induction manifold. Fits any 1934 to 1936 V8 30 h.p. Ford, without alteration .....

Carburetter downdraught, suit Austin Seven.....

,, For Ford V8.....

,, Zenith triple diffused horizontal, 36 mm. bore .....

,, Model 36 H.K. Horizontal Flange. 2⅝" between centre of bolt holes. Right-hand float chamber.....

,, (Two) Zenith N type Horizontal 36 mm. top feed float chambers.....

,, 26 mm. H.Z. Zenith.....

,, 26 mm. triple diffused.....

,, R.A.G. suit Riley Nine.....

,, R.A.G. .....

,, Zenith .....

,, S.U. complete (three).....

,, Solex .....

,, (New) racing 36 mm. Amal, with large assortment of spare jets and chokes

Car Clock Electric 12 v., less glass.....

Chassis, Austin, complete new crown wheel and pinion, new king pins and bushes, front and rear springs flattened.....

Connecting Rods (tubular), Laystall for Austin Seven, size big ends 1¼".....

Cozette supercharger, No. 9 (clockwise) complete with drive suitable for s.v. Anzani engine...

Cylinder head with rocker gear for Riley Nine.....

Chassis special single seater, complete with central steering (Maries), transmission (4.5 to 1 solid back axle), four new tyres, brakes relined. Only used in one speed trial.....

,, only, Riley Nine, complete less body, 1929, nearly new tyres.....

Crankshaft, rear half of a two-piece Laystall, size of journals 1½".....

Cylinder Head "M" type M.G., with valves, valve gear and camshaft.....

Dewardre, one vacuum cylinder. Recently used for assisting braking on a heavy 12 h.p. car, with operating rods and "trigger and motor" levers on a short cross-shaft in solid bearings, also half copper pipe line to manifold.....

Dunlop Competition tyres, two, 17 × 4.75. Used only once.....

Duogauge Cartherns (oil pressure) thermometer.....

Dynamo, 6 v., starter and battery.....

Roller Crankshaft and rods for s.v. Anzani .....

Engine : Austin, 1927, engine and gearbox, without magneto and dynamo.....

,, 1,500 c.c. s.v. Anzani, complete with magneto, dynamo, and starting motor, overhauled and in very good condition. Cylinder liners are fitted .....

,, Austin, 1931, Ulster engine complete with tulip valves, double springs, pressure fed crankshaft good dynamo, coil ignition and gearbox. Less manifolds and carburetter.....

,, 1,100 c.c. o.h.v. Salmson, complete with clutch and gearbox.....

Zenith carburetter type 36 V.H., special exhaust system.....

,, "L" type M.G. 1,087 c.c. engine and gearbox. Completely overhauled. Fitted liners and standard size pistons, crankshaft reground, new main bearings, big-end and little-end bearings, etc. Flywheel specially lightened and ⅛" machined off cylinder head. Clutch plated as new. Work on this engine has just been completed. Includes three S.U. carburetters, starter motor, dynamo, etc.

1,089 c.c. Riley engine, fitted special Ashby pattern magnesium electron pistons with rings. Comp. ratio 7.25 to 1, lightened flywheel, clutch, Duplex valve springs, twin S.U. carburetters and manifold. (No magneto, dynamo or starter). Suitable for a light chassis.....

,, 30/98 Vauxhall Engine, No. O.E. 245.....

,, 11.9 h.p. Morris Cowley engine, new piston rings, new S.U. carburetter, and H.C. gasket, Lucas magneto.....

,, 1928 Anzani, ex-Frazer-Nash, Type SS, complete with rear aluminium engine bearer and large bore (35 mm.). Solex carburetter, high compression head. C.A.V. dynamo and special M.L. magneto

Engine: 1923/4 Aston-Martin, side valve, engine (fixed head) special lightened con-rods, new pistons. (No flywheel, magneto or carburetter) .....

,, Two s.v. Anzani engines, good condition...

,, Ford V8 and gearbox.....

,, 16 h.p. A.C. engine, good general condition Overhauled, complete Scintilla magneto, clutch. Never run since overhaul.....

Engine Riley 12 h.p. s.v. engine. Ricardo head—new valves and all bearings—dynamically balanced crankshaft, high lift camshaft. New oil pump, complete with magneto, dynamo and starter, all in excellent condition .....

,, from Babe Peugeot, has been overhauled, with radiator, believed to be 1912.....

Ford wheels, two, with new tyres 18 × 6.00, retreads

Frazer-Nash Several twin port cy. heads suitable for Meadows 12 h.p. engine.....

,, Several cylinder blocks for various types of Anzani s.v. engine .....

One s.v. Anzani engine suitable for supercharging. Fitted with roller bearing crankshaft and 100 ton steel connecting rods.....

,, Several 710 × 90 Wire wheels (unused)

,, Several V type windscreens.....

,, Several spring spoke steering wheels, with centre boss to fit 1" diam. shaft

,, One Frazer-Nash 3/4-seater body, complete with windscreen and seats.....

,, Steering box.....

,, Four normal full length chains.....

,, Sprockets .....

,, 18" steering wheel.....

,, Powerplus 1½-litre engine. Special pistons and rods. 10 to 1 compression. Fittings for one or two carburetters. Complete with magneto

,, **Front** axles .....

,, Set of front axle clips.....

,, latest type 100 con back axle.....

,, Cylinder head and valves. Wheels. Differential, complete with pinion, steering box and wheel. Front axle and assembly (brakes, etc.). Prop. shaft. Crankshaft (reground). Clutch (complete).....

Boulogne type, front axle 3' 8", complete with hubs, brakes, clips, springs, plates and shockers.....

,, Back axle, unassembled but complete with springs, radius rods and hubs. Bevel box with four-speed shaft and reverse shaft with bearing housing.

,, Frame, complete with gear level and brake shafts. Boulogne type body, four wheels with tyres and tubes...

Fuel Pump electric, twin S.U. 12 v. (off Phantom III)

Frazer-Nash-B.M.W. standard pattern steering wheel, good condition.....

Gearbox, M.G. Midget, 3-speed, with Derrington remote control .....

G.N. roller bearing o.h.v. engine, H.C. pistons .....

,, Bosch magneto .....

,, transmission complete, and back axle.....

,, parts, cylinder barrels, heads, con-rods, timing-case and cover. Gauge, 14" dial blower.....

,, twin cylinder o.h.v. push-rod engine .....

,, chassis, equipped with high compression Morris Cowley engine and specially tuned. Would sell separately .....

,, Front axle, steering box, wheels, countershafts, radius rods and sprockets.....

G.N. chassis, re-constructed and re-registered August 1934. Complete with 4-cyl. Anzani engine and A.C. radiator.....

,, fitted with O.H.C. 1,500 c.c., 4-cyl. Wolseley engine. Twin carburetters. Manifold and outside exhausts, 2-seater racing aluminium body, needs completing.....

Headlamps one pair "Autoroche" chromium-plated. Modified to take British type bulbs...

J.A.P. engine and chain drive.....

Lancia-Lambda. Complete engine overhauled, All bearings remetalled, crankshaft reground, new pistons and rings, dynamo and magneto (Marelli) rewound. Various camshaft wheels, also five 765 × 105 wheels with three tyres. Five 775 × 145 wheels with two tyres. 4 speed gearbox and operating handle. Scuttle extension and steering column and bracket for lowering seating position. 4 doors. 2 rear springs. Rear axle complete with drums, and many spares. Cut outs. Headlamps (Bosch), switch box, petrol tank, various handy tools. Spare parts would be sold separate from engine .....

Lamps, Zeiss, headlamps, two, excellent condition, 8"

Lea-Francis, 1929 12/40. Complete set of gears, two axle shafts, differential with crown and pinion, clutch plate, lined, steering box, complete with wheel and

SECONDHAND SPARE PARTS—continued

controls, front brake drums, road springs, front and rear.....
Lea-Francis, 1930. 12/40 engine, back axle assembly, and four wheels.....
Lucas P100 headlamps, single reversed bulb type. Chromium and reflectors in good condition...
M.G. J.R. Racing, *crankshaft (only used in one short* race) crankshaft (used for two seasons), cylinder head complete with valve gear, etc. Three connecting rods, piston, front main bearing housing, one rear bell housing, dynamo, starter, flywheel, sump, valve cover, water pump (complete), distributor (complete), set of front timing gears, induction pipe, exhaust manifold, water *manifold, B. R. 12 coil, set of* clutch plates, oil filler body, and various oil pipes, all these parts can be sold separately.....
M.G. J2 1933. Four wheel caps (knock-on), one spare wheel carrier, one rear axle assembly (complete), two rear springs, one front spring, two front hubs, one gearbox (without remote control casting), one speedometer and rev. counter (without drive), one oil gauge, cut out and fuse box, one prop. shaft (complete), two bucket seats, one set (four) shock-absorbers, one N/S front mudguard (cycle-type) .....
,, Prop. shaft, speedometer and rev. counter combined 2 front hubs, steering column, box and drop arm, set of brake shoes and linings, set of brake drums, radiator complete with shell, rear axle casing and diff. Hand brake complete on cross shaft, remote control for gearbox, cut out and fuse box. Cylinder head complete, cylinder head cover, top water pipe to cylinder head, exhaust manifold, inlet manifold, twin carburetters, front engine mounting, front timing gear casing, oil pump, distributor, dynamo, starter, bonnet, clutch housing, set of con rods, set of pistons, 1/20th oversize.....
M.G. J.2 brakes and cables, the set.....
,, Marles steering gear complete, spring wheel, needs two hemispheres.....
,, Set bottom timing wheels.....
,, Set (four) front hub bearings, new.....
,, Rear main flange S/H.....
,, Set Aerolite pistons +10 S/H.....
,, 3 only Aerolite pistons +20 S/H.....
,, (Two) con rods (floating gudgeons) S/H.....
,, P. flywheel (lightened) as new.....
M.G. Magnette wheels, two, with Invicta Comp. tyres, 5.25×18.....
M.G. Parts (Magnette). Radiator F type, rear wheel bearings, axle shafts, Bluemel's *spring steering* wheel (Marles column) set of con rods, bearings and pistons (F. type Magna), brake drums, shoes and valve cover for F type, rear Hartford shockers, 12 v. pressure pump, combined M.G. switch panel, ammeter and oil gauge, complete clutch and gearbox with remote control for F type, *two fuse boxes and cut* outs, Rudge hubs and hub-caps.....
M.G. O.H.V. 8 h.p. 1929 "M" Type. Engine complete with 2 carburetters, dynamo, starter, etc. Clutch and 3-speed gearbox (engine just fitted new main bearings and new pistons. Lined) .....
,, Four wheels, all true .....
,, Steering column, complete with gearbox and spring wheel Front axle, *complete with hubs*, brakes and track rods.....
Magneto, Scintilla, for Ford V8.....
Morgan rear wheel, sprockets, two-speed bevel box, chains, propeller shaft.....
,, bevel shaft, specially made in high tensile steel, almost guaranteed not to bend. Fit model about 1927.....
Morris 11.9 engine, rebored, all new bearings new valves .....
Morris Minor front axle.....
New Zenith *horizontal carburetter for 12 h.p.*.....
Norton motor-cycle, 1928 model 18, one new racing Hoffmann big end assembly complete, two used racing cams, one pair used racing roller cam—followers.....
Pistons, two new H.C. alloy.....
Petrol gauge .....
Radiator, Morris beehive.....
Rev. Counter, New 5" Rolls-Bentley with 15-jewel 8-day clock.....
Rotex 8 in. dia. headlamps, chrome rimmed and fitted with chromium plated stone guards. Both lamps fitted Solenoid dippers.....
Saloon, Arrol Aster six-cylinder coachbuilt 1929, or parts .....
Salmson 3-speed gearbox.....
,, Solid back axle.....
,, Front axle .....
,, Transmission .....
,, Flywheel .....
,, Cylinder head.....
,, Wheels .....
,, Steering .....
,, Sump .....
,, Twin overhead camshaft.....
,, steering and universal, also reverse pinion...
Seat covers and cushions.....
Silencer, Brooklands, large, suitable Bentley, unused
Singer "Junior" tourer, good condition. No back axle. Chassis suitable for a "special" .....
Smith 5" rev. counter, new .....
,, ,, speedometer, 100 m.p.h. two.....
Speedometer, Smith's A type .....
Spotlight, new Stadium with mirror.....
Springs, special flattened rear, for Austin.....
Spring Steering Wheel, Ashby, as new, from 1934 Le Mans Aston-Martin.....
,, ,, Ashby, as new, from Railton 1934, Series II.....
Standard Big 9 1929 engine, clutch and gearbox, absolutely complete, but sump is damaged .....
Steering Gear, less wheel.....
Supercharger, Marshall new, complete with all fittings, suitable for Ford Eight or Ten .....
,, Marshall, for N Magnette, used only six times, perfect condition.....
,, Roots, complete with manifold.....
,, Cozette No. 7 and fittings from hyper sports Lea-Francis.....
,, Murray Jamieson, off works s.v. racing Austin, only been used for a few short races and sprints. Will blow up to 12 lb. pressure.....
Centric supercharger and fittings for **Ford Ten**.....
,, Marshall, complete with fittings for Ford Eight or Ten. Only run 4,000 miles.....
Marshall, installation complete with gauge, etc., off N type M.G. Magnette. Original cost £40.....
,, Centric, from standard Austin Seven, complete with cylinder head bracket, makeshift induction pipe and self starting Solex carburetter, also 3 different diameters of blower pulleys, and one gallon oil tank for dashboard fitting.....
,, and fittings from 1935 PA type M.G. Midget, 2,000 miles only.....
Tyre, new, for Renault (13×45).....
Tyres, competition, Invicta tread, used once on Lancia Lambda, 780×150.....
Valves, set of K.E. for s.v. Anzani and sundry parts
30/98 Vauxhall, o.h.v. model, parts available.....
Vernon-Derby chassis (late) solid back axle, front axle, steering gear with spring wheel, front axle with brake assembly. Prop. shaft and four wheels with good tyres.....
Wheels, racing, one set, 42 mm.....
,, 2 from M type M.G. 29-32 .....
,, set of five, 8.20×120, complete with tyres and tubes,.....
,, enamelled red, and free from rust. Hubs will fit any Bentley model.....
Windscreen with triplex for M.G. Midget M. type.....
Wings, pair of cycle.....
Zeiss head lamps, new.....

WANTED

Aero-Screens, 10×6", safety glass, folding.....
Amilcar, 9 h.p. differential (one from the saloon model but not from the sports two-seater, except the six-cylinder) .....
Austin, Ulster : Dropped front axle .....
Aero screen.....
Manifold .....
Remote control gear.....
Racing magneto.....
Downdraught carburetter .....
Ulster body, any condition .....
1928 gearbox, three-speed, extra large wheels for Austin Seven.....
Axle Shafts, special, for an "L" type M.G. back axle
Bentley Speed Six Induction manifold and twin carburetter assembly, also quick lift camshaft.....
Body, lightweight, suitable for 1932 M.G. Midget.....
,, short 2/4-seater modern touring.....
,, single seater.....
Bugatti, modified Brescia. Cylinder block, valves in good condition, camshaft, with pulley *drive for dynamo, oil pump, and 1 or 2* con-rods. 2 Spicer universals.....
Chassis, late model Frazer-Nash, complete.....
,, light racing, complete, not over 9 ft.....
Carburetters, two semi-downdraught, standard, for 1933, J4, Midget.....
Engine, Lagonda, 2-litre supercharged.....
,, racing, not over 2-litres.....
Exhaust Pipes, external.....
Frazer-Nash front axle, suitable for Boulogne model, chains and sprockets .....
,, Outside exhaust manifold and piping for fitting to Meadows engine (three port) .....
,, T.T. replica body rear petrol tank, or similar two-seater complete.....
,, Stub axles, hub and brake gear.....
Gearbox, light, for special chassis.....
,, 14 h.p. Armstrong Siddeley self-change (pre-selector).....
Headlamps. Fitted dipping reflectors, chromium plated, diam. of front 8".....
Louvred Aluminium bonnet, 2' 3", rear 2' 3", front 18" wide .....
Manifold and Sump for M type Midget.....
Manifold, Type "C" inlet manifold with carburetter
,, Type "C," exhaust and water manifold...
,, Twin carburetter, complete with two S.U.s. for a 3-litre Bentley.....
,, Induction, for 1929 straight-eight Ballot R.H.3 for single or twin carburetter. Any type of fitting, horizontal or down-draught .....
Valve Cover for J.2 type Midget.....
M.G. set of brakes.....
M.G. Midget, C type cylinder head complete with camshaft and vertical drive.....
Fold Flat windscreen for M.G. and Frazer-Nash.....
M.G. J.2 oil and radiator thermometer (dash-board type) and Tapley motor.....
Petrol Pump, 6 volt, windscreen wiper 6 volt electric
Seats, bucket type.....
M.G. J.2. brake handle with ratchet complete.....
Any J Type four-speed gearbox.....
Spring wheels.....
Type 37 1½-litre G.P. block (Bugatti).....
Gearbox, 4-speed, for a 1930 O.H.C. Morris Minor.....
Cylinder head, complete with valves and rockers for a blown Lea-Francis (roller-bearing crankshaft) .....
6-volt Battery, for motor cycle (Exide).....
,, for car (Exide).....
Boyd-Carpenter body, any condition.....
Brooklands Riley Engine .....
,, Series ,, with high lift cams and two *carburetters* .....
Lea-Francis hyper sports engine, fitted with needle bearing, connecting rods and No. 9 blower .....
Supercharger for Austin Seven.....
Sturmey-Archer gearbox for Dunelt 250 c.c.....
Instruction Book for M.G. Midget, 1930.....
,, for 3-litre Bentley.....
Two twin port Meadows, 12 h.p. heads.....
Four con-rods steel, suitable for Meadows engine, Crown wheel and pinion. 10×47.....
Wire Wheels, 16. 6.00 for Ford V8.....
Salmson. One hub puller and one cable adapter as used on the front end of the rear brake cables to attach to the levers on the foot brake camshaft. Suitable for a 1928 9.5 h.p. Salmson.....
Rev.-counter, for Type "C" M.G. Midget and drive
,, and water thermometer (dash board type) for an M.G. Type "N" Magnette .....
Racer, A genuine retired, of 1924-1929 vintage, in any condition, or chassis only.....

Apply to: Box M/S 20, c/o Motor Sport, 21, City Road, London, E.C.1

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"BIRA" WINS THE FIRST BIG RACE OF 1938

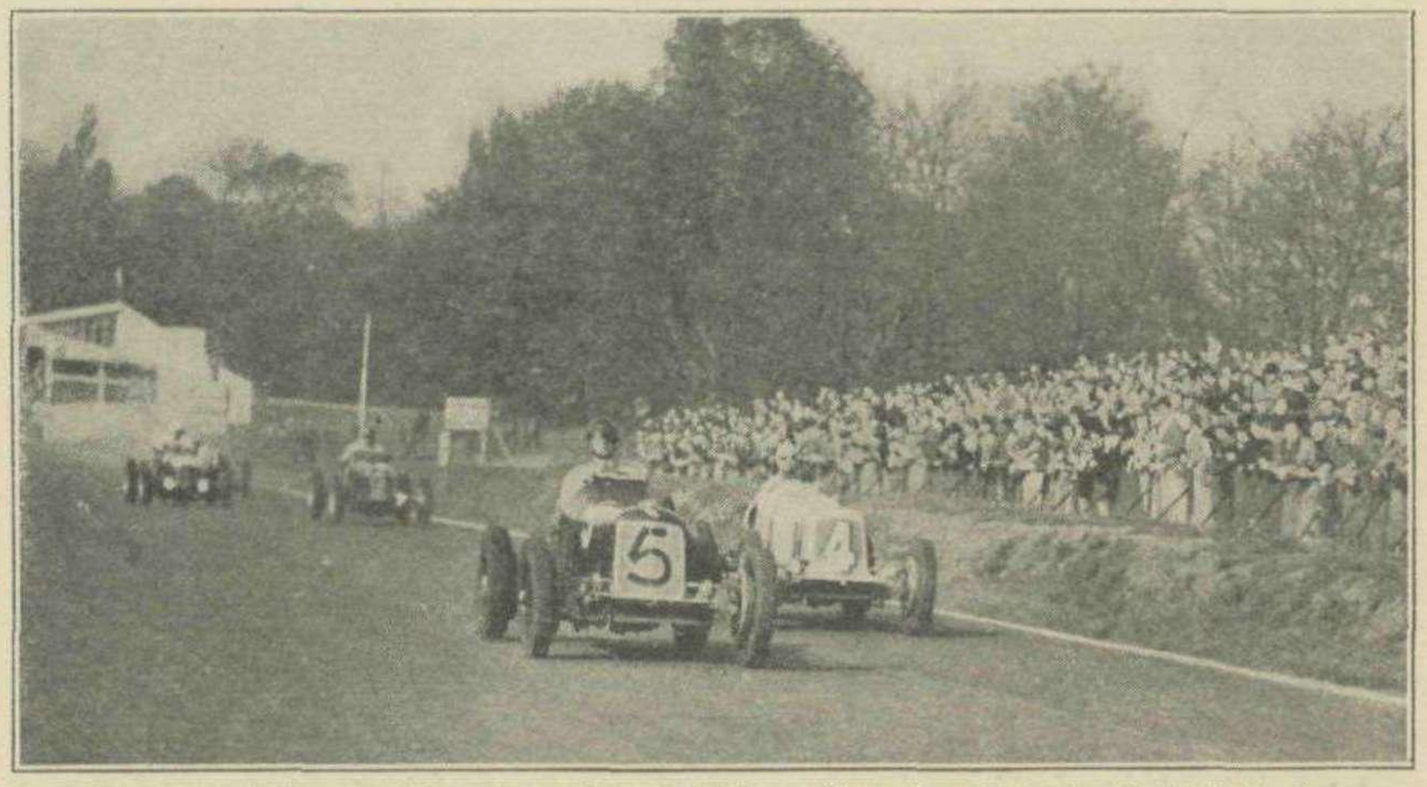
E.R.A. VICTORIOUS IN THE CRYSTAL PALACE CORONATION TROPHY AT 57.83 m.p.h. ARTHUR DOBSON (E.R.A.) WINS HIS HEAT. WAKEFIELD'S MASERATI SIX AND THE AUSTINS WELL IN THE PICTURE.

ON April 2nd the Crystal Palace road-circuit commenced its second season, graced with fine weather and a brisk breeze blowing down the Terrace Straight. Considering that the Boat Race and the Motor-cycle Clubman's Day at Brooklands were held on the same day, the attendance was extremely encouraging. Edwards has set himself the task of getting the great British public to road-races in worth-while quantity and he seems to be succeeding, so that the somewhat flippant style of the programme must be overlooked by acknowledged enthusiasts, who prefer more cut-and-dried publicity blurbs. Against which, the Palace programmes do contain excellent articles on the drivers and their cars, a practice which might well be followed by other organisers. The course is still slippery—the Road Racing Club admits that in the programme, claiming that the surface has the peculiarity of improving with age, like port wine and meerschaums, and that every lap covered by a car leaves the road a degree more skid-proof. This may seem rather an optimistic, carefree way of regarding the matter, but the fact remains that no one has come seriously to grief yet. So many opinions have been expressed as to why the surface has this gradually disappearing sheen that the real cause is not easy to determine. The broadcast arrangements are excellent, the scoreboards truly commendable, and the paths within the grounds free from criticism. The pits remain crude, with the proviso that they are not used for more than signalling as a rule, on account of the short duration of the races. We do not like the grass verge before them, as it makes a dangerous patch for a car to brake on during approach and if the car remains on the road, tools, etc. cannot be reached as required from the pit counter by mechanics. We would suggest that a marshal be appointed to move circuit pass holders who insist on adorning the earth bank at Stadium Dip bend. They should be sent to the safer spot round the corner and made to sit down so as not to obstruct the spectators' view, as we were. Once again, generous prize money drew entries of real quality.

In practice on the preceding Thursday morning Maclure's 2-litre Riley, unblown as usual, was seen to have independent coil spring front suspension, as the works Rileys have had in some races previously, which Percy used with great abandon and subsequently stiffened up. "Bira" caused great excitement by leaving the road on the outside of the Stadium Curve, the blue E.R.A., which has normal De Ram damped front suspension, mounting the bank at an alarming angle, apparently without damage. Two Delahayes were out and we timed Gerard to do one lap at 2 mins. 18.4 secs. The 3.8 V8 Alfa-Romeo of Hans Ruesch had not arrived and Ruesch was rumoured to be indisposed, but we heard that Featherstonhaugh would handle the car and he was lapping with a fully equipped long-chassis sports Alfa-Romeo. J. H. T. Smith spun his M.G. round. J. Dugdale was out with his unblown M.G. Magnette, which was not an entry.

* * *

The first 10-lap 20-mile heat for the Coronation Trophy started at the convenient hour of 3.30 p.m.—which MOTOR SPORT in particular appreciated, following magneto trouble, near Gerrard's Cross, Bucks, on the way to the W.A.S.A. Trial, which necessitated a dash to S.E. London by divers trains. Many well known personalities were present in the lawn-like Paddock, including Dick Seaman, Charlie Martin and Mrs. Martin, Mrs. Petre, Denis Evans and Lionel Martin. Charles Follett was assisting at the start, and Edwards found time to act as starter. Time-keeping was in



The start of Heat 1 of the Coronation Trophy. Parnell and "Bira" (E.R.A.s) are in the foreground, and Wakefield and Aitken in the rear.

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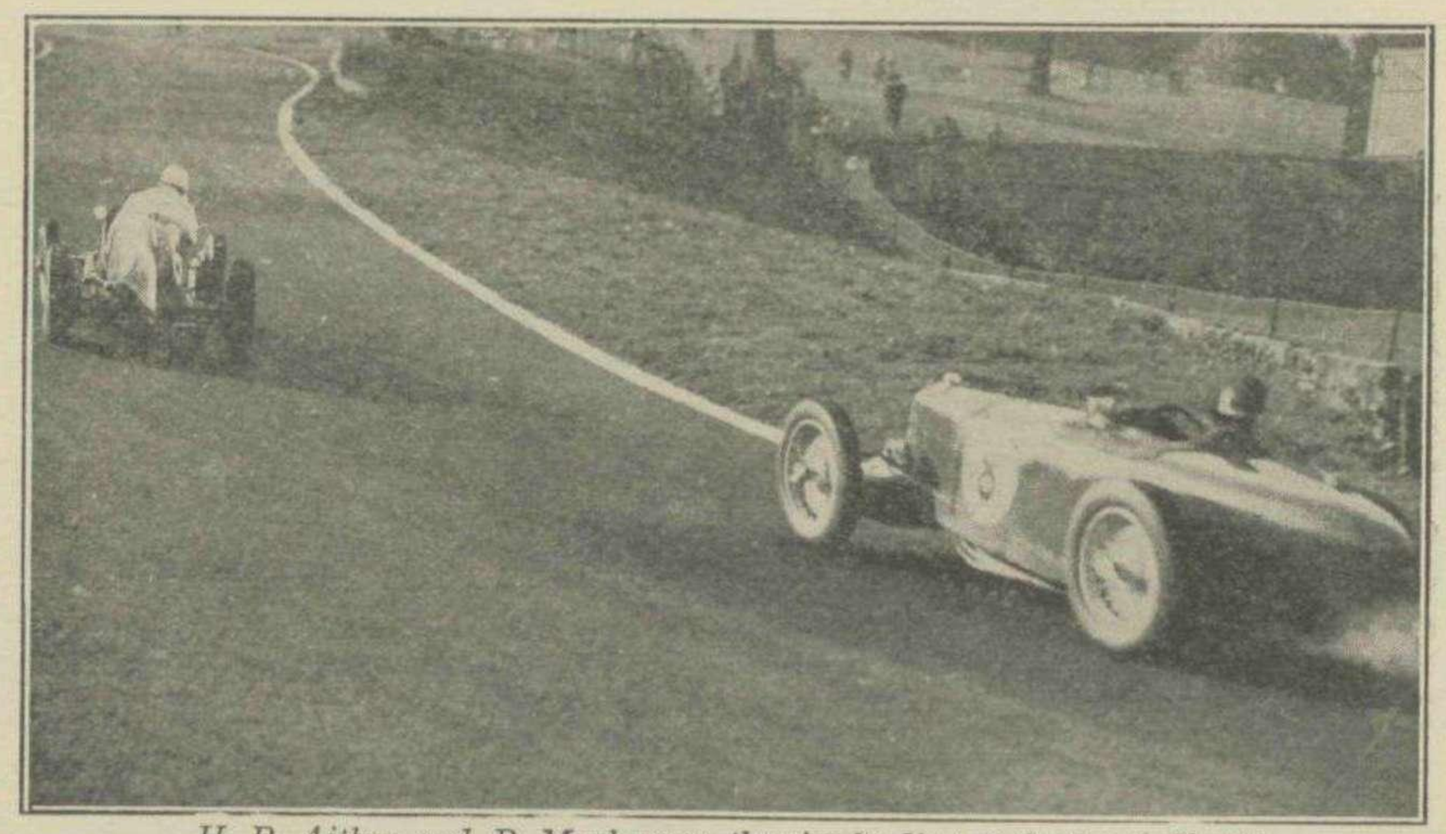
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THE CORONATION TROPHY—continued

King-Farlow's hands and H. R. Godfrey was in charge of scrutineering. A very stately Delahaye coupé was used as a circuit car.

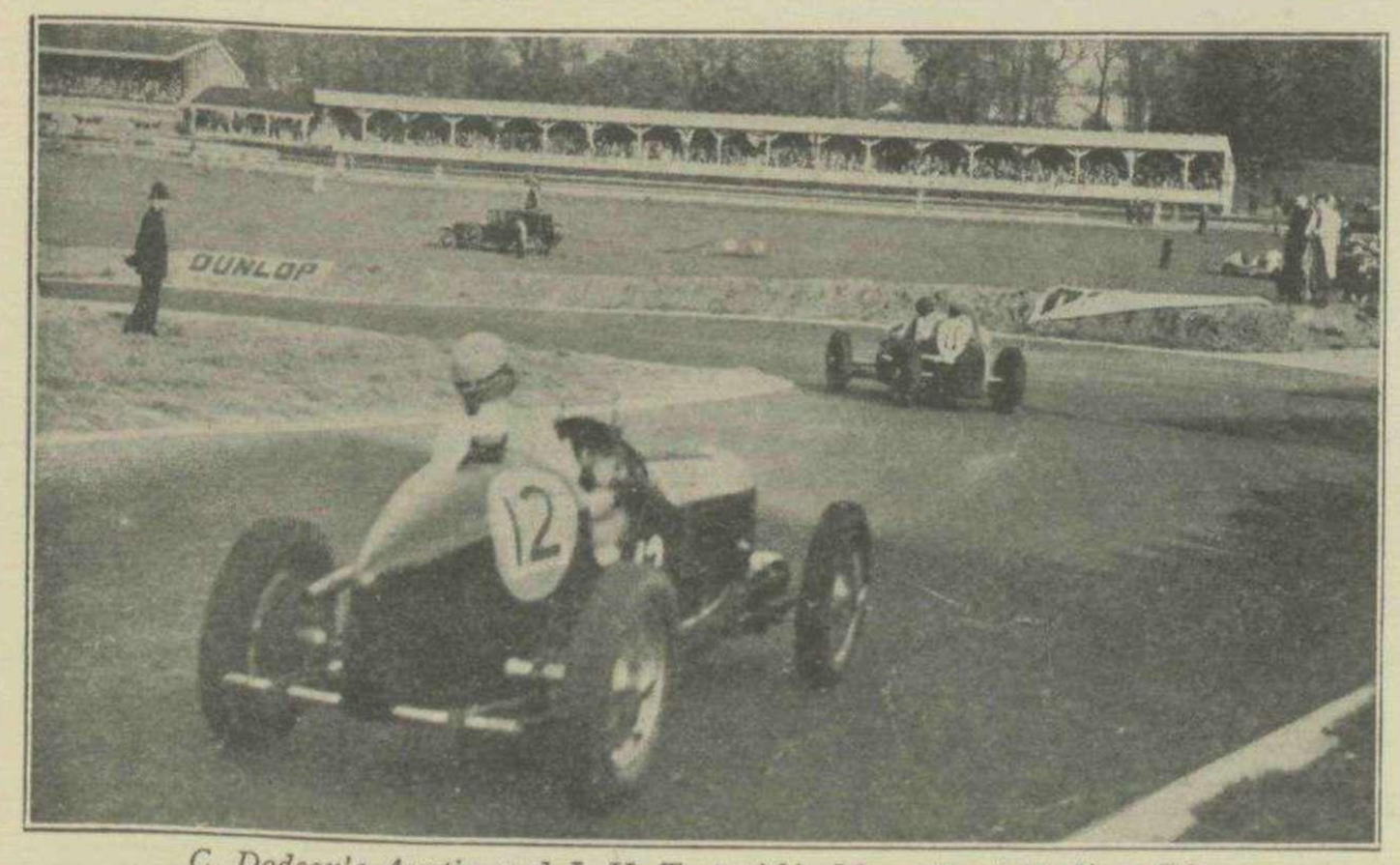
In the front row were Everitt with Parnell's M.G. Magnette, Hadley (Austin) and Brooke, with his M.G., modified, as MOTOR SPORT was the first motor paper to reveal, last month. Behind were Wakefield's Maserati Six, "Bira's" 1½-litre E.R.A., Connell's E.R.A., now with single blower again, Maclure's unblown 2-litre Riley and Aitken's Maserati Six. Joseph Paul's big 3½-litre Delahaye occupied the last row in solitary state. When the flag fell for the first row, Hadley accelerated away from Everitt, with Brooke last. A minute later the second row was flagged away, and "Bira" led Connell, with Wakefield and Aitken very close.

After one lap Everitt led from Hadley and Brooke. A big gap, and then Connell, "Bira," Wakefield, Aitken and Maclure went by in that order, the last two close together, the Riley inclined to smoke. Lap 2 saw Everitt (M.G.) still ahead of Hadley's Austin, Brooke third, and Connell leading "Bira" and Wakefield in the second group. On lap 3 Hadley had closed with Everitt, but Connell still led "Bira." Brooke was in trouble and coasted wide at Stadium Dip to leave a clear road. Aitken's Maserati was exhibiting furious axle judder under braking. On the next lap Hadley led, Everitt second, Connell, his E.R.A.'s front-end bouncing on corners, third, and "Bira" fourth. That positioning held for most of the 5th lap, but all four leading cars were very bunched. Then, at the end, Connell did an amazing bit of passing inside at Stadium Curve, and by the close of lap 6 "Bira" had passed not only Everitt and Hadley, but Connell as well. Hadley's average up to five laps was 56.31 m.p.h. It transpired that Connell had experienced a skid, which lost him the lead to "Bira" and damaged the near-side front hub of the green E.R.A. Wakefield came up a place on lap 8, and into second place on lap 9, Connell now easing up visibly. So came the tenth and last lap, "Bira" winning a well-judged race at 56.81 m.p.h., Wakefield second at 55.51 m.p.h., Hadley third at 53.09 m.p.h.—E.R.A., Maserati, Austin. The Delahaye was outclassed, but ran extremely well, tailwagging joyously out of the last corner at the end. The placemen won £25, £20 and £15 respectively.



H. P. Aitken and P. Maclure on the rise leading to the South Tower.

In the second heat Baron de Graffenried, we were told, arrived just too late to drive his Maserati, Snow's Delahaye was another non-starter, and poor Abecassis had his independently-sprung 2-litre Alta towed vigorously behind a Riley Nine saloon without making it fire in time—the official reason was water in the contact-breaker.



C. Dodson's Austin and J. H. T. Smith's Magnette at Stadium Dip.

In the front row, with 60 secs. start, we had Charlie Dodson's Austin and Smith's M.G. Magnette. In the next row, with 10 secs. start, Hanson's Maserati Six, Rolt's smart grey ex-"Bira" E.R.A., and Arthur Dobson's white E.R.A. (all 1½-litres), and behind, on scratch, Featherstonhaugh, bareheaded in the now familiar and ever-imposing big Alfa-Romeo, and Gerard's Delahaye.

Dodson led Smith away, and Dobson was the next rapid in the next group, with Hanson coming up fast. Lap one saw Dodson leading from Smith, Dobson, Hanson, Rolt, Featherstonhaugh and Gerard in that order. Next round there was no change. Smith took Stadium Dip wide, and here Arthur Dobson cornered in his characteristic "Seaman" style, raising the dust from the outside verge. Positions were unchanged at the end of the 4th lap, but Smith was on Dodson's tail, and Dobson went well over the edge of the road at Stadium Dip, as the E.R.A. frequently did thereafter. By lap 6 Featherstonhaugh had passed Rolt, the Alfa snaking into the bends and the rear covers smoking under the acceleration. By lap 8 Arthur Dobson, going all he knew how, had the old white E.R.A. in the lead. He held it to the end, winning at 55.76 m.p.h., with Dodson's Austin second at 53.12 m.p.h. and Smith's M.G. third at 53.08 m.p.h. Hanson was fourth at 55.12 m.p.h. and Featherstonhaugh fifth at 54.92 m.p.h. Hanson made a great effort to pass Smith right at the end. The placemen got £25, £20 and £15 respectively.

Then followed a sensational 10-mile sidecar race for £10. The victor was A. H. Horton (Norton) at 47.83 m.p.h. Ratcliff (Norton) was second and Surtees (Norton) third. There were other makes running!

So to the final, over 15 laps. The little Austin, driven by Hadley, got away from Everitt's M.G. on acceleration, and Wakefield led "Bira" and Maclure. The order at the end of lap 1 was:—Hadley, Smith, Dodson, Everitt, "Bira," Wakefield, Dobson, Maclure, Hanson, Aitken, Rolt, Featherstonhaugh, Paul and Gerard. Smith repeated his outer-edge clipping at Stadium Dip. Maclure, as usual, looked to be on rails, while the Delahaye drivers did some very pretty and unflurried wheel-work. On lap 3 the big Alfa spun completely round going into Stadium Dip but kept on the road and was restarted. Hadley now led from Dodson, the little Austins increasing their lead from Smith and Everitt in acceleration down the straight. On lap

Continued on page 126.

CAMBRIDGE SPEED TELLS

LIGHT BLUES WIN INTER-VARSITY SPEED TRIALS. I. F. CONNELL'S COURSE RECORD

CAMBRIDGE once again proved victorious in the Inter-Varsity speed trials, held at Syston Park, near Grantham, on March 19th. Although the Light Blues won all the car classes, Oxford produced a very fast motor-cyclist in E. N. Bunting with his big twin Vincent-H.R.D., and won both the events for two-wheelers.

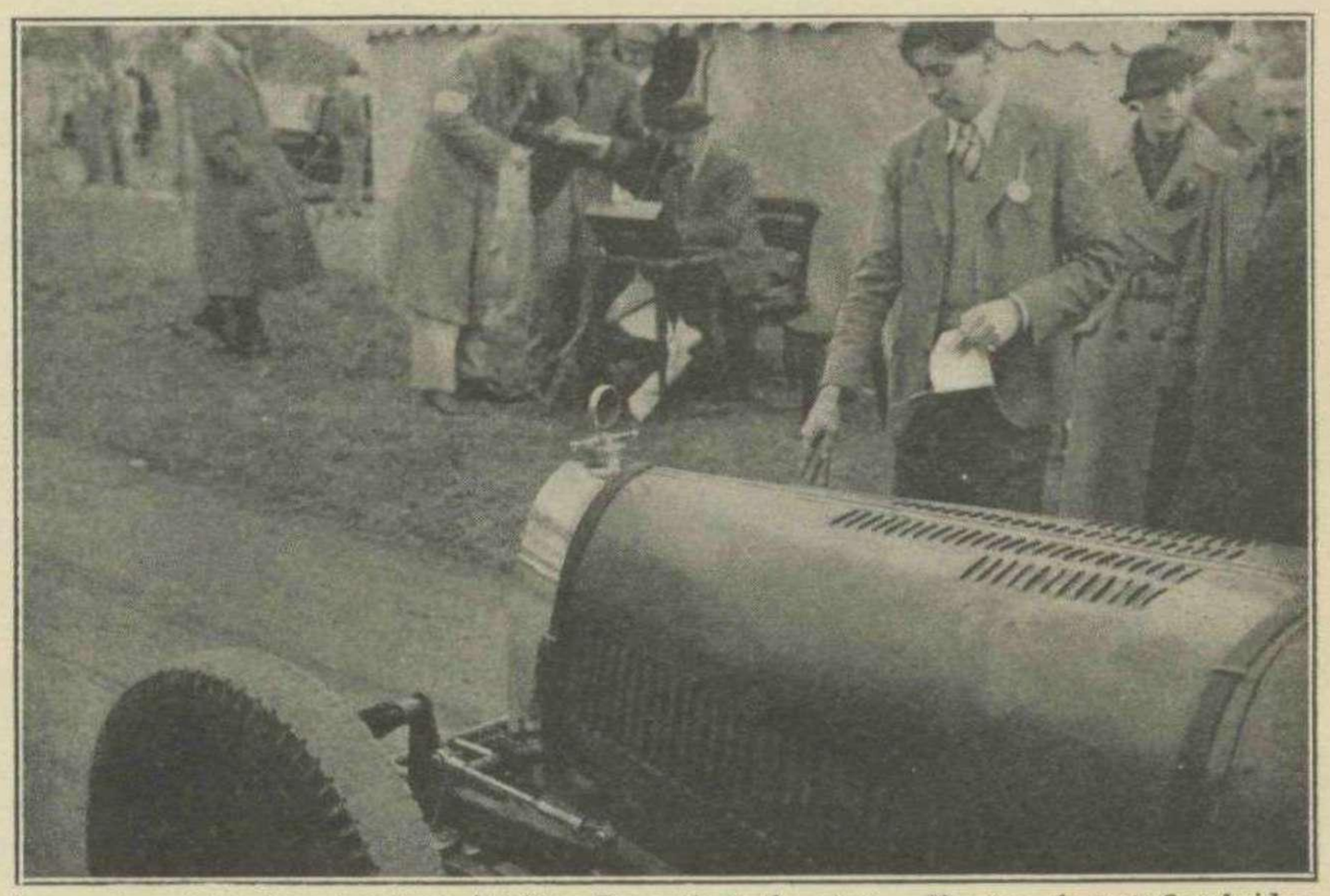
Only those classes in which both Universities were represented counted for "The Motor" Trophy, and thus Cambridge were the winners by four event- to two

Oxfo d were expected to put up a good figu this year, but were extremely unfortunat- s their three fastest drivers were all unable to run. R. E. Tongue had his E.R.A. in the lists, to match I. F. Connell's E.R.A. for Cambridge, G. B. Sumner had entered the big Delage and the fast Sumner-J.A.P., and Kenneth Evans actually brought his special sprint Q-type M.G., but had back axle trouble when he had only just left the line on his first run. The same ill-luck befell him last year, while in 1936 Evans was again unable to complete a run, owing to engine trouble. Syston appears to be an unlucky place for the old Oxonian, who, as an undergraduate, made fastest time in the Inter-Varsity Speed Trials in 1933, on the Oxford By-Pass.

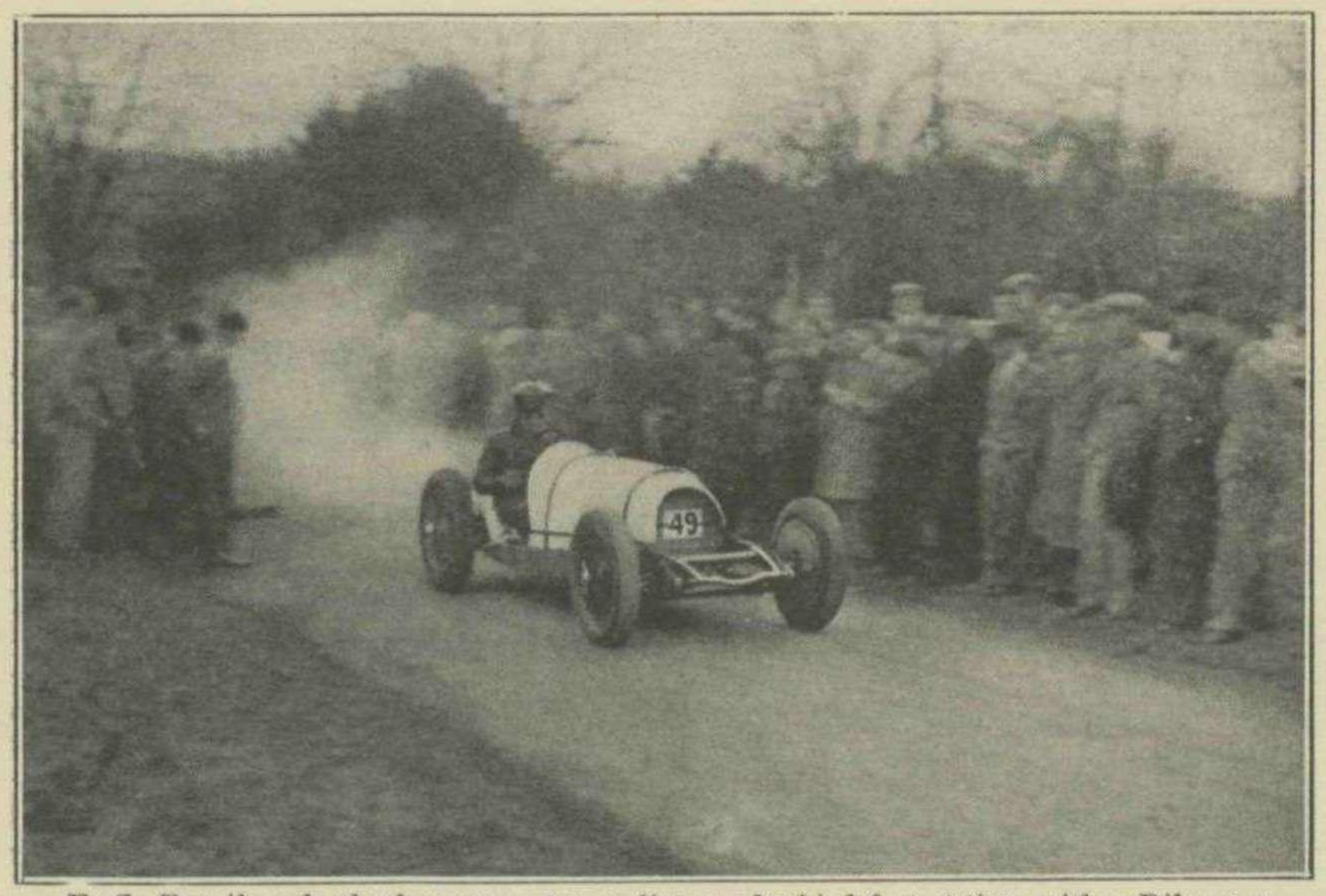
In the absence of the Oxford champions, and blessed by glorious weather, the fast Cambridge racing-cars made hay with the course record, which was repeatedly beaten during the day, and eventually was secured by I. F. Connell's E.R.A., with a very fine run in 25.67 secs. The previous best at Syston was the 27.2 secs. of R. E. Tongue's M.G. in 1936.

A dry course and a following wind made conditions favourable for high speeds, but it was exceptionally fine driving by D. H. C. Fry, with the Freikaiserwagen, to run Connell so close for fastest time. Fry's best time was 26.39 secs., and it was only on his last run that Connell got in front. The Freikaiserwagen's engine is now supercharged, under the ministration of R. R. Jackson, and it should be a potent force in speed events this year, since the road-holding of the little car is so good. The only disadvantage of the forward seating position for the driver is, as one of Fry's friends said, that one sits so near the accidents!

Third fastest car time was 27 secs. by Eric Fernihough, the famous motor-cyclist, driving the 2-litre Riley lately owned by H. G. Dobbs. This time was also inside the previous course record. Fernihough's success in his first car event, winning him the over 1,500 c.c. class, was particularly gratifying, for it was in the Inter-Varsity Speed Trials, some ten years ago, that he first made his name as a motor-cyclist, by a startling performance on a 250 c.c. side-valve New Imperial-J.A.P.



D. A. Hampshire's supercharged 2-litre Bugatti at the start. He was fastest Cambridge resident.



E. C. Fernihough, the famous motor-cyclist, made third fastest time with a Riley car.

Fernihough was particularly pleased, as during his career he has won his class on his first appearances with a two-wheeler, a three-wheeler, and now with a four-wheeled car. At Syston he improved his time on each of his four runs—27.89 secs., 27.59 secs., 27.29 secs., and finally 27 secs. He still holds the motor-cycle record for the Syston course, which is half a mile in length, with 26.3 secs. on his Brough Superior in 1936. Bunting's best run this year with the Vincent-H.R.D., when he recorded 26.74 secs. for Oxford, came very close, and ranked as the third fastest run of the day.

Several other class records were broken this year, and a notable time was P. R. Monkhouse's 31.16 secs. with his M.G., establishing a new figure for the 1,500 c.c. sports class. Previous best was A. F. P. Fane's 33.23 secs. with a Frazer-Nash in 1935. The Monaco establishment thus scored a double success, for the other partner in this concern is I. F. Connell, who broke the course record. Monkhouse's T.T.-type M.G., which has won this class for three years running (in 1936 driven by Connell), is now bored out to 1,430 c.c.

There was an extremely keen battle in the 2-litre sports class between A. F. P. Fane, who had driven over night from Edinburgh especially to take part in the event, and D. H. Murray, both driving Frazer-Nash-B.M.W.s. On the first

CAMBRIDGE SPEED TELLS—continued

runs Murray recorded the better time, 31.57 secs. against 31.66 secs., but on the second runs, though Murray improved by .02 secs., Fane got down to 31.43 secs., and won the class. However, in the All-Comers class, when both had another opportunity, Murray did better still with 30.8 secs., a new 2-litre sports record, and best time ever set up at Syston by an unsupercharged sports-car.

The official sports-car record is still held by Fane with 29.45 secs., driving his supercharged Frazer-Nash in 1936. Best sports-car time this year was set up by F. Hendry's magnificent T.T. Mercédès-Benz, once owned by Earl Howe. Three drivers handled this car during the course of the day, and it became rather confusing as to who was driving on which occasion. Hendry set up 30.21, secs. but, late in the day, R. Warrington, getting the huge blue car off the mark in great style, and putting the blower in to some purpose on all the gears, recorded 28.78 secs.

This was a splendid performance, and is the fastest time ever made at Syston not only by a Mercédès but by any sports-car. However, Warrington was not qualified as a member of either of the two University clubs, and the time therefore had to rank as a demonstration run only.

It was a pity that the resident members of the two clubs were not more strongly represented as most of the fastest cars were driven by "veterans," or those who have gone down. In times gone by the undergraduate members would not have allowed themselves to be outclassed in this manner. Nowadays, at Oxford in particular, University regulations handicap those *in statu pupillari* from maintaining fast racing-cars.

A Cambridge man who had overcome any such handicap in great style was D. A. Hampshire. He had a very fast 2-litre supercharged Bugatti, and though beaten by M. C. Crowley-Milling, another Cambridge resident, with an Alfa-Romeo, among the sports-cars, managed to turn the tables later. Both had entered in the racing class as well, and whereas Hampshire removed his wings, Crowley-Milling only took off the spare wheel, and the former was successful in winning the cup for the fastest time by a Cambridge resident, with 29.64 secs.

This run was just beaten by J. E. Clowes, whose supercharged McEvoy-Special, driven to the course in normal touring fashion, did very well to register 29.5 secs., for fourth fastest car time. Not so much has been heard of the veteran McEvoy lately (the car, not its designer, Michael McEvoy himself, who, in Continental attire, was a picturesque figure at the meeting), but it is well known that it is equally at home in speed events or reliability trials.

With nearly one hundred and fifty runs during the day, despite a number of non-starters, the meeting was run off in excellent style, and was watched by nearly a thousand interested spectators. Once the timing apparatus went on strike, or rather the solenoids refused to strike, but the luncheon interval was forthwith proclaimed, and matters were speedily set right by one of the stewards, who is a don in electrical matters at Cambridge.

Connell saved up his fastest run on the E.R.A., which has now one blower instead of two, till near the end, an excellent piece of showmanship. Oxford, without their Tongue, could make no reply.

RESULTS

"The Motor" Trophy: Cambridge, 4 events: Oxford, 2 events.
E.R.A. Trophy (fastest car): I. F. Connell (E.R.A.).
Jackson Cup (fastest 1,500 c.c. sports): P. R. Monkhouse (M.G.).
Reilly Cup (fastest Cambridge Resident): D. A. Hampshire (Bugatti).

Sports Cars (Supercharged)

Unlimited (S): 1, F. Hendry (C) (Mercedes-Benz, S.) 30.21s.; 2, M. C. Crowley-Milling (C) (Alfa-Romeo, S.) 30.93s.; 3, D. A. Hampshire (C) (Bugatti, S.), 31.4s.

All-Comers: 1, M. C. Crowley-Milling (C) (Alfa-Romeo, S.), 30.26s.; 2, D. H. Murray (C) (Frazer-Nash-B.M.W.), 30.8s.; 3, P. R. Monkhouse (C) (M.G.), 31.16s.

Racing Cars

1,100 c.c.: 1, D. H. C. Fry (C) (Freikaiserwagen, S.) 26.43s.; 2, M. G. Burnand (C) (Riley), 33.01s.

1,500 c.c.: 1, I. F. Connell (C) (E.R.A., S.), 27.59s.; 2, J. E. Clowes (C) (McEvoy, S.), 29.5s.; 3, P. R. Monkhouse (C) (M.G.), 30.99s.

Over 1,500 c.c.: 1, E. C. Fernihough (C) (Riley), 27.59s.; 2, D. A. Hampshire (C) (Bugatti, S.), 29.64s.; 3, M. C. Crowley-Milling (C) (Alfa-Romeo, S.), 30.01s.

All-Comers: 1, I. F. Connell (C) (E.R.A., S.), 25.67s.*; 2, D. H. C. Fry (C) (Freikaiserwagen, S.), 26.39s.; 3, E. C. Fernihough (C) (Riley), 27s.

*Fastest time and course record.
O—Oxford. C—Cambridge.

THE CORONATION TROPHY—continued from page 124

4 Everitt passed Smith, and Dobson was cornering very fast with the E.R.A. Aitken's axles juddered furiously, and Wakefield's Maserati was now experiencing this to a lesser degree. On lap 6 Dodson led Hadley and "Bira," now fifth, slid to the road edge at Stadium Dip. Then Dodson retired, leaving the lead to Hadley, and "Bira" had passed the sick Austin just before the Dip, swinging over in front to get his line for the corner, now in fourth place. Aitken's front covers were flexing noticeably on corners and Arthur Dobson was leaning out of his cockpit in his usual manner. "Bira," still fourth, had closed noticeably with Smith on lap 8, with Wakefield fifth, and Dobson behind.

On lap 9 "Bira" closed with Hadley, having disposed of both Everitt and Smith, waited his chance, and got by going into Stadium Curve. Hanson now had his share of Maser. axle-dance. On lap 10, Paul's Delahaye was lapped by the leaders. Dobson slid the front wheels of his E.R.A. at the Dip. On lap 13 Maclure did a fine bit of overhauling of Smith. On the final round bar one Wakefield was in second place, glancing hastily round to see how close was Arthur Dobson. "Bira" was lapping at around 2 mins. 5 secs. And so they finished:—1st, "Bira" (E.R.A.) at 57.83 m.p.h. (44 mins. 31.8 secs.); 2nd, Wakefield (Maserati); 3rd, Arthur Dobson (E.R.A.); 4th, Hadley (Austin); 5th, Maclure (Riley). The placemen received £150, £75 and £50 respectively and "Bira" wins the Coronation Trophy, and makes a great start towards winning the B.R.D.C. Road-racing Star for the third year in succession. This is "Bira's" third big victory at the Crystal Palace circuit, and the speed the highest to date. Last year the late Pat Fairfield won this race at 53.77 m.p.h. for 30 laps, in the 1½-litre E.R.A. Once again 1½-litre cars proved best suited to the Crystal Palace circuit, in spite of the handicapping system. Maclure drove an excellent race with the unblown Riley and Rolt made a good first showing as an E.R.A. driver. And it was a quite enjoyable meeting.



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J.C.C. AT PLAY ON BROOKLANDS

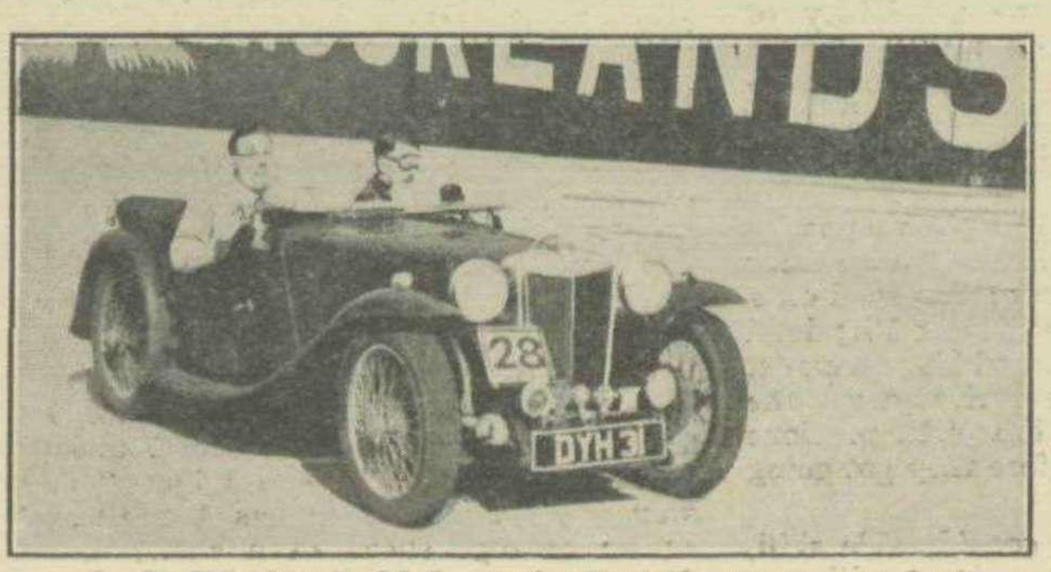
On March 26th the J.C.C. held its seventh Brooklands Rally, comprising six tests carried through in succession with the usual highly commendable organisation. Increased hours of daylight allowed extra entries, and this year the later date brought fine, if very chilly, weather. One hundred and fifty entries were received and best performance of all, for which, this year, the speed in the flying half-mile counted, was made by D. H. Murray's Frazer-Nash-B.M.W. Thirty first-class and thirty-eight second-class awards were allotted.

The Figure of Eight "Wiggle Woggle" test was the biggest attraction for spectators, who were able to watch in comfort on the new all-concrete grandstand beside the Finishing Straight. W. J. Moss (blown Lagonda Rapier) was boiling. K. C. Delingpole's blown M.G. was steady, likewise Frey's M.G. and Gibbs's M.G. Norton Bracey's M.G., with supercharger between its dumb-irons, was particularly rapid, but Gillett overshot at the first pylon with his Montlhèry M.G. Dave Harris (M.G.) was extremely good, Jackson (M.G.) was neat, but Hield (M.G.) was slow. Limpus drove his M.G. very nicely, tyres protesting, and Minter's blown M.G. behaved satisfactorily. Nuthall (M.G.) was noticeably good and Dennis Parker (M.G.) made a fine effort, blipping and rolling round the obstacles. Reid, with a blown Midget, overshot the first pylon and failed to attempt the test. Rushbrook (M.G.) overshot the first pylon sufficiently to require two reverses, but subsequently went fairly quickly, using second gear. Squire's M.G., with lightweight wings, and Stileman's M.G., were fairly good, the latter inclined to roll, but Toon (Stone's M.G.) was slow and Miss Dorothy Stanley-Turner's 750 c.c. M.G. approached slowly and almost turned the wrong way in leaving the figure-of-eight area, which seemed to amuse the driver. Walker (M.G.) was good without doing anything outstanding and Andrews (M.G.), after overshooting, was very quick, tyres squealing. Miss Bean (Morgan 4/4) toured through, Simmonds (Morgan 4/4) was steady, and Bushford's Morris Eight tourer was braked strongly and handled extremely well. Facer's Brooklands Riley Nine was slow, the driver's door flying open, and Smith's Riley saloon wasn't quick. Prince did a model drive with his Singer, likewise Buffey (Talbot Ten), and Couper's Talbot Ten, popping back, ran well. Yarburgh-Bateson needed to reverse his A.C. within the bay, Fairtlough's A.C., with immense exhaust fan-tail, was very well handled and fast, but Henderson-Hamilton got his blown A.C. badly placed at the first pylon and was slow. Houlding's A.C. seemed cramped by misfiring, but Maynard's A.C. was good and Willson's A.C. fairly so. Sheane, with an elderly Armstrong-Siddeley saloon, had worries at the first pylon and rolled enormously, but Anthony's 2-litre Aston-Martin approached really fast and was extremely rapidly driven. Johnson-Ferguson's s.v. Aston-Martin, all the way from Scotland, was carefully handled, but Hellaby's Aston-Martin toured it. Mann's Ulster Aston-Martin was so fast that it overshot badly but took the figure eight very quickly indeed, and Miss McOstrich's Frazer-Nash, smoking, was accorded a universal "v.g." Martin's Frazer-Nash went through in a series of controlled tail-wags, and Peaty's familiar Frazer-Nash had a front wheel slide and was rather wild, but very effective for all that. In contrast Barritt's Frazer-Nash-B.M.W. was taken through steadily, whereas Hutton's Frazer-Nash-B.M.W. was handled brutally and rolled round very fast. Jones's (Frazer-Nash-B.M.W.) was good and Curtis, driving his H.R.G. in shirt sleeves, overshot badly, got going, crashed into second gear and did an extremely good run. Farley's H.R.G. was also excellent, though the brakes sounded to be binding. Robins then put up a most polished exhibition, quite unflurried, yet fast enough to make the H.R.G.'s covers howl, and to record second best time in 63.2 secs. Mrs. Cotton's Aprilia Lancia saloon was good, Eason-Gibson's sister car approached really fast but was slow restarting because the driving seat collapsed, and Miller's Lancia nearly rolled its front covers off. Brandt's very noisy A.C. was excellent, and Lord Waleran took his Aprilia Lancia twice round the "eight" for sheer joy. Alexander's M.G., blipping, came out wide but fast, while Blackford's M.G. bounced sideways to rest and went through very rapidly. Griffiths (M.G.) used blipping tactics, and Estyn-Jones (M.G.), lady passenger lying down, was very slow, and reversed again within the bay. Kemp, with comp. covers on the front of his M.G., was good, but Miss Fay Taylor stalled her Opel's engine at the first pylon, and rolled through in second gear, the carburation making the car rather hesitant.

After this we went to the Test Hill, and only saw the very rapid runs of the smart 328 B.M.W.s, Allard's V12, Allard and Symmons's L.M.B. from afar. Actually, best time was made by D. H. Murray (Frazer-Nash-B.M.W.) in 61.6 secs. In the Easy Starting test the old s.v. Aston-Martin, Steadman's Wolseley, Martin-Hurst's Rover, Dyball's S.S. and Smith's S.S. all tied, in 7 secs. In the 1938 Monte Carlo test at the Fork, Murray was fastest in 56.4 secs., followed by Silcock's V8 Jensen in 59.2 secs., while in the timed half-mile round the Byfleet H. J. Aldington's Frazer-Nash-B.M.W. averaged 91.84 m.p.h. and Mrs. Wood's sister car 83.33 m.p.h.

On the Test Hill restart Gibson did great things with the Lancia's hand-throttle, finding the handbrake inadequate. When we arrived Estyn-Jones, Kemp (M.G.s), Miss Taylor (Opel) and Bussey (Riley) had all "O.K.'d," but Lady Mary Grosvenor's Riley failed, Hubbard's Riley was slow, and Taylor's Riley seemed to fade, while Rowbotham's Rover took its time in restarting.

The V12 Allard spun away and Allard cut out for the summit, Dr. Livingstone-Smith's Rover was good, but Tipper's Standard failed and Wood's Le Mans Singer needed coaxing. Vidler's blown Wolseley got off slowly, pinking, and Morison's big Alvis spun furiously. Gregory's 8-litre Bentley just got away, clutch smoking, to pick up well, and Dorndorf, on the British Salmson Six, had worried moments, though subsequently changing up. Bear's Bugatti seemed successful until clouds of black smoke intruded and it cut out high up. Brierley and Denton were excellent with V8 Fords, the latter with hand-controlled advance and retard, likewise Lawry and Millard. Don Aldington's Type 55 Frazer-Nash-B.M.W. was outstanding, and "H.J." and Viscount Curzon with Type 328 Frazer-Nash-B.M.W.s were very very excellent. Murray kept up the good work for the marque, using plenty of revs., and Mrs. Wood, not quite so neat, was also excellent. Silcock's Jensen spun furiously and wound its way upward and Smith's big Lagonda was neat and Symmons's L.M.B. just thought the thing a rather mild joke. Lines's 2-litre M.G. lacked power, but Joseph's



J. S. Kingham's M.G. at the Fork in the Monte Carlo Test.



J. McEvoy (Ford), jumping into his car to start his afternoon's programme.

THE J.C.C. AT BROOKLANDS—continued

Lagonda was excellent and Sythoff had to brake his Packard heavily to stop it at the line. Pooles (Railton), Martin-Hurst (Rover), Redgrove (Rover), Maclean (Railton), Abbot (S.S.) and shirt sleeved Coppen (S.S.) were all untroubled, and Goldman's S.S. was good, although misfiring. Pycroft's S.S. was extremely powerful—a stark motor done up in leopard skins. Time marches on. Smith, of intense expression, just got his S.S. away, Miss Streather (S.S.) was very sure, Dyball's S.S. slower but sure, Tiracchini (S.S.) excellent, Freedman's Terraplane ran back, Dr. Squire's Terraplane got away and just compieted the climb, Snell (S.S.) had his moments, and Mayer (Wolseley) closed with a very fine performance.

So concluded an excellent meeting, but one in which gearboxes are more heavily punished than in any other sort of competition, because of rapid need of stationary reverse gears.

RESULTS

Best Performance : D. H. Murray (Frazer-Nash-B.M.W.).

No lady qualified for the Ladies' Award.

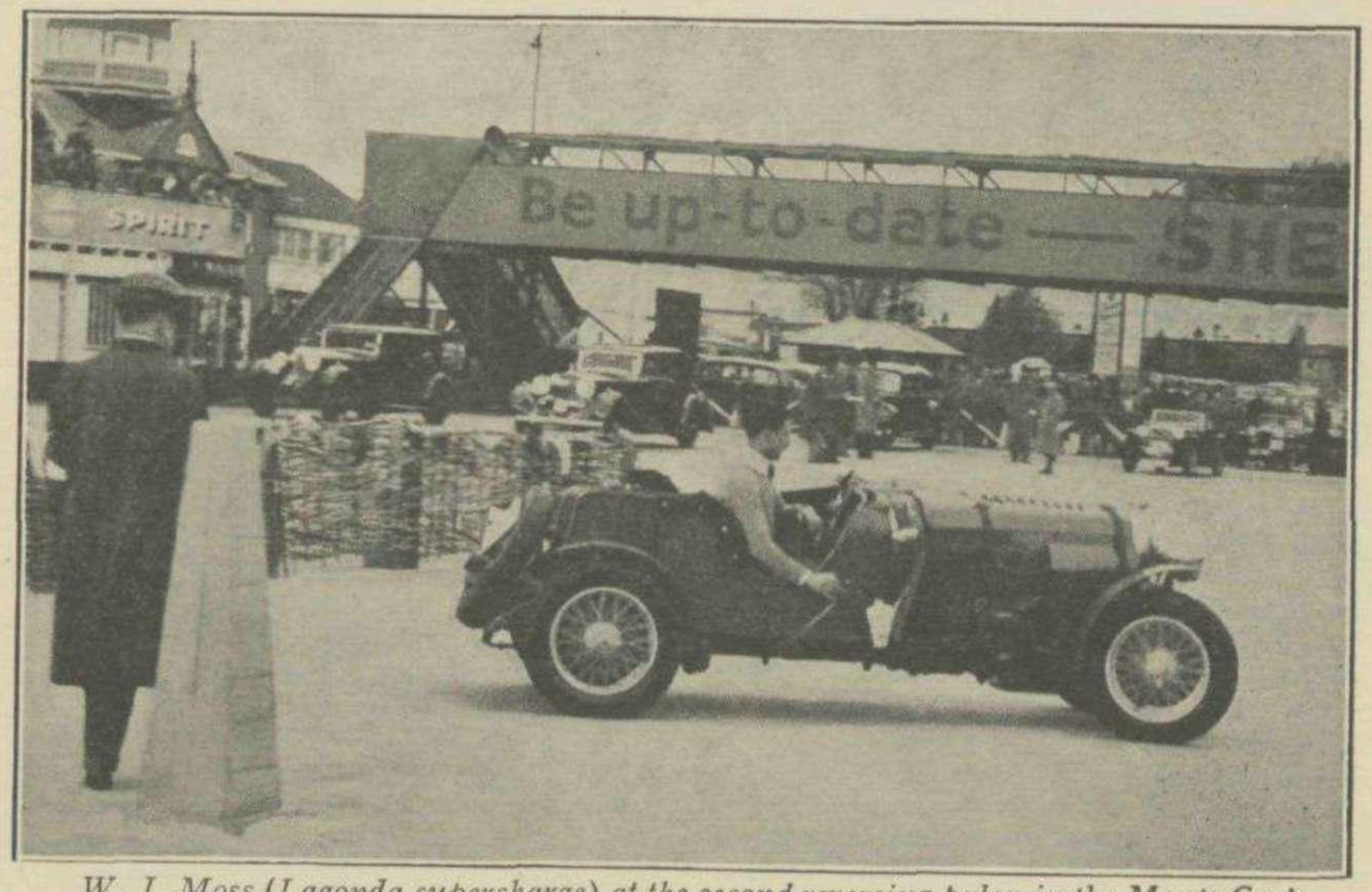
First-Class Awards : E. G. Boutle, N. E. Bracey, F. A. H. Frey, C. G. Gibbs, C. O. Jackson, D. Parker, A. P. Squire, F. H. Stileman, K. W. Toon, G. W. Walker, G. H. Alexander, P. L. Griffiths (M.G.s), A. E. S. Curtis, E. K. Farley, G. H. Robins (H.R.G.s), P. de F. C. Pycroft, A. P. Smith (SSs), Viscount Curzon, D. H. Murray (Frazer-Nash-B.M.W.s), C. P. Melly, E. Taylor (Rileys), L. M. Buffey, W. M. Couper (Talbots), M. H. Fortlage (Ford), D. T. Russell (Hillman), L. M. Maynard (A.C.), Noel Rees (Lancia), H. Wood (Singer), S. H. Allard (Allard Special), G. Wood (Bentley).

Second-Class Awards : C. M. Couper, K. C. Delingpole, R. F. Hield, G. S. Limpus, F. G. H. Minter, Miss D. Stanley-Turner (M.G.s), Hon. R. de Yarburgh-Bateson, A. J. Brandt, A. C. Fairlough, F. A. Houlding (A.C.s), C. M. Anthony, R. Johnson-Ferguson (Aston-Martins), Miss P. McOstrich, J. Martin (Frazer-Nashes), D. A. Aldington, H. J. Aldington, Mrs. H. Wood (Frazer-Nash-B.M.W.s), G. E. Coppen, C. G. Tiracchini (SSs), D. B. Hall, G. M. Denton, S. M. Lawry (Fords), Mrs. M. J. Cotton, J. Eason-Gibson, Lord Waleran (Lancias), J. L. Rowbotham, G. J. Redgrove (Rovers)

Best Performances in Timed Tests

Easy Starting : R. Johnson-Ferguson (Aston-Martin), W. B. Stedman (Wolseley), W. F. F. Martin-Hurst (Rover), L. B. Dyball (SS), A. P. Smith (SS), all 7s.

Monte Carlo "Wiggle Woggle" : D. H. Murray (Frazer-Nash-B.M.W.), 61.6s.; G. H. Robins (H.R.G.), 63.2s.



W. J. Moss (Lagonda supercharge) at the second reversing pylon in the Monte Carlo "wiggle-woggle" test.

Dr. H. F. Squire (Terraplane), H. Symmons (L.M.B.), D. G. Silcock (Jensen), R. E. Dorndorf (British Salmson), W. B. Stedman (Wolseley), A. E. Bussey (Riley), P. A. Thornton (Standard), N. A. Prince (Singer), J. A. Andrews, M. A. C. Simmonds (Morgans), R. M. Holder (Fiat).

1938 Monte Carlo Test : D. H. Murray (Frazer-Nash-B.M.W.), 56.4s.; D. G. Silcock (Jensen V8), 59.2s.

Flying Half-Mile : H. J. Aldington (Frazer-Nash-B.M.W.), 91.84 m.p.h.; Mrs. H. Wood (Frazer-Nash-B.M.W.), 83.33 m.p.h.

ANOTHER ALFA WIN IN THE MILLE MIGLIA

FANE PULLS OFF THE 2-LITRE CLASS FOR B.M.W. TEAM

THE Mille Miglia in recent years has become an established "picnic" for the official Alfa-Romeo team, whether it be Scuderia Ferarri or the present Alfa Corse. The 1938 race, twelfth of the series, was no exception to this rule, and the first two places were filled by Alfa Corse cars, with a privately-owned Alfa in third place.

This year a new and faster circuit was used, much of it following the old route, but taking in more stretches of *autostrada*, including a new mountain pass, and making a detour to the coast between Florence and Rome. The result was a big increase in the average speed, and the winning car put up the magnificent speed of 84.45 m.p.h.

The usual animated scenes were witnessed at the start, which took place at Brescia in the early hours. Actually, the first car was sent away at 2 a.m., the rest following at one-minute intervals. Hordes of small Fiats and Lancias started first, and the big stuff was kept back to the very last.

Stupendous averages were made over the fast stretch from Brescia to Bologna, and it was here that the disaster occurred which rather marred the race. After maintaining a high speed all the way from Brescia, Mignanego Bruzzo failed to reduce his speed sufficiently on entering the town. His Lancia skidded on a bend, mowed its way through densely packed spectators at the side of the road, and finished up against a tree. When the ambulance men eventually cleared up the mess, it was found that nine people had been killed—three men, three women and three children—and at least twenty injured. Bruzzo himself was taken to hospital seriously hurt.

No other accidents involving spectators were reported, but many drivers skidded off the road at various points. Some, like Pintacuda, were able to continue after a delay, but others, like Farina, damaged their cars badly, and had to retire.

As the race wore on, it was seen that the final issue would be decided between Pintacuda and Biondetti, both members of the Alfa Corse team. No quarter was asked or given, and the team spirit was entirely absent from the struggle. Both drivers realised that the possibility of their being given regular mounts in the forthcoming Grand Prix races would depend largely upon their showing in this race, and they went at it for all they were worth.

Pintacuda, who has won the race twice previously, was in the lead until an error of judgment landed him off the road on a tricky corner. A moment later Biondetti roared past. Pintacuda and his mechanic, Mambelli, worked like furies to get the car back on the road, but eight precious minutes had elapsed before they got going again.

Driving with all his considerable skill, Pintacuda managed to gain steadily on his rival, gradually cutting down his lead from eight minutes to two minutes. But by this time Brescia was reached once more, and Biondetti ran out a fine winner by 1 minute 52 secs.

Two French cars, a Talbot driven by Carriere and Lebegue, and a Delahaye driven by Dreyfus and Varet, ran with the utmost reliability but were unable to match the speed of the supercharged Alfas. They finished fifth and fourth respectively.

The only British driver in the race was A. F. P. Fane, and he drove in masterly fashion to win the 2-litre class for the German B.M.W. team. He outdistanced all his team-mates with ease, and averaged the high speed of 74.05 m.p.h. Like Biondetti and Pintacuda, Fane drove single-handed throughout the race, and he was accompanied by an English mechanic. The B.M.W. team made very thorough preparations for the race, and the whole team made a practice "lap" of the 1,000 miles circuit. Fane had originally intended to drive his own Type 328 car, but eventually he was given Henne's place and car in the official works team.

One of the most remarkable performances in the whole race was made by Taruffi, who drove a 1,100 c.c. Fiat into third place in the "General Class" and won his "National Sports Car Class" at an average speed of a shade under 70 m.p.h.—an astonishing feat by both driver and car.

TWO FAMOUS PRE-WAR SUNBEAMS

GRAND PRIX CAR AND T.T. WINNER STILL RUNNING IN NEW ZEALAND

WHENEVER old-time racing comes up in discussion, someone is almost certain to remark "Wonderful cars those must have been. I wonder what's happened to them now?" Many famous cars have been re-discovered in the columns of Motor Sport, in the "Veteran Types" series and elsewhere, even up to the February issue, in which Mr. Powys Lybbe's historic Talbot-Darracq was described. In the course of a visit to New Zealand last year I came across two cars which were equally famous in their time, one the Sunbeam on which Rigal won the 1912 Coupe de l'Auto, and the other the car which the late K. L. Guinness drove to victory in the 1914 T.T.

The cars formed part of a "stable" of racing Sunbeams formed by two cousins, Mr. Bill Hamilton and Mr. Matthew Wills, whose sheep stations adjoin one another high up in Central Otago. This bracing and undeveloped country is just the place for a fast car, and between them, just after the War, these two sportsmen assembled four of the fastest which had left the Sunbeam factory. Wills had the eight-cylinder car driven by Chassagne in the 1922 T.T. race and one of the 1912 3-litre cars described below, while Hamilton had the 1914 T.T. winner and the second of the 1912 cars, this the actual one which headed the Sunbeam one-two-three at Dieppe. Wills sold his racing-cars back to England, but Hamilton still retains the T.T. Sunbeam, and the earlier car, though in other hands, is still in the district.

Though perhaps less interesting technically, the earlier car has an equal claim to fame. In 1912 the more progressive designers were beginning to appreciate the advantages of the light and efficient racing-car as opposed to the towering monsters which had dominated Grand Prix racing in previous years. The Automobile Club de France likewise showed its appreciation of the changing order by instituting a race for cars up to 3-litres and with a minimum weight limit of 18 cwt., to be run concurrently with the Grand Prix. The race itself was strenuous to a degree, and was a two-day event held on a triangular and by no means well surfaced course near Dieppe, the total distance being 954 miles. Four Sunbeams were entered, driven by Rigal, Resta, Callois and Medinger.

Reversing the normal procedure of pre-War days the 1912 racers were evolved from the standard 12-16 Sunbeam touring cars. These had 3-litre side-valve engines with dimensions 80×149 mm., and the racing-cars differed from standard in having larger valves and much lightened flywheels. Claudel was at that time the Great White Chief of carburetter designers and one of his new "diffuser" instruments fed the engine. A fantastic induction pipe was used, shaped like the letter "O" in side view, with the carburetter hung below and the inlet stubs leading off the flattened extremities. The stems and springs of the side-by-side valves were all exposed, and the finned exhaust manifold was the forerunner of identical types on post-War Sunbeams.

The outside of the car was neat and business-like. From a plain radiator protected by a stone guard the bonnet swept up to the dash, and a thin tapering tail accommodated the 32 gallon petrol tank. The body was decidedly a close-fitting one, and the gear and the brake levers, the latter operating rear-wheel brakes by means of cables, were carried outside the body.

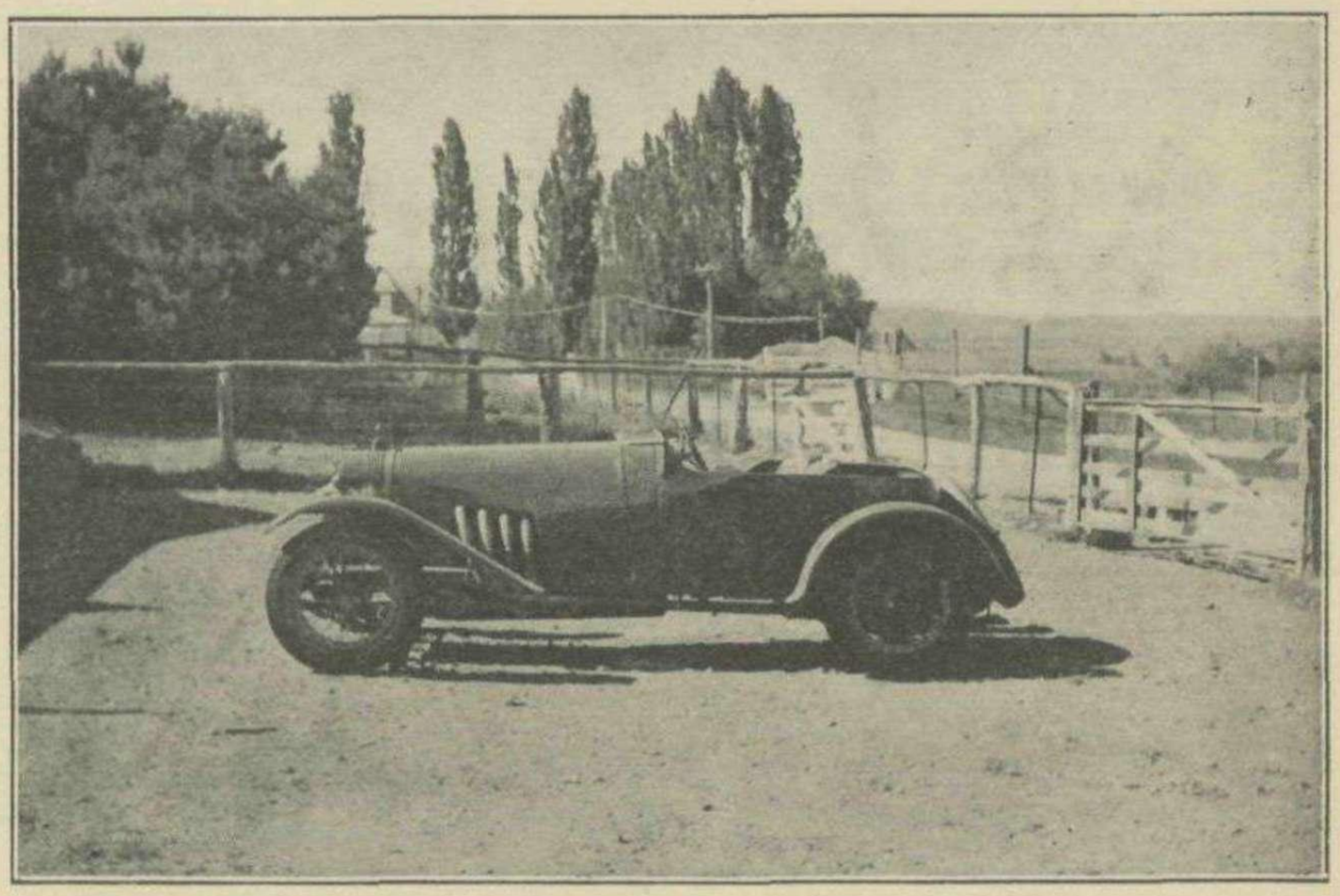
The cars complete weighed some 20 cwt. Five were built, and were equipped with steel-spoked wheels. Discs were originally fitted to improve the streamlining, but they made the cars difficult to hold under racing conditions.

Louis Coatelen the ever ingenious was even at that period the Sunbeam designer, and he calculated that the maximum speed at which the Dieppe circuit could be lapped was in the neighbourhood of 70 m.p.h., and that a speed of 95 to 100 m.p.h. would be required on the straights. He aimed at producing 80 h.p., an almost unheard of figure for a 3-litre engine of that period, especially when an engine speed of 3,000 r.p.m. was considered the height of daring. When the cars arrived in France and practising began, 80 m.p.h. was their maximum, but further tuning raised this to over 90 m.p.h., with a lap time of 41 mins. or just under 70 m.p.h.

Space does not allow of an account of the magnificent Grand Prix of 1912, in which Bruce-Brown at the wheel of the terrific 14-litre Fiat had at last to yield the day to Boillot on the Peugeot, with an engine half its size.

In the Voiturette race Rigal, Resta and Medinger carried off the first three places on their Sunbeams, the first-named completing the 954 mile course at an average speed of 65.1 m.p.h. In addition to this the Sunbeams secured third, fourth and fifth places against the big cars, being only beaten by Boillot, who averaged 68.45 m.p.h., and Wagner on the other Fiat. A famous victory for Sunbeams and the cause of the small engine.

Stopping for petrol in Fairlie, a small town in Central Otago, New Zealand, I was regaled with exciting tales of the more spectacular 1914 T.T. Sunbeam, but never realised that not half a mile away the great little 3-litre car was lying, all assembled after a spot of bother in the gearbox department and selling at a modest sum. Before my next visit to Fairlie another lover of old-timers had bought it up and I had to be content with tales of its performance. "No flywheel and practically no springing it had, but it will still do close on 85 m.p.h." The present owner it appears has only modified it to the extent of fitting a vacuum tank to replace the pressure petrol feed, and used it regularly throughout 1936 for fishing expeditions around the lakes. The car is far away now, but I still have designs on securing it and restoring it to its pristine tune and outline.



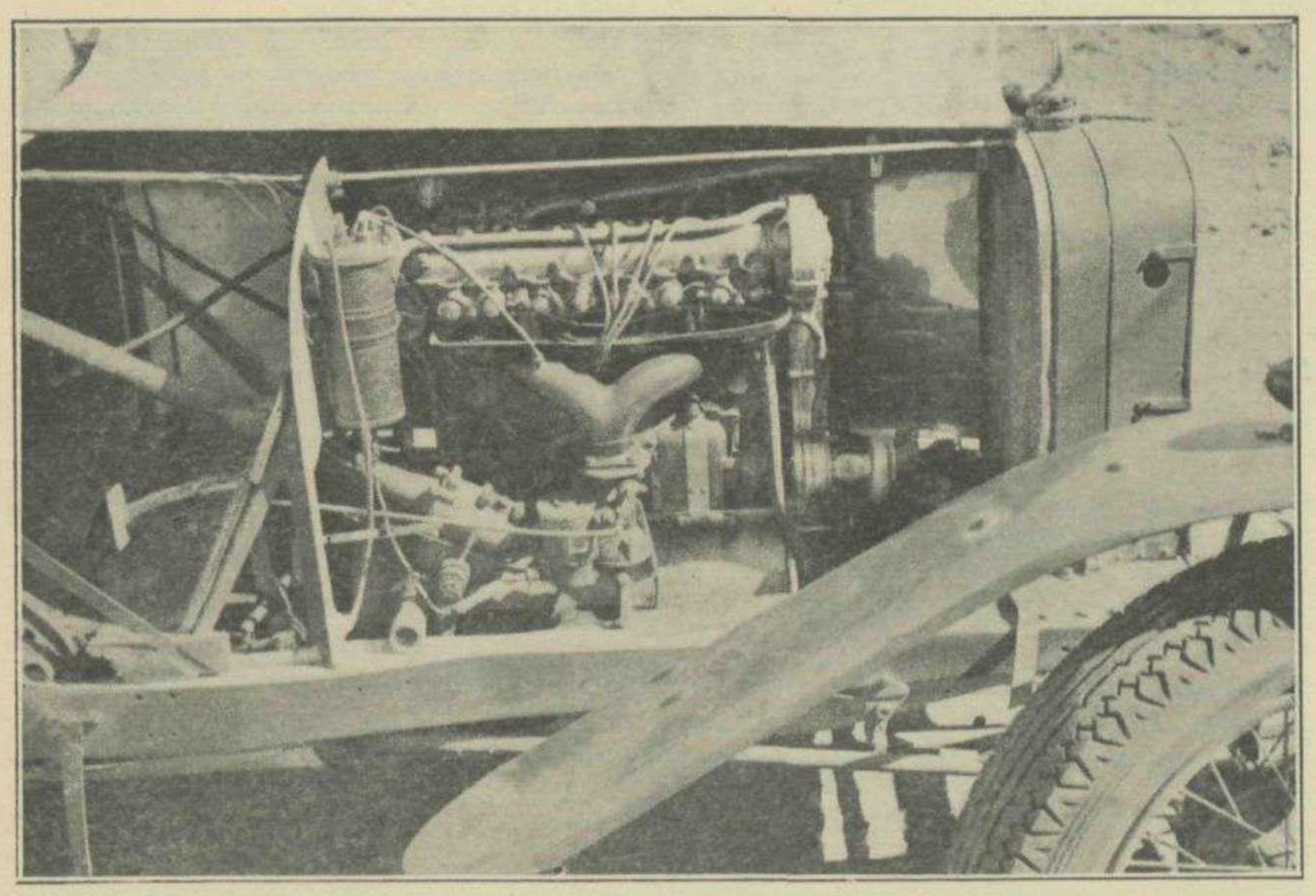
The 1914 T.T. Sunbeam.

So much for the "Three-Litre." A few days later I set off in search of the 1914 T.T. car and found it ensconced in a garage which would fulfill the wildest dreams of the tuner-enthusiast. Lathes, grinders, shaping machines, all were there. Engineering is Hamilton's hobby, and he had designed an ingenious excavator, in appearance like a boiler eight feet in diameter, with a stationary centre segment. With this apparatus he had scooped out a dam (and a skating rink) 200 feet square, and with the water from this, though thirty miles from the nearest town, had enough power to run a heavy-duty welding plant.

But to return to the car. Originally this type was fitted with a small two-seater body with a bolster tank, but Hamilton

TWO FAMOUS PRE-WAR SUNBEAMS—continued

replaced this, for use on the road, with a light sports two-seater body with room for luggage in the tail, and four outside exhaust pipes *a la* Mercédès. At other times the car had been degraded to carrying what was virtually a small truck body and used for transporting potatoes and feed to the sheep pastured in the paddocks round the house. In spite of these humiliations, the chassis was as good as new, and while speed trials continued to be held in New Zealand, put up some magnificent performances. On the famous Muruwai Beach, near Auckland, the car covered five miles at an average of 100.5 m.p.h. and at Wairiti, a beach-track in the South Island, was timed at 109 m.p.h. over a flying mile. Being so well known in New Zealand the car was usually so heavily handicapped that it stood little chance, but in 1926 Hamilton pulled off a first in an 18 mile handicap at Muruwai after a 560 mile journey by road from the South Island. Unfortunately since the "slump years" no important car races have been held in New Zealand, and the Sunbeam only finds employment as an ultra-rapid sports-car. As it was, the owner was away in England and I had no chance of a run it in, but plenty of stories of "a hundred on the road" were current in the surrounding district.



A photograph showing the Claudel carburetter and the long Y shaped induction pipe.

Compared with the simple "three-litre" of 1912, the T.T. Sunbeam represented a tremendous advance in design and with its two overhead camshafts and the exposed valves the engine was a most intriguing sight. The camshafts were enclosed but the valves, four of them per cylinder, were operated through short tappets projecting from the cam-cases, with light fingers interposed between cams and tappets to take the side-thrust. A certain amount of oil leaked out and the sparking plugs had to be shielded to protect them from unwanted oil. Steel pistons were used, and four cylinders with dimensions 81×160 mm. gave a capacity of 3,298 c.c.

The camshafts were driven by a train of spur gears, most of them mounted on ball-bearings, from the front end of the crankshaft. The crankshaft, which was in two portions and balanced, ran in three ball-bearings and dry-sump lubrication was used. The magneto and water pump were driven off the camshaft gear-train and the Claudel carburetter fed the engine through a long Y-shaped induction pipe.

A cone clutch with a large clutch stop as usual transmitted the power to the four-speed gearbox, behind which was a large transmission brake projecting through the floor-boards. The propeller-shaft was open, with two joints, and the final ratio was 3.4 to 1. The brake-lever operated on the transmission and the pedal actuated the rear-wheel brakes, which had narrow ribbed drums and were compensated by means of cables and pulleys.

Three of these interesting cars were made and were driven in the Isle of Man by K. Lee Guinness, Resta and A. L. Guinness. The T.T. circuit was a real test of cars in 1914, with the mountain road little better than a stony track, cut up ruts made by the wheels and hoofs of horse-drawn vehicles. Again a two day race was run, sixteen laps in all, with a total mileage of 600 odd miles.

Twenty-three cars faced the starter on that wet morning of May 1914, but amongst them were such interesting cars on the one hand as the Vauxhalls and the Straker Squires, while at the other extreme was W. O. Bentley, still very much to the fore as designer of the latest twelve-cylinder Lagondas, driving a tiny D.F.P. "K.L.G." got into his stride right from the start, and after a first lap at just 59 m.p.h. moved into the lead. He kept this position throughout the race, and averaged 56.44 m.p.h. over the whole distance. Resta fell out with a broken big-end bolt after two laps, but Algy Guinness supported his brother so ably that he lay second, only 3 mins. behind at the end of the first day. In the 13th lap, however, "Sunbeam III" followed Resta's car into retirement owing to the failure of a universal joint, leaving Lee Guinness to maintain his victorious progress to finish 20 mins. in front of Riecken on a Minerva.

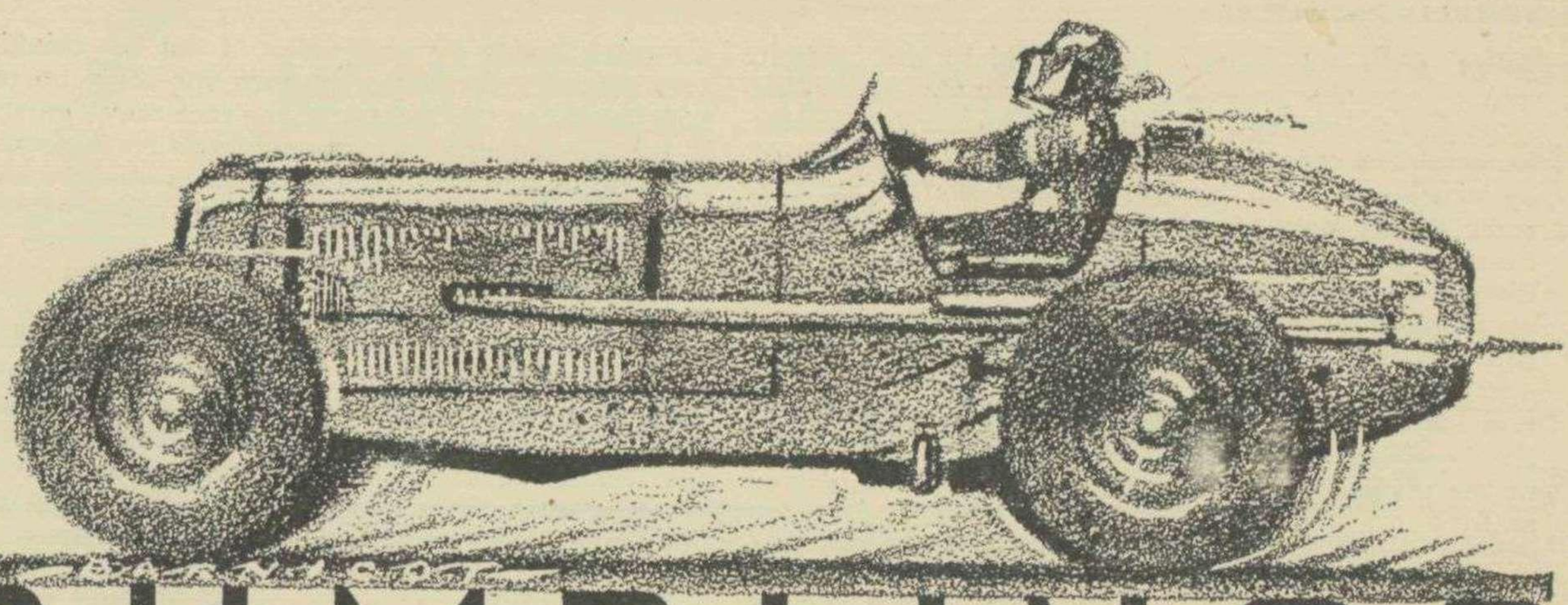
This then was the history of the T.T. Sunbeam. The outbreak of war a few months after the Manx race prevented further use of the cars, though similar machines but with longer chassis and 4½-litre engines were run in the 1914 Grand Prix in July. A similar car fitted with a sports four-seater body was described in the "Veteran Types" series in MOTOR SPORT some years ago. This car, which I understand is still going well, must I think be the one driven by Resta. The New Zealand one is probably the only one existing in its original state, for the old racing body still remains hung up in the rafters of Mr. Hamilton's wool shed awaiting the revival of racing in New Zealand.

THE NEW CASTROL

In technical circles some very cutting things have been said of late about the heavy oils, even winter grade, that we use in this country. This has been particularly noticeable at recent I.A.E. meetings, where the feeling has been that America has been ahead of us in this direction. Anyone listening to these discussions must have gone away with the disturbing thought that here was no highbrow technical matter, but one which was of vital importance to the ordinary motorist seeking easy starting, long cylinder life, and efficient running. It has been left to the initiative of the great Wakefield oil house to remedy the previously existing state of affairs. They have perfected, as one would expect Wakefield's to perfect before marketing, new, lighter grades of Castrol oil.

These new lubricants contain stabilising agents which fortify them against film-breakdown, they retain the desired viscosity when hot, and they retain the compounds of chromium and tin which reduce cylinder wear by corrosion and so make lighter lubricants very necessary. But they are lighter than previous grades, just as the technicians have ordered.

The new grades are easy to remember: (*a*) Patent Castrolite in lieu of C.W.; (*b*) Patent Castrol XL in lieu of AA or XL; (*c*) Patent Castrol XXL in lieu of XXL. More than ever before is it essential to emphasise the *Castrol* brand. The introduction of these new, lighter lubricants marks a very big advance in lubrication technique, and, quite seriously, we shall drain the sump and refill to-night. Research dictates that sports-type engines, in particular, shall run on light lubricants. Messrs. C. C. Wakefield & Co., Ltd., Wakefield House, Cheapside, London, E.C.2, will gladly put you on the correct path if you contemplate taking advantage of this new epoch and will send them details of your car.



RUMBLINGS

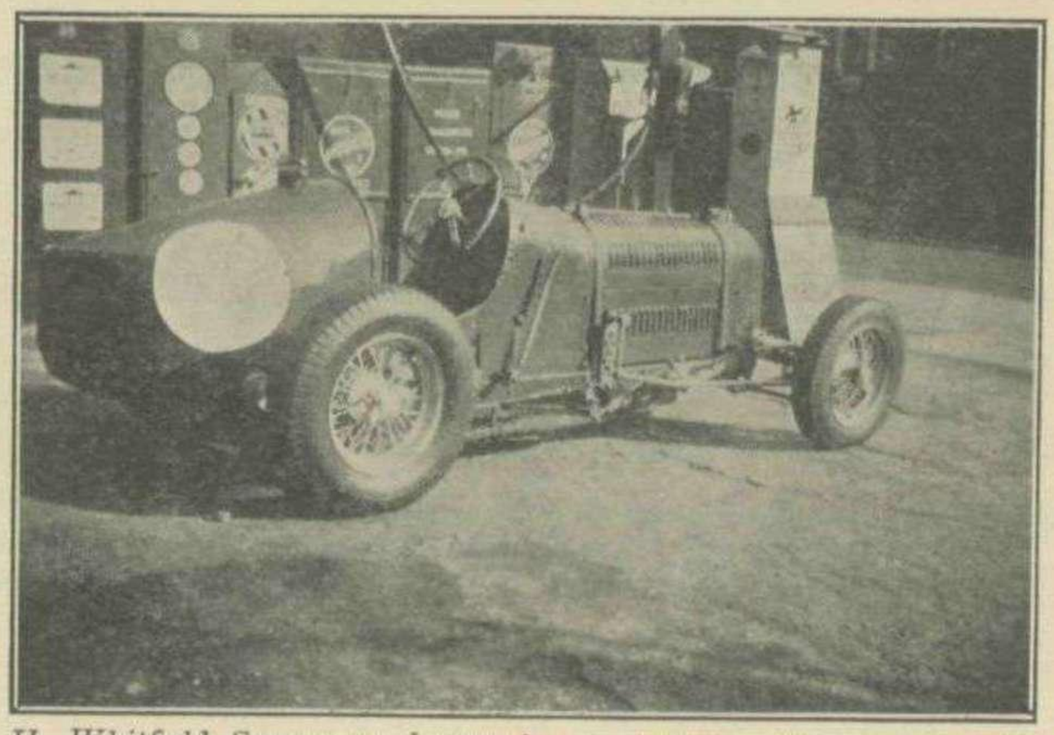
Hybrids

CONSTRUCTION of a hybrid is an enthralling business. Usually, of course, the scheme is controlled by the components that become available and the money and time that can be expended, but even then the results can be very well worth while. Happy is he who can build the special job to a preconceived plan, either uniting specially favoured components or building to achieve a particular standard of performance. For example, the older sports-cars had excellent frames, and lots of enthusiasts like thoroughbred manner of handling, so that there is a temptation to install therein a modern power unit as McKenzie has done for a client by combining 3½-litre and 3-litre Bentley, as we outlined last month. On the other hand, it may be that you do a lot of serious rapid motoring and must have good brakes and impeccable steering, but need, in addition, lots of horses of the hairy sort, to provide the desired performance or because you like an engine which will pull really high gear-ratios without protest. In this case a modern chassis, with hydraulic or Girling brakes, "quick" steering, and remote-control gear-change, not to mention sensible sized tyres, would be an amusing proposition with an old-school engine dropped in. Two of us tried to visualise the other day just what an SS. "100" with a 4½-litre or 6½-litre Bentley, or a twin-cam 3-litre Sunbeam, engine would be like!

Actually, of course, such efforts are almost out of the question for most people, on account of the vast amount of experimentation necessary before gear-ratios could be correctly sorted out, not to mention the difficult questions of mating strange engines and transmissions and of deciding whether modern rear axles would stand up under vintage horse-power. Robert Peaty managed a pretty neat and remarkably inexpensive job of this kind, however, when he constructed his Hillman-Vauxhall, and one cannot help enthusing over the idea of big motors in light frames, such as a Ford V8 unit inserted into an M.G. Magnette. That there are quite a few fairly practical combinations possible is a pet theory of McKenzie's. But it would be essential to know pretty thoroughly just what is what. By the way, on the subject of mating components from different marques, I came across yet another "possible" front-axle assembly which can be used to improve the braking of the 30/98 Vauxhall, at the Croydon Rally. A. May, when asked by the scrutineer whether the Vauxhall's brakes were in order, replied: "Yes, because they are not Vauxhall, they are Hispano."

Those were the Days

I spent a very informative evening with Lionel Martin last month, looking through his scrap-books and talking motoring lore with him and Mrs. Lionel Martin, who is as keen on motoring matters as her famous husband. Their smoking-room not only contains a big case of prized trophies, including the Alpine Cup, but has an original frieze composed of badges of all the leading European motoring organisations. But even more impressive was the Monte Carlo Rally



H. Whitfield Semmence hopes for great things this season with his Special, described elsewhere in this issue.

RUMBLINGS—continued

badge, with its many " bars," which Mrs. Martin took so casually from a box of oddments, containing amongst other things, some s.v. Aston-Martin radiator badges. The beautiful radiator of this car was designed by Mrs. Martin, who, to-day, enthuses over the Railton, while Lionel Martin had good words for his Type 328 Frazer-Nash-B.M.W. There is no need to tell you about Lionel Martin's varied activities and his past associations with the more rapid sort of motoring. But did you know that he introduced the basque beret into this country ? You may or may not want to shoot him for that. It has been suggested to him that the " quickness " of the gearbox of the s.v. A.M. resulted in the inventor of the Wilson pre-selector box getting really down to business, which may or may not be an exaggeration. Looking at those old pictures of a past age, of his Singer exploits before the War and with the Aston-Martin almost immediately afterwards, I could but reflect what immense fun it all was, with manufacturer competing against manufacturer at some speed meeting or other every week-end, usually driving himself if he hadn't lent the firm's fastest motor to a keen amateur. Nowadays, trials apart, only the H.R.G. directors and the Aldington brothers attempt the emulate the more enthusiastic firms of yore. And to-day there is a sad lack of initiative in building special racing-cars, always excepting the altogether praiseworthy participation of Victor Riley and Sir Herbert Austin (no, not as drivers !) and of Geoffrey Taylor. Sydney Allard will probably join the select band of smaller manufacturers who have gained much pleasure and done their productions a power of good by entering them regularly for speed events, for he contemplates a season of sprint meetings with the Allard-Special, in company with private owners of these cars, and may start off by attacking the Test Hill Record. Do these enthusiastic folk have to be classed as the last members of a one-time rather large and very care-free community ?

Racing and Research

Racing men can be roughly divided into two classes, those who drive because they enjoy the handling of a racing-car and the atmosphere of racing in general, and those whose thoughts are more intimately associated with the technicalities of the game and, in particular, with the car they are driving.

Probably it is safe to say that every driver experiences enjoyment on both counts, just as we enjoy both writing about fast motoring and taking a more concrete part, but nevertheless you cannot deny that drivers can be divided into two fairly distinct camps. On the one hand you have the man who has his tuning and preparation done by professional engineers, or, as the extreme instance, drivers who handle works cars and whose sole job is to drive. On the other hand you find keen amateurs who do all their own maintenance, assembly, and development work, and who regard a race as equally a means of trying out such work as it is a sporting contest. Parry Thomas was the extreme example in this category, being credited with saying that the race, as a race, did not interest him, and that beating Ebby was just a means of putting his theories to the supreme test. Valuable lessons are often learnt by such folk. I am not thinking of cars prepared by manufacturers, for then, no matter how much the excitement of the race may overshadow it, the fact remains that lessons *should* result from such preparation and be of benefit to the production models. Rather I have in mind private owners who are intensely interested in the engineering aspect, but who apply any lessons they may learn to the further development of the car they are racing. Take the case of A. F. Ashby. Because the Riley Co. could not build him a three-bearing engine he was obliged to experiment with very special crankshafts when developing his racing Riley Nines. As a result he became convinced that certain mysterious big-end failures were not due, as other authorities believed, to high rubbing speeds or high loadings, but were caused by connecting-rod flexion. As a result Ashby commenced a series of experiments that led to the designing and patenting of specially rigid rods, which patent is now the property of the Glacier Metal Co. and is of interest to designers of sports, if not of touring, power-units. As a result of oiling-up troubles with his Alfa-Romeo Ashby moved the plugs and the result was not only immunity from this bother, but a cure for previous head cracking and better exhaust-valve cooling. His new head will be used this season, not only on his own Alfa, as was first announced in this paper, but on at least one other car of the same make and type. Incidentally, Ashby hopes to have his car running at Cork or, failing that, in the International Trophy Race on May 7th. He had prepared a new body, but has had to replace the original to comply with the re-introduced minimum-width ruling. He has also been preparing Appleton's Riley engine, modifying the valve gear. It is careful attention devoted to the Alfa-Romeo engine which has led Ashby to introduce an absurdly simple yet very tenable theory concerning cylinder wear which all the experts had overlooked. Yet one would have thought that every possible theory on this subject had been aired long ago. Ashby has given us permission to enlarge on these findings, all of which have a direct interest to designers of ordinary cars, and we shall endeavour to do so when a lull in the competition programme provides more space to spare. They constitute yet further proof of the value of racing, which it is our duty to preach on all possible occasions.

Educating the Public

Another subject which deserves a leading article when we have the space is that of educating the British John Citizen to appreciate motor-racing and to attend races in his hundreds of thousands. The attainment of this ideal by no means implies a universal descent to dirt-track levels—on the Continent, in Germany particularly, we know that enthusiasm runs very high indeed and that the drivers are regarded as a certain section of the community over here regards film stars. Greater popularity would place racing in this country on a much firmer footing, because if hundreds of thousands of really keen and intelligent onlookers lined to rails at Donington and Brooklands, manufacturers would soon find themselves compelled to enter for races and compete seriously. Have you ever considered on what a frail basis our races survive ?

Well I never, Mr. Mercury, you did give me a start!



On cold mornings when you beat gloved hands against the steering wheel to get the numbness out of them, you'll bless the power that Benzole has of making good petrol better. The starter seems to know that there's Benzole in the tank. One touch and the engine's firing merrily. No wonder 'National' is called the Spirit of Startability.

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NATIONAL

BENZOLE MIXTURE

The spirit of 'STARTABILITY'

RUMBLINGS—continued

Entrants are, almost without exception, private individuals who race for the love of the game. Kenneth Evans, Ian Connell, J. H. T. Smith, H. L. Brooke, A. F. Ashby, C. S. Staniland, R. L. Duller, E. K. Rayson, Jack Bartlett, the E.R.A. drivers and all the rest spend lots and lots of money on their hobby. Should a bad season, or lack of funds, or ill-health or advancing age descend on any one of them, what is there to justify their continuance in the game? Some of these people may have tuning businesses which derive beneficial publicity from racing, but quite out of proportion to the very heavy cost of progressively developing a modern racing-car. Only a manufacturer, who needs such publicity so much more, and who is happy in the knowledge that money spent on racing developments is not devoted to furthering this publicity alone, but to beneficial advancement of his standard cars as well, can be expected to weather reliably the ups and downs of season after season of racing. Bigger attendances would ensure bigger entries and better races. The solution, Government subsidy to foster patriotic pride in British racing-cars, seems as far away as ever. Meanwhile the society papers should show a little more inclination to recognise motor-racing and to advertise it amongst the classes which have the time and the money whereby they can effectively follow it.

Vintage

Vintage sports-cars interest so many of us that there is interest attaching to a letter from Neville Fowler of Nottingham. Mr. Fowler has kept a very careful account of the old cars in and around Nottingham during the past year or so. He reports that he has seen the following:—two Ansaldos, a Diatto, a 1926 O.M. two-seater, an H.E. three-seater, several Ballots, a Richardson cyclecar, a 1923 Scott Sociable three-wheeler, a 1921 G.N. V-twin Anzani two-seater, a Bleriot-Whippet cyclecar, about eight Gwynnes, two or three A.C. Sixes, two 22/90 Alfa-Romeos, two four-cylinder f.w.d. Alvises, an eight-cylinder F.W.D. ex-T.T. Alvis two-seater, a well kept 1925 s.v. Aston-Martin two-seater, a 1926 drop head coupé 2½-litre Invicta, and five or six Riley Redwing two and four-seaters. Local breakdown lorries include 20/70 s.v. sports Crossley, 40/50 Delage and Renault 45. Mr. Fowler's own car is a 1932 24 h.p. four-cylinder Ford with aluminium head, vacuum servo brakes, and a four-speed gearbox. He contemplates a red-label Bentley this summer and has owned a 1921 E-type 30/98 Vauxhall which had 268,000 miles to its credit when he sold it. He is at present reconditioning a 1924 Brooklands Gwynne. This all bears out our contention that compulsory third-party insurance and fresh rules and regulations have not killed the vintage interest and that if all vintagents supported the Vintage S.C.C. it would become an even more influential body than it is at present.

Sprint Special

Whitfield Semmence's A.C. engined special should be a factor with which to reckon in this season's sprint events. He has had it down at Brooklands for testing purposes and has achieved a maximum speed in excess of 100 m.p.h.

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Letters from Readers

VINTAGE CARS

Sir,

In reply to "Countryman's" letter in the March issue, I enclose herewith two photographs of my 2-litre Sunbeam.

I acquired this car in late 1936, so that the old warrior glories in an up-to-date number CHX 882. This one is chassis No. 3. I have heard at various times of Nos. 1 and 2 being in places as far apart as Dublin and New Zealand. But No. 3 is definitely in Whetstone.

If a description by one imbued more with enthusiasm than technical knowledge would be of any use, I am prepared to make the effort. But, if "Countryman" is in the same category of enthusiast as I, he would probably be more enthusiastic about my personal experiences with it than with a bare technical description. Tragedy entered my life the day after buying it, when my wife-to-be and I pushed it up and down the concrete trying to get it to start. At the end of the hardest day's work I have ever done in two hours, I had to sit down because of the black things that floated before my eyes. Twenty minutes later Tragedy departed. In spite of the vendor's grim warnings, I decided to risk the handle even if I was crippled for the rest of my life. It went off with half a swing.

Such incidents were common for the first few weeks of my ownership—presumably fear of the "unknown." I soon discovered, however, that this old racing-car was nothing more than a really high-class motor car which could be relied upon to run "like a clock."

I am, Yours etc.,

J. Tegryd Jones.

Whetstone,
N.20.

* * *

THE VINTAGE SPORTS-CAR CLUB

Sir,

The Vintage Sports Car Club appreciate the references which you make to the Club in your magazine, but in your January issue you publish, on page 17, information which is not absolutely correct. I refer particularly to the statement that "affiliation to the Vintage Sports Car Club proper costs 1/-."

The true facts are these: Anyone joining the Vintage Sports Car Club, whether he lives in Lancashire, Cornwall or Kent, pays the same subscription and becomes a full member of the Club.

A Northern Sub-Committee has recently been formed to look after the interests of enthusiasts living in the North of England who, because they live 200 miles or so away, can seldom attend either the social or sporting activities held in the Southern counties. The Northern Sub-Committee in no way usurps the position of the Club Committee—it simply carries out work which, by virtue of its location, the Club's main Committee is not able to tackle. The Northern Sub-Committee has, for example, during the few months of its existence, organised the Club's Matlock Trial, and been responsible for a number of incredibly merry gatherings at various licensed houses in Lancashire and Cheshire.

All Club members receive the Bulletin (oft quoted in your paper), and in addition the Northern Sub-Committee publishes, spasmodically, under the title of "Northern Notes," a scandal sheet, telling of interesting happenings, personalities and motor cars in the North of England. As this is apart and distinct from the Club Bulletin, a few extra coppers are required to cover the costs of production and circulation, and this is where the 1/- and 2/6 subscriptions which you mention come in. For 1/- any member of the Club may obtain the "Northern Notes" without pictures, and for an extra 1/6, making 2/6 in all, a handsome art plate of some interesting motor-car owned by a Northern Vintagient is included with each issue. This subscription of 2 6 brings five or six copies of "Northern Notes" per annum, and cannot be called expensive.

That is the full story. There is not a Northern and Southern Vintage Sports Car Club, nor are enthusiasts in the North required to pay an "affiliation fee."

Perhaps you will be good enough to publish this, in order to correct any misapprehension which may have arisen on the point.

I am, Yours etc.,

Kenneth Neve.

Hon. Sec. to Northern Sub-Committee.

Widnes.

* * *

Re ISSUE, FEBRUARY, 1938

Sir,

We notice in the above-mentioned issue on page 68, in the article "The Trend of Design," you give Bentley, Rolls-Royce and Lagonda as having driver-controlled shock-absorbers of Luvax manufacture. The 3-litre Talbot also, of course, has dash controlled shock-absorbers.

We are, Yours etc.,
For Clement Talbot Limited,
A. D. Rootes,
Advertising Dept.

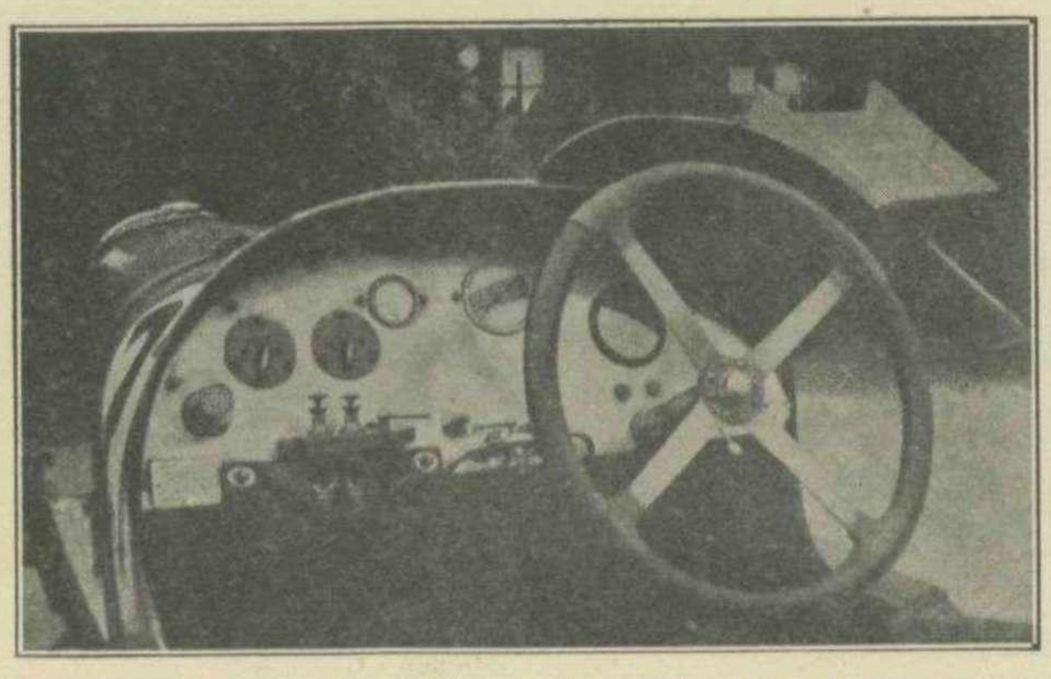
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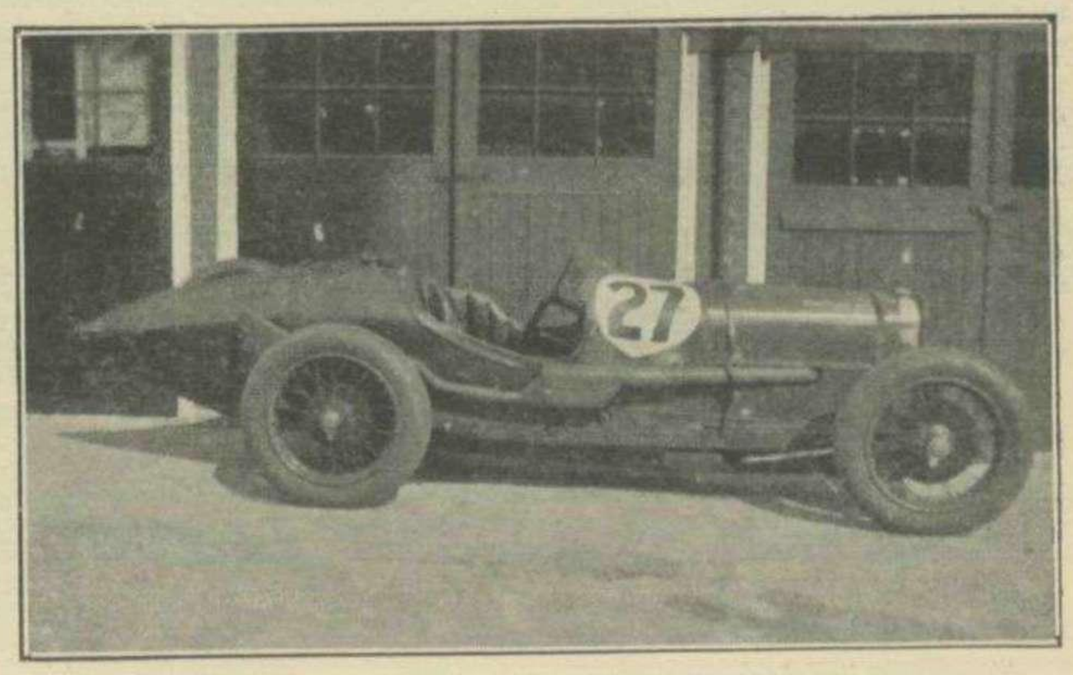
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SPECIALS

Sir,

The suggestion by Mr. Strachan of fitting a larger engine in a small sports chassis is far better in my opinion than tuning the existing engine. I often wonder why "special" builders tune small engines, with sometimes very poor results in performance. A larger engine, in my opinion, would give the desired performance with less trouble. While on this subject, I wonder if any of your readers have tried or considered fitting a larger engine into the chassis of an M.G. J2.





Two photographs of the 2-litre Sunbeam mentioned in Mr. J. Tegryd Jones's letter on this page.

LETTERS FROM READERS—continued

A letter from anyone who has attempted this should make interesting reading. Particularly as to what difficulties were met with.

I am, Yours etc.,

L.F.

Sheffield.

* * *

THE LIGHT CAR CLUB OF AUSTRALIA

Sir,

I have been interested to read in the December and January issues of your paper the story of the Bugatti Owners' Club hill climb venture at Prescott, particularly in view of the fact that that Club apparently has permanent possession of the site, and this has made me think that you or your readers may perhaps be interested to know that this Club is also the owner of its own hill climb site at Rob Roy in the Christmas Hills about twenty-five miles from the heart of the city of Melbourne. The climbs which we conduct there, are known as Rob Roy Hill Climbs. The present track which we use is a shade over half a mile in length, and at a later date we expect to be using additional track up to a total of just on a mile.

At the moment of writing the surface is nothing out of the way consisting as it does of treated earth, rock and gravel, but within the next two or three weeks the Club proposes to construct a proper non-skid bitumen road over the whole of the present track which will be varying between 12 ft. and 18 ft. in width over the entire length. The track is situated in a paddock of approximately 100 acres of land with a natural fall to a valley with a creek in it, thus affording excellent views of the whole climb, all of which is visible from the bottom—although in some spots the view is momentarily obscured by trees.

Other facilities on the property include, apart from the usual timing boxes, broadcasting stands, notice boards, such buildings as lunch rooms, bar, public conveniences and the like. A start will be made shortly with a covered competitors' paddock.

The present record for this hill is held by Mr. J. A. Day with a time of 35.46 seconds for the half-mile made in his Day-Special consisting of a G.P. Bugatti chassis powered with a Ford V8 motor, the whole being somewhat modified as may be imagined. The gradient of the climb varies considerably. The sharpest pitch is approximately one in three to one in four while, for a very short way, it is actually downhill. On a normal day's climb we get entries from anything between forty and fifty different cars, most of which make more than one climb in the various classes.

The Light Car Club of Australia has taken the step of obtaining a very long lease of the property as it is hoped to build this very promising site into the premier hill climb in this country. The Club's president, Mr. G. C. Martin, was recently in England and has from time to time seen Shelsley Walsh with which he considers our site compares more than favourably, having certain natural advantages not available to what is recognised as England's premier climb.

In this country it is extremely difficult to obtain permission to hold such events on the public roads, and it is for this reason too that the Club has acquired the present property.

I enclose herewith a very rough sketch of the lay-out in an endeavour to indicate something of the shape of the climb. The next contest will be held on the 13th of June, which day is kept in Australia as King's Birthday, and I hope after that to send you some photographs of the climb and the competitors in case they should be of interest.

I am, Yours etc.,

GEOFFREY COHEN.

Australia.

[Unfortunately, we are unable to publish the sketch mentioned above.—Ed.]

* * *

M.G. REPLIES TO "MAXIMUM SPEEDS—REAL AND IMAGINARY"

Sir,

My attention has been drawn to the article on page 118 of the March issue regarding a Road Test of the M.G. 2-litre. It is a pity your correspondent does not first make sure of the facts before rushing into print to ventilate his opinions on a subject upon which obviously he is not well informed.

This Company will be most pleased to lend an M.G. 2-litre to MOTOR SPORT or, for that matter, any other journal, provided they can satisfy us that they have a system whereby it can be ascertained that all their tests are carried out with standard motor cars and not cars specially prepared for the purpose.

We know of several instances in which perfectly well meaning journalists have been given what are externally normal cars to test but which in fact are far in excess of the standard product in performance, hence our present policy not to supply M.G. cars for comparative test purposes.

Our attitude is a sincere one, since we will with pleasure give any client who asks a reasonable test with a standard M.G.

Furthermore, the views of this Company are that it is high time the R.A.C., on behalf of the public, and the I.A.E., on behalf of the industry, took over road test reporting—if there is such a public demand for it—and then perhaps we shall see less of the boosted figures which are hoodwinking the public infinitely more than the oft erring speedometer.

We hope you will publish this letter under the heading "M.G. Replies to Maximum Speeds—Real and Imaginary."

Yours very truly,

The M.G. Car Company, Ltd.,

GEORGE C. TUCK,

Publicity Manager.

[Our "correspondent" is accused of being ill informed, but he wrote with the knowledge that the M.G. Car Co., Ltd., had been approached by us with regard to testing the 2-litre.

We sympathise with the desire to ensure that if a standard car is submitted its figures be quoted only in conjunction with those of *standard* cars of other makes. Obviously, and regrettably, non-standard cars have been submitted to innocent motor-scribes in the past.

Our own method is to take slow-running figures, fuel consumption figures and performance figures with the same car without letting it out of our possession meanwhile—if these figures are all favourable to the car it cannot be very highly tuned for effect. Obviously, to "scrutineer" for standard assembly and clearances, etc. is impossible.

The suggestion that the R.A.C. and I.A.E. take over road-test reports is a revolutionary one. The continued usefulness of road-test reports is borne out by the reprints used by manufacturers—including the M.G. Car Co., Ltd.—Ed.]

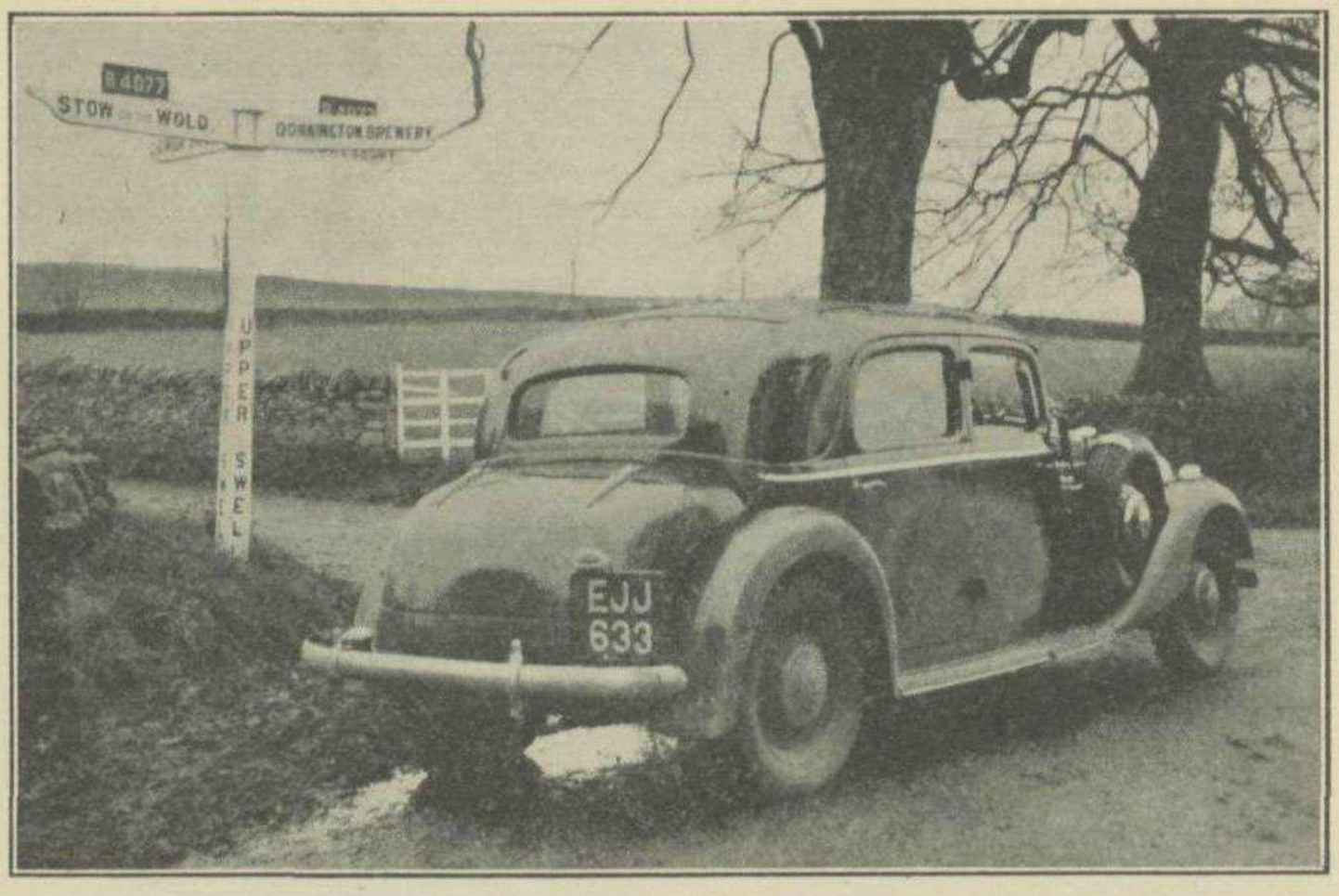
AN INEXPENSIVE AMATEUR-BUILT SPECIAL

By air mail from Ceylon comes news of a special car which will be of interest to impecunious amateurs who cannot afford to build to any particular performance values or to incorporate favoured components, but who delight in converting ordinary cars into something more sporting with whatever components come to hand, aided by personal ingenuity.

The car in question was built by B. Gordon Graham, late General Secretary of the Ceylon Motor Sports Club.

A 1934 Ford Eight saloon forms the basis. The frame was underslung, lowering it two to three inches, and Hartford shock-absorbers were mounted diagonally, which, with corded and taped springs, give excellent stability. A Ford Ten gearbox was fitted, with remote control, and wheels from the same source. The cylinder head had $\frac{1}{64}$ inch hand-ground from it and was refitted with a Klingerit 1,000 H.C. gasket. Head and ports were hand-polished and extra strong Terry's valve springs used. Champion R3 plugs, advanced ignition, oversize jet and a Riley oil-gauge completed the modifications. Much drilling took place, a radiator thermometer was added, and the handbrake moved outside, operating on the rear wheels only. An Austin Seven ball bearing fan assembly was used, the screen is Morris Eight, radiator shell and bonnet Chevrolet, silencer M.G., headlamps Morris Major, front wings Jowett and rear wings Chrysler. The two-seater body was hand constructed of 18 gauge sheet aluminium, cellulosed by the Ford Motor Co. in Colombo. The radiator badges are those of the Automobile Association of Ceylon, Ceylon Motor Sports Club, and M.G. C.C.

The car has been most successful in club hill-climbs, including winning the Ladies' Cup twice, and the M.G. C.C. Cup. It does 40 m.p.h. in second and 70 in top gear, at 35 m.p.g. It cost about as much to build as importing a new Ford Ten tourer and weighs 10½ cwt. complete. Its owner is coming to this country soon to take delivery of a Ford Ten and proposes to join the Ford Enthusiasts' Club.



THE FRUITS OF EXPERIENCE

OUTSTANDINGLY GOOD SUSPENSION AND SUSTAINED SPEEDS ARE FEATURES OF THE 2.3-LITRE

THE 2.3 - LITRE MERCEDES-BENZ

IT was in 1885 that Gottlieb Daimler and Carl Benz, within a few months of one another, invented the first petrol engine and the first practical motor vehicle. The firms originating from these two pioneers eventually amalgamated, and it is now well known that the makers of the famous Mercédès-Benz car are known in their own country, Germany, as the Daimler-Benz A.G. Actually the union did not take place till 1926, but long before that, ever since the dawn of automobile history, the name Mercédès-Benz had become famous through its consistent successes in motor-racing.

Though so many famous firms have dropped out of the sport, and others have taken their places, the "Merc.," as it is familiarly known in Great Britain, always has a special place in the hearts of enthusiasts, as the only firm which, right from the beginning, has lent its whole-hearted support to motor-racing.

With this history behind it, one expects great things of any Mercédès, and one is not disappointed. Many people in England, however, associate the name Mercédès-Benz only with speed, and expect almost every car bearing the famous name to be capable of 100 m.p.h. Although the big supercharged 5.4-litre and the Grosser Mercédès will certainly exceed this speed, it is not in this way alone that the makers have applied the lessons of racing.

Since the well-beloved "SSK" was dropped, and superseded by first the 5-litre and now the 5.4-litre Mercédès, the policy of the firm for its ordinary production cars has been to concentrate on the qualities that make a good touring car, as opposed to a sports machine. Good suspension, road-holding, and cornering, and ability to sustain high speeds for an indefinite length of time have been studied, rather than ultimate maximum speed.

One of the smaller Mercédès models is the subject of this test, the six-cylinder 2.3-litre car. This model is a development of the earlier 2-litre car, and now has a greatly improved performance, while losing nothing of its comfort as a touring machine. All four wheels are independently sprung, at the front by two transverse leaf springs, and at the rear by coil springs. All-independent suspension has been a feature of Mercédès cars for some time, but a new development on the majority of the 1938 models is an all-synchromesh four-speed gearbox.

Formerly an overdrive gearbox was fitted, but the new gear change appeals both to those who like changing gear for its own sake—and there are many among sporting enthusiasts—and to those who are content to make a silent gear change when necessary. The change is extremely simple and rapid on the 2.3-litre car at all speeds. whether in traffic or on the open road. About 20 m.p.h. is possible on first gear, 36 m.p.h. on second gear, and about 50 m.p.h. on third gear.

The top gear performance is extremely flexible, with an axle ratio of 4.7 to 1, but, unlike many "top gear cars," it is still possible to improve performance by a judicious change down even at quite high speeds. On the road a maximum speed of just over 75 m.p.h. was attained, on the level and with a cross-wind blowing. This takes into account correction of the speedometer reading, which was somewhat fast. On the track at Brooklands, a timed speed of 72.58 m.p.h. over a quarter mile was registered.

It might be argued that these speeds are not particularly high for a 2.3-litre car, and, judged by standards of high-revving sports-cars, this is indeed the case. However, it is possible to maintain over 70 m.p.h. on the road almost indefinitely, wherever traffic conditions permit. One may almost omit the qualifying clause "wherever road conditions permit," for rough surfaces and corners appear to make very little difference. This is certainly not the case with some of the above-mentioned high-revving sports-cars.

On a fast run, starting from cold from the suburbs of London, forty-four miles were covered in the first hour, and in the next fifty-one minutes fifty-one miles were actually covered. It may be mentioned that it was raining at intervals during this run, and that there was a blustering wind—at the side, not behind the car. One does not wish to start one of those fierce controversies about average speeds, but, since the above times can be guaranteed, one ventures to suggest that a car capable of a 60 m.p.h. average, in any conditions, is not to be despised.

A run of this nature becomes especially remarkable when one considers the maximum speed of the car, and that the distance was not covered in so short a time by means of bursts of 80 or 90 m.p.h., to make up for time lost in the various towns through which the route led, and in which all limits were observed. Though the road was a fast one, it was not by any means straight. However, the average became possible owing to the cornering ability of the 2.3-litre Mercédès, with its independent suspension, which enabled one to take bends at the cruising speed without effort.

The Mercédès suspension is indeed worthy of especial note, as forming one of the principal features of the car. On cars with soft, flexible springing, one does not feel the bumps, but often such a car is not steady on a rough or indifferent road, owing to pitching or rolling. Cars with hard suspension, on the other hand, hold the road well, but administer shocks to the passengers. On the Mercédès one has a form of suspension which appears to combine the advantages of both types. There is certainly no rolling, however fast a corner is taken, for, like a sports-car, it would skid under provocation before it rolled. Yet it is still more certain that even on rough country lanes, no bumps are felt.

Racing has taught the manufacturers that cars must hold the road, and that

THE 2.3-LITRE MERCEDES-BENZ—continued

the driver must not be fatigued by a long spell at the wheel. The application of these two principles to the touring cars has made it possible for them, despite a large and somewhat heavy body, to equal the performance of many more highly tuned sports machines.

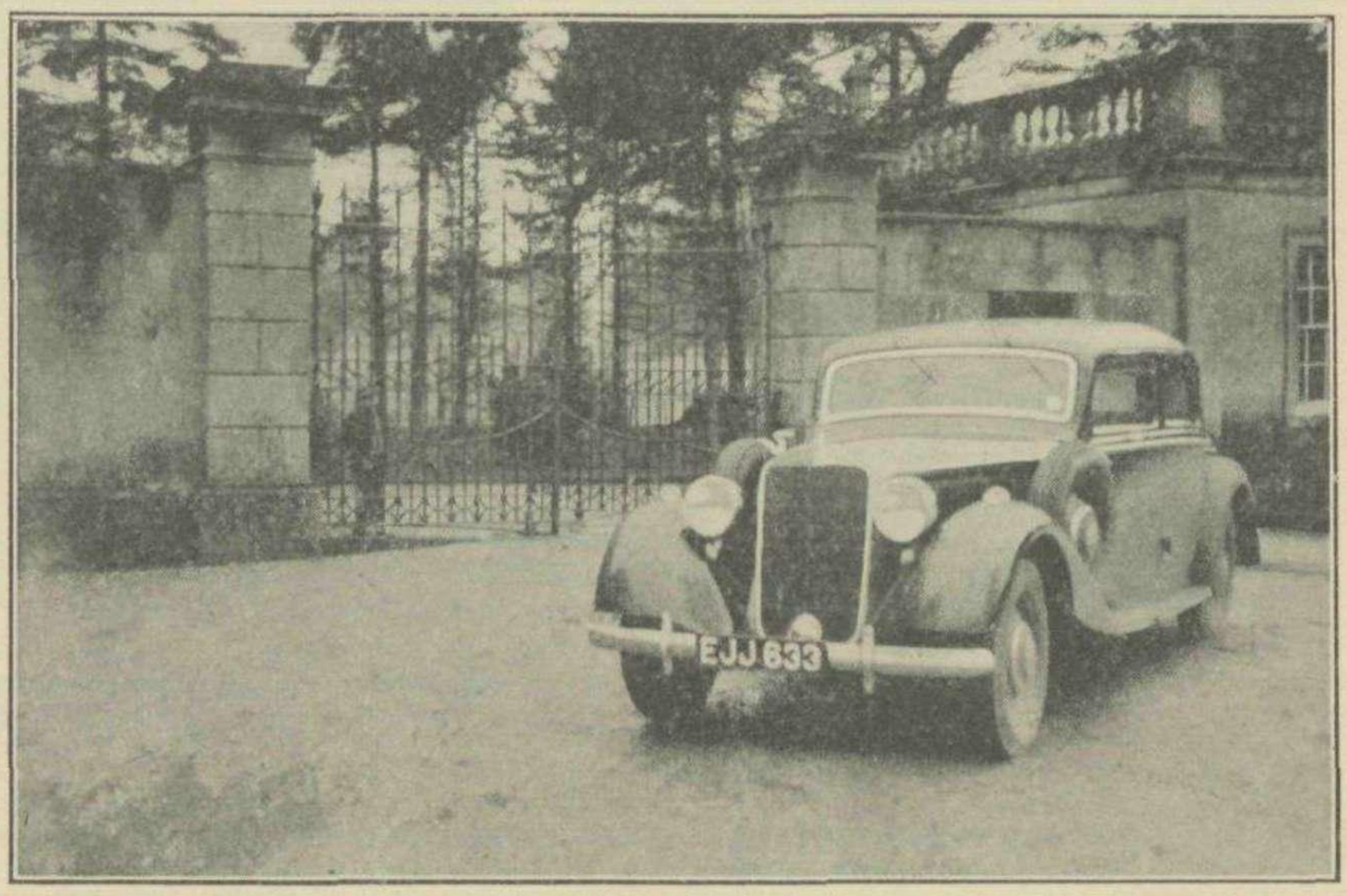
Even enthusiasts are sometimes tired, and at such times they would welcome the smoothness and silence of the Mercédès. Indeed, when one has travelled in a number of these cars, one comes to associate a kind of soft thudding noise, caused by the wind, with fast travel, the exhaust being inaudible. There is not, moreover, that rushing wind noise which in many saloon cars makes conversation difficult at high speeds.

One hears much nowadays of draughtless ventilation, and the 1938 Mercédès models have a new system to exclude draughts with the windows slightly open. This consists of a glass rim, projecting to a depth of one or two inches, all round the window frames. This rim remains permanently in position, and if the window is opened slightly, so as just to clear the rim, plenty of fresh air enters without a draught being caused, even with a cross-wind blowing straight at the window.

Only the long wheelbase model is now marketed, with a wheelbase of 10 ft., and a weight of approximately 28½ cwt. It is thus quite a big car for its engine size, and the acceleration figures which it put up are quite creditable. On the road second and third gears are very pleasant, giving a feeling of life to the whole car. The brakes are hydraulically operated, and are smooth and powerful.

Two details which may be mentioned are the way in which the petrol pump is carefully insulated from the heat of the engine by a special packing (to prevent gasing of the fuel), and the connection of a lever on the oil filter to the clutch pedal. Every time that the latter is moved, the filter is automatically cleaned.

A rounded luggage boot, merged in the lines of the tail, is capable of holding several large suitcases. Fitted trunks are available if desired, and are supplied as standard on the drophead cabriolet



The sombre but pleasing lines of the 2.3-litre Mercedes-Benz can clearly be seen from this photograph.

The jacking system, too, may be noted. There is a permanent attachment beneath the centre of the running board, on each side of the car, into which a quick-action jack is fitted, and lifts both wheels together on that side.

model. Although cloth upholstery is popular in Germany, it has never found favour, for some reason, in England, and the Mercédès models for the English market now have leather upholstery. The price of the 2.3-litre (or Type 230) saloon is £575.

THE BRITISH TRIALS DRIVERS' ASSOCIATION

PROTECTION SOCIETY FOR COMPETITORS FORMED

FOLLOWING upon the reports that the complaints from sections of the general public against motor trials in certain areas might result in repressive legislative action against the sport, an Association to protect the interests of the competitors in such events has been formed.

At a meeting held at the Plough Hotel, Cheltenham, on February 27th, 1938, which was attended by about fifty prominent trials drivers, it was unanimously agreed to form a British Trials Drivers' Association. Some forty of those present immediately joined the Association as founder members.

The objects of the Association may be briefly set out as follows :—

To obtain the co-operation of all trials drivers in the country as one body irrespective of the clubs to which they may belong ;

To consider carefully the list of Fixtures with a view to reducing the number which members of the Association should support, and to issue a list of supported events which will embrace trials suitable to *all* types of trials drivers ;

Not to promote any trials as an Association, but to assist the R.A.C. and the clubs in every possible way to ensure that trials are properly run ;

To encourage and to enforce a high standard of driving and conduct by members of the Association so that membership of the Association will be of definite value in the eyes of the authorities.

In view of the necessity for very prompt action if the threatened ban on Reliability Trials is to be averted, it is felt that concerted action by trials drivers would be of considerable assistance and possibly more effective than any other way.

The R.A.C., who has officially recognised the B.T.D.A. as a properly constituted motoring body, has informed the Association that the Club considers that the new organisation would be of the greatest service at the present time when the Club is endeavouring to alleviate the troubles affecting the trials sport.

In addition to its work in connection with the betterment of trials, and the relations between competitors in events and the general public, the B.T.D.A. intends to institute a "Championship Star," to be awarded on a points basis for the best aggregate performance in a season in the premier events in the country as listed by the Association.

It is also intended to examine the possibility of deciding who are qualified to be termed "Experts" amongst the trials drivers of the present day.

At the same time it is strongly stressed that this Association is not intended to be a combine of expert drivers. On the other hand, it is hoped that it will appeal to all who take part in road trials, the merest novice as well as the most expert. For this reason the present qualification for membership is that an applicant must have taken part in at least one trial since January 1937. This may be subject to modification later.

The following were selected at the inaugural meeting as a provisional Committee :—

J. M. Toulmin (Hon. Press Sec.), F. H. Whittingham, A. H. Langley, A. G. Imhof, E. J. Haesendonck, R. K. N. Clarkson, H. J. Ripley, J. A. Masters (Hon. Sec.).

The membership of the B.T.D.A. at the moment of writing has reached sixty.

The subscription to the Association has been fixed at ten shillings, and Mr. J. A. Masters of Fulwood House, Fulwood Place, High Holborn, London, W.C.1, is acting as Hon. Secretary of the Association.

FOR HIGH-EFFICIENCY SPORTS AND RACING-CARS

THE LUCAS CAMSHAFT SPEED VERTICAL MAGNETO

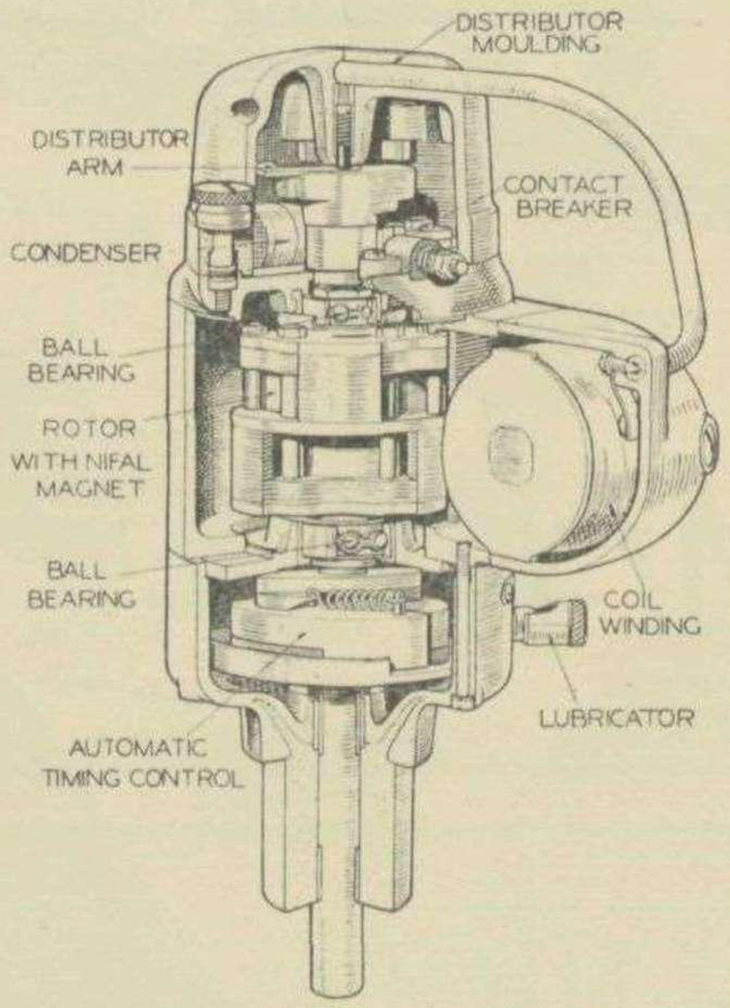
THE efficiency of modern Coil Ignition is such that the Lucas equipment of the modern car will operate up to six-cylinder engine speeds of 5,500 r.p.m. or 7,000 r.p.m. in the case of four-cylinder engine, while the equipment for sports and racing-cars will give regular sparking up to 10,000 r.p.m.

For those who prefer magneto ignition Lucas have a special Camshaft Speed Magneto which is arranged for mounting vertically, or at a slight angle, in the same way as a distributor, so that it can be readily fitted to an engine designed for coil ignition. This is the magneto fitted on the famous Austin Seven O.H.V., which has been bench tested up to 14,000 r.p.m., besides revving up to 8,000 and 10,000 r.p.m. in its innumerable hill-climbing and racing successes during the past year. Additionally, drivers of such cars as the E.R.A., M.G., Riley and Singer have also used this magneto with outstanding success at Brooklands, Le Mans, Donington and elsewhere. This success is not, perhaps, surprising when it is known that the Lucas Vertical Magneto has to pass tests at sparking speeds far higher than those attained by the fastest racing engines, while at the other end of the scale it has to spark regularly at speeds as low as 50 engine r.p.m.

The magneto is of the rotating magnet design, that is, the magnet system revolves while the less robust parts, such as the windings and condenser, remain stationary. The magnet and pole system is arranged so that the number of sparks produced for each revolution of the magnet rotor is equal to the number of engine cylinders for which the magneto is intended. The drive for the unit is half engine speed, exactly as for a coil ignition distributor, so that no gearing is required between the rotor shaft and the contact breaker and distributor portion of the machine.

The rotor, which is carried on two large bearings, is built up with a single circular magnet and four or six laminated pole shoes, according to the type of machine. The magnet is of Nifal, a special nickel-aluminium-iron alloy, which is particularly resistant to demagnetisation and which has magnetic properties far superior to those of cobalt steel.

The magneto is manufactured both with and without an automatic timing control. This is of the usual centrifuga type but is specially designed to withstand the heavier load of the magneto drive. An auxiliary weight is coupled to the main weight, and is arranged so that at low speeds the auxiliary weight acts with the main weight, and at high speeds against it. By this means the weights can be arranged to give a timing curve of any desired characteristic. The mechanism is designed to be self-locking, so that there is no possibility of rattling at low speeds, and is housed in the base of the magneto, between the rotor and the driving shaft.



The Lucas camshaft speed vertical magneto.

An additional refinement incorporated in some magnetos is a friction brake or damper which is in operation only when the magneto is running slowly. This brake is fitted to magnetos intended for engines which have been found to develop a slight rattle or period in the timing gear at low speeds due to variations in the driving torque of the magneto and of the engine.

The brake consists of felt pads which at low speeds press on to a drum machined inside the main casing of the magneto. Thus a steady unidirectional load is applied to the drive and chattering is prevented. As the speed increases centrifugal forces cause the brake pads to move off the surface of the drum and so release the brake.

The distributor moulding is held in position on the magneto by means of two large knurled-headed nuts, secured in the moulding. A metal flange on the body reduces to a minimum the small risk of breakage and cracking of the moulded cap.

There is a very interesting leaflet describing this magneto which Messrs. Joseph Lucas Ltd. will be glad to send to anyone who would like a copy.

DUTCH DABBLINGS

BY AN ENTHUSIAST IN HOLLAND WHO WILL BE CONTRIBUTING AN ARTICLE EACH MONTH

THESE few words are intended to tell you something about the Dutch racing-people and racing-enthusiasts and their club, the Netherlands' Automobile Racing Club (NARC). Perhaps in England only the names of our drivers Herkuleyns and Hertzberger are known; both race M.G.s; Herkuleyns a 750 c.c. supercharged (compression ratio 17 to 1) and Hertzberger a 1,100 c.c. Magnette. He has also an Aston-Martin. In February the "Racing Stable Holland" was founded by Messrs. Bena, Deelen, Hugenholtz and Olieslager. They intend to take part in sports-car races with a 3-litre straight-eight Ballot. Perhaps some small cars will be raced too. There are not many racing-cars in Holland. Some people own Bugattis, mostly elderly 2 and 2.3-litres and there is a sprinkling of old French cars, some Alfas and a couple of fast M.G.s, but no racers.

The NARC has about 210 members, amongst whom are "B. Bira" and almost all Dutch Rallyists. "Bud" (Bakker Schut), outright winner of the Monte Carlo Rally, has been a member since April 1937. By the way, the NARC was only founded in December 1936. Honorary members are Lord Howe and Percy Bradley.

We had quite a jolly meeting on February 6th, on Schiphol Aerodrome, near Amsterdam, in honour of our Rally members. "Bud" appeared in the morning, but having learned that we intended to pay homage to him and to generally make whoopee, he disappeared again, faster than ever.

A little trial on that day was won by Gatsonides on the Rally Hillman. Barendrecht and de Boer finished second and third. So the Rallyists scored heavily.

Plans are made in Holland to build a road-racing circuit near Apeldoorn. We have been behind too long in this matter, so we hope this plan will be a success. One Grand Prix is schemed, two 1½-litre races, some sports-car races, a handicap race for Dutch drivers, and also three or four motor-cycle events. English drivers will be heartily welcomed. As all is still in a very "hush-hush" state no further news can be supplied.

In the near future a special sports-car business will be founded in Holland, only for sports and super sports-cars (please, none of that American tinware!), and I think quite a few will be bought in England. The big idea is to give a competent service to owners of Alfa, Bugatti, M.G., O.M., Aston-Martin, Lancia, Bentley, Frazer-Nash and other sports and racing-cars. A good tuning department will be established. I think it will be the meeting place of many enthusiasts of our racing game. Well, I'm closing down till next month. Here's to our splendid sport!

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LIGHTER REPAIR BILLS

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LIGHTER

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Patent Castrol XXL	

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MOST IMPORTANT COMPONENT OF YOUR ENGINE

VETERAN TYPES—"VIEUX CHARLES III"

A 1912 GRAND PRIX LORRAINE-DIETRICH

By BALADEUR

IN 1908 the French motor industry suffered a grievous defeat in the Grand Prix de l'Automobile Club de France. This race, the Grand Prix, had originally been organised to avoid just such a contingency. The Gordon Bennett Cup race rules stipulated that each country might enter three cars; and although France had won it in 1904 and 1905, she felt that it was manifestly unfair that, with far the largest motor industry in the world, she was only allowed to enter the same number of cars as were other countries. So in 1906 it was decided that the Gordon Bennett race should be run no more, and that the Grand Prix should be run in its stead.

At first all went well, for in that year the race was won by a Renault. The next year however was bad enough, for an Italian F.I.A.T. car came in first. But this was nothing to 1908! When the final results were posted, a German Mercédès was first, a German Benz second, a German Benz third, a German Mercédès fifth, a German Opel sixth, and a German Benz seventh. Fourth place with a Bayard-Clément was the best that France could do.

It absolutely knocked the heart out of the French manufacturers. The A.C.F. got out the rules for the 1909 Grand Prix, but there was practically no support for it. The same situation ruled in 1910 and 1911. Then the tide turned, and when the A.C.F. announced a great two-day race at Dieppe for 1912 entries began to pour in until they reached the formidable total of fifty-eight.

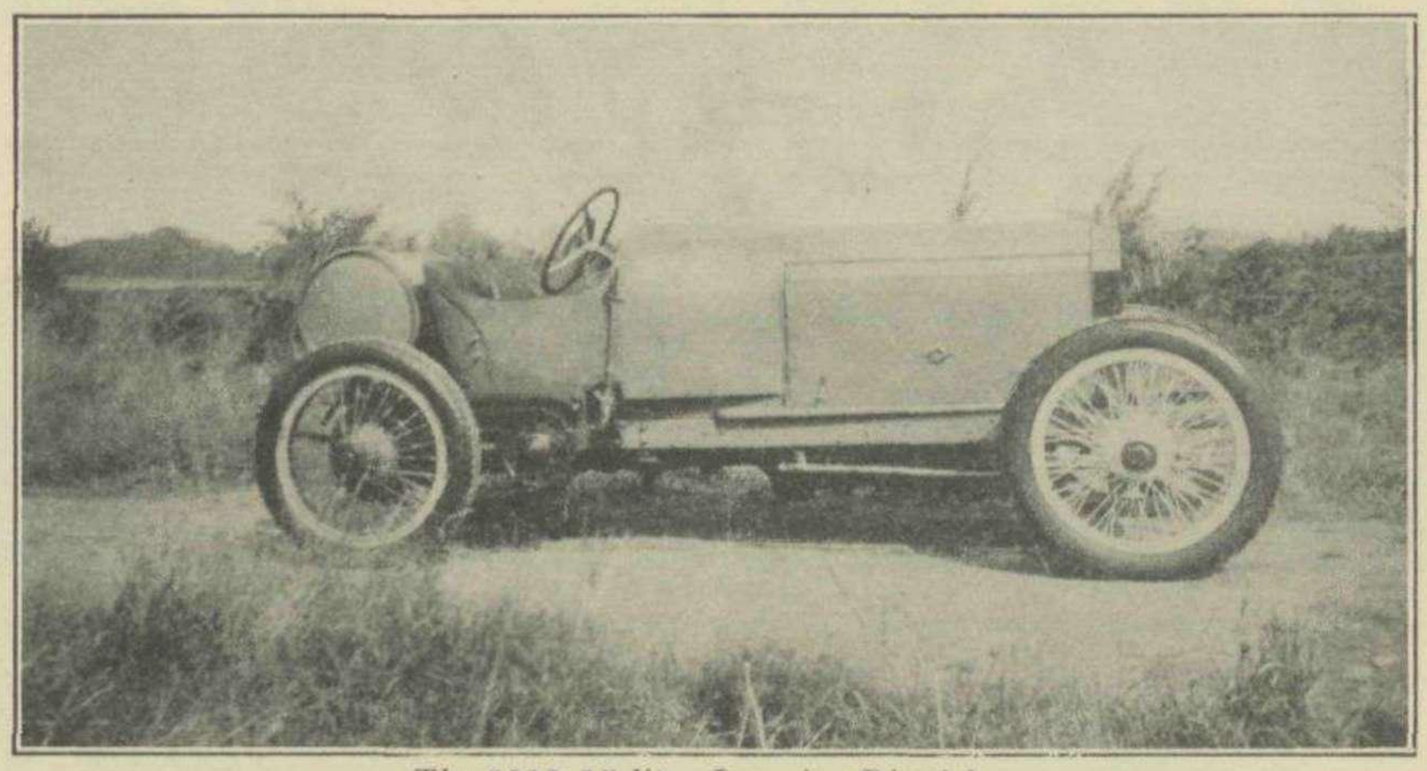
But the old French champions still had not the heart to come back. Where were Panhard et Levassor, Brasier, Renault, Bayard-Clément and Mors? Only one of the names famous in the early Grand Prix era was present on the entry list—Lorraine-Dietrich.

Still, this was a name to conjure with. The nineteenth century entry lists had seen it—so had Paris-Berlin and Paris-Vienna. In Paris-Madrid Charles Jarrott's De Dietrich had finished third in the heavy class. In 1905 Duray's De Dietrich was in the French team for the Gordon Bennett Cup. The Grand Prix of 1906, 1907 and 1908 had seen the marque in the entry list and in 1906 Duray's De Dietrich had won the Circuit des Ardennes. When the aficionados assembled at Dieppe for the 1912 Grand Prix, the Lorraine-Dietrichs were well up among the favourites.

During the hiatus of 1908 to 1912 the world of motor-racing had not stood still. Almost unnoticed by contemporary observers the thread had been taken up where the old champions had laid it down by the protagonists of the Coupe des Voiturettes. Among this despised "small beer" new names, or names almost forgotten, had been coming to the fore. Peugeot, Delage, Sizaire-Naudin, Hispano-Suiza, Sunbeam, Vauxhall and the rest. Under first a limited bore and then a limited capacity rule, these makers had evolved the light high-speed engined racer which was destined to become the prototype of racing-cars for twenty years.

The Delage which won the race in 1911 had a four-cylinder engine of 80×149 mm. bore and stroke, dimensions which were to set the standard for "3-litres" for years to come. And, in spite of this "diminutive" engine, it succeeded in averaging 55 m.p.h. for 387 miles of the Boulogne circuit. The Peugeot, which finished second, had a bore and stroke of 78×156 mm.—its designers had loved long strokes ever since the days of the limited bore rule, and were probably guided by the 2 to 1 limit on the stroke-bore ratio in 1911.

This marque had entered for the Grand Prix in 1912, which was a "free-for-all"



The 1912 15-litre Lorraine-Dietrich.

race. Its designers, however, had chosen a moderate engine size with dimensions of 110×200 mm.—they still clung to their long stroke—and a capacity of 7,602 c.c.

It is to be feared that all this development had rather passed Lorraine-Dietrich by. In their heyday, when they had won the Circuit des Ardennes in 1906, they had used a bore and stroke of 190×160 mm. The rules for the 1908 Grand Prix had limited the bore of engines to 155 mm., and, greatly daring, they had used a stroke of 180 mm.—almost the longest used in the race. Perhaps, they felt that a real big bore was a thing of the past, and so for 1912 they decided on the small one stipulated for the 1908 race. This was 40 per cent. greater than that used by Peugeot; but they had heard all about these long strokes which were being used by the Voiturettes, and their engine had the same stroke as the Peugeot. Nevertheless, the bore-stroke ratio was rather different and dimensions of 155×200 mm. gave a capacity of 15,095 c.c.—almost twice as big as that of the Peugeot. In other respects the Lorraine-Dietrichs were still almost 1908 racers, with their push-rod operated overhead valves and final drive by side chains.

Four cars were entered for the race and had as their drivers, Bablot, who had won the 1911 Coupe des Voiturettes, Hémery and Hanriot of the successful Benz team in 1908, and Heim, a less well known driver. It must be admitted that the tale of the race itself is hardly a stirring one from the point of view of Lorraine-Dietrich. Ten laps were to be covered on each of two days, making a total of twenty. On the second lap Hémery cracked a cylinder and Heim also fell out, while on the seventh circuit a fate similar to Hémery's overtook Bablot. This only left Hanriot at the end of the first day, and he for some reason did not start on the second. It was left to F.I.A.T. the other protagonist of the old regime to pit its giant red racers against the impudent voiturettes and to go down on the last lap to the victorious Peugeot.

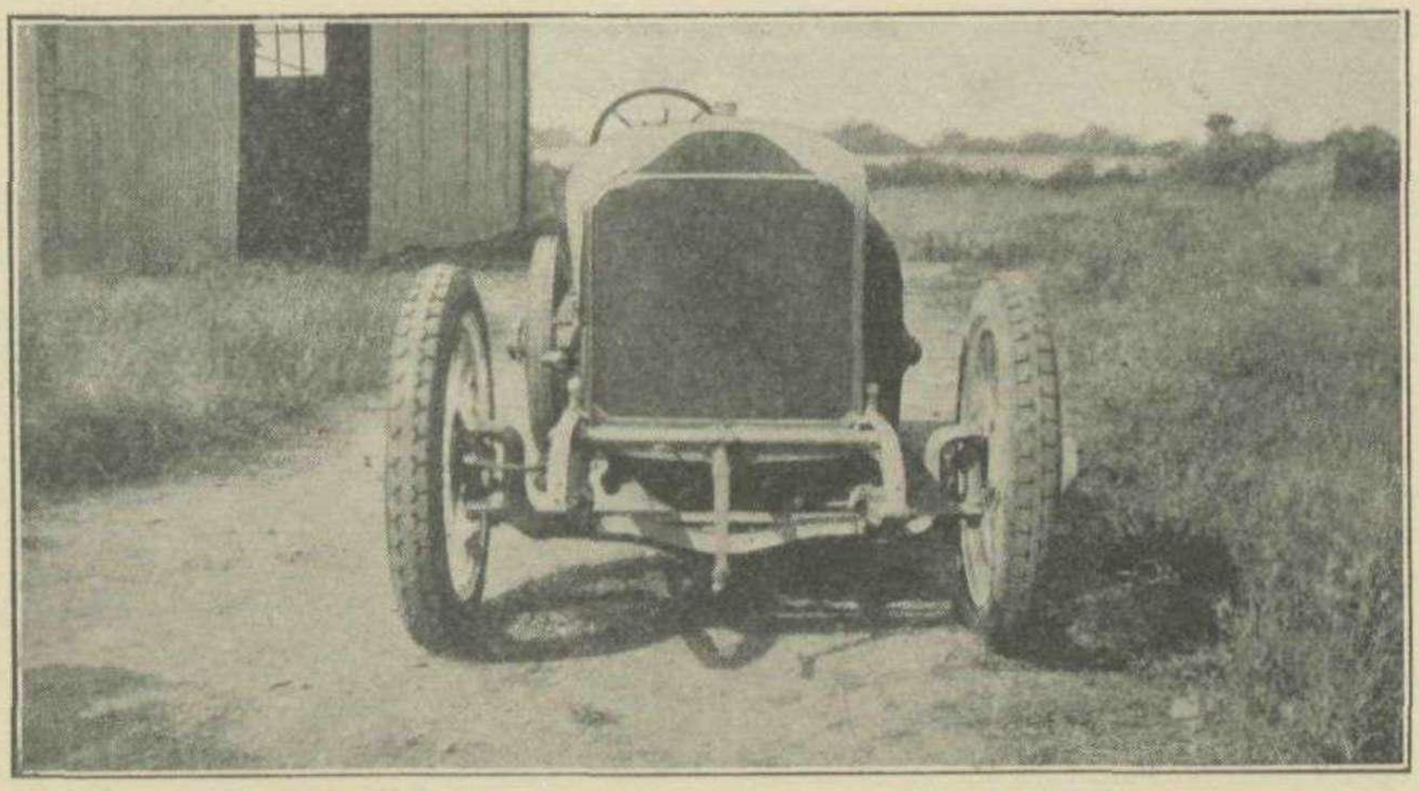
The last, however, had not yet been heard of at least one of the 1912 Grand Prix Lorraine-Dietrichs. There could be little thought of trying again in the 1913 Grand Prix, for the rules stipulated a maximum petrol consumption which induced Peugeot, for instance, to reduce their engine size to 5,654 c.c. Brooklands, however, that refuge of the obsolescent racing-car, saved at least one of the Lorraine-Dietrich team from oblivion. It was brought to this country by Sir Malcolm Campbell—it would be interesting some time to compile a list of all the interesting racers which he has imported. From him it passed into the hands of the Hon. H. M. Upton, who entered it for the first Brooklands meeting held after the War, the Whitsun Meeting of 1920. The Lorraine-Dietrich was already eight years old—a mere chicken in the light of later performances, but thus early it showed its mettle. Driven by W. D. Hawkes it won both the short and the long 100 m.p.h. handicaps, the latter at 90.5 m.p.h.

This was the start of a long and successful Brooklands career. Three years later we find it again winning a 100 m.p.h. long handicap, the thirty-fourth, at the Summer Meeting of 1923, driven this time

VETERAN TYPES—"VIEUX CHARLES III"—continued

by A. Ellison. By now, too, the car had found more speed, for its average for the race was 96 m.p.h. Later in the season Ellison again scored a first, this time in the twenty-second Lightning Long Handicap, which he won at 96.5 m.p.h. at the Autumn Meeting. During 1924 he collected several seconds and thirds, without however scoring any actual wins. At the Summer Meeting of 1925, however, W. D. Hawkes was more fortunate, for he came home first in the twenty-ninth Lightning Short Handicap. Moreover, like a real vintage wine, "Vieux Charles III," as the Lorraine-Dietrich was known in its Brooklands days, seemed to be improving with age, and in spite of this being only a 5¾ mile race, the old car; speed increased to 99 m.p.h.

Already, however, the Brooklands Authorities were beginning to frown on the chain-driven pre-War racing-car. One by one they disappeared from the scene, and among them the veteran Lorraine-Dietrich retired into obscurity.



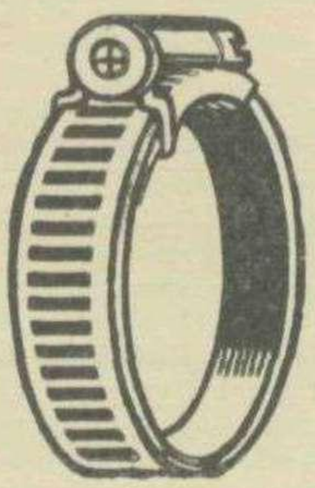
The massive front view of "Vieux Charles III."

I myself lost sight of it for several years, until one day I went down to Brooklands to visit C. S. Burney and the stable of veteran cars which he kept there. Most of his stock, of course, consisted of real veterans—pre-1905 machines—but at the back of his sheds I espied a mere chicken by comparison, but a stirring sight nevertheless, "Vieux Charles III" himself. "I hope to get the old Lorraine-Dietrich going one of these days" Mr. Burney told me.

Some years later, however, Burney's premises and a large part of his stock passed into the hands of R. G. J. Nash, who thus acquired the Lorraine-Dietrich. Moreover, by this time the Vintage Sports Car Club was in existence and was providing, in the pre-War Class, at its speed trials, just the setting for the re-appearance of "Vieux Charles." First of all at the opening of the new track at the Crystal Palace on 24th April, 1937, Nash appeared with the Lorraine-Dietrich to give a "demonstration run" (the authorities were insistent that it must not be a race for these dangerous monsters of the past) in company with Clutton's 1908 12-litre Itala. "Vieux Charles" promptly exhibited a surprising turn of speed—he was unofficially credited with covering a flying lap of the difficult circuit at 37 m.p.h.—and showed, according to Clutton, a clean pair of heels to the Itala.

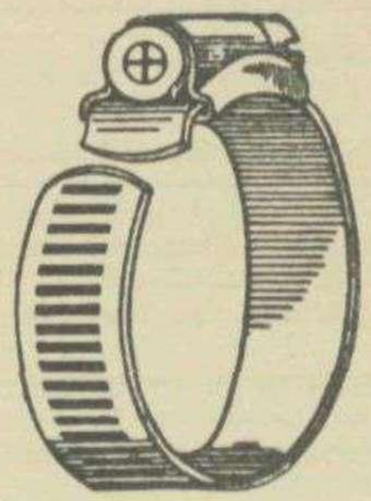
At the end of the season, however, in the Vintage Sports Car Club speed trials at Croydon on 5th September, they met again, this time in earnest and a real speed event. There was no doubt now that, with its extra 3 litres of capacity and weight of only 25½ cwt. compared with the 34 cwt. of the Itala, the Lorraine-Dietrich was the faster car of the two. It got round the difficult course in 40.2 seconds, which was faster than at least one of the modern car class winners.

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Club News

BUGATTI OWNERS' CLUB

Alone beneath the big Club badge at one end of the long room at the Green Park Club on March 9th, Col. G. M. Giles and Eric Giles conducted the annual general meeting of the Bugatti Owners' Club. The meeting went off as smoothly as any meeting ever has done. The Council were unanimously re-elected and not a single suggestion was made or a complaint registered, save that J. D. Aylward, down from Cheshire to attend, suggested a vote of thanks to the persons who had worked so hard to make Prescott possible, said what a topping place it is, but asked that a certain local resident be rendered happy over the matter of who owns the return road to the Paddock. Col. Giles confirmed the worries about this road, but assured Mr. Aylward that everything was now in order and that all the local people were quite pleased about the advent of Prescott. The contractor had at first not laid the road surface as required, but after being driven up in a Bugatti several times, had agreed to make alterations to render it suitable for racing speeds, which extra expense the Club hoped it would not have to shoulder. Thereafter Col. Giles told us a lot about Prescott, which would be absolutely completed for the first closed meeting on Sunday, May 15th.

The refurnishing of the club-house will proceed as money becomes available, and a new class of membership was agreed to—yes, there was one other suggestion raised at this point—so that only Bugatti owners should ultimately have access to the club-house. Twenty new members had joined since January, indicating the pull of Prescott.

In every way a model meeting. Thereafter R. L. Walkerley gave his interesting talk on Grand Prix racing, illustrated by an immense number of slides of great value, some of which melted in the projector. One piece of information gleaned was that the big rear covers used on the Mercédès-Benz G.P. cars were inflated to 70 lb. per square inch. Donald Monro then showed the Prescott section of the Club film, after which dinner was taken. Amongst those present were K. W. Bear, J. Lemon-Burton, C. W. P. Hampton, D. Monro, A. F. Walsham, G. E. Lind-Walker, Mrs. Lind-Walker, G. E. Mayo-Smith, L. J. Smyth, J. Brymer, J. D. Aylward, C. Anthony, W. Boddy and many more.

The Opening Rally on April 10th comprised lunch in Cheltenham and then timed climbs up Prescott. The Press was invited, the electrical timing apparatus was in use and the rally constituted a full dress rehearsal for the first big meeting on May 15th—a splendid arrangement. Another issue of "Bugantics" came out last month and included an article by W. Boddy on Some Press Opinions of the Bugatti.

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

E.R.A. CLUB

Recently the Club was given a very generous mention in one of Germany's foremost motor journals.

The Annual General Meeting showed £57 15s. 11d. carried over to 1938. Membership is now about 145 and a 50 per cent. increase would assist the financial side. If you are finding difficulty in getting places where motor cars race this year, pay your subscription and ask for your free seat in Mr. Green's Bentley! Active members this season will number Gerard, Rolt, Wilton, Billy Cotton, Wicksteed and Kerr-Bate. R. E. Tongue delivered a talk on his racing experiences at the St. Stephen's Tavern, Westminster, on March 4th.

Hon. Secretary: S. H. Green, 591, London Road, Thornton Heath, Surrey.

FORD ENTHUSIASTS' CLUB

An extremely successful series of driving tests was held at the Autodrome School of Driving, South Croydon, on March 13th, the event having been organised jointly by S. H. Allard, K. N. Hutchison and W. Boddy. The Autodrome proved an ideal spot for an event of this nature. The six tests were run through one after the other, without intervening delays, and the organisation was of a very high standard, though this was an experimental effort. Spectators attended in considerable numbers and were able to secure an admirable view of the proceedings in perfect safety from the natural banks within the grounds. Excellent refreshments were available throughout, and a rest lounge was provided.

Fifty-three entries were obtained, but Dyke-Acland (M.G.), R. J. Conham (V12 Allard), C. V. Wells (Triumph) and R. E. Rushbrook (M.G.) were non-starters. The first test was an easy-starting affair, drivers vacating their machinery, shutting the doors (one man had to *unbutton* and *rebutton* his!) and leaving handbrakes on. Best time, 7.0 seconds, was a tie between M. S. Soames (Ford V8), Leslie Allard (Allard-Special) and D. G. Silcock (Ford V8). Next came a fairly simple parking-test, best performance in which was made by C. Anthony's Aston-Martin and L. W. Adams's A.T. Special Austin in 6 secs. Followed a sprint over 300 yards, where some cars reached 60 m.p.h.: most refreshing and quite exciting for the onlookers. A tie for best time was recorded by M. S. Soames (Ford V8) and A. May (30/98 Vauxhall) in 11.2 secs. An ambitious Figure of Fight followed, where Leslie Allard took 15.6 secs., and Eason-Gibson 15.8 secs. with an H.R.G. A Monte-Carlo test followed, where C. Anthony (Aston-Martin) took only 29.6 secs. Finally, a stiff reversing test up and down hill, where Lawson (Singer) took a mere 13.2 secs.

After the first round many cars were in trouble, the Allard-Special feeling queer in its transmission and a Frazer-Nash being in permanent possession of reverse gear. However, two more circuits were completed and the results based on the best times in each test. Best performance of the day was established by M. S. Soames (Ford V8), who wins the Fry Challenge Cup, with C. Anthony (2-litre Aston-Martin) runner-up. The best F.E.C. member was T. L. Allard (Allard-Special). The Ford Ten category was won by W. Gray (8 h.p.) with C. O. R. Goss (10 h.p.) the runner-up. The V8 section was J. R. Morley's, with D. G. Silcock the runner-up. The 1½-litre other-makes class was won by J. Eason-Gibson (H.R.G.), followed by K. Baillie-Hill (H.R.G.). The unlimited other-makes class went to C. Anthony (Aston-Martin) with G. E. Matthews, driving a new 3½-litre S.S. 100, as runner-up.

Another meeting will be held at this interesting venue on May 22nd. Membership is growing very satisfactorily and the social side is strengthening. The Club team of Allard-Specials upholds Ford prestige nearly every week-end and a News Sheet comes along monthly. Full details from:—S. H. Allard, 15, Millbrooke Court, Putney, S.W.15. 'Phone: Putney 2333.

THE MOTOR SPORTS CLUB

Committee meetings and annual general meetings continue to be held at this useful automotive headquarters, and the club-room is now a hive of enthusiasm of an evening.

The Motor Sports Club, Grand Buildings, Trafalgar Square, W.C.

HARROW C.C.

On March 6th a very successful map-reading contest took competitors through some of Surrey's finest scenery, commencing at the Ace of Spades Garage, Gt. West Road, and going to Ewhurst and to the Drift Bridge Hotel at Epsom for tea. First place went to Paul Fowler, with L. Eckett second and R. Rackham third.

Hon. Secretary: Paul Fowler, "Three Horseshoes," Northolt Road, Harrow.

B.A.R.C.

The usual Bank Holiday Meeting will be held on Easter Monday at Brooklands. An innovation of great appeal will be a two-lap race round the Campbell road circuit for absolutely standard 570 c.c. Fiats. Here is when real driving ability will come into true perspective and all sorts of famous persons are now attempting to beg, borrow or steal mounts for the race. We hear that the winning car is to be really strictly scrutineered for deviations from standard.

Otherwise the meeting will comprise the traditional long and short handicaps

CLUB NEWS—continued

over both outer and Campbell circuits. The first long-distance race at the Track this season is the J.C.C. International Trophy race on May 7th.

Secretary : B.A.R.C., Brooklands Motor Course, Weybridge, Surrey.

GENERAL NOTES

Things seem to have been a trifle vague lately. For example, there was a ride in a Riley with a screwdriver on a string tickling our ears, the idea being that if a spare tyre, purchased from a wayside dump, should break from its moorings, the passenger would learn of this sad happening by way of a smart tap on the ear as it pulled the screwdriver through the hood. Happily it did nothing of the sort, but next day it was found to be the wrong size, anyway !

Then there were dire happenings in Harrow on a very cold February night at a quite appalling hour, when we found that a tyre on the baby Fiat had deflated while we watched the Harrow C.C. film-show and we had no spare. Fortunately a competition driver who used to shine behind the wheel of a Balilla was found to be using a baby of this marque too, and his spare—of a sadly non-contrasting hue—was forcibly removed that we could wend a not unhurried way homewards. The Southsea Trial was seen with the aid of the four-speed Austin Seven, borrowed, like most Press cars, for the occasion, the expedient of bringing much brown paper and some safety pins wherewith to defeat the leaks in the hood proving sadly inadequate, while the pair of trials-shoes which festooned the radiator on the homeward run aroused, it seemed, resentment rather than joy in the breasts of passers-by. There followed that highly enjoyable run to Prescott in the Fiat Balilla saloon, as was reported in the proper part of the paper last month ; rapid, satisfying motoring to a charming objective on a magnificent day. Then the Riley " Gamecock " was pressed into service to take three of us to the Green Park Club for the Bugatti Owners' Club annual general meeting, after which enthusiasm rose so high that we drove fiercely around Surrey until the juice ran out.

The first speed trial of the year could not be missed, so to Syston we went in a hired Ford Eight saloon which hopped along very effectively, though the combinations of noises were remindful of an early cross-channel air-liner, no one knew whether there was any oil-pressure, and the steering was inclined to be " interesting." After the meeting we partook of tea and cakes in a pleasant café in Grantham, and then navigator Brymer insisted on visiting the station, where he took pictures of everything, including flying along the platform to shoot " No. 10,000," the streamlined locomotive he had been " hunting " for weeks, whose driver treated us to as fine a bit of wheel-spin in restarting as any V8 could produce. Personally, we thought the lamps spoilt the streamline . . . At long last we dragged the man and his camera away, though he caused complications by refusing to give up the platform tickets on the grounds that he collects them ! Away from the smoke and smell at last we juggled with choke and starter and withdrew from the car park, after being presented with the ticket as a souvenir of the town, resolved not to mention anything appertaining to railways on the way to London. Hunger stopped us at the Black Cat road-house fifty-two miles from town, where we indulged in a wonderful two-course supper, which some of you may care to try if you are tiring of the bleak North Road at night. But remind them if you do not take pepper in your soup . . . The proprietor is a Leica enthusiast.

Thereafter the run was uneventful, and we got a few hours' sleep before starting, at the grim hour of 5.30 a.m., in the Riley for the Great West M.C. Bournemouth Trial. We followed a 4½-litre Lagonda saloon through London, having formed the theory that its driver was a Chief Constable, and fortified ourselves with an excellent breakfast at the Red Lion Hotel, Wareham, four hours later. Then we led a procession of cars to the Wool Heath, to do a job of work at a hill. The weather was still glorious when we arrived at Bournemouth for a prolonged tea, after which the erratic lift at the Ramp Garage provided some fun. We then discovered that the Riley wanted to have petrol pump trouble, but it bore us on at its customary 50 to 55 m.p.h. after two stops, and a few more to cheer disabled trials men who were grappling with the Southsea Club's ancient motors. A brief call on friends who run an interesting open-bodied Citroen Six, and we did not pause again until entering the Montlhèry Tea Barn near Ripley. It was a surprise to find that the proprietor is none other than T. Gillett, who took long-distance records at Montlhèry in 1924 with an A.C., as a big photograph in the entrance hall testified. The bill was another surprise. So to London town and, as we climbed into bed at the commencement of another week-day, we pondered wearily on the sense of these runs, reflecting that we really must give them up, yet knowing full well that the very next week-end we should set off again in some sort of motor to whatever events the Calendar offered and that so would summer and autumn pass, to merge into winter.

Not only week-ends, either, for one Wednesday we went off to Birmingham in an Opel Cadet to bring back a new Austin Ten from the factory. They say that you learn something fresh every day and we duly found that Opel uses a kind of cellophane over the interior of the windows and screen to obviate steaming up, that even one-way roads cannot prevent lorries getting themselves very thoroughly entangled, and that in Birmingham there are outer and inner-circle bus routes, though how on earth the drivers find their way round is beyond us. We also reflected that perhaps it is harsh to blame those mortals who pass you rather fast, driving brand new cars on trade plates, unless you cast an equal amount of blame on those other mortals who keep drivers hanging about the factory while they find them their cars—we waited about two hours for a car booked out five days previously. That day was a curious one, for we picnicked in a municipal park in Birmingham lit so brilliantly by the sun that its boating lake seemed curiously remote and unreal, and we battled home in thick fog. The Opel Cadet proved a good performer once the revs. mount, and possessed of light steering, devoid, however, of castor action, and extremely good brakes. It corners remarkably well, in spite of having about the most flexible suspension we have ever met. Its top-gear running is rather astonishing, and its low price excuses a certain amount of noise, particularly from the screen wipers.

A MODERNISED BAMFORD AND MARTIN ASTON—continued from page 147

mounted on tubular brackets, and a Trippe spot-light is carried on the dumb-iron cross member. Cycle type wings are now fitted, those at the front turning with the wheels and being extremely rigidly fixed, yet quite readily detachable. The handbrake lever is external. The dash is fully equipped with neat, small dial instruments and carries a Tapley performance meter, compass, Ferodo brake meter, accumulator indicator, water thermometer, St. Christopher badge, etc. The large Triumph speedometer and rev.-counter and cheap radiator thermometer formerly fitted the present owner would not tolerate. There are no running boards and the rear spring shackle greasers are neatly hidden by tiny inspection doors in the valances, while the greasers for the front brake gear protrude through the wing valances. It is almost invidious to mention that the springs are bound with tape. There are brackets on the frame to accommodate service jacks when the car is out of use for long periods. Having inspected the car during construction we can vouch not only for the very fine finish and construction but for the perfect fitting of bonnet, doors, floorboards, tool box lids, locker lid, etc. The finish is glossy black and the bonnet carries the name plate " Nigger II " on the off side.

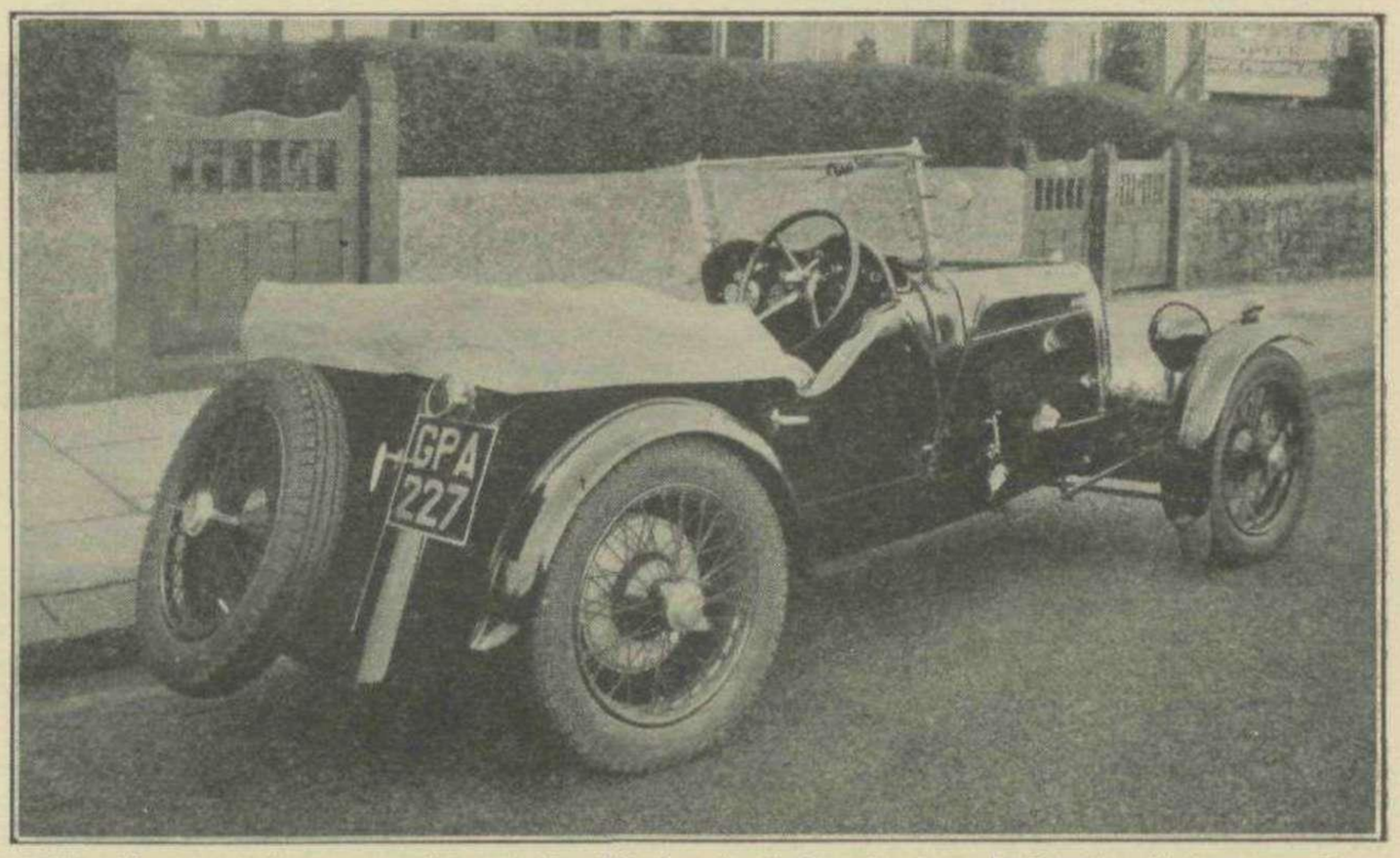
The car is used for pleasure touring and has completed about 700 miles since delivery. The owner modestly and quite frankly states that at present its performance is not up to standard, he believes because the valve timing requires checking. The steering, road-holding and handling qualities are very definitely of a thoroughbred order. The gearbox is noisy but the change is extremely quick and positive. The work of reconstruction reflects great credit on Mr. Lambert, who is one of those very rare workmen of the old school, who put real craftsmanship into a job. The result should warm the cockles of Lionel Martin's heart very amply

A MODERNISED BAMFORD AND MARTIN ASTON

A RECONDITIONED FOURTEEN-YEAR-OLD SIDE-VALVE ASTON-MARTIN. SOME NOTES ON THE TYPE IN GENERAL

IT is an outstanding feature of motoring enthusiasm in this country that certain marques attract particular people, so that you have little groups of enthusiasts who each take a particular delight in a given make and who study the technicalities of the breed in which they are interested very thoroughly, while often lifelong friendships spring up amongst individuals who belong, as it were, to the same group. This is true of the Bamford and Martin Aston-Martin but the keenness which exists for this car is not generally appreciated, perhaps because Aston-Martin owners are retiring kind of folk, while the performance of the side-valve model hardly enables it to shine conspicuously in modern competitions. However, we have recently examined a beautifully reconditioned example of the type which has been rebuilt and re-bodied, and correspondence with its owner has indicated that the original model of this famous British marque is by no means defunct. Consequently, in presenting a description of this particular car we make no excuse for prefacing the article with some observations about the side-valve Aston in general. The owner of the car hereafter described would be glad to hear of the whereabouts of any others of the type.—Ed.

The side-valve Aston-Martin was put into production just after the War by Messrs. Bamford and Martin, Ltd., of London. It deserves a significant place in motoring history, as the first British sporting light-car. It was Lionel Martin's child, and in MOTOR SPORT of March, 1925, he told in his own words how he came to evolve the marque, which derived its name from the famous Aston-Clinton speed hill-climb venue in Bucks, and its designer's own surname. Just before the War Lionel Martin began tuning the Singer Ten for speed work, and succeeded in raising the maximum from 40 m.p.h. to about 80 m.p.h. After the Armistice there was no really satisfactory British sports-car of moderate capacity that could compete with the 1½-litre 16-valve Brescia Bugatti, and to meet this market Lionel Martin introduced the side-valve Aston-Martin, the experimental car having an Isotta chassis. It has a side-valve engine of 66.5×107 mm. (1,487 c.c.) with fixed cylinder head, the valves being removed via large screw-in valve caps, peaking at about 4,000 r.p.m. The four-speed gearbox had a right-hand lever and the chassis was of conventional layout with half-elliptic suspension and a wheelbase of 8 ft. 9 in. A few short-chassis cars were also constructed. The early examples had quite high side members, but later cars had dropped frames, which, in conjunction with ribbed brake drums and the slim shapely radiator with its neat badge consisting of the letters A and M superimposed, makes the 1924-5 cars look quite modern, even to-day. There are, we believe, distinct traces of Bugatti practice about the chassis design, particularly of the gearbox, also a vestige of Singer. The brake system had a very excellent means of adjustment, and the lubrication system incorporated three filters and a very good means of pressure regulation. Legend has it that no two engines had an identical valve timing. Very careful fitting was a feature of the Bamford and Martin production, three weeks being mentioned as the period allowed for front axle and steering assembly. The wheel needed about three-quarters of a turn, lock to lock, but the turning circle was limited. Lionel Martin sought to combine Bugatti performance with "30/98" ruggedness and the quality and accuracy of assembly found in the "Silver Ghost" Rolls-Royce. In 1922 the price was £850. The engines were very beautifully finished and had copper water pipes.



The three-quarter rear view of the Modernised Bamford and Martin Aston owned by Mr. Lambert.

The Aston-Martin was intended as a fast touring rather than as a competition car, and Lionel Martin professed his belief in obtaining high average speeds by good road holding, rapid acceleration and efficient braking rather than by extreme maximum speed. The Aston-Martin consequently was capable of about 65 to 70 m.p.h., the later examples apparently being expected to lap Brooklands at around 70 m.p.h. Messrs. Bamford and Martin supplied in limited quantities to discriminating sportsmen, and we believe the average output from 1921-25 was in the neighbourhood of fifty cars. The s.v. was not the only model in production, as at Olympia in 1924 a 1½-litre twin o.h.c. sixteen-valve job was exhibited, based on the design of the racing sixteen-valve cars which followed Ballot practice. However, we believe that few, if any, were sold, and most of the sixteen-valve Astons that have since seen road service have been ex-racing-cars. A notable example is the car which won the 1923 Strasbourg G.P. in Zborowski's hands, and which was afterwards owned by Roy Fedden, Morris-Goodall, and Forster, and is now owned by Hitchens, who had the bad luck to break the final drive on Fingle Hill in the last Exeter Trial. On the other hand, in MOTOR SPORT of August, 1925, appeared an illustrated description of a sixteen-valve car supplied to the order of a Swiss racing-driver, which was a replica of the 1922 Grand Prix car, with modernisations. The 65×112 mm. engine developed 57 b.h.p. at 3,950 r.m.p., and in chassis form it was said to do 58 in second, 78 in third and 94 m.p.h. in top, and to accelerate from 0 to 80 m.p.h. in 18 secs., stopping from 60 m.p.h. in 120 feet. Delivery was completed in seventeen weeks.

To revert to the side-valve car, Lionel Martin believed in the value of racing and the marque was soon performing prominently. B. S. Marshall drove one of the Astons in the 1921 G.P. des Voiturettes, finishing sixth. Four A.M.s ran in the 1921 200 Mile Race, but none figured very prominently, Moir's fuel tank puncturing when the rear axle hit it. However, in 1922 a modified s.v. car, "Bunny," was carefully prepared for record-work, and a very thorough pit-routine worked out. Driven by Clive Gallop, Moir and Davis it took a whole bunch of records up to 1,200 miles and 18 hours, including the very first world's record to be taken by a 1½-litre car—1,100 miles at 75.82 m.p.h. In the 1922 T.T. in the I.O.M. three cars were entered, two of which were the new twin o.h.c. jobs. Actually, only Moir with the s.v. "Bunny" started, and having a broken valve-spring from the commencement he was soon out. In the "200" of that year G. C. Stead drove the famous "Bunny" and it ran wonderfully well, to finish second at 86.33 m.p.h., beaten only by one of the "invincible" Talbot-Darracqs. This is an indication of what a tuned s.v. Aston can accomplish. The feat was repeated in the 1923 Boulogne G.P., when Capt. G. E. T. Eyston and R. C. Morgan came home in that order, behind a Darracq, driving standard s.v. engined cars. In

A MODERNISED BAMFORD AND MARTIN ASTON—continued

the "200" "Bunny" was handled by E. R. Hall, and Morgan drove his s.v. car, finishing sixth, with Hall ninth. At Boulogne in 1924 Morgan's car retired with magneto maladies. Before the 1924 200 Mile Race H. S. Eaton's o.h.v. Aston was badly damaged just before the day, so he sportingly ran his stripped but standard 2-3-seater s.v. car, coming home in twelfth position. Nearly every week-end these cars were performing conspicuously in sprint events.

In October, 1925, the production of the Aston-Martin ceased. It re-commenced, under entirely different control, in 1927, when the Feltham works began to turn out the 1½-litre single o.h.c. four-cylinder cars designed by A. C. Bertelli,



Three large lamps and a fold flat windscreen all add to the appearance of the car.

which have frequently been described, illustrated and road-tested in this paper. The same company is to-day building the 2-litre Aston-Martin, based on Bertelli's original design.

As the Bamford and Martin cars have been off the market for thirteen years the question arises: How many are still in service? The number cannot be great, but "Bunny" was known to be still in use up to six years ago and, besides the rebuilt car described hereafter, we have heard of several other s.v. cars in London within the last five years. Another of them, a two-seater, is still used regularly by R. Johnson-Ferguson, who comes all the way from Dumfriesshire to run it in J.C.C. and M.C.C. Meetings at the Track. This car (No. 1965) was built for a naval man and, first registered in October 1925, must have been one of the last of the type built. After a while the original owner purchased an Alfa-Romeo and thereafter the Aston had seven owners before Ferguson purchased it for £75 in 1932. Six months later, coming down from Oxford, a woman-driver skidded head on into the car on a straight road, and a total wreck resulted, Ferguson eventually buying the remains from the insurance company for £5.

A new, undrilled frame was brought into service, and the car completely rebuilt at a cost of about £80, just two days before the conclusion of the long vac. one night, when I was going from Scotland to London after a day's shooting, I averaged 48 m.p.h., and then the magneto died on me and I had to get a tow to start and keep above 2,000 r.p.m. all through London at 3 a.m. . . .!" That average emphasises the road-ability of the s.v. Aston.

Another example is a 1925 Clover Leaf three-seater (No. 1951) still used by F. E. Ellis of Heaton Chapel, of which he recently wrote to a fellow enthusiast:—

"Its gear ratios are approximately 10, 7, 5, and 4 to 1, and the speeds before I took the engine down were approximately: first 30, second 45, third 60, top 68 to 70 m.p.h. My petrol works out at 25 m.p.g. in town and 27 m.p.g. on a long run. One of its best runs was from Plymouth to Heaton Chapel (310 miles approximately) in 8 hours 40 minutes. Not too bad for a twelve-year-old."

Yet another example of the capabilities of these cars is contained in a letter published very recently in one of the weekly motor papers, in which the writer claimed to have driven from Boulogne to Cannes, 760 miles, in 20 hours (38 m.p.h. average), in 1932, driving a 1924 car.

The modernised car with which this article is primarily concerned is owned by an enthusiast who has owned two previous s.v. cars. A 1924 model, it was bought in August 1931 as a twenty-first birthday present by a lady for her son. Early in 1934 this owner had a very bad smash, hitting an obelisk and seriously damaging the car. The remains were acquired by William Lambert, of the Hampstead Cylinder Reboring Co., 343a, Finchley Road, N.W.3, an enthusiast for these cars, and from whom spares for them are still obtainable. A complete overhaul was effected, and the chassis made intact again. The exterior of the engine is still beautifully polished and the original S.U. carburetter retained, although a Bosch magneto from a "30/98" was fitted. With the narrow sports radiator the car ran hot in traffic, so a belt-driven fan was added. The original multi-plate Hele-Shaw clutch was replaced by an old Morris unit and the front cross-member strengthened, but otherwise the chassis remained standard. The original Zephyr riveted-crown steel slipper pistons were retained, but they have been expanded in a lathe and re-lapped with metal polish, and scraper rings fitted. The original block has not required reboring and its valve-seats are sound. The brake gear was modified, so that the pedal operated on all wheels, and an Austin Sixteen track-rod was fitted. A client became interested, and consequently work was commenced on a sports body, entirely hand constructed in the best coachbuilding tradition. Eventually this gentleman found that he did not wish to take delivery of the car and in September, 1937, the present owner decided to acquire it. To his order the scuttle cowls and big speedometer and rev. counter were dispensed with, likewise the touring pattern wings. As it stands to-day this Aston-Martin passes scrutiny beside any modern car. The Morris clutch was replaced by a Borg and Beck clutch in an attempt to obviate the crankshaft periods for which the s.v. Aston is notorious, an experiment which, however, has not been entirely satisfactory though the clutch functions admirably.

The present owner took delivery last January, of what is unquestionably a very unique and exceptional car. The short two-door 2-4-seater body has bucket front seats, which lift out very easily. Beneath the seats are accommodated the battery and a tool box, in metal wells that are absolutely waterproof. The bonnet, which contains some 390 rivets, extends back to the screen, and on the engine-side of the facia are a long tool-box with sliding lid, electrical fuse-box and spare-bulb holder. The spare wheel is carried on the balanced lid of a capacious rear locker, wherein is the 7 gallon fuel tank, spare oil supply and fire-extinquisher. At night this locker is illuminated, the lamp shining onto the fuel tank contents gauge. The screen folds flat when required, and the glass side-panels can be instantly detached by withdrawal of their long retaining pins. These pins serve to secure the side curtains when these are used. To facilitate rapid warming up and correct running temperature the radiator is provided with an external roller-blind. The in-built stone guard carries the A.M. "signature" and A.A. badge. The large Lucas headlamps are very rigidly

Continued on page 145



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SKURRAY'S SCRAMBLE TRIAL

DRY WEATHER SPOILS COURSE OVER OLD COACHING ROADS

HELD on Sunday, March 13th, the Skurray's Scramble Trial attracted twenty-nine entries. The event was organised by the South Western Centre of the M.G. Car Club and, whilst an excellent course had been chosen, the unexpected lack of rain made hills very easy. Furthermore, the day was so brilliant that the marshals more or less sprawled in the sunshine performing their clerical requirements.

Proceedings commenced at the Market Square, Swindon, and there were two hills encountered before the luncheon stop. The first—" Breakheart "—was a grassy track, climbing between a valley, the steepest part (about 1 in 3) being at the end of the section. Only about half-a-dozen competitors failed. They appeared to suffer from insufficient power at the starting line. H. V. Slade (M.G.), the first man to try, failed for this reason, but there followed a long succession of fast ascents. R. A. Macdermid (M.G., S.) and A. H. Langley (Austin, S.) both used their second gears to good advantage. C. G. Butler, with his home-built " Ophelia " made a worthy ascent.

Over tracks across the Marlborough Downs, the course led to " Mount Everest " which, whilst similar to the previous hill, abounded with rocks and chalk. Here again there was a succession of clean climbs, the most outstanding ones being perhaps the Austin team of " Grasshoppers " and the M.G. team of " Musketeers." At this point, J. F. Kemp (M.G.) was towed away, having broken a half-shaft.

After lunch at the Swindon Golf Club, " Wyds Mount," another chalk hill, was the order of the day, or rather afternoon, and the refreshed competitors took it in their stride.

Carrying on over the Downs, and following old coaching roads, " Stromboli " was reached. This hill only caused trouble to a few. H. V. Slade just made the grade and V. S. A. Biggs (B.M.W.) was a little uncertain. P. S. Evetts (M.G.) failed, but as the white metal had run out of his overhead-camshaft bearings, his lack of power was not surprising.

" Heckler " was a twin type to the previous hill and most competitors treated it with comparative scorn. Shortly afterwards, T. G. Runge (M.G.) retired, a flying stone having broken a hole in his sump. Thus with more than half the entry maintaining clean sheets, competition was stern in the acceleration and brake test. In most cases, there was only a difference of $\frac{1}{5}$ths, but A. B. Langley (M.G., S.) with 11 seconds and R. A. Macdermid (M.G., S.) with 12 seconds proved the champions.

A " figure of eight " test was to have been held but owing to the large numbers of spectators who had congregated, it was deemed wiser to abandon this. The final result of the trial therefore rested on the brake test.

Notwithstanding the easy condition of the course, competitors commented favourably upon it, and had climatic conditions been normal, the utmost skill would have been necessary to negotiate the sections successfully.

The results announced during tea were as follows :—



C. D. Buckley (Austin), in the acceleration and brake test.

RESULTS

Skurray Trophy : A. B. Langley (M.G., S.).
Slade Trophy : R. A. Macdermid (M.G., S.).
First-class Awards : C. A. N. May (M.G., S.); W. J. Green (M.G., S.); C. D. Buckley (Austin, S.); A. B. Langley (Austin, S.).
Second-class Awards : L. G. Johnson (B.M.W.); W. H. Scriven (Austin); J. A. Bastock (M.G., S.).
Team Prize : The Three Musketeers (all M.G.s): R. A. Macdermid, J. A. Bastock, A. B. Langley.

PUBLISHED ON THE 12th OF THE MONTH *LATEST DATE FOR COPY THE 3rd*

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ON CLUBS AND BODIES AND RULES AND THINGS

CREDIT for the good management of motoring sport rests with a number of leading organisations, and full and unstinted praise is due to them for the high status of the sport and the authenticity of its Internationally accepted records and race-results.

First and foremost in bringing about this happy state of affairs is the A.I.A.C.R., which originated in 1904 as the Association Internationale Automobile, with the American, Austrian, Belgian, French, German, Dutch, Portuguese, Russian, Spanish, Swiss, Danish, Turin and British National clubs as members. The National clubs of other motor-minded countries affiliated before the War, and nowadays the A.I.A.C.R., as it now is, the central body governing International motoring sport, does invaluable work in maintaining the status of motor-racing and in allowing participation therein to serve in the best possible way such countries as compete. Motor-racing is a rather curious combination of sporting contest, a valuable means of undertaking scientific research, and an extremely important advertising medium to the great motor industry. When you reflect how seriously we, in company with other countries where sporting instincts predominate, regard mere games of skill with bats and balls, arms and legs, insisting on central bodies of judgment and control that are beyond reproach, it is easy to see how vital the A.I.A.C.R. is to the welfare of the mechanised sport of motor-car racing and competition. This central controlling body is responsible for the International Competition Rules, the International flag-signals and car-colours, the acceptance of all records, world's and International, and, since 1934, for an Internationally agreed formula governing the more classic Grand Prix races. The International Sporting Code is accepted by all countries affiliated to the A.I.A.C.R., and used by them in promotiug their contests, and any disputes or appeals arising in connection therewith can be heard by the A.I.A.C.R. if the National club or the instigator of the appeal so desires. Perhaps the most valuable work done by this unbiased central body is that of investigating and confirming (or rejecting, if need be) any records of International status set up under any of the affiliated National clubs, after the A.I.A.C.R. had, itself, brought about International acceptance of the cubic-capacity record classifications now universal. Yet, in spite of its lofty standing, it is an undisputable fact that an ordinary letter from an unknown writer will receive quite as much attention at the offices at No. 8, Place de la Concorde, Paris, which the A.I.A.C.R. shares with the famous Automobile Club de France, as anything coming from Whitehall or Berlin, from Milan or Molsheim. Such courtesy is a rather natural association with efficiently conducted organisations of world importance.

In this country the Royal Automobile Club has its special Competitions Department, under the able secretaryship of Capt. Phillips. Apart from supervising British record attempts and governing all British contests, from closed trials upwards, the R.A.C. promotes the annual 1,000 mile rally, though this year it savours more of an M.C.C. trial, and it has in the past been responsible for our most important sports-car race, the T.T., and for our leading light-car race, that run in the I.O.M. Only lack of suitable venues has led to the abandonment of one, and possible postponement of the other, of these valuable fixtures. Additionally, the welfare of British competitors in the International Monte Carlo Rally is expediently seen to by the R.A.C. It makes several yearly efforts to entertain motoring heroes returning to these shores from successful exploits over the seas, although it has shown a rather too obvious lack of hospitality to disembarking Continental aces. Capt. George Eyston was the last driver to be so honoured, when he was temporarily confused with Segrave and when cheetahs, rather than thunderbolts, occupied the speaker. But, at least, our R.A.C. stages such welcomes as are expected of it.

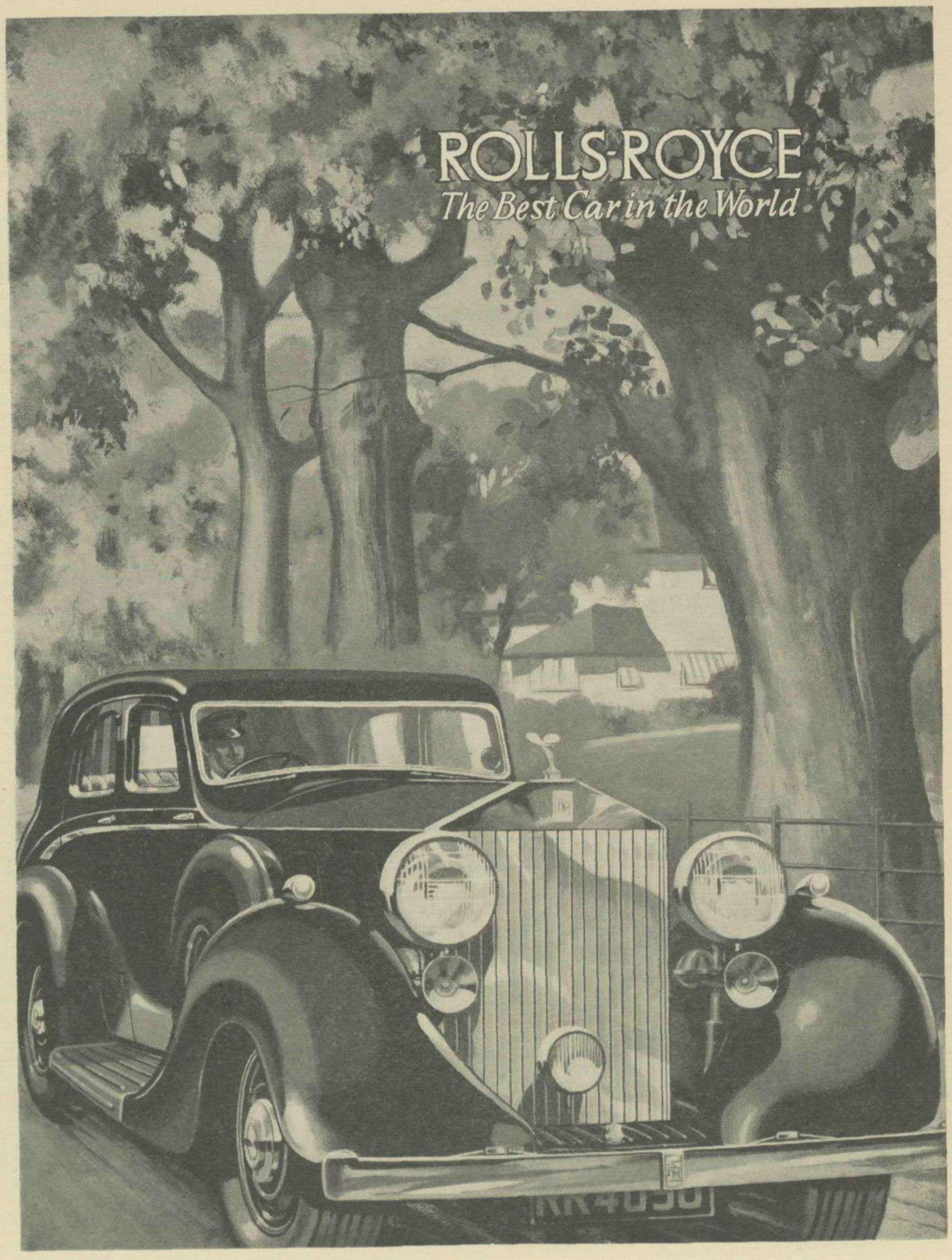
Extremely valuable work is done in respect of ensuring the safety of spectators and participants at speed-meetings, both before and after the granting of the official permit. Occasionally this high emphasis on safety-first has cramped the style of organisers using private ground and excluding onlookers, whereas driving-tests, at which cars are equally likely to run dangerously amuck, have been allowed on public roads (as in a recent trial), market squares and seaside promenades, not always with a like regard for safety, first and foremost.

Cases have been known where the R.A.C. has passed regulations not conforming to their own or to Sporting Code requirements, and in the matter of congestion amongst trials fixtures, it has been left to the Bochaton Committee to get things moving, though the R.A.C. is extending every assistance. In this connection it seems unlikely that this Committee will seek control of trials to the extent of issuing its own permits, but it might do valuable work, in an advisory capacity, towards eliminating clubs whose behaviour or methods of organisation are detrimental to trials as a whole. Incidentally, there is no real obligation to run under a permit, if any club feels that it can satisfy the police authorities and defy being "sent to Coventry" by the R.A.C. for not so applying. In the matter of open contests a bar is put very effectively to any such independence of outlook by the existence of the Competition Licence, which can be withdrawn not only for behaving dangerously on the road, or unsocially in public in a manner detrimental to motor-racing, but for competing in any event not sanctioned by the R.A.C. The Competition Licence is thus a most valuable institution, apart from the revenue of some £200 which the R.A.C. derives from it in respect of the annual Rally alone, by making it compulsory equipment in that event. Lea Bridge Speedway is one of the places at which participation as a driver automatically confiscates the Competition Licence, and this Licence is required for Continental as well as for British Open events.

Another of the R.A.C.'s associations with the sport is that of officially observing, when requested, any stunt that a resourceful individual or publicity department thinks up and undertakes, with a view to displaying certain qualities to the world—this year the Hour Runs round Brooklands by Frazer-Nash-B.M.W. and Lagonda sports-cars were placed beyond dispute by such official control.

Next on our list of controlling or otherwise important bodies is the British Racing Drivers' Club, founded in 1926 following a suggestion made by Mr. Ebblewhite, and having as its president, Lord Howe. Membership is confined to persons who have at some time handled a racing motor-car, which makes the Club distinct from the majority, to which anyone may pay the subscription and fix the badge to his radiator. Actually, the requirements are quite lenient, and you meet quite a lot of folk sporting the extremely attractive badge whom you do not immediately associate with a racing cockpit. But the fact remains that all members of the B.R.D.C. are persons who should, and who mostly do, know something about fast motors and the handling of such machinery under racing conditions—which is untrue of lots of members of other motor clubs. Then the B.R.D.C. promotes annually the excellent Empire Trophy handicap race, and the "500" (once miles, now kilos) race round Brooklands. The latter, an outer-circuit event pure and simple, may seem a curious race for a *drivers'* club to put on, and more Percy Bradley's property, because a *driver*, as distinct from a technician or car-owner, is supposed to crave corners. The fact remains that this is a race that competing members like, and extremely successful into the bargain. Some people would like to see the B.R.D.C. do more for drivers than it does, even to becoming a kind of racing-drivers' trade union. Cases certainly do arise when an appeal is not justified, or is unsatisfactory, *after* a race, but when official representation to an organiser by an official drivers' representative on the spot could work wonders. I commend the idea to D. J. Scannell, who took over the secretaryship when Harry Edwards left to foster his road-circuit. One also hears it suggested that the B.R.D.C. should welcome foreign aces when they visit this country. As a matter of fact that is really a task for the R.A.C., but the B.R.D.C. did hold a reception for the German drivers after the Donington G.P., and they fêted Eyston last month—and we may be pretty certain all the Committee knew who Rosemeyer was! The British Racing Mechanics' Club deserves mention because it has a really exclusive membership, though I was saddened to learn that it gave away *foreign* cigarette lighters for prizes at its recent dinner!

Next I would mention the B.A.R.C., because, though purely a money-making race-promoting club that anyone may join, it controls so very effectively everything


ROLLS-ROYCE
The Best Car in the World

ON CLUBS AND BODIES AND RULES AND THINGS—continued

that happens at Brooklands. And Brooklands is still an excellent race centre, and an invaluable testing-ground despite its thirty summers. For your membership fee you have the use of real club premises and the freedom of a quite unique institution—the first, and still the only, motordrome in Britain. Criticise the track how you will, not one of us would see it abolished, and Percy Bradley is continually doing all in his power to improve its amenities. The race-entries and membership roll must encourage him no end, and nowadays he actually has to turn down applications for booking the track for race-meetings, nor does the B.A.R.C. have to run any long-distance races of its own. And Brooklands is still the only place where you can attack records, prepare for record attacks elsewhere, test ordinary motor-cars, and enjoy safe speed on any non-race weekday.

The Derby and District Club has loomed large in British motor-racing since the opening of Donington, under Mr. Shields and Fred Craner. I do not know whether members gain free or reduced admission to the course, but certainly this live club gains enormous status by reason of its association with our leading road-circuit, where nearly all our classic races are held. Fred Craner is the moving spirit and he works with a noticeable freedom, even to scorning the Press itself, at times! Whether you like or dislike his methods you must admire his influence in attracting the Mercédès-Benz and Auto-Union teams last year and his continued striving to enlarge and improve Donington. If he follows the advice of Neubauer about the course, puts up safer safety-fences and finds somewhere satisfactory for the pits, this country will have little need to look shamefaced when road-circuits are mentioned. The Derby and District M.C. has materially assisted in the general betterment of British racing.

The Road Racing Club, which exists to run the Crystal Palace circuit, put up a most commendable effort in its first year to interest the ordinary individual in motor-racing and achieved most praiseworthy results with short races and crack cars and drivers, right in London itself. Harry Edwards was disappointed, which only indicates his faith and optimism. He appreciates the value of Continental starters and shows a good understanding of showmanship, as witness his sanction of the Nash-Clutton duel. The very size of the task before him probably led Edwards to incorporate certain things not wholly approved by enthusiasts, such as crude broadcasts, mixed meetings and unsatisfactory Press arrangements. He has had to rely largely on voluntary help from motor-cyclists as flag-marshals, etc., which does not ease the difficulties of organisation. But he attracted 30,000 Londoners to a sport they had probably never previously patronised, and that is a very creditable achievement indeed. But I do feel that the R.R.C. might have granted free admission to meetings, in the approved manner, to those who supported it even before the circuit was completed by becoming members at £2 2s. a time. And such members would have welcomed occasional use of the course, especially as at the opening ceremony anyone who wanted was allowed to blind round, fortunately without sad results, for the edification of the news hawks. Primarily, the R.R.C. exists to promote races at the Crystal Palace circuit, and during its first season it put on important meetings with no relief in the shape of races organised by other clubs, as there were at Brooklands and Donington. It is to be hoped that with the perfecting of such promoting will follow greater facilities for actual members.

Of the clubs not owning race tracks, the Junior Car Club takes pride of place. It has grown from a pre-war gathering of cyclecar fans into a body to which the majority of sporting motorists—both participants and followers—belong, so that I believe it has a bigger membership than any similar club. "Bunny" Dyer brought it to its present proud position and his successor, H. J. Morgan, seems equally ambitious and capable. The 200 Mile Race, International Trophy Race, Brooklands Rally, High Speed Trial, Continental tours, trials—the J.C.C. runs them all, as closed events, and runs them astonishingly well. It has done so since early post-war days, putting on classic events with a sort of cheery impertinence and succeeding so well that these events became motoring history and we all forgot the J.C.C. was really just an ordinary small-car club—so that it ceased to be a small club at all and became the premier competition promoting body, appealing alike to club-men and racing drivers. It publishes a good magazine, has permanent London offices, and an office by the old MOTOR SPORT office in the Paddock at Brooklands. Very good luck to it!

The Motor Cycling Club now attracts more car than cycle owning members and, under the oft-praised guidance of "Jackie" Masters, it has grown, like the J.C.C., from very small beginnings. Starting in 1910 the "Exeter" trial, each year it has given us the three classic holiday trials which attract, in spite of being closed events and frequently scoffed at by the hirsute because they are asked to compete against the Club and not one another, bigger entries than any other trials. The M.C.C. also runs a big rally, other first-class trials, and the Brooklands High-Speed Trials that pair up so well with the J.C.C.'s sister series. Its distinctive badge, depicting a 1901 De Dion engine, is deservedly carried on the cars of the famous, as well as those of scores of the not-yet-famous.

The Light Car Club rises out of the mass of smaller clubs because for years it has given amateur enthusiasts their big chance to race genuinely, in the Relay Race at Brooklands. This year this race is no more, but if the plans of A. E. S. Curtis succeed the L.C.C. will continue over and above the rank and file of motor clubs. The Club gains further distinction by limiting membership to owners of cars not exceeding 1,500 c.c.

Of the remainder of clubs, the majority exist primarily, and as often as not simply and solely, to promote trials. Perhaps the most famous of the really old-established clubs in this category is the North West London M.C., ministered to by W. J. B. Richardson.

Then there are quite a number of important clubs which organise speed events, some existing solely for this purpose, notably the Kent and Sussex L.C.C., and Leslie Wilson's extremely well managed Midland A.C., with palatial club premises in Birmingham—where people must be only too glad to withdraw from the city's drabness. The E.R.A. Club, under Sam Green, is praiseworthy in a big way as a body which exists to encourage British participation in important races—a sort of Grand Prix Supporters' Club on a dignified scale, with excellent social amenities. There are certain clubs restricted to special sorts of persons, amongst them quite a number of one-make clubs, including clubs for past and present scholars of our Universities, for the students of the University of London and the medical students, and for Civil Servants. The last-named body is mainly concerned with insurance and touring and general utility-facilities, but the trials secretary of the London branch is a born organiser—a pity he has only humble events to arrange. Of the one-make bodies the Riley M.C. is about the largest, although the M.G.C.C., run as a limited company, now has over 1,200 members. The Bugatti Owners' Club, although only a small concern, with about 50 per cent. only of its members owning Bugatti cars, is run in a most thorough and dignified manner by the brothers Giles, so that it is regarded rather as the leading club for thoroughbred sports-car owners, and there is no telling how important it may become with the advent of Prescott. And "Bugantics" is easily the best of all the club publications. The Vintage S.C.C., too, merits comment, as the body which nets together all those individuals who enthuse only over the older cars, which they usually insist are the only "real motor cars." Largely due to the efforts of Ned Lewis, Tim Carson and Cecil Clutton the membership is now nearly 300 in spite of the membership restriction, the events organised are varied and important, and the Bulletin is a handbook of Vintage happenings rather than a mere club news-sheet. Then there is Donald Monro's praiseworthy effort in getting fifty-seven members for his Invicta Club, the majority of them actually Invicta owners.

The Veteran Car Club, about which Capt. J. H. Wylie is quietly enthusiastic, is a truly unique institution, wonderfully run, so that ordinary sporting motorists get as much pleasure from it as historians who would have all veteran cars put safely under glass cases. Finally, the Motor Sports Club, with a clubroom for motorists in the very heart of London, must be a veritable God-send to secretaries of clubs without premises of their own; and that applies to the majority.

Considerations of space have made it necessary to deal very briefly with each outstanding club, and have made impossible separate comment of the Irish Motor Racing Club and the great Ulster A.C., which keep the Sport clean and very much alive in Ireland. For the same

ON CLUBS AND BODIES AND RULES AND THINGS—continued

reason I find that, having dealt with those bodies which decide the fact and status of motoring sport by promoting or controlling events in this country, I have much too little space in which to deal with Rules and Things. I could write reams about handicap systems and the means whereby apparent ties are sorted out in trials, but will dismiss them by suggesting that if a competitor does not like the regulations he has no need to enter for the competition for which they apply. The number of entries for our innumerable competitions seems proof that there is nothing radically amiss in this department. What one does seek to obviate is rules which can result in wrangles between organiser and competitor, or which direct design into unfortunate channels. How serious this can be is illustrated by an event of some importance which appeared to have been won under the rules and results by a certain competitor but which was given by the judge to another driver. The dissatisfied competitor appealed to the R.A.C., who after the hearing asked the club concerned to alter its rules before future events, yet who allowed the result to stand because a clause in those rules implied that the "judge's decision is final." Clearly that was only meant to apply to an exceptional finish, as otherwise the results could be compiled before the contest, but the printed word is, unfortunately, interpreted literally in legal disputes. Incidentally on the subject of unsatisfactory results, I wonder why the S.M.M.T. doesn't do something about small clubs which run events in carefree manner, and, because certain observers go off home to tea or because of timing inaccuracies, announce results of doubtful accuracy? Their events may be relatively unimportant but the results, published in the motor Press, get world-wide circulation and cannot be entirely devoid of publicity value. And every year the S.M.M.T. issues a list of events in which its members, who include almost the entire British Motor Industry, may compete, and forbids them to advertise successes in trials or rallies—which indicates that they are alive to the possibilities of results-errors.

Returning to rules that can lead to wrangles, one of the most tricky is that which seeks to confine sports-car events to sports-cars. Stipulate that a certain number of cars of the type entered must have been built and you eliminate newcomers, at the very stage when racing is likely to be most beneficial to such cars, both as a testing ground and a publicity medium. Nor do you obviate very complicated scrutineering or the chance that a dishonest somebody has written and had printed a fake catalogue for your benefit. Specify all sorts of permissible and not permissible limitations to the specification and everything depends on the inevitably very complicated scrutineering, apart from frightening away lots of entrants. Tell me, what *is* against specifying straight commercial fuel only, each car to carry a sufficient supply for the race in a tank filled and sealed by officials? This would surely go a considerable way towards eliminating essentially non-standard cars that creep in under existing rulings.

Another bother concerns bodywork in these races. I can never understand why all sorts of minimum and maximum measurements are deemed necessary, which, in the past, have led to *standard* bodies failing to comply. You surely need only specify sports equipment, leaving out mudguards for safety's sake, and then stipulate a minimum width and a minimum head area. If certain people go to the expense of fitting light racing-type bodies I doubt very much whether they will gain sufficient advantage over the average circuit to scare away those who can only use standard bodies. Freak lamp sizes and funny screens might render things too favourable for the specialist, but in that case scrap equipment for everyone—the spectators don't want to be reminded that it's a sports-car race. If the argument is that big standard sports jobs usually have four-seater bodies, which the wealthy will now replace with streamline-tail two-seaters, well, just specify a given length of body over which the minimum width must be maintained, when special coachwork will not give as many extra knots as will matter. But do let us forget measurements governing seats and floor-levels and doors and screens and hoods and steering columns, of the sort that insisted that Sir Henry Birkin should chop his *standard-bodied* Bentley about before the 1928 T.T. They only result in loss of entries, non-starters and untold opportunity for bitterness and wrangling.

Just as I have got off nicely to write on Rules and Things I have remembered two more clubs that should be brought in, so with them I will terminate, before space, or the sands of time, run completely out.

The first is the W.A.S.A., which runs trials and speed trials for the ladies, God bless them, often embracing courses and competition that defeat mere man. They have extremely fine club premises in London and do great work in furthering motoring sport amongst lady drivers. The second body is the National Car Speedway Association, which exists to control car cinder-track racing in this country. It seems to be ministered to mainly by a builder of midget cars and the promoter of speedway meetings.

BUGATTI CHANGES

The 3.3-litre Type 57 Bugatti, one of the few remaining thoroughbred sports-cars, now has Lockheed hydraulic braking, as was forecast at the last Paris Show. The half-elliptic front suspension now embodies a torque-arm on the near side, and a floating spring-loaded shackle on the off side. New hydraulic, direct acting shock-absorbers are used, all round, of large dimensions to ensure the oil remaining at an efficient temperature. The brake drums are heavily ribbed, have light alloy back-plates, and twin separate master cylinders on the brake pedal. This fine car costs £675 in chassis form, at which price it is exceptional value for money. Saloon, coupé and drop-head models are available from £980 to £1,200. C. E. Stapleton has acquired Col. Giles's old Type 57, while R. E. Gardner is running Sir Malcolm Campbell's Type 57S and R. C. Symondson has bought the ex-Embiricos Type 57S. J. Lemon Burton has sold the Grand Prix 3.3-litre to C. I. Craig.

MAIDSTONE & MID-KENT MOTOR CLUB

The Safety First Run held last month was immense fun for everyone and really amounted to one half of the club members trying to catch out the other half. The thirty-two people who entered were required to observe all the requirements of the Highway Code and some forty marshals were spaced out along a set route of about thirty-five miles to do the watching. In addition there was another acting as a "Mobile" and he caught practically everyone on some pretext or other, which just goes to show how difficult it all is to be a perfect driver even when one is really trying. The Chief Constable set down a dozen or so questions and these had to be answered in anything from 2 to 10 seconds. The outcome of all this was that the winner proved to be none other than a woman driver.

RESULTS

1. Miss Easty (Morris Eight saloon), who also won the Ladies' award.
2. Mrs. Abery (Austin Ten saloon).

In the opposite class the winners were:—

1. G. Hattersly (T. type M.G.).
2. J. N. Goodwin (T type M.G.).

Press Secretary: 203, London Road, Maidstone, Kent.

ROLLS-ROYCE APPRENTICES' CAR CLUB

The Club is open to all motorists and motor-cyclists in the country, the subscriptions being:— 7/6 per annum for a motor-cycle; 10/- per annum for a motor car; and 15/- per annum for both.

The Club's headquarters are at the Turk's Head, Castle Donington, nr. Derby, from which centre it is intended to run trials and rallies. It is hoped that sprints and other events will be run at Donington Park.

A Club Badge has been designed and is at present in the hands of the manufacturers.

The Hon. Secretary is R. Pocock, 208, Osmaston Road, Derby.

THE T.T.—SEPTEMBER 3rd

It is now announced that the R.A.C. Tourist Trophy sports-car race for 1938 will be held, and that the venue will be Donington Park. Mr. Shields and Mr. Craner deserve to have our most important fixture and we congratulate the R.A.C. on its decision, after debating many difficulties, to hold this year's T.T. at Donington.

The date is Saturday, September 3rd. The rules are undergoing considerable revision. If they are not delayed, we may hope for an excellent entry, for the British sports-car is still a marketable proposition, and, abroad, the T.T. affords invaluable publicity, especially as the new rules will probably aim at excluding considerably modified standard productions.

MOTORING WITH FORREST LYCETT

SOME IMPRESSIONS OF HIS 8-LITRE BENTLEY. PERFORMANCE FIGURES AT BROOKLANDS

ONE of the most imposing normally-equipped cars of the present era is Mr. Forrest Lycett's well known 8-litre Bentley, which has been an outstanding performer in the unlimited sports class at Shelsley Walsh, Brighton and other sprint venues during the past few years, and which, on May 27th, 1937, took the International and British Class B standing kilometre record at Brooklands, as a note on its long bonnet proudly testifies.* The car embodies several special features emanating from L. C. McKenzie's long experience of the 8-litre, but, essentially, it is a 1931 11 ft. wheelbase model, with a two-seater body devised by Lycett and constructed for him by Corsica's.

The engine has a compression ratio of over 7 to 1, the triple S.U. carburetters have McKenzie's special slides to obviate binding under suction, and ignition is by twin Bosch G.F. 6A magnetos. The radiator and scuttle have been lowered, the chassis shortened, until it is virtually that of the old 4-litre Bentley, and weight saved wherever possible. In particular, the bonnet is exceptionally light, the wings are abbreviated, and the headlamps are small Lucas long-range type. Several refinements have been added, notably one-shot chassis lubrication, operated by a plunger pump on the floorboards by the passenger, and the unbound springs are damped by both Hartford frictional and Luvax hydraulic shock-absorbers. Further to save weight the vacuum brake operation has been discarded, and the dynamo is now mounted on the chassis and driven from the carden shaft, the aperture where it once protruded beneath the radiator being neatly blanked off with a polished plate.

The result has been to create a car which is in every sense of the word a sports-car, yet which is endowed with performance that makes it, I think it can safely be said without fear of contradiction, the most potent car in sports-car racing or on the road at the present time. A car of this kind stands out alone, and it was with considerable excitement that I accepted an invitation to ride with Lycett.

Arriving at his house in Kensington I found the Bentley outside, black paintwork immaculate, the long bonnet with its two straps and low filler-cap suggestive of dignified yet stirring performance. From the passenger's seat this impression remains, the body being quite narrow, the near-side front wheel and brake drum visible beneath the narrow wing, and the neat instrument-board with its clearly spaced dials immensely satisfying. The main screen folds flat, and the small aero-screens give extremely good protection. The shapely right-hand Bentley gear-lever, inside the body, nestles against the driver's right leg. Below it is the reserve petrol tap (six gallons are trapped as reserve) and a tiny lever to effect the change over from pump to automatic feed. The handbrake is external, and the uncorded four-spoke steering-wheel carries neat levers controlling ignition, mixture and throttle, and a horn button in the centre. An interesting feature is the additional accelerator to the left of the clutch pedal, which controls a small throttle opening and is used for driving in town. Just above it is a foot-operated horn button. The instrument board carries, from left to right, a tube-type fuel gauge, air-pressure gauge, clock, ammeter, radiator thermometer, switch-box, 120 m.p.h. speedometer, oil-gauge, rev.-counter and various dash-lamps and individual switches. The pressure-gauges are Smith's, the big speedometer and rev-counter very effective black-dialled A.T. instruments, and the ammeter a Weston. There are useful pockets in the doors and scuttle, the tail carries luggage in plenty under the tonneau cover, and on the extreme left of the instrument board is a plate inscribed: "Still the World's Finest Sporting Car"—a sentiment with which we now concur wholeheartedly.

So it will be appreciated that this 8-litre is a truly imposing car even when it is stationary. Moving away, one is at once impressed by its unexpected handiness in narrow, congested streets. It corners very easily and does not trespass onto the wrong side of the road in so doing, as many big motors have to do. In built-up areas you realise the magic of a really big engine pulling high ratios, for Lycett keeps strictly to 30 m.p.h.; and that is a mere 900 r.p.m. At this speed the Bentley runs with no sound save the hum of the rear axle, the suspension pleasantly stiff as befits a thoroughbred sports-car. Even when brief derestricted bits allow quite a burst of speed, the revs. do not mount beyond 2,000 r.p.m., and only slight engine noise mingles with the howl of the wind. The first hour's running was over narrow, twisting by-roads, which prevented real speed, if one excepts instant acceleration up to 75 m.p.h. on every brief straight. Here I was surprised how very well this big car handled. It could be put right down into the gutter for passing, and acute bends could be and were taken really quickly, the tail then sliding round so that the rear covers set up a loud scrubbing, but without a trace of roll, the Bentley straightening up beautifully under vigorous castor action. At speed the suspension smoothes out, and, if the dash and steering column exhibit a certain amount of movement, this is attributable to the suppleness of the long frame, and very definitely the individual components in front of one display that "all-in-one-piece" rigidity inherent in the real motor-car. Moreover, as Mr. Lycett observed, a few modern cars with very rigid frames may ride absolutely stiffly, but they can spring awkward surprises, whereas the Bentley is essentially safe if sanely handled—it never plays tricks. That is not to suggest that no skill is required to drive it. Joining the main "A30" at last, by Hartley Row, the cruising speed rose to 80 m.p.h. (a mere 2,400 r.p.m.) and I observed that Lycett did a great deal of work, both along the straights, and in taking open bends at high speeds, sometimes fast enough for the tail to slide. But always the car was under complete control, and the brakes were definitely thoroughly in keeping with the performance, causing the tyres to protest as they brought the speed down to a strict 30 m.p.h. in built-up areas, after we had devoured the open road at upwards of 90 m.p.h. The hand-lever is used to steady the car, working on the rear wheels. This "life" in the car's manner of handling is most inspiring, and along the twisty going aforementioned the running was gloriously fierce and exhilarating, reminding one of the great racing days of the marque in no uncertain manner. But more surprises were awaiting me as "A30" opened out before us. Lycett continued to make full use of the gearbox. The lower ratios go in extremely rapidly and with no more indication that a change has been effected than is provided by the burst of exhaust in revving up and the click of the lever going home—either it is a fallacy that the old Bentley box is slow and tricky, or it is true that Lycett is more than usually master of his car. The acceleration on

DATA

Mr. Lycett's 8-litre Bentley

Gear Ratios:

1st	7.614 to 1
2nd	5.376 to 1
3rd	4.035 to 1
Top	3.0 to 1

Tyres:

Front: 6.00"×21" Rear 7.00"×21"

Maxima:

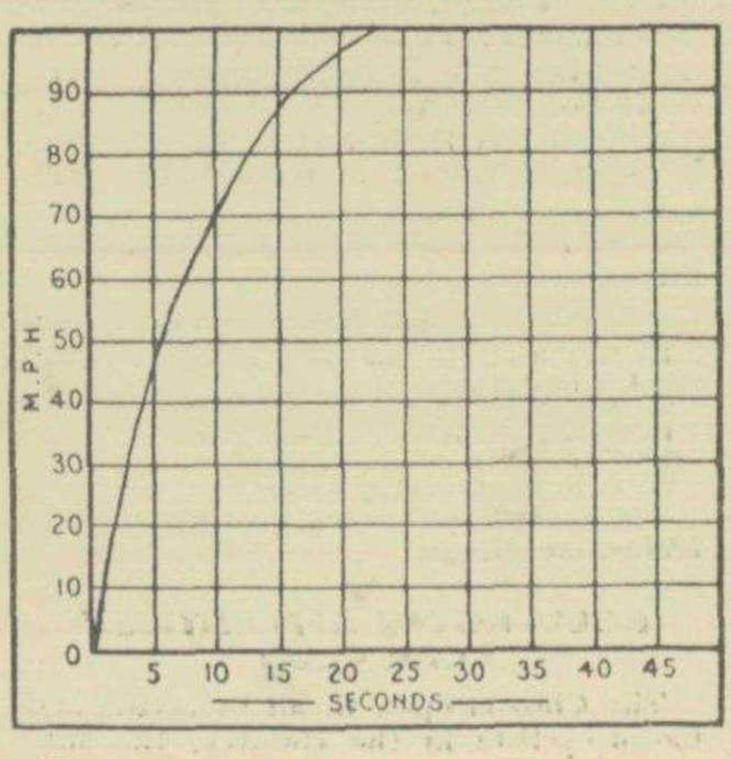
1st 51 m.p.h. 2nd 72 m.p.h. 3rd 96 m.p.h. (4,000 r.p.m.)

Acceleration:

0-50 m.p.h.	5.2 secs.
0-70 m.p.h.	10.0 secs.
0-90 m.p.h.	16.0 secs.
0-100 m.p.h.	23.0 secs.

10-30 m.p.h. in 1st 1.8 secs. 40-70 m.p.h. in top 9.0 secs. 30-80 m.p.h. on gears in 10.4 secs.

Standing Start ¼-mile: 16.4 secs.
Standing Start half-mile: 26.2 secs.
Weight, as tested: 4,725 lb.
Equipment: Lamps, wings, aero-screens
Flying half-mile: 111-112 m.p.h.



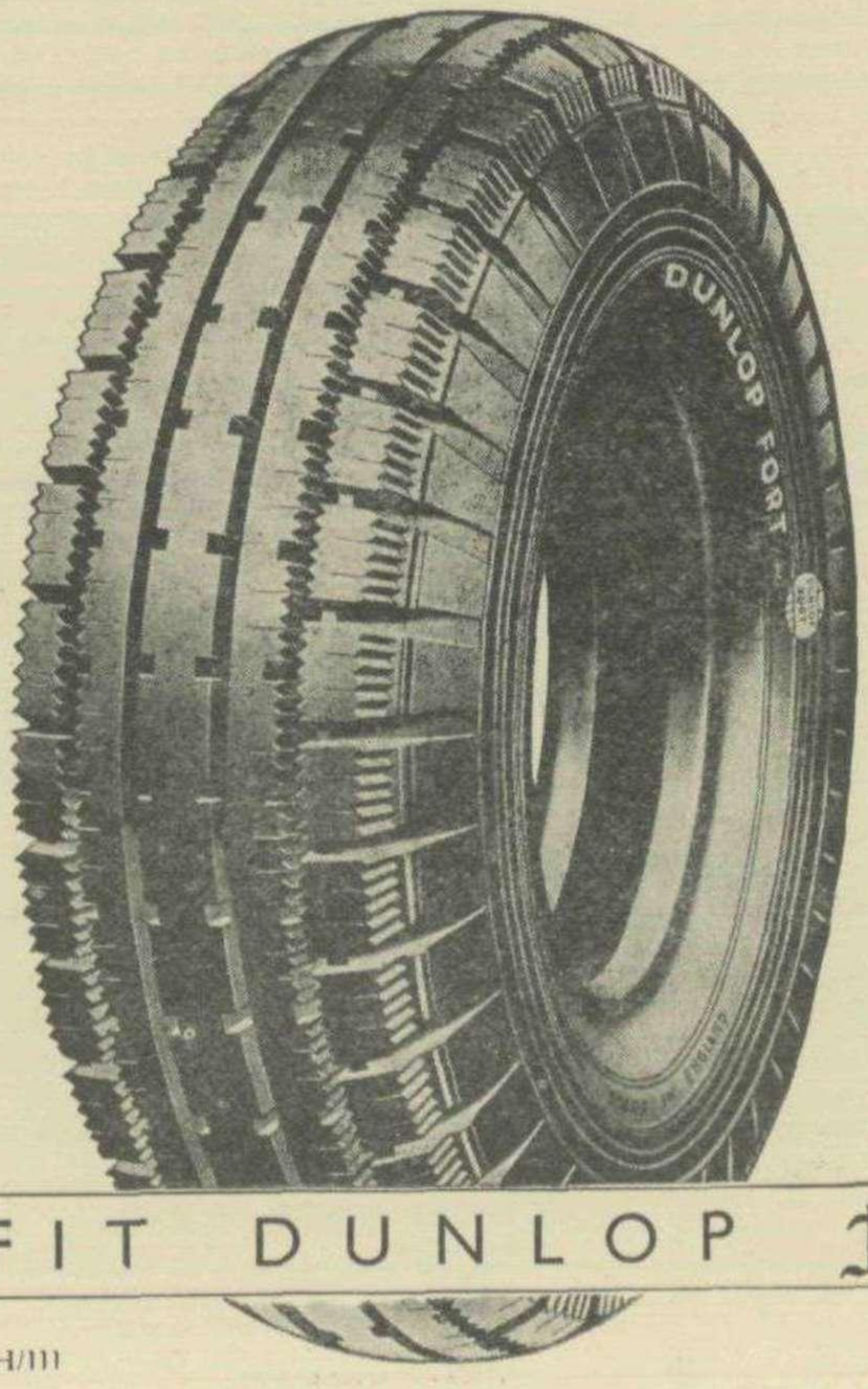
The acceleration chart of the 8-litre Bentley.

*Subsequently a racing Auto-Union recaptured the international figure.

1888 1938 DUNLOP 50 YEARS OF GROWTH

THE DUNLOP RUBBER COMPANY LIMITED
EXTENDS ITS JUBILEE YEAR GREETINGS
TO TYRE USERS THROUGHOUT THE WORLD

Tyre manufacture knows no higher standard of value than that of the Dunlop Fort Tyre. It has been attained after FIFTY YEARS of unique experience. The skilfully designed tread of the Dunlop Fort with its sharp teeth of solid rubber bites into the surface of the road and ensures safety at all speeds.



FIT DUNLOP Fort FOR SAFETY

8H/111

C.F.H.

MOTORING WITH FORREST LYCETT—continued

the lower ratios is—just terrific. Literally, you scarcely have time to turn your head to note the make of car being passed ere you are hundreds of yards up the road. It is, moreover, clean, purposeful acceleration, very definitely of the "hit-in-the-back" variety. And it continues to 95 m.p.h.—at that speed you can still feel the urge of the big engine, the noise of which never becomes very great, though increasing with the throttle opening. You may well murmur: "What a car!" I confess I did, as we topped a long rise at exactly 100 m.p.h. (2,900 r.p.m.) after starting at around 30 m.p.h. in top gear . . . Cruising speed is anything the road permits, and so steadily does the car ride and such is the security engendered by a long bonnet and solid construction, that anything below 95 m.p.h. was soon accepted as quite ordinary unexciting going. It is interesting that a special technique is required in driving a car of this ability, Lycett needing to scan the road very far ahead, braking much earlier for obstruction than the passenger mentally anticipated. And in overtaking it was often necessary to brake hard and go past the first obstruction at 80 m.p.h., so as to be able to get the pace down sufficiently to tuck in behind the next car. Then, a gap appearing far down the line, second would snick in, that shattering acceleration would come into play, and we would be out and away before the others had found their direction-indicator switches. Some idea of the going can be had from the journey time. Leaving Kensington at 10.45 a.m. we were at Salisbury by about 12.30 a.m., although the first hour's running was through London streets and over slow going. And no one could wish for a safer, more considerate or more courteous driver than Mr. Lycett.

Before lunch I was able to examine the engine, which is beautifully polished and possesses some very fine detail work, notably McKenzie's throttle controls. A magnificent example of the "old school" at its best.

After lunch, anxious to get to Brooklands, Lycett settled down to what he would term fast, but not hurried, driving. Frequently we reached and held 100 m.p.h., sometimes uphill; once we comfortably exceeded 110. Seldom were we below 80 m.p.h., and then there always followed vivid acceleration back to the Bentley's idea of a sensible cruising speed. Yet, as I have said, the passenger felt absolutely secure, and the sense of immense speed was negligible below 95 m.p.h. Always, the car rolled silently through built-up areas at 30, maintained thereat by bursts of throttle applied with the left hand accelerator. Then, the indirects would snick in as the derestriction sign appeared, and motoring would be resumed . . .

The needles were steady on the dials, rev.-counter invariably below the "2,000" mark, oil-gauge off the dial at speed (the readings ended at 60 lb.) or at 40 lb. or 50 lb. at lower revs., the thermometer usually at 80°C., reaching 90°C. momentarily after extra fast going.

The engine was prone to pink, running on Discol, but a small mixture of straight Benzol, put in at "The Phœnix," where we stopped to enthuse with the vintagents over an early 200 Mile Race Horstmann, largely eliminated this tendency. The slow-running needed attention, so that some popping back occurred through the Burgess silencer, which probably accentuated the temperature. Once the radiator filler-cap flung back a little water. The first half-hour accounted for thirty miles, in spite of road repairs impeding our majestic progress, and in the first hour, deducting the stop at "The Phœnix," we covered 53 miles, many of them at the legal limit ascribed for built-up areas. The run of sixty-seven miles from Salisbury to Brooklands took about 1 hour 18 min., running time.

At Brooklands—still the only place where performance figures can be logged in comfort—we went straight out onto the Track without attention to plugs, shock-absorbers, water or oil levels. The figures speak for themselves. No attempt was made to improve on first readings, and they were taken two up, the car—weighed on the Paddock weigh-bridge—turning the scales at 4,725 lb., of which the fuel probably accounted for about 112 lb. Without driver and passenger the Bentley weighed 4,415 lb. 0 to 50 m.p.h. took 5.2 secs., 0 to 70 10 secs., 0 to 90 16 secs. and 0 to 100 m.p.h. 23 secs. The standing start quarter-mile was covered in 16.4 secs., the standing start half-mile in 26.2 secs., against the wind. These are truly astounding figures, and I doubt if they could be bettered by any other road-equipped motor—ancient or modern. They are all the more astonishing when it is remembered that the Bentley had its high road ratios of 3.0; 4.035; 5.376 and 7.614 to 1 respectively, and 7″×21″ Dunlop Fort "90" rear covers. The front covers are Dunlop Fort "90" of 6″×21″. Mr. Lycett considers that on sprint ratios he could knock about 2 secs. off the time of 10 secs. from 0 to 70 m.p.h.! Other figures were:—10 to 30 m.p.h. in bottom, 1.8 secs.; in second, 3.0 secs.; in third, 4.8 secs. 40 to 70 m.p.h. in top in 9.0 secs. 30 to 80 m.p.h. through the gears in 10.4 secs. The clutch took up the drive very firmly and protested very little, and no doubt split seconds could have been knocked off these times had we practised. On top gear the Bentley runs down to 15 m.p.h. comfortably, equal to about 450 r.p.m. On first gear the maximum speed is 51 m.p.h., on second, 72 m.p.h. and on third, 96 m.p.h., going to the limit of 4,000 r.p.m. in each instance. So far as maximum speed is concerned, we did not try, and for a very good reason. Last year, on the Autobahnen in Germany, the 8-litre was timed for a kilometre at 122 m.p.h. and was still accelerating. After the finish the near-side rear cover flung its tread without warning, with very unpleasant results. Lycett feels that at 110 m.p.h. or over he cannot rely on the road tyres and Brooklands is no place at which to fling treads at that pace from a 2 ton motor-car. Consequently, we only tried one moderate flying half-mile, which came out at about 112 m.p.h. against a stiff breeze. Even at this speed the speedometer was almost dead accurate. Last year I timed the car at about 116 m.p.h. over the Brooklands half-mile. This time the engine had run only 500 miles since reassembly.

So concluded a most interesting, not to say inspiring, day's motoring. The 8-litre showed no signs of tiring and rolled home at its customary 900 r.p.m., using its immense acceleration to cope with the straggly traffic. All I can say, very profoundly, is "What a motor-car!" Literally Mr. Lycett's Bentley, in spite of its reliability and effortless manner of going, is Master of the Road. I can think of no other sports-car that would be a match for it, in spite of its seven summers. It so completely justifies those who enthuse over old-school designs, in performance alone, quite apart from any consideration of durability. On the latter count, the maximum cylinder wear, I am told, was "three thou." after 49,000 miles . . . The fuel consumption, by the way, is not so horrific—almost the same as that of Lycett's well known 4½-litre Bentley, about 13 m.p.g. Look at it how you will, I think you will agree that this is, as that small, tucked-away plaque on the 8-litre's instrument board unblushingly proclaims, "Still the World's Finest Sporting Car."

R.A.C. RALLY

The total number of entries received for the R.A.C. Rally, which takes place during the last week in April and finishes at Blackpool, is 256. The provisional total of 257 has been reduced by one owing to the withdrawal of a competitor who had entered a supercharged car. It is noteworthy that over thirty entries were returned owing to the fact that they were received too late to comply with the regulations.

Forty-eight different makes of car are represented in the entry, thirty-three of which are British and fifteen foreign. One hundred and forty-seven are closed cars, and one hundred and nine open. The group for cars of over 15 h.p. is the largest with 111 entries; there are ninety-seven in the over 10 h.p. and up to 15 h.p. group, and forty-eight in that for cars up to 10 h.p.

The following tables show the number of entries from each of the five starting points and in each group respectively:—

Glasgow	16
Harrogate	67
Leamington	67
London	81
Torquay	25

Group 1. (Up to 10 h.p. open)	25
Group 2. (Up to 10 h.p. closed)	23
Group 3. (Over 10 and up to 15 h.p. open)	38
Group 4. (Over 10 and up to 15 h.p. closed)	59
Group 5. (Over 15 h.p. open)	46
Group 6. (Over 15 h.p. closed)	65

The Coachwork Competition has attracted 114 entries, of which twenty-eight are open cars, eleven two-door saloons, fifty-six four-door saloons, and nineteen drophead coupés.

The following table shows the number of entries in each of the price classifications:—

Class 1.	Up to £200	15
Class 2.	Over £200 and up to £350	40
Class 3.	Over £350 and up to £600	36
Class 4.	Over £600 and up to £1,000	13
Class 5.	Over £1,000	10

BROOKLANDS OPENS

ERIC FERNIHOUGH'S 143 M.P.H. ON THE BROUGH. OUTER-CIRCUIT HANDICAP WON AT 120·77 M.P.H. AN OFFICIAL FALSE START.

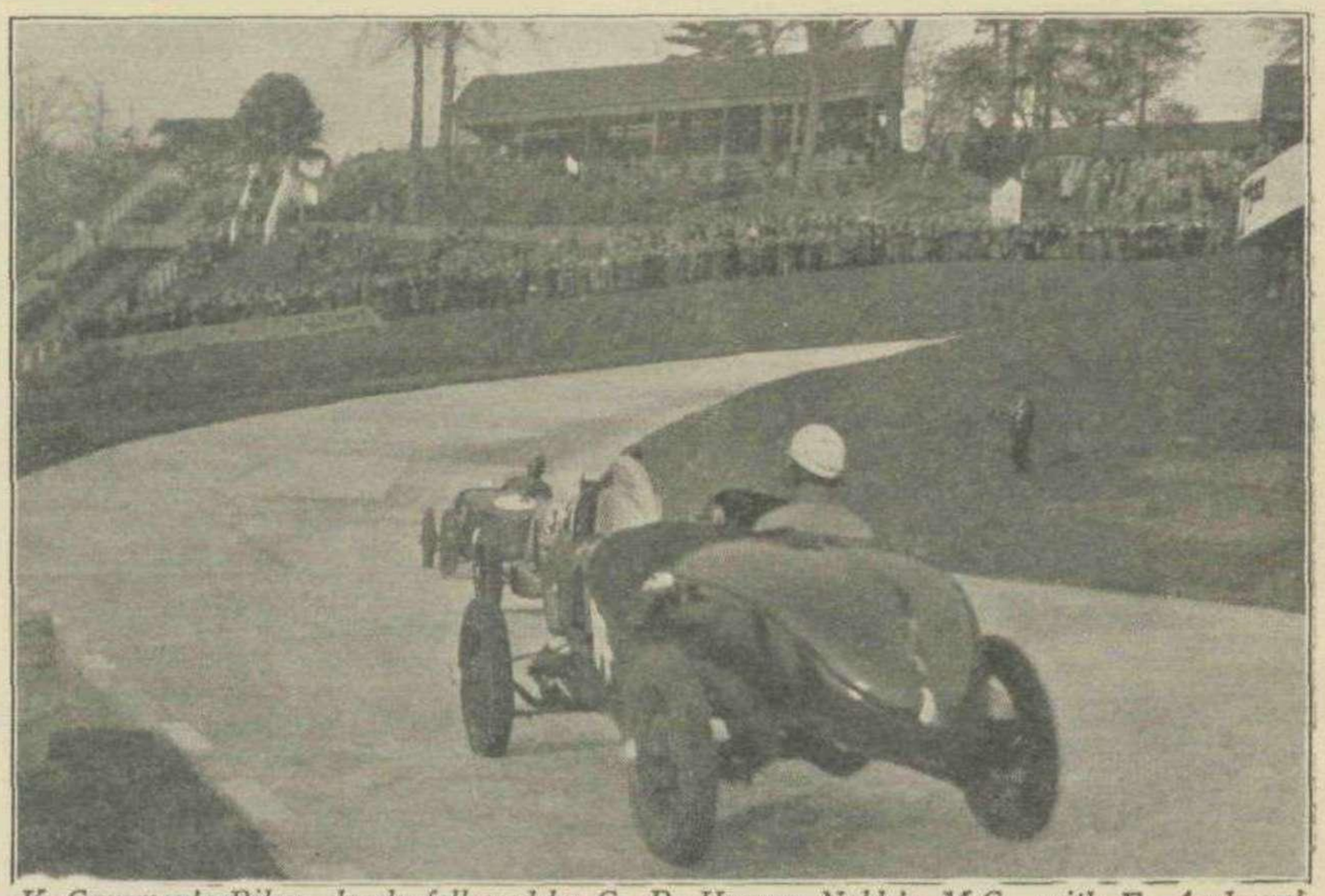
BROOKLANDS is a grand place and it was splendid to be there again. You always feel like writing that after the B.A.R.C. Opening Meeting and we do so again.

The meeting on March 12th was the first combined car and motor-cycle meeting since the War. The arrangements went off extremely well and the Paddock seemed in no way congested in spite of excellent entries. Good use was made by spectators of the new all-concrete grandstand for watching the progress of the Campbell road-circuit handicaps, but attendance in the public enclosures was not immense.

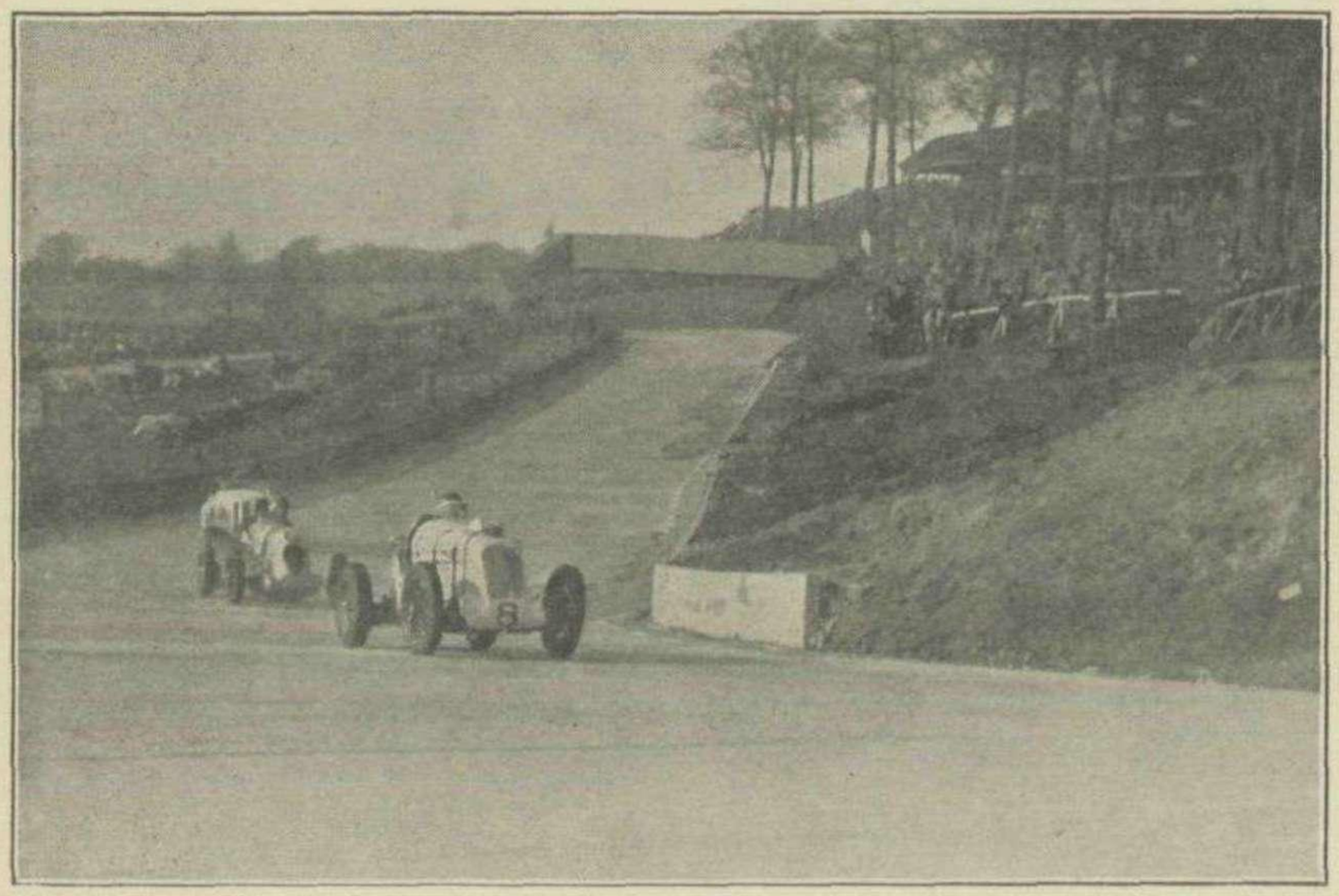
A mistake that will become historic occurred in the Second March Road Handicap, when the cars in the first row of starters were lined up the reverse way to normal, so that Ebby let Fane away as limit man, whereas Peter Clark and Andrews should have left first. It should be made clear that Ebby was not to blame, although he could very well be excused several mistakes when you consider the trying and involved work he has done at Brooklands year after year. The Stewards debated what was to be done so long that there was no time to stage a re-run, anyway, and it was decided that the race must be given to the second man home, Fane to be awarded a prize equivalent to that awarded to the winner—whether to dissolve his disappointment or to compensate him for needlessly extending the motor was not stated.

Official cars on the Track nowadays are getting very sober, but we noticed H. R. Godfrey in a new H.R.G., Major Gardner's impressive Mercédès-Benz, a Railton saloon and a smart Talbot.

The first race was the March Short Handicap (2 laps) and Andrews made good use of the start accorded to his limit Balilla Fiat. Wooding's Talbot 95 came up fast towards the end, to take second place ahead of A. A. Hutton with Charles Follett's four-cylinder Alvis. However, in the run in C. T. Baker-Carr came through from scratch with great *elan*, taking the bump in his stride, to win the first outer-circuit race of the year in a proper track car—the 6½-litre Bentley-Jackson, at over 120 m.p.h. Three-fifths of a second behind him came Wooding, followed over the line by H. J. Aldington's fully-equipped sports Frazer-Nash-B.M.W. Bradley's Thomas-Special emitted a big smoke screen and fell sick on lap two, and Baker passed inside Hutton coming off the Home Banking in the Graham-Paige. Marston's 2.3-litre Bugatti was extremely noisy, whereas the Talbot made a low whistling sound.



K. Gammon's Riley, closely followed by G. P. Harvey Noble's M.G., with F. Andrews' Fiat in the rear, in the Second March Road Handicap.



On the Road Circuit—I. H. Nichols (M.G.), G. P. Harvey Noble and H. J. Aldington (Frazer-Nash-B.M.W.) during the First March Road Handicap.

A three-lap motor-cycle race followed, won by F. W. S. Clarke (Triumph), with M. V. Horsfield (Velocette) second and H. Trevor Battye (Zenith) third. The 250 c.c. Triumph averaged 92.6 m.p.h.

Thereafter the one and only Eric Fernihough attempted to establish a new Brooklands flying kilometre record with his blown 996 c.c. Brough-Superior-J.A.P. solo unenclosed motor-cycle. He started at the Fork, accelerated round the Members' Banking, took the bump faultlessly, high up, and shot and thundered along the Railway Straight. It was all over quickly and efficiently. The new record is 143.39 m.p.h. The old record stood at 123.58 m.p.h., also by Fernihough, using an unblown machine, and actually the speed for a complete lap. The car flying kilo is John Cobb's with the Napier-Railton at 151.97 m.p.h.

The first March Road Handicap (three laps) followed, over the popular Campbell road circuit. "Bira" was on scratch with his E.R.A. At the start Gammon's 1,808 c.c. Riley overhauled St. John Horsfall's 2-litre Aston-Martin, while J. Dugdale's unblown M.G. Magnette held the lead for a while. Retirements were prevalent, the Hon. Peter Aitken's 1½-litre Maserati falling sick on lap one, and Mrs. "Jill" Thomas's 2.9 Alfa-Romeo, Cowell's Austin Seven and J. H. T. Smith's M.G. having trouble on the next round.

Gammon came in to win easily at 63.56 m.p.h., followed by "Bira" and

THE OPENING BROOKLANDS MEETING—continued

Harvey-Noble, now trying road stuff with his special M.G. Midget.

A Campbell circuit motor-cycle race followed, and then came the Second March Road Handicap (three laps). Fane, on the fully-equipped B.M.W., left too early, as recorded, so that the race was awarded to Harvey-Noble's M.G. at 67.45 m.p.h., with Leitch's blown 2.3 Bugatti second and H. J. Aldington's sports Frazer-Nash-B.M.W. third. Powys-Lybbe jerked in starting with his rebuilt Talbot and was held by Evans's M.G. Aldington had a great duel with the G.P. Bugatti which showed up B.M.W. acceleration, in spite of sports equipment, very favourably indeed—these cars carried identical handicaps. Peter Clark drove his sports H.R.G. stripped, with a fuel tank in lieu of a passenger's seat.

Another road-circuit motor-cycle race followed, the victor being H. Rayfield (490 c.c. Norton) at 64.36 m.p.h.

Finally, we had the Third March Road Handicap (three laps). Evans again scrapped with Lybbe's Talbot, and Abecassis on the Alta snaked excitingly from the line to go very rapidly indeed. "Bira" had the plugs of the famous 3-litre Maserati changed on the line and thereafter drove magnificently, giving nothing away on the corners. Gradually Miss Stanley-Turner's M.G. Midget fell back, in spite of sliding the bends and St. John Horsfall's 2-litre Aston-Martin built up a commanding lead from Brettell's little blue Austin Seven. Then, on the last lap, the Maserati came through, "Bira" just failing to catch the Aston-Martin, which won at 62.39 m.p.h. and thereafter turned round at the banking bend through the clutch pedal breaking off. Brettell was third. Smith's M.G. and Aitken's Maserati Six were again unwell and Fane was heavily rehandicapped with his Frazer-Nash-B.M.W.

Yes! It had been good to be at Brooklands once again. The next fixture is on Easter Monday, April 18th.

RESULTS

The March Short Handicap

On the Outer Circuit. About 6½ miles

1, C. T. Baker-Carr (6½-litre Bentley), scratch; 2, G. A. Wooding (3-litre Talbot), 38s. start; 3, H. J. Aldington (2-litre Frazer-Nash-B.M.W.), 35s. start.

Winner's speed: 120.77 m.p.h. Won by ⅘ of a second, with 9½ secs. between second and third.

First March Road Handicap

Campbell Road Circuit. Three laps (about 7 miles).

1, K. Gammon (1,808 c.c. Riley), 54s. start; 2, "B. Bira" (1½-litre E.R.A.), scratch; 3, G. P. Harvey Noble (747 c.c. M.G.), 25 secs. start.

Winner's speed 63.56 m.p.h. Won by 14s., with ⅘s. between second and third.

Second March Road Handicap

Campbell Circuit. Three laps.

1, G. P. Harvey Noble (747 c.c. M.G.), 21s. start; 2, A. Leitch (2.3-litre Bugatti), 34s. start; 3, H. J. Aldington (2-litre Frazer-Nash-B.M.W.), 34s. start. Won by 2⅘s.

Rehandicaps: Harvey Noble docked 1s., Gammon (Riley) docked 22s.

A. F. P. Fane (2-litre Frazer-Nash-B.M.W.) was awarded equal first prize, but not placed, according to the Stewards' ruling, owing to his being started too soon in error.

CONTINENTAL NOTES AND NEWS

By AUSLANDER

A Touch of Melodrama

The Mercédès-Benz and Auto-Union trials of new cars and drivers at Monza have been conducted in an atmosphere of a motor-racing story in one of the more lurid schoolboys' papers A system of barricades and sentries was used by the Mercédès people to keep out unwanted rubber-necks, who were thus unable to get near the cars while they were stationary and had to glean all the information they could from glimpses of the cars as they slowed for corners during practising.

At all events, it is agreed that the cars have twelve-cylinder engines, based on the non-formula cars which raced at Avus last year and were used for record-breaking; that they have the most ear-splitting exhaust note ever heard, being a combination of super calico-tearing and high-pitched blower howl; that they hold the road perfectly, both at speed and while braking and accelerating; and that they go like ten thousand scalded cats. I don't think there's much doubt that this is going to be a Mercédès year.

They have the strongest team of drivers in Caracciola, Lang, Von Brauchitsch and Seaman, with some up-and-coming cadets in Hugo Hartmann, Heinz Brendel, Walter Baumer, and Edwin Bauer. The last-named, however, blotted his copy-book and was sent to the bottom of the class by Professor Neubauer for crashing his car at Monza. The cadets, incidentally, were mounted on de-tuned G.P. cars of yesteryear.

Brendel has graduated to car-racing from that excellent training machine, the motor-cycle, while Bauer also comes from a good school, no less than the Mercédès-Benz factory, whence emanated that brilliant driver, Herman Lang.

The Auto-Union people adopted different tactics in order to preserve their secrets. They camouflaged their cars. It has been known for some time that they have been experimenting with a twelve-cylinder engine, but all the cars at Monza had sixteen exhaust stubs protruding from their bonnets. When the engine of one of them was started, however, it was seen that smoke only issued from twelve of the pipes, even though the engine was firing evenly . . .

Altogether, it seems that Dr. Porsche and his associates are far from having made up their minds as to what form the Auto-Union racing-cars are to take. One of the cars at Monza had a different chassis, with outside fuel tanks and a more rearward seating position for the driver, but this cannot be taken as a final decision An unblown 4½-litre engine was also tried out, and there is still talk of a front-engined car making its appearance later in the season.

Part of their difficulty is caused by a serious lack of drivers. They have lost their three best men in Rosemeyer, Delius and Stuck, the last through his retirement, and their present first and second strings are Hasse and Muller, neither of whom is in the same class as Caracciola, Lang, Von Brauchitsch, or Nuvolari, Varzi, Trossi and Wimille.

Things got to such a pitch that there was actually some discussion as to whether it would not be better to cancel all the team's plans to race this year, and to confine their activity to perfecting a design for the new formula, and to training a team of drivers. Since then, there has been another move in the announcement of Stuck's refusal, after careful consideration, of Harry Miller's offer of a blown 3-litre front-drive Miller for Indianapolis and a programme of European Grand Prix. The obvious inference is that Stuck has received an appeal from the Auto-Union management to stand by them in their hour of need, and it will not surprise me in the least to find the handsome Hans at the wheel of a Porsche-wagen once more. I, for one, would be glad.

CLASSIFIED ADVERTISEMENTS

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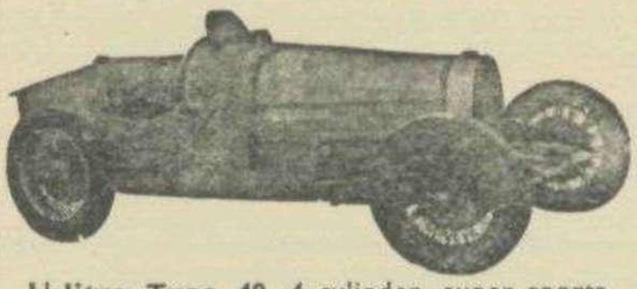
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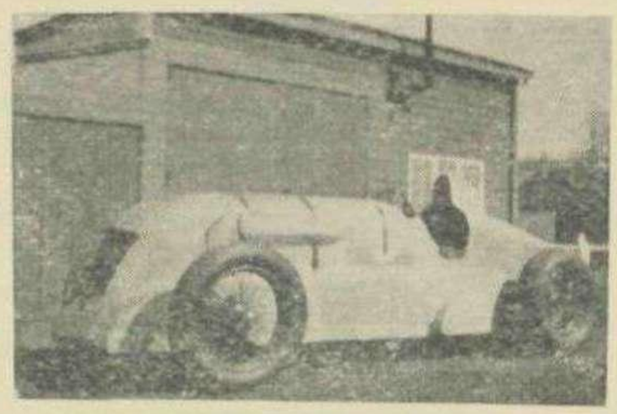


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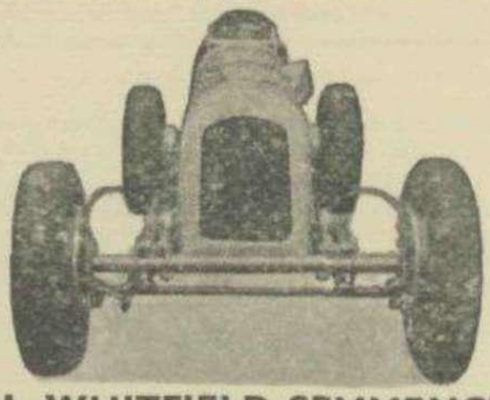
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A.C. 2-litre, 16.40 h.p., 3-seater	Oct. 1927
A.C. 2-litre, 16.66 h.p., 2-seater	March 1926
A.C. 2-litre, 16.66 h.p., 4-seater	June 1934
Alfa-Romeo 22.90 h.p., 6-cyl. (push-rod) super sports test chassis	April 1927
Alfa-Romeo 1½-litre supercharged 6-cyl. Charles 2-seater (1929)	March 1934
Alfa-Romeo 1¾-litre supercharged 8-cyl. "Zagato" 2-seater (1932)	July 1934
Alfa-Romeo 2.3-litre supercharged 8-cyl. "Zagato" 2-seater (1933)	Aug. 1936
Alfa-Romeo 2.3-litre supercharged 8-cyl. 4-seater (1931)	Aug. 1932
Alvis 11.9 h.p., 4-cyl., "Firefly" saloon	Feb. 1933
Alvis 4-cyl., 12.60 h.p., 2-seater	July 1931
Alvis 6-cyl., "Silver Eagle" 4-seater coupe (1929)	Aug. 1931
Alvis 6-cyl., "Silver Eagle" 4-seater	June 1930
Alvis 3½-litre saloon	Feb. 1936
Alvis Speed Twenty Vanden Plas saloon	Feb. 1935
Alvis Speed Twenty Charlesworth saloon	Feb. 1934
Alvis Speed Twenty 4-seater	June 1932
Ansaldo 2-litre, 4-cyl., o.h.c., 4-str.	Sept. 1924
Armstrong-Siddeley 20 h.p., 6-cyl., 4-seater	July 1933
Aston-Martin Mark II, 11.9 h.p., 2-4-seater	Jan. 1935
Aston-Martin Ulster 11.9 h.p., T.T. 2-seater	Oct. 1935
Aston-Martin Le Mans 11.9 h.p., 2-4-seater	June 1935
Aston-Martin International 11.9 h.p., 4-seater	Aug. 1932
Aston-Martin T.T., 11.9 h.p., racing 2-seater	Dec. 1931
Aston-Martin 11.9 h.p., 2-seater	Jan. 1930
Auburn 30 h.p., 8-cyl. supercharged 2-seater	June 1935
Austin Seven Boyd Carpenter 2-str.	Sept. 1930
Austin Seven "65" 2-seater	Jan. 1934
Austin Seven sports 2-seater	July 1930
BENTLEY 3-litre, 4-cyl., 4-seater (1927)	Jan. 1932
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Bentley 4½-litre, 6-cyl., Park Ward saloon	June 1936
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Bentley 6½-litre, 6-cyl., long-chassis saloon (1928)	Dec. 1936
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Bugatti 2.3-litre, 8-cyl., Type 43, supercharged 4-seater (1930)	Dec. 1932
Bugatti 2.3-litre 8-cyl., Type 43, supercharged 4-seater	May 1930
Bugatti 3-litre, 8-cyl., Type 44, saloon	July 1928
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Mercedes-Benz 36.220 h.p. supercharged, 2-4-seater	April 1928
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M.G. Midget Jarvis 3-4-seater	Jan. 1931
M.G. Magna, 12 h.p., Abbey 4-seater	Feb. 1932
M.G. Magna, "L" 2-seater	Nov. 1933
M.G. Midget "P" 2-seater	Aug. 1934
M.G. Midget "J3" supercharged, 2-seater	May 1933
M.G. Midget 750 c.c. Montlhery supercharged 2-seater (1931)	May 1932
M.G. Six Mark I, saloon	Aug. 1930
M.G. Midget Double-Twelve racing 2-seater	June 1930 & Aug. 1930
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M.G. Midget "PB" 2-seater	April 1936
M.G. 14/40 4-cyl., 3-speed, 4-seater	Oct. 1925
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Railton Light Sports tourer	Dec. 1935
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Singer Nine, 4-seater	*March 1933*
Squire 1½-litre, 4-cyl., 2-seater	Aug. 1935
S.S. I special-bodied 2-seater (1933)	Feb. 1934
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S.S. II coupe	May 1932
Steyr Type XII, 14.35 h.p., Weymann saloon	Aug.-Sept. 1928
Stutz "Black Hawk" supercharged 4-seater	Jan. 1930
Stutz 5-litre, 8-cyl., 4-seater	Dec. 1927
Sunbeam 3-litre, 6-cyl. (twin o.h.c.) fabric saloon	Nov. 1927
Sunbeam 6-cyl., 21 h.p. (push-rod) Speed Six saloon	Dec. 1933
TALBOT "90" Brooklands-bodied 2-4-seater	April 1931
Talbot "105" sports saloon	April 1934
Talbot 3½-litre saloon	March 1936
Talbot Ten "Rally" 4-str.	Oct.-Nov. 1936
Talbot "105" Vanden Plas 4-str.	*Nov. 1932*
Talbot "90" 4-seater	Nov. 1930
Tatra 4-cyl., 1,154 c.c., coupe	Dec. 1932
Terraplane, 8-cyl., 29 h.p., 4-str.	July 1935
Triumph 2-litre "Vitesse Six" saloon	April 1935
Triumph 10 h.p. "Gloria Southern Cross" 2-seater	June 1935
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Triumph Eight, supercharged 2-str.	Dec. 1929
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Vauxhall 30/98 O.E. 4-seater (1925)	Jan. 1936
Vauxhall 30/98 O.E. 4-seater (1924)	Dec. 1930
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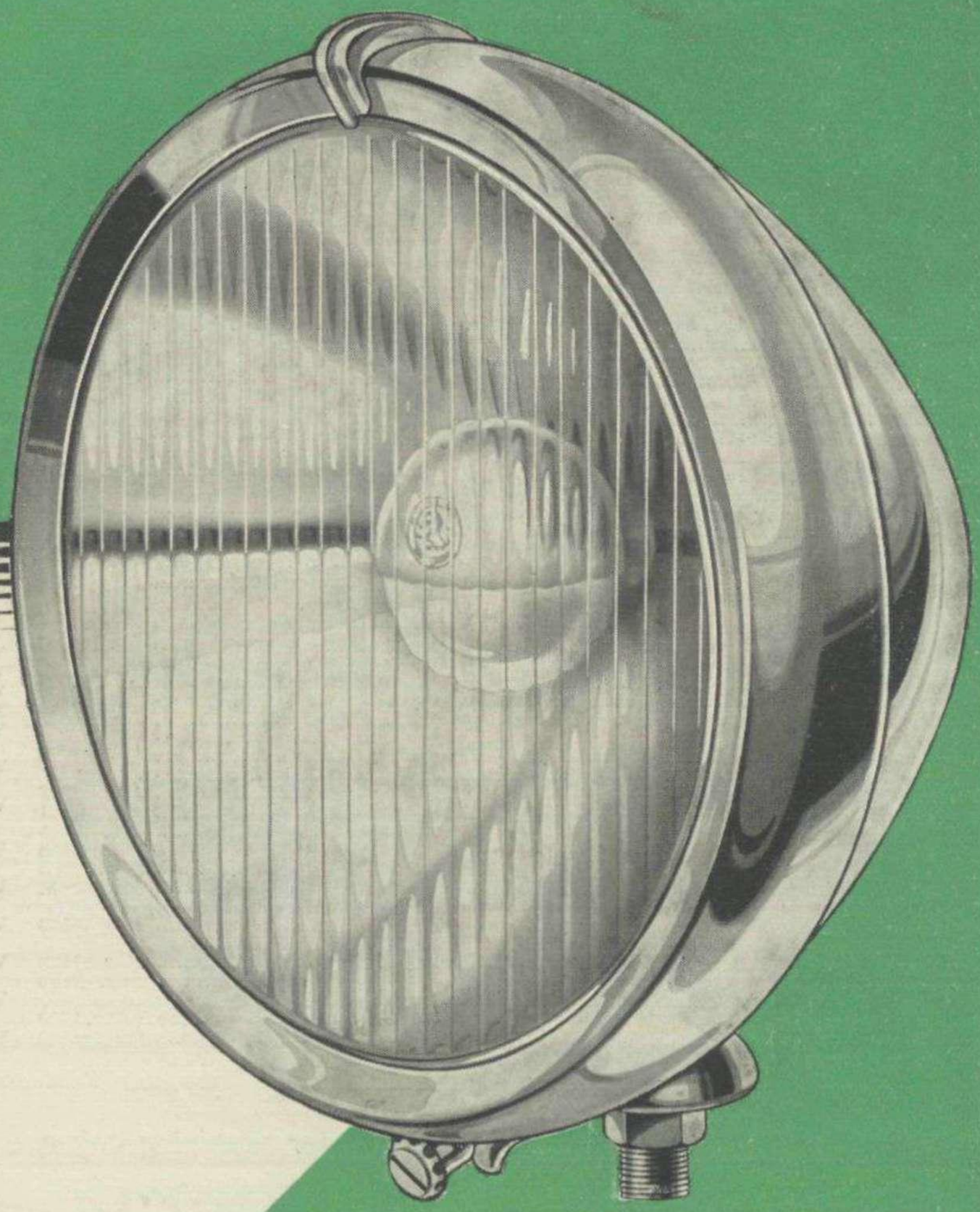
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