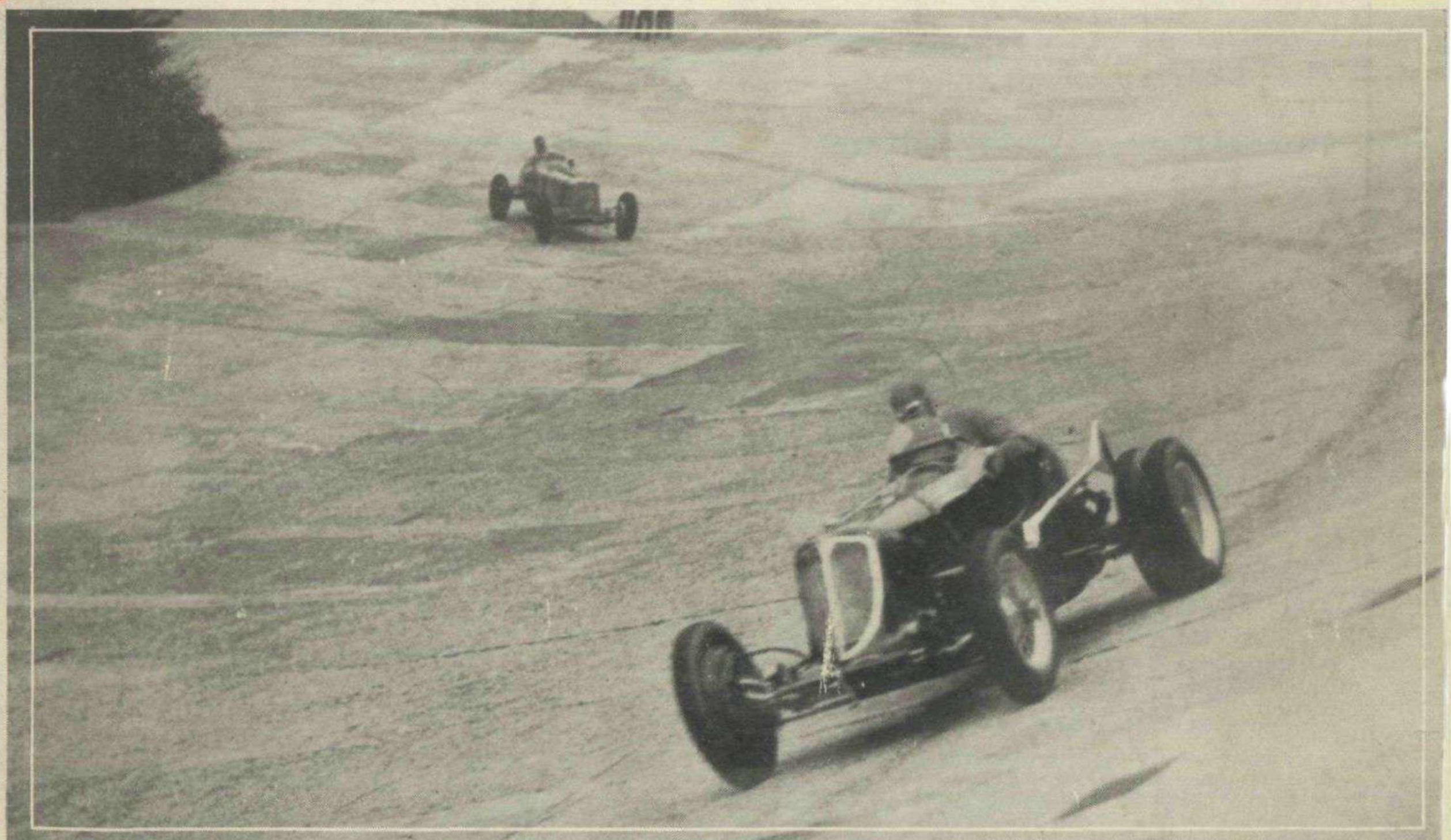
Vol. XI. No. 1 **The Five-Litre Mercédès-Benz.** *November, 1934*

MOTOR SPORT

LAND - AIR - WATER

SIXPENCE MONTHLY



[*Motor Sport Photograph*

Brooklands Closing Meeting—Whitney Straight (Maserati) retains the Mountain Championship despite the gallant efforts of Mays on the E.R.A.

G.4

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FOR CONFIDENCE YOU **MUST** HAVE
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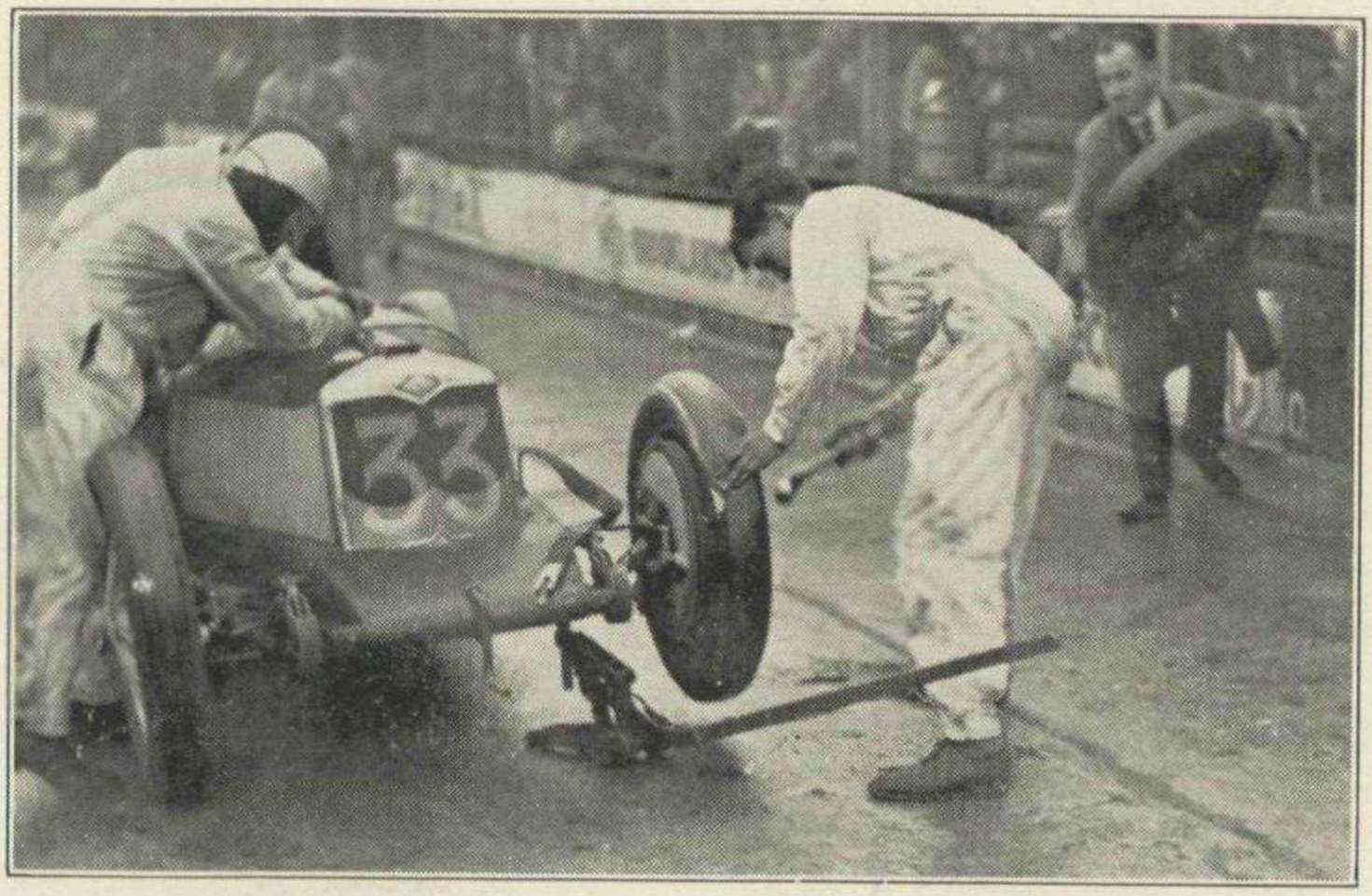
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MOTOR SPORT PHOTOGRAPHS

THE 500 MILES RACE—1934



[*Motor Sport Photographs.*

A vital pit-stop, which cost Freddie Dixon the lead. Luckily (for him) E. McClure was also delayed in the last stage of the race, allowing Dixon to win back his position—and the race.

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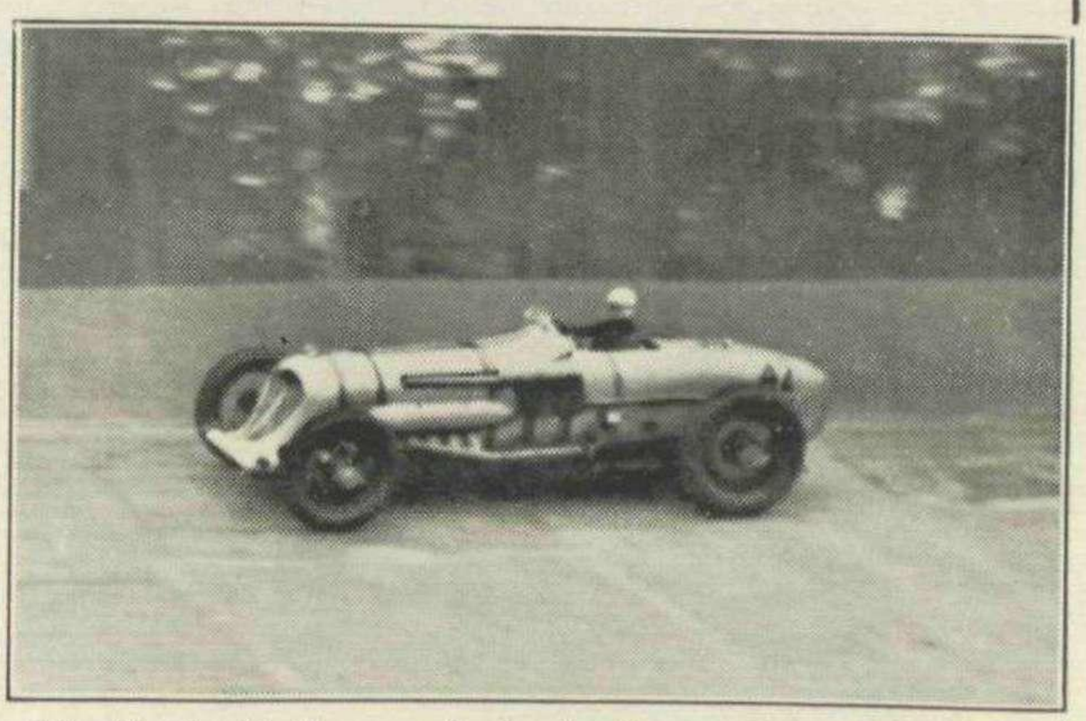
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With George Eyston at the wheel the "Magic Magnette" looked a certain winner, but W. L. Handley, on taking over, had a sensational skid on the Railway Straight and left the track.



The Napier-Railton was beaten by the weather. John Cobb started by lapping at 126 m.p.h., but the rain reduced this by 10 m.p.h.

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2,000 kilos	,,	,,	,,
3,000 ,,	,,	,,	,,
4,000 ,,	,,	,,	,,
12 hours	,,	,,	,,
24 ,,	,,	,,	,,
48 ,,	,,	,,	,,

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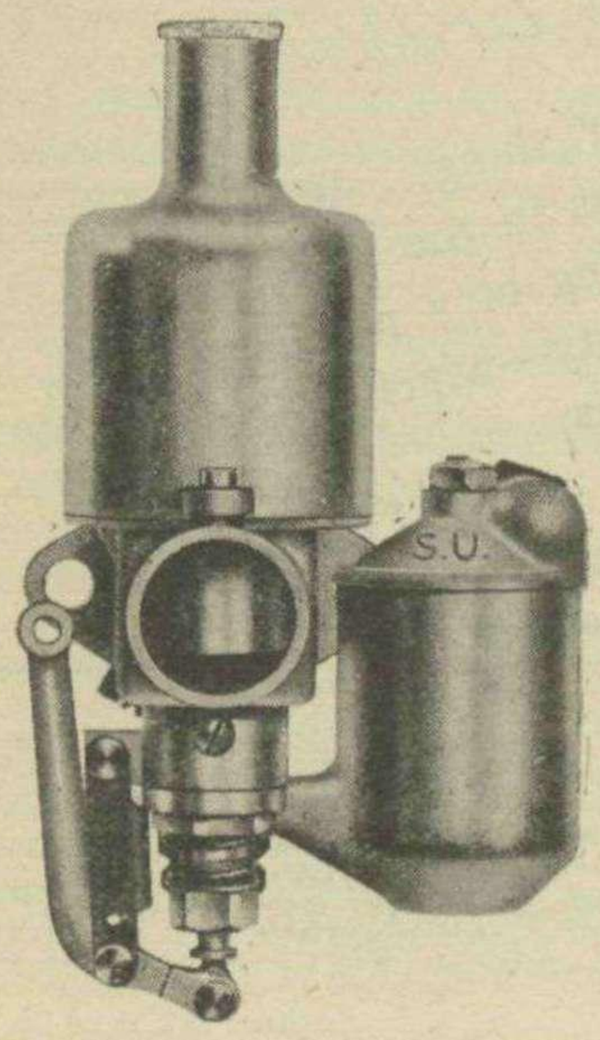
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Unsupercharged—Miss Cynthia Sedgwick, Frazer Nash.

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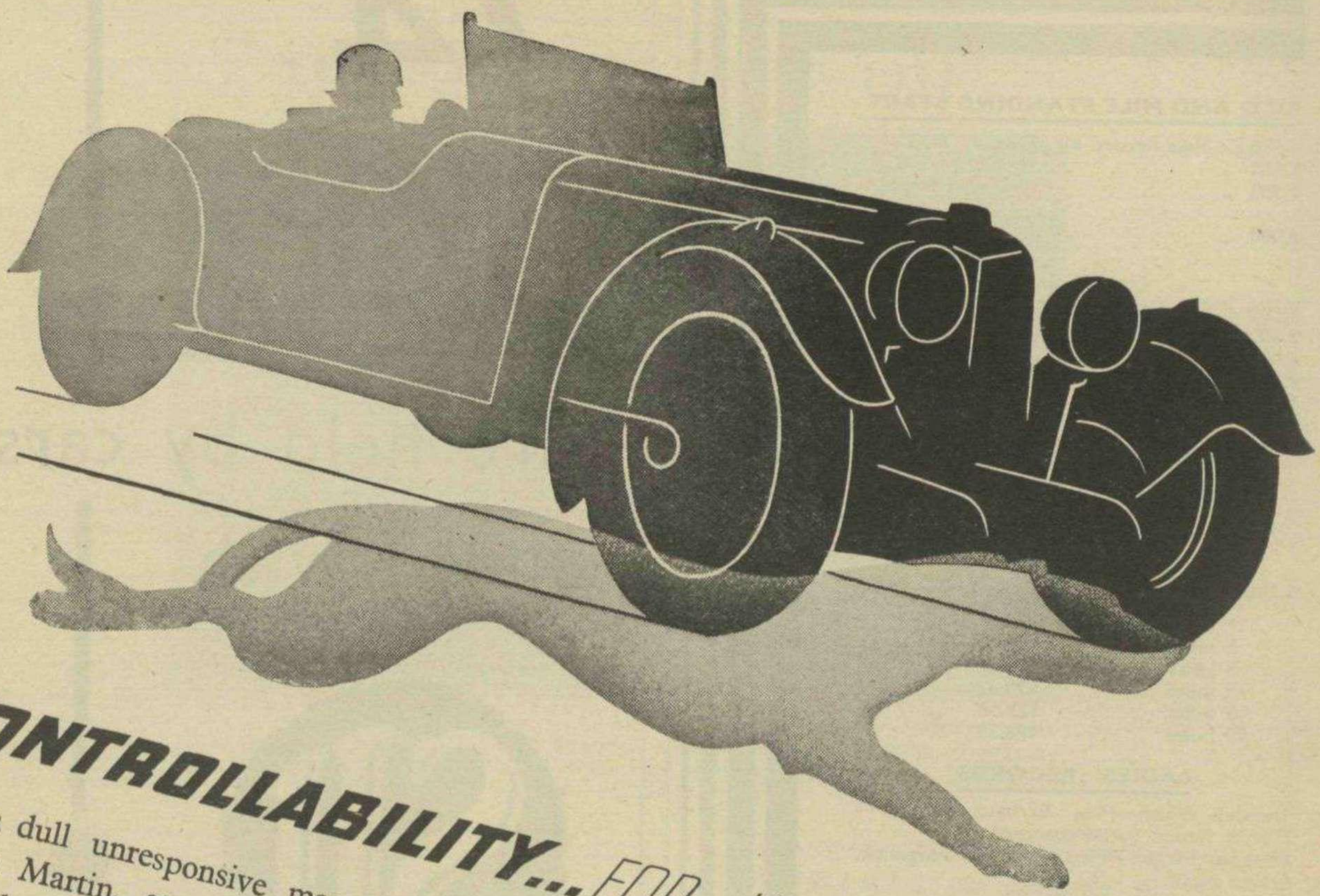
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A RECORD WE DON'T LIKE

LAST month there was keen competition for the Ladies' Lap Record of Brooklands track. First of all Mrs. K. Petre beat Mrs. T. H. Wisdom's old record of 122 m.p.h. by covering a lap at 124 m.p.h., only to lose it again to the previous holder who clocked a circuit at 126.73 m.p.h. Then Mrs. Petre went out again and raised the record to 129.58 m.p.h. One cannot fail to admire the courage and skill of these lady-drivers, who can lap a difficult circuit like Brooklands at well over 120 m.p.h., but it seems a pity that the performance must be regarded as a record and not as a standard of driving.

Without wishing to disparage the achievement, of last month, we are inclined to think that a scramble for the Ladies' Lap Record may easily be contrary to the interests of motor-racing. Especially is this so when the practice of borrowing fast cars is resorted to. In order to lap Brooklands with any degree of safety at over 125 m.p.h., an intimate knowledge of the car as well as the track is required, knowledge that can seldom be acquired at short notice.

We are staunch supporters of record-breaking when it has some bearing on the development of motor-cars. In these circumstances the element of danger is worth risking. But the Ladies' Lap record has no such scientific value, for the speeds recorded do not represent the fastest figures the car can attain. It is purely a personal affair. No limit is placed on engine size or class, and there is nothing to prevent the whole business from degenerating into a struggle to borrow the fastest car. The end to this can easily be a fatal accident, and a Brooklands fatality involving a woman is the last thing we want. There is quite enough public prejudice against speed and motor-racing without fanning it by a senseless fight for a valueless record.

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

It is not going to be easy to stop the course of events now. It is obviously more than one can reasonably expect that either of the two claimants to the title should desist when they have been deprived of the record. The popular inferences of such a withdrawal are too powerful. Once pledged to the struggle there can be no honourable turning back until the lap record proper of the track has been reached by borrowing faster and faster cars, or a slight misjudgment brings the attempt of one driver at least to an abrupt end.

Even if the record were no longer countenanced by the Brooklands authorities, it would still flourish unofficially. One can only regret that it was ever initiated, and hope that the participants in the scramble will continue to exercise the greatest caution in order to avoid an accident which would be a great blow to the sport.

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AUTO-UNION WINS THE "FINAL" AT BRNO

LAST BIG RACE OF THE YEAR WON BY HANS STUCK, WITH FAGIOLI (MERCEDES) SECOND AND NUVOLARI (MASERATI) THIRD. JUNIOR RACE GOES TO FARINA (MASERATI), WITH M.G.'S THIRD AND FOURTH

THE Grand Prix of Masaryk can rightly be termed the final round of the battle waged between the leading teams in various parts of Europe throughout the season. Auto-Union, Alfa-Romeo, Mercédès-Benz, Bugatti and Maserati were all represented there on September 30th, as well as some famous independents. It was too much to expect an Alfa, a Bugatti or a Maserati to win, but the struggle between the German rivals was certain to be intensely exciting.

A Voiturette Race was also to be held, and attracted no less than 21 entries. Of these, more than half were 1,500 c.c. Bugattis, two of which, driven by Burggaller and Sojka, were strongly favoured to win. They would be strongly opposed, however, by Farina's extremely quick 1,500 Maserati and the smaller M.G. Magnettes handled by G.E.T. Eyston and R. J. B. Seaman.

The Masaryk circuit is long by modern standards, having a length of nearly 20 miles. Half of it is made up of the national route through Ostrovacice, Bosonohy, Veselka and Novy Liskovec, and the rest is the district route through Brno (Pisarky), Kohoutovice, Zebetin, and Ostrovacice. The road rises and falls about 750 feet during the lap, with a maximum uphill gradient of 7 per cent. and downhill gradient of 9.5 per cent. It can be very tricky when wet, as it was last year when Moll, Mme. Fritsch, Decuroli, Landi, Ripper, Veyson and Hamilton all came to grief. It is somewhat disturbing to recall, by the way, that three out of these seven drivers have since been killed.

The prize money was splendid The first man home received 80,000 crowns and a gold plaquette; the second 40,000 crowns and the third 20,000 crowns. There were lots of special prizes, one being donated by the finest woman road racing driver of all time, Mme. E. Jimeck, who will be remembered for her classic drive in the Targa Florio one year.

With typical German thoroughness the Auto-Unions and Mercédès teams were first on the scene. Von Stuck, on one of the former cars, soon broke the lap record, and gave the impression that the race would be run at an exceptionally high speed. On this day young Josef Bradzil crashed in the peculiar circumstances described elsewhere in this issue. The second day's practice saw Von Stuck get round in 13 mins. 45 secs., and Nuvolari also piloted an Auto-Union for several laps. His best time on the German car was 14 mins. 15 secs. Later he went out on the 3,500 c.c. Maserati and did some very fast laps. Another surprise came when Von Stuck appeared at the wheel of a Mercédès-Benz, and clocked a lap in 14 mins. 5 secs.

FACTS ABOUT THE RACE.

Race organised by the Automobile Club of Moravia-Silesia.
Length of circuit: 29 km. 142.
Senior race, 17 laps or 495 km. 414.
Junior race, 15 laps or 437 km. 130.

Previous Winners:

1930.—Von Morgen-Prince de Leiningen (Bugatti).
1931.—Chiron (Bugatti).
1932.—Chiron (Bugatti).
1933.—Chiron (Alfa-Romeo).

Fastest race, 1932, Chiron (Bugatti) 117.9 k.p.h.

The weather was perfect on the day of the races, a clear sky, sunshine and summer heat. A tremendous crowd collected all round the course, coming from far away parts of Czechoslovakia and even from Poland, Austria, Hungary and Jugoslovia. The official estimate of the crowd was 100,000, and the parks contained 20,000 cars. Great excitement prevailed everywhere, and the Czechs were obviously making the race a national "day-out."

The start was as impressive as usual, and a great cloud of blue smoke went up as the 17 cars roared away. They were made up as follow: Auto-Unions, Stuck, Momberger and Prince Leiningen; Mercédès-Benz, Caracciola, Fagioli and Henne; Bugattis, Benoist and Wimille (team), Hartmann, Bjorntad, Pohl, Holesak and Pavlicek; Alfa-Romeos, Varzi, Comotti and Chiron; Maserati, Nuvolari. Von Stuck's slim Auto-Union shot into the lead, followed by Fagioli (Mercédès-Benz), Nuvolari (Maserati), Caracciola (Mercédès-Benz), Varzi (Alfa-Romeo). The first few laps were covered in this order, and then Fagioli made a mighty effort and passed Stuck. Only about 100 yards astern thundered Nuvolari, grimly determined to stick with the leaders even if his new Maserati was not quite so fast as the Germans. Another two hundred yards behind howled Caracciola's Mercédès-Benz. The Alfas were going well, but were outpaced, while the Bugattis were having a bad day. Wimille had to retire early in the race, and he was followed by Benoist on the 8th lap.

The surface of the road was in an appalling state, and all at once the spectators at the town of Ostrovacice witnessed two incidents which had a bearing on the final placings in the race. First of all Caracciola's Mercédès broke a wheel, which fortunately did not render the car uncontrollable but nevertheless caused him to retire. Then Nuvolari had a terrific skid which landed him in difficulties, but he was fortunately able to continue.

The Stuck-Fagioli battle ceased for a moment when the latter came into the pits to refuel. But he was soon off once more, driving like the wind to catch the Auto-Union. Two more retirements were announced at this time, both of them affecting the Ferrari stable. Comotti suffered a broken petrol tank from the severe buffeting of the car on the rough road, and Chiron put down his broken oil pipe to the same cause. The independent springing of the German cars was a great advantage at Masaryk.

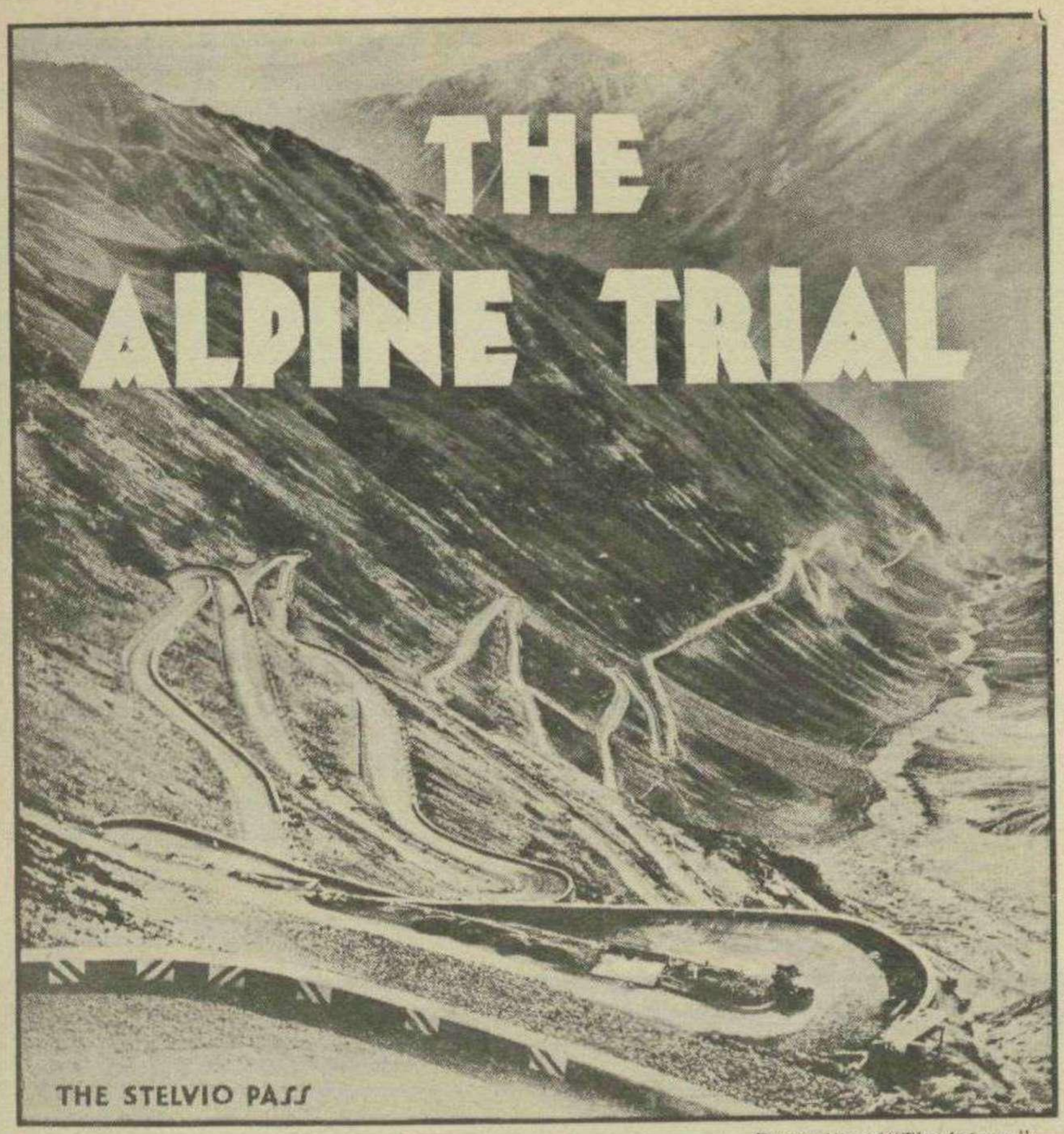
Nearer and nearer crept the wily Fagioli, and on the 11th lap he caught up with Stuck and passed him right in front of the grandstands. The excitement of the crowd at this sight was terrific. For three more laps the white Mercédès led, and then it pulled up at the pits for a short stop which deprived Fagioli of his last chance of winning the race. He tried his best, though, and beat Stuck's previous lap record of 13 mins. 39 secs. with a magnificent lap in 13 mins. 16.2 secs. (133.254 k.p.h.), the fastest of the day.

In third place came Nuvolari, who had carried on after his accident just as though nothing had happened. His new Maserati is a good car, not quite a match for the Germans, but fast for all that.

The Junior Race was an interesting affair, for there was great rivalry between Farina's Maserati, the Bugattis, and the British M.G. Magnettes. Guiseppe



The start of the 1,500 c.c. race at Masaryk. George Eyston's M.G. Magnette (No. 46) can be seen on the left.



By courtesy of "The Autocar."

OFFICIAL!

The Fastest 1,500 c.c. Car on The Stelvio Pass

(12½ miles of 'collar work' and 49 hairpins)

in the 1934 Alpine Trial,

was a

FRAZER NASH

in 23 mins. 54 secs.

(privately owned and driven by L. Butler-Henderson, Esq., and the Hon. William Feilding.)

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The Frazer Nash is the ONLY ENGLISH CAR and the only non-supercharged car of all English *and foreign* makes of cars, to get through the "Alpine" WITHOUT THE LOSS OF A SINGLE MARK for the three consecutive years—1932, 1933 and 1934.

Maximum Speed v. Guaranteed All-Round Performance!

Frankly, in our opinion, enthusiasts give insufficient thought to the above matter. Maximum speed is useless by itself—it is invariably obtained with low gears in order to obtain maximum engine revs revs. one does not indulge in without considerable risk, while even if the risk is taken the resultant fuss takes all enjoyment out of a long journey, and militates against putting up a high average speed. In fact, when performance is stressed only in terms of m.p.h. fast drivers should be dubious about making a decision in a hurry (it is wonderful how manufacturers will rev. their "demonstrators" in order to get those maximum speeds !). The average private owner can hardly afford to indulge in high speed when it results in heavy wear and tear and rapid depreciation in value.

Enthusiasts should rather give careful thought to *retention of performance*, braking figures on a wet road, M.P.G. at high cruising speeds, etc. Again, if you are interested in any specific make of car, and to get the stated maximum speed, performance necessitates your buying a model of that make with an uncomfortable racing type body, wings which are quite inadequate in bad weather, no door, no all-weather equipment, a cramped cockpit, no luggage accommodation, small lamps which cut down your speed at night, it is safe to say you will not get the enjoyment out of driving your car you should get, because, whether on a pleasure jaunt, a business journey, fast touring at home or on the Continent or—if your ambitions lie that way—the Alpine Trial, your passenger and yourself will lack any appreciable degree of comfort.

Frazer Nash all-round performance, on the other hand, is obtained without effort and is allied with—

SAFETY—under *all* conditions.

RELIABILITY and long life—a statement backed by the high values maintained by used Frazer Nash cars.

VIVID ACCELERATION in spite of the high gears fitted, permitting exceptionally high average speeds to be maintained without recourse to "flogging" the engine.

COMFORT—mental, and physical.

ECONOMY—without which one has to think twice before long journeys are undertaken frequently.

As an example of typical all-round Frazer Nash performance, the six-cylinder model with a really comfortable two-seater body—built to last, luggage space, door, hood and side curtains, sensible screen, 10-in. diameter Bosch headlamps, wings affording full weather protection, and gear ratios of 11.75, 7 to 1, 4.8 and 3.8, has a maximum speed of 90 m.p.h. at 4,200 r.p.m., and a cruising speed of 70-75 m.p.h. at 3,200-3,500 r.p.m. (Maximum engine revs. 5,500 r.p.m.). Its petrol consumption at 70 m.p.h. is 24 m.p.g., and 25-28 m.p.g., maintaining a 50 m.p h. average. The engine is exceptionally smooth and silent. It flattens out main road gradients in its stride, and in bottom gear will climb anything. It will accelerate from 0 to 60 m.p.h. in 15 seconds; will climb Shelsley in 52 seconds (if it is raining, and quicker if it is dry!); put in 88 miles in the hour on the track, and average close on seventy for the Tourist Trophy circuit (fitted with standard gear ratios). These performance figures are all based on the car being *fully equipped for the road*. Moreover, you can use your Frazer Nash for pleasure or business, the Alpine Trial or any type of competition work.

Models available from £475 0s. 0d., fully equipped—no extras needed. Any make of car taken in part exchange—demonstration runs at any time and anywhere.

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AUTO-UNION WIN—Continued.

Farina is a newcomer to racing and distinguished himself recently in the Biella race, where he held off such worthy rivals as Comotti on a 3-litre Ferrari Alfa.

At the start of this race he immediately jumped into the lead, and his beautiful little Maserati was going to be a difficult car to catch. Hans Burggaller, the fine German Bugatti driver, was hot on his heels, followed by a Bugatti shared by two Czech drivers, Bruno Sojka and Florian Schmidt, and the Englishmen Seaman and Eyston.

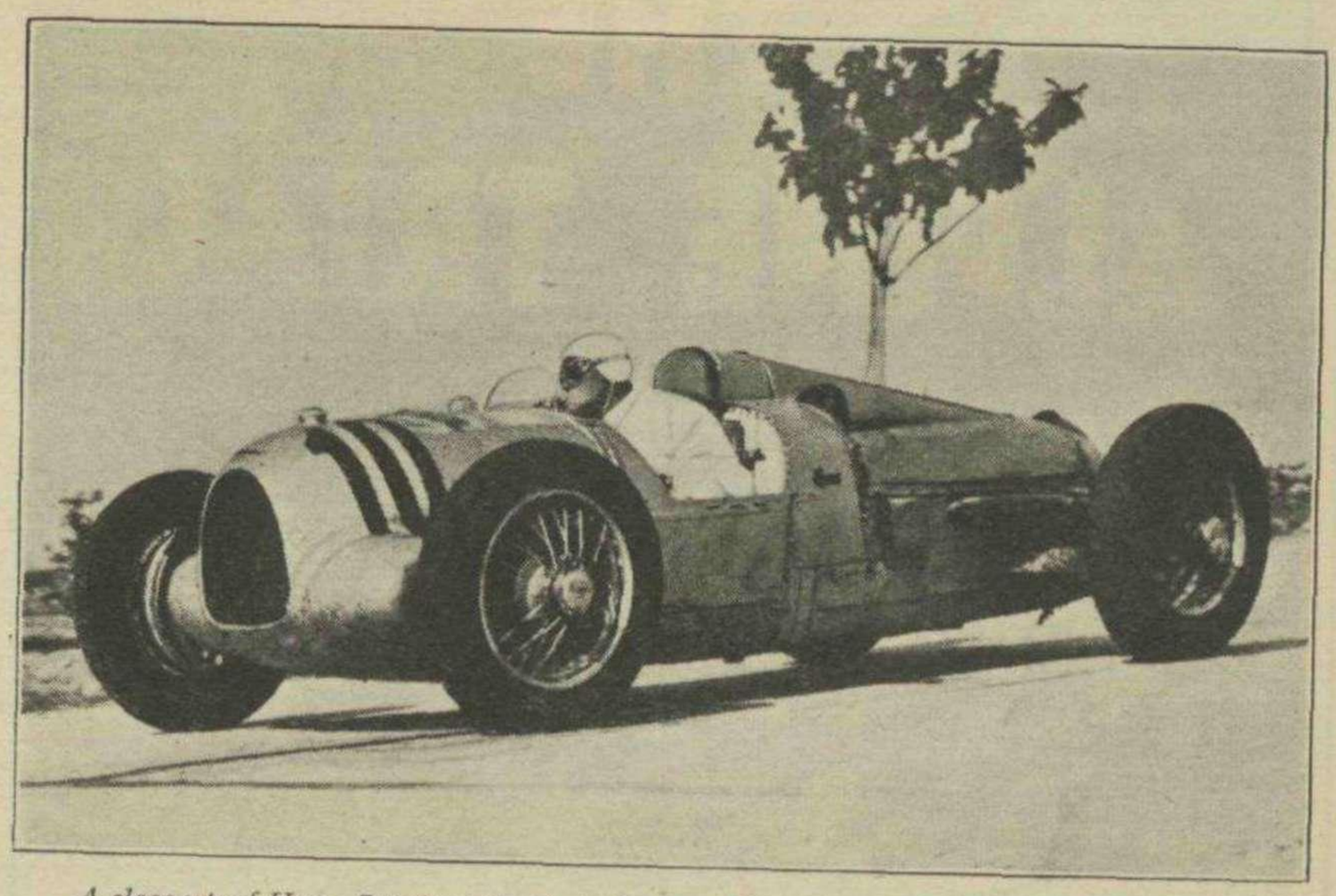
Farina was never headed throughout the race, in spite of the sternest challenge of Burggaller. These two kept up a fight which greatly excited the crowd, and they finished the 270 odd miles less than a minute apart. In fact the first four were all close together, and George Eyston lost third place by 3 seconds to Sojka and Schmidt's Bugatti. The fastest lap was made by Farina in 14 mins. 55 secs. (118.524 k.p.h.). The finishing position of the M.G.s was particularly good for 1,100 c.c. cars against 1½-litre rivals.

RESULTS.
Unlimited Race.

1. H. Stuck (Auto-Union), 3h. 53m. 27.9s., 127.320 m.p.h.
2. L. Fagioli (Mercédès-Benz), 3h. 56m. 24s.
3. T. Nuvolari (Maserati), 3h. 57m. 14s.
4. Prince Von Leiningen (Auto-Union), 4h. 2m. 5s.
5. A. Varzi (Alfa-Romeo), 4h. 4m. 1s.
6. E. Henne (Mercédès-Benz), 4h. 12m. 12s

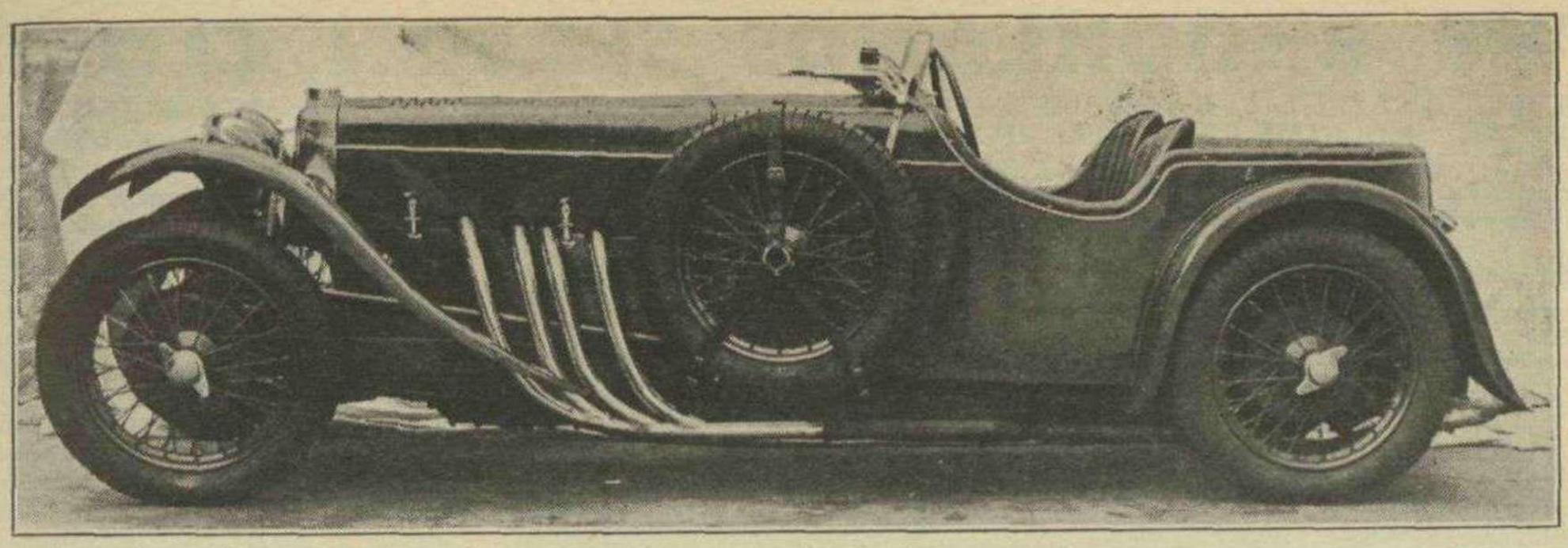
1,500 c.c. Race

1. G. Farina (Maserati), 3h. 58m. 49s., 109.820 m.p.h.
2. E. Burggaller (Bugatti), 3h. 59m. 32s.
3. F. Schmidt-B. Sojka (Bugatti), 3h. 59m. 44s.
4. G. E. T. Eyston (M.G. Magnette), 3h. 59m. 47s.
5. R. J. B. Seaman (M.G. Magnette), 4h. 1m. 32s.



A close up of Hans Stuck in the Auto-Union with which he won the Masaryk G.P.





FRAZER NASH CARS FOR 1935

SUPERCHARGED MODEL ADDED TO THE RANGE.

ALWAYS a strong favourite with the sporting driver who puts a premi m on performance, the range of Frazer Nash cars has been extended for the forthcoming season by the re-introduction of a supercharged car, which is known as the Shelsley model. The power-unit is the special four-cylinder overhead camshaft engine described some months ago in these columns, and has a capacity of 1,496 c.c. Most of the components have an ample factor of safety for supercharging, but a special fully balanced crank-shaft with 2 $\frac{3}{16}$-inch journals has been produced to give added security, and high-duty nickel-chrome steel connecting rods to go with it.

A unique feature of the "Shelsley" is the fact that two superchargers are used. They are of the eccentric single-rotor type, made by Centric, and are mounted in front of the engine, one either side of the timing case, and are gear-driven from the crank-shaft. Either of the two units is naturally smaller than a single blower would have been, making it possible to install them without altering the chassis or moving the radiator forward. They are fed by a single down-draft S.U. carburetter through a Y-shaped induction pipe. The oil supply for the blowers comes from the camshaft system, and disc valves coupled to the carburetter cross shaft cut down the supply at small throttle openings, and prevent oiled plugs.

The suspension and front axle lay-out is a development of normal Frazer Nash practise, with improvements found useful at the high speeds of which the Shelsley is capable.

The springs, instead of being quarter-elliptic, are full cantilevers, and are carried outside the chassis members. The rocking cradles in the centre of the springs are carried in threaded bearings to resist side play, while the rear ends slide. The shock-absorbers are mounted above the springs and control them through C-shaped shackles, while the axle is positioned by heavy tubular radius rods. The axle clips are solid with the axle and the caster angle is altered by screwing in or out the threaded eye-bolts at the rear end of the radius rods. The stiff tubular front axle has been retained but is on this car quite straight.

The front brakes are cable-operated and have ribbed 14-inch drums. These are of the special composite type made by Holden and Hunt and retain their shape under the most arduous conditions. Incidentally with cable operation of the brakes a considerable increase in steering lock can be obtained.

The car exhibited at the show, which was finished in red with red upholstery was fitted with an attractive two-seater body, wide enough to allow the brake and gear levers to be carried up inside the driving compartment. The tail was smoothly rounded, and the large luggage boot was protected by an unusual tonneau cover with a zipp fastening running all round. The two spare wheels were carried on either side of the bonnet.

The Shelsley model is priced at £850 and has a road speed of 105 m.p.h. A similar car fitted with the unsupercharged o.h.c. four-cylinder or six-cylinder engine costs £100 less.

The 1934 T. T. Replica car is of course the best known of the series, and costs with the overhead-camshaft 70 B.H.P. engine £650, or with a 1½-litre six, £625.

These fine cars are of course equipped with spare petrol and oil tanks, two spare wheels and every kind of accessory which makes for success in competition or comfort on the road, one of the great points being the ease with which the gear-ratios may be changed. It will be remembered that these cars put up an excellent performance in this year's T.T., and a speed of 90 m.p.h. is claimed for the four-cylinder car.

The fast tourist is well catered for by the Byfleet series which has the 14 h.p. (1,657 c.c.) engine and either a roomy two-three seater body or the T.T. type, at a respective cost of £595 or £575. Finally those who want to own a "Nash" but cannot quite rise to the price of the T.T. model will be glad to know of the Boulogne II model fitted with a 1,496 c.c. Meadows O.H.V. engine, and costing £475. It is of course fully equipped, though not so luxuriously as the been expensive cars, but as has always more Frazer Nash practise, almost any of the improvements of the more expensive models can be installed to the owner's order.

The Swiss Championships

Every year the Swiss people hold a championship for all classes, touring, sports and racing drivers. The scoring is judged as a rule on five national events, but with the abandonment of the Monte Ceneri hill climb the number was reduced to four, as follows:—Grand Saconnex, Rheinsch. Walzenhausen, Devilier-Des Rangiers, and Montreux-Caux hill climb. In order to win a title, a competitor must be within 3 per cent. of the total possible number of points, and this explains why certain categories are unrepresented in the following list of Swiss champions for 1934:—

Touring 1,500 c.c.
"Julow" (Ford), 295.66 points.

Touring 3,000 c.c.
J. Studer (Ansaldo), 291.39 points.

Touring, Unlimited.
O. Zwimpfer (Chrysler), 300 points.

Sports 1,500 c.c.
E. Schneider (Derby), 291.48 points.

Sports, Unlimited.
H. Stuber (Alfa-Romeo), 300 points.

Racing, Unlimited.
H. Ruesch (Maserati), 298.14 points.

Monza to be Rebuilt Completely.

Following on the unsuccessful experiment of slowing the cars in the recent Italian Grand Prix, I understand that the R.A.C.I. has now decided to scrap the existing track at Monza and to construct in its place the fastest and most modern track in the world. In order to make the place useable for some time to come, it is being designed for speeds up to 300 m.p.h. In length it will be exactly 5 kilometres, but the cars of the future will only be able to maintain their maximum on 3 out of the 5 kilometres. Present plans show a rectangular track, with four extremely steep, wide radius bankings.

Monza will continue to have a dangerous reputation, methinks!

Mercédès Preparing for Sports Car Races.

I learn with great interest that it has definitely been decided to enter a team of Mercédès-Benz production cars for the Mille Miglia and the Tour of Italy next year. The cars will be the wonderful 5-litre supercharged jobs, Type 500, which in standard form are capable of 110 m.p.h. Shall we see them at Le Mans as well?

THE BROOKLANDS SEASON CLOSES

FINE RACING AT THE LAST B.A.R.C. MEETING OF THE YEAR. MOUNTAIN CHAMPIONSHIP AGAIN WON BY WHITNEY STRAIGHT. MOUNTAIN CIRCUIT LAP-RECORDS RAISED BY STRAIGHT, RAYMOND, MAYS AND L. P. DRISCOLL.

THE closing meeting of the year at Brooklands can always be depended upon to produce some really fine racing. It may be that drivers are not afraid of bursting their engines, with all the winter before them in which to make good the damage. The handicapping, too, is generally accurate, for the speeds of the cars can be gauged to a nicety, after a whole season has elapsed. The meeting on October 13th was made still more interesting by the annual Mountain Championship Race, a new event on the Mountain Circuit for lap record holders, the Women's "Mountain" Handicap, and an attempt by Whitney Straight on the Outer Circuit Lap Record, at the wheel of the Duesenberg.

In spite of this excellent programme the attendance was small, particularly in the Public Enclosure. In fact, when the first race began at 1 p.m. the cars there could be counted on the fingers of one hand. The Paddock side was by no means filled to capacity, for which those present were duly thankful. The vantage points at Brooklands are so few that a good attendance inevitably means overcrowding at such places as the "Grandstand" overlooking the Fork corner. Incidentally a famous landmark has disappeared, for the little lap scoring stand by the Vickers sheds has been demolished.

Proceedings opened with the "Junior Long," for the "Short" Handicaps had disappeared from the programme this time. Five non-starters reduced the field to eleven cars ranging from the Abbot-Nash with a start of 1 mins. 14 secs. to A.C. Lace's Invicta on scratch. The former car driven by Metcalfe was still leading at the end of the first lap, followed by Miss P. Naismith (Salmson), R. F. Oats (Amilcar), A. C. Dobson (Bugatti), C. G. H. Dunham (Speed Twenty Alvis), Miss K. M. Moodie (Graham-Paige), A. Ashton-Rigby (M.G. Magna), W. L. Thompson (Austin), Miss J. Richmond (Ballot) and A. C. Lace (Invicta). The Alvis was misfiring and turned into the Finishing Straight by the Members' Bridge, while M. F. L. Falkner's Aston-Martin passed away on its first lap.

Metcalfe held on to his lead for another lap, but then his car developed trouble and he fell out of the running. Miss Naismith then led for a while, but she was being rapidly overhauled by Oats on the beautifully finished Amilcar and Dobson's red Bugatti. Incidentally Miss Naismith's car was called a "Salmon" in the race-card. These two were having a great scrap, and Dobson caught the Amilcar on the Home Banking on the last lap. Oats had still got a little extra tucked up his sleeve, however, and he repassed the Bugatti to win the race by 15 yards in a really exciting finish. Miss Naismith finished third and Miss Moodie fourth. Ashton-Rigby and Miss Richmond both retired. After the race Miss Naismith was called before the stewards for driving over the line at the Fork on every lap of the race. For this sin she was fined the sum of two pounds and excluded from taking any further part in the programme.

THE FIRST KINGSTON JUNIOR LONG HANDICAP. DISTANCE ABOUT 9 MILES.

1. R. F. Oats (Amilcar, 1,093 c.c.), 57s.
2. A. C. Dobson (Bugatti, 1,496 c.c.), 46s.
3. Miss P. Naismith (Salmson 1096 c.c. S) 1m. 8s.

Won by 15 yards at 90.73 m.p.h. 200 yards between second and third.

The scratch car in the second race was Oliver Bertram's 12-cylinder Delage; and the driver named to handle this massive vehicle was frail little Mrs. Wisdom. Only a few days previously she had been deprived of her Ladies' Lap record by Mrs. Kathleen Petre, who lapped at 124 m.p.h.



The start of the Mountain Championship. From right to left the drivers are Straight, Mays and Shuttleworth. Behind the latter are Lord Howe, Martin and Penn Hughes, with Driscoll on the Austin coming into view.

with her Bugatti. Mrs. Wisdom was obviously going to lose no time in taking up the challenge, and this race was evidently to be her opportunity. For some reason, however, the car was actually driven in the race by its owner, and so Mrs. Petre's record still stands—at the moment of writing.

Miss Margaret Allan started the ball rolling on her 4½-litre Bentley, followed 11 seconds later by J. H. Day on Miss Moodie's Graham-Paige. Then W. M. Couper got away with the green "Alpine" Talbot in company with W. L. Thompson's Austin. T. H. Wisdom was to have driven a sister Talbot, but the engine was at that moment in a very much dismantled state in the Paddock. Dobb's Riley followed at an interval of 3 seconds, and then came Major A. T. G. Gardner's M.G. Magnette, Fred Dixon's red Riley Nine, Shuttleworth's 2-litre Bugatti, and finally Bertram's Delage, re-handicapped to the extent of 9 seconds.

On the first lap the only changes of position were that both Couper and Dobbs passed Day, and Shuttleworth overhauled Dixon. Dobbs was hard on Couper's heels, and these two were already engaged in a duel which was to be one of the closest of the day. On the next lap they were in the lead, coming past the Fork side by side, and giving the race an interest seldom seen at Brooklands. Miss Allan's Bentley was exuding an ominous film of blue smoke from its bonnet, eventually retiring in a distinctly unserviceable condition. At the end of lap 2, Day was third, Gardner fourth, Dixon fifth, and Bertram last. Shuttleworth pulled up at the Fork.

Couper and Dobbs completed another lap in exactly the same positions, but as they left the Member's Banking Couper shot ahead to win by the comfortable margin of 50 yards. Gardner was a long way behind, with Bertram fourth and Dixon last. Thompson retired on this lap at the Fork.

THE FIRST KINGSTON SENIOR LONG HANDICAP. DISTANCE ABOUT 9 MILES.

1. W. M. Couper (Talbot, 2,970 c.c.), 1m. 8s.
2. H. G. Dobbs (Riley, 1,089 c.c.), 1m. 5s.
3. Major A. T. C. Gardner (M.G. Magnette, 1,087 cc. S.), 47s.

Won by 50 yards at 100.81 m.p.h. 600 yards between second and third.

There was seven starters in the Women's Mountain Handicap. Mrs. P. Oxenham (Alta), received 50 secs. start; Mrs. J. Houldsworth (Bugatti), Miss E. Ellison (Bugatti), and Miss Rita Don (Riley), all started from the 40 secs. mark; Mrs. T. H. Wisdom (Talbot), had 30 secs. start; Miss D. B. Evans (M.G. Midget), 25 secs.; and finally Miss Fay Taylour was on scratch with Penn-Hughes' 2.6-litre Alfa-Romeo. Very little change took place in the order for the first two laps, only Miss Don falling back with a badly misfiring engine. Mrs. Wisdom and Miss Evans had a tussle which ended in favour of the latter, who was handling her brother's "Q" Midget, with splendid confidence, covering a lap in 1 min. 1 sec.

THE BROOKLANDS SEASON CLOSES—continued.

Miss Taylour was gaining ground with the Alfa, coping well with the difficult task of driving a somewhat strange car. On the third lap she nearly overshot the Fork corner, but retained control in a masterly fashion. On this lap Miss Evans got into third place behind Miss Ellison and Mrs. Oxenden, who clung to her limit lead. Lap 4 saw Miss Evans in the lead, followed by Mrs. Wisdom. Miss Ellison, Miss Taylour, Mrs. Houldsworth and the outdistanced Miss Don. Miss Ellison's Bugatti had retired. Going up the Finishing Straight the Alfa-Romeo passed everyone except the "Q" Midget, which was still leading at the Fork. Here Miss Taylour made the fatal error of nearly overshooting once more, whereas Miss Evans was as cool and neat as ever, in spite of the imminent presence of the Alfa-Romeo. On the last run up the Straight the little Midget staved off the Alfa in a wonderful way, and gave Miss Doreen Evans a popular and well-deserved victory at 67.50 m.p.h.

But there was no stopping Miss Taylour. With the track to herself she continued to enjoy herself for three more laps. The green flag made no impression on her, and only the courageous arm-waving of three people standing in the middle of the track brought her to a standstill. For this behaviour she was fined £3 by the stewards and debarred from racing again that day. However, she had the consolation of clocking a lap during the race at 76.86 m.p.h., the fastest speed ever recorded on this circuit by anyone save Whitney Straight. This is a really wonderful performance, and although the Brooklands authorities do not countenance a Ladies' Record for the Mountain Circuit, Miss Taylour's achievement will nevertheless live long in the memories of racing followers.

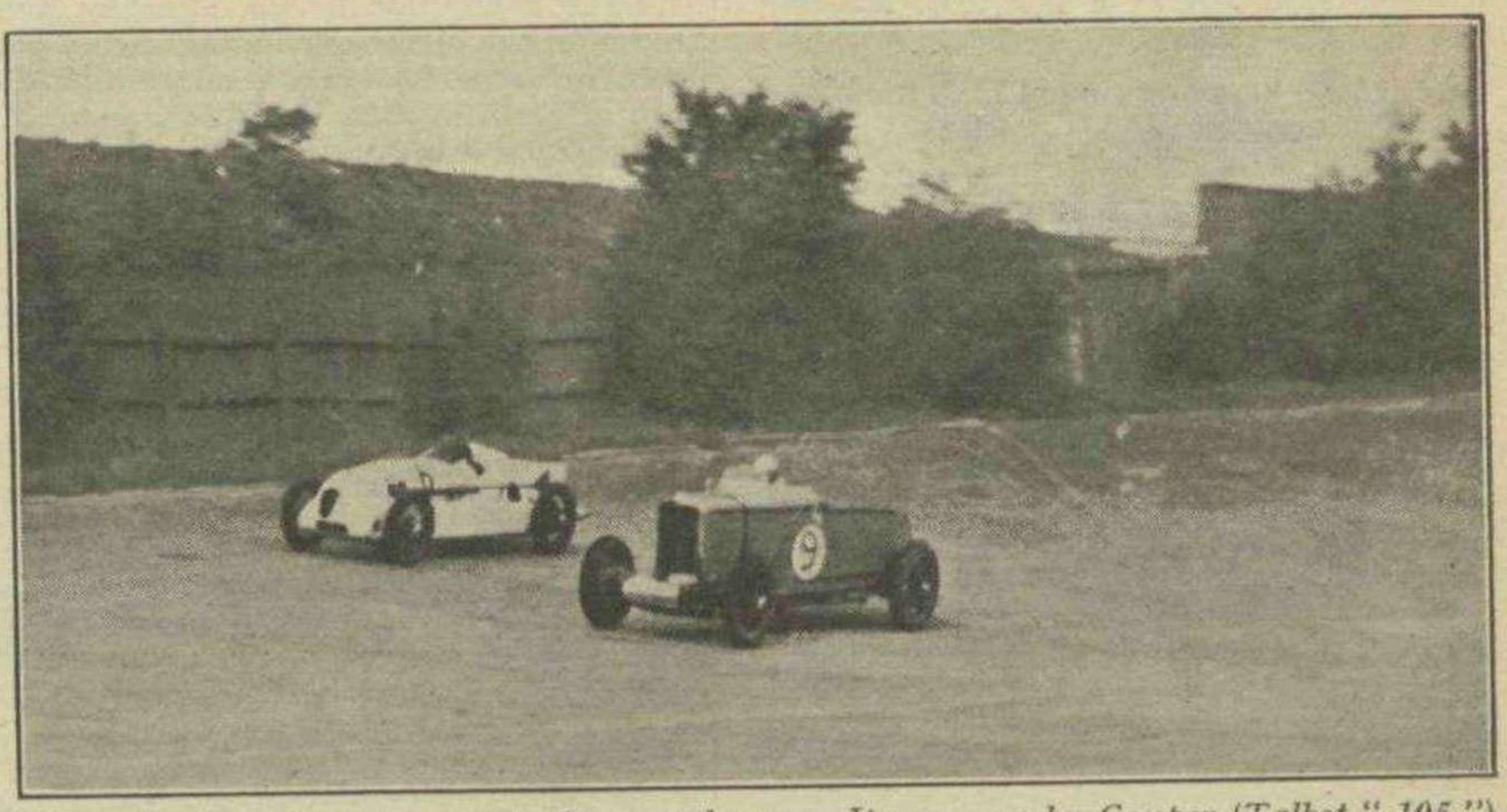
THE WOMEN'S "MOUNTAIN" HANDICAP. DISTANCE ABOUT 6 MILES.

1. Miss D. B. Evans (M.G. Midget, 747 c.c. S.), 25s.
2. Miss F. Taylour (Alfa-Romeo, 2,632 c.c. S.), scratch
3. Mrs. T. H. Wisdom (Talbot, 2,970 c.c.), 30s.

Won by 20 yards at 67.50 m.p.h. 200 yards between second and third.

The next race produced the remarkable spectacle of R. F. Turner's 747 c.c. Austin on scratch, behind such larger cars as two Bentley's, a Talbot, the Appleton Special, a Frazer Nash and others. Nothing daunted, Turner proceeded to wade through the large field in a most determined fashion, cornering at a terrific pace. On the first lap he nearly "took a barrel" at the Fork, but otherwise his driving was consistently fast and skillful. Talking of barrels, V. W. Derrington missed one by inches at the Fork on lap 2.

The race was really the story of Turner's progress. On the first lap he passed Dr. E. J. Roth's Talbot 105, and the Appleton Special. On the next circuit he overtook P. G. Fairfield's Riley, A. D. Anderson's "Special." H. P. Bowler's 3-litre Bentley, and J. Hodge's Singer. On the third lap he claimed as victim Derrington's Salmson The next lap saw him in fourth place at the Fork, having overhauled the Marquis de Belleroche's Austin, C. M. Lewin's Austin, and A. Powys Lybbe's Alvis. There now remained C. T. Baker-Carr's 4½-litre Bentley, C. Casswell's Frazer Nash and K. W. Martin's M.G. Midget ahead of him. The Bentley and the Midget were passed before the Fork was reached on the last lap, but the grey and red Frazer Nash was still in front. Turner swung the dark-red Austin round the corner in a perfect slide, but Casswell's cornering was very little slower. The Austin crept nearer and nearer as the two cars accelerated away up the Finishing Straight, but Casswell got home first by 60 yards, with Turner a most gallant second. Baker-Carr's Bentley was third.

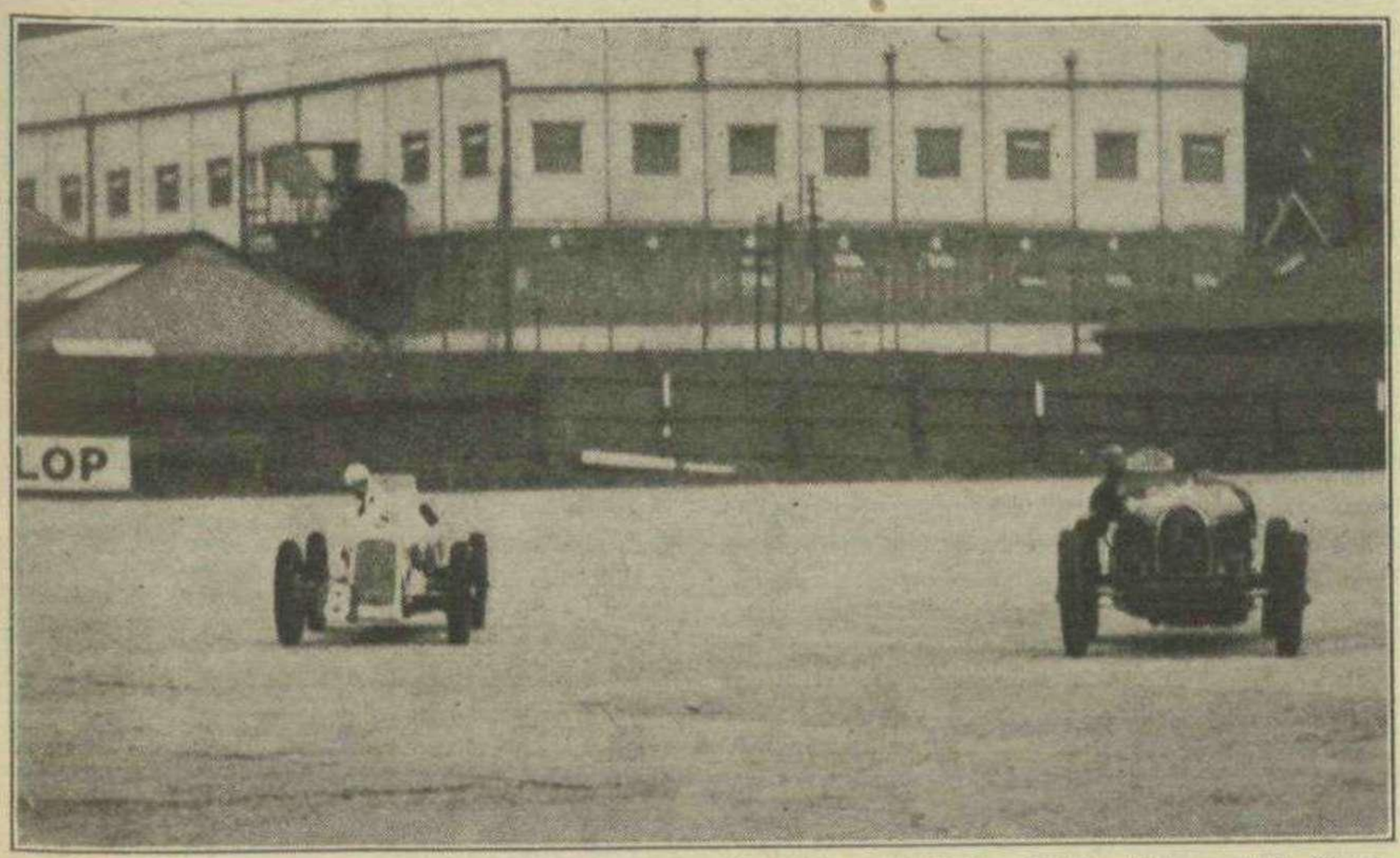


The duel of the day occurred in the second race. It was won by Couper (Talbot "105") who crossed the line a single length ahead of Dobbs (Riley). They are seen here sweeping off the Home Banking.

THE FIRST KINGSTON JUNIOR MOUNTAIN HANDICAP. DISTANCE ABOUT 6 MILES.

1. G. Casswell (Frazer Nash, 1,496 c.c.), 7s.
2. R. F. Turner (Austin, 747 c.c. S.), scratch.
3. C. T. Baker-Carr (Bentley, 4,487 c.c.), 7s.

Won by 60 yards at 64.41 m.p.h. 40 yards between second and third.



Cornering all they know in the First Kingston Handicap is Driscoll (Austin) and C. E. C. Martin (Bugatti). The latter secured second place only 4/5 secs. ahead of his rival.

Then followed another Outer Circuit race, the second Junior Long Handicap. Five non-starters brought the field down to eleven, and three people had their handicaps altered by virtue of previous performances. C. le S. Metcalfe led off with his Salmson, having the mighty start of 2 mins. 31secs. The result was that he had almost completed a lap before Lace's Invicta got away. Behind him came Miss D. Summers (Marendaz Special), D. M. Dent (Frazer Nash), A. G. Bainton (Bainton Special), R. F. Oats (Amilcar), A. C. Dobson (Bugatti), Ashton-Rigby (M.G. Magna), A. H. L. Eccles (Bugatti), S. Smith (Bugatti), H. G. Dobbs (Riley) and A. C. Lace (Invicta).

It was obviously going to be extremely difficult for anyone to catch the Salmson. On the first lap Bainton had picked up two places as also had Ashton-Rigby on his amazingly fast "L type" Magna. On the next lap Bainton got into third place behind Miss Summers and the far-distant Melcalfe. Stanley Smith pulled up at the Fork and retired.

Then the Bainton Special began to spit back, so that it lost speed and gave place to R. F. Oats on the Amilcar. Eccles was going well on the 1½-litre Bugatti, and

THE BROOKLANDS SEASON CLOSES—continued.

came up fast on the third lap to pass, Dent, Bainton, Miss Summers and finally Oats. Metcalfe still had a good lead when they passed the Fork on the last lap, although Eccles was drawing nearer and nearer. As they flashed over the line Metcalfe had an advantage of ¾ of a length in hand, so that from the Paddock it looked like a head-heat. Dent retired on the last lap. Metcalfe's speed incidentally, must be the slowest recorded at a B.A.R.C. Meeting for many a year.

THE SECOND KINGSTON JUNIOR LONG HANDICAP DISTANCE ABOUT 9 MILES.

1. C. le S. Metcalfe (Salmson, 1096 c.c.), 2m. 31s.
2. A. H. L. Eccles (Bugatti, 1,496 c.c.), 32s.
3. R. F. Oats (Amilcar, 1,093 c.c.), 41s.

Won by ¾ length at 70.97 m.p.h. 200 yards between second and third.

The next item on the programme was an attempt by Whitney Straight to break John Cobb's outer circuit lap record of 70.68 secs. (140.93 m.p.h. The slim red Duesenberg had been the object of great interest in the Paddock until it was covered up by the inevitable dust-sheet. Now it appeared on the Track and Straight drove down to the Fork before joining the main circuit. For this run an electrical beam timing-apparatus was used, recording 1/100 ths. of a second.

Straight did not waste time in slow warming-up laps, and soon he was roaring round the Byfleet Banking towards the Fork. The car made an impressive sight as it flashed past the Vicker's sheds, with the blue figure of Straight sitting bolt upright in the cockpit. On the Home and Members' Banking, the car obviously demanded all Straight's skill and concentration, although it has to be remembered that he is used to such speeds on narrow road-circuits abroad. The Duesenberg did not seem to have a loud exhaust note as it swept past, yet it could be plainly heard far away on the Byfleet Banking. As is usual at speeds of 135 m.p.h. or more, this part of the track was taken in a long slide, the rear wheels being palpably higher on the banking than the front ones. He pulled the car off the banking early, and then cut across close to the sheds.

Two more laps were covered in this fashion, and the Straight turned in to the Paddock. He had failed to equal Cobb's time, for his fastest lap was covered in 72.1 secs., at a speed of 138.15 m.p.h. On being told his speed Straight remarked. "Sorry, but the car wouldn't go any quicker."

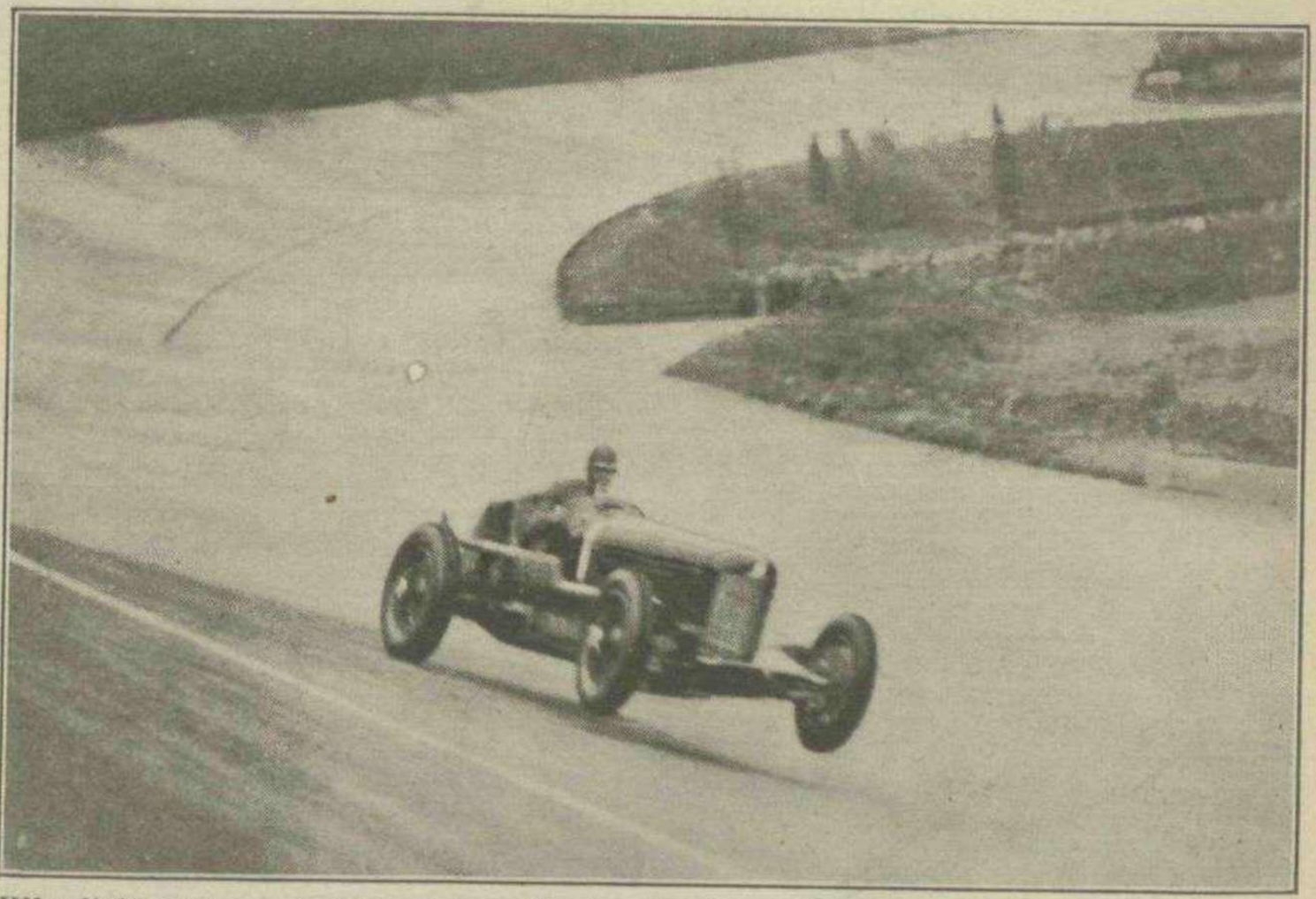
The Duesenberg again appeared in the next race, the Second "Senior Long." There were ten starters, as follows: W. A. Cuthbert (Cuthbert-Riley) and Major A. T. G. Gardner (M.G. Magnette), 59 secs.; F. W. Dixon (Riley 1½-litre), 39 secs.; Mrs. K. Petre (Bugatti) and R. J. Munday (Leyland Thomas), 36 secs.; R. T. Horton (M.G. Magnette), 33 secs.; A. H. L. Eccles (Bugatti) 2-litre), 30 secs.; John Cobb (Alfa-Romeo), 25 secs.; B. P. W. Twist (Delage), 3 secs.; Whitney Straight (Duesenberg) scratch.

Gardner led from the flag, and Mrs. Petre had wiped out Dixon's 3 secs. start, and was lying third behind Cuthbert at the end of the first lap. Eccles had passed Horton, and Straight caught Twist (driving Bertram's Delage), on the Railway Straight. On the second lap it looked as though Mrs. Petre would be able to catch Gardner, for she was travelling very fast—albeit a little unsteadily at the Fork. Eccles was lying fourth behind Cuthbert, and he was followed by Cobb, Dixon, Straight, Twist and Horton. In spite of her efforts Mrs. Petre could not catch Gardner, and the latter finally won by 100 yards, at a speed of 104.58 m.p.h. with Mrs. Petre second and Cobb third. Straight came up behind Munday and Dixon on the Member's Banking, and cut down into the Railway Straight to pass both of them in a flash. This manœuvre brought him into fourth place. Munday's near-side rear tyre, incidentally, was showing dangerous white patches all round at the end of the race.

THE SECOND KINGSTON SENIOR LONG HANDICAP. DISTANCE ABOUT 9 MILES.

1. Major A. T. G. Gardner (M.G. Magnette, 1,087 c.c. S.), 59s.
2. Mrs. K. Petre (Bugatti, 2,263 c.c. S.), 36s.
3. John R. Cobb (Alfa-Romeo, 2,336 c.c. S.), 25s.

Won by 100 yards at 104.58 m.p.h. 50 yards between second and third.



Why light cars are exciting at Brooklands. Whitney Straight on the Duesenburg hitting the Bump while attempting to break the outer circuit record.

Now came the most important race of the day—the Mountain Championship. Of the eleven entries there was only one non-starter, Sir Malcolm-Campbell with the 12-cylinder Sunbeam. And so, ten cars lined up opposite the Paddock, in the following order: F. W. Dixon (Riley 2-litre), Earl Howe (Bugatti), R. O. Shuttleworth (Bugatti), C. E. C. Martin (Bugatti), L. P. Driscoll (Austin), Raymond Mays (F.R.A. 2-litre), H. W. Cook (E.R.A., 1,100 c.c.), Whitney Straight (Maserati), A. H. L. Eccles (Bugatti), and C. Penn-Hughes (Alfa-Romeo, 2.6-litre).

When the flag fell, two cars shot ahead of the rest of the field, the Maserati, and May's E.R.A. In spite of his extra litre, Straight had all he could do to get to the top corner first, and they arrived at the Fork only a few yards apart. Thundering behind them came Shuttleworth, Penn-Hughes, Earl Howe, Martin, Driscoll, Cook, Dixon, and Eccles. Driscoll's position is worth special attention.

Round they came again, Straight well in the lead, cornering faultlessly and smoothly. Mays by contrast, was ragged and uneven, cutting in and out and taking a different path on every lap. Of the others, the only changes of position occurred among the tail-enders, the order now being Eccles, Cook and Dixon. Driscoll was putting up a simply magnificent show with the 750 c.c. Austin, holding off Eccles' 2.3-litre Bugatti, and chasing Martin.

The next lap saw the end of Penn-Hughes' run. The radiator cap of his Alfa-Romeo worked loose, and he lost so much water that he had to retire. Dixon, too, fell out on this lap. In other respects, the order remained unchanged. By the time the fourth lap had been covered, Straight had got the measure of Mays, and could afford to take things a little easier. There seemed little to chose between the acceleration of the two cars, but Straight looked much quicker on the corners.

Driscoll was holding his own with Martin and Eccles, the little white Austin fairly shrieking as he tore away from the corners. His cornering was extremely good, and the same can be said for Martin and Earl Howe. On the seventh lap Straight caught up with H. W. Cook and lapped him, and did likewise to Driscoll on the following circuit. There was no change in the order for the rest of the race, the result being Straight, Mays, Earl Howe, Martin, Eccles and Driscoll. Cook fell out two laps before the end, and May's car was misfiring at the end.

It turned out that records had fallen during the race. Whitney Straight had beaten his own record of 79.18 m.p.h. with a magnificent 81.00 m.p.h. (52 seconds dead). Mays had covered his fastest lap ever on the Mountain Circuit in 53.4 secs. (78.88 m.p.h.). The previous 2-litre record was 58 seconds (72.62 m.p.h.), made by C. S. Staniland on a Bugatti. Curiously enough it was this same figure

THE BROOKLANDS SEASON CLOSES—continued.

of 58 seconds that was clocked by Driscoll on the miraculous Austin, thus beating both the 1,100 and 1,500 c.c. records as well.

THE RACE FOR THE MOUNTAIN CHAMPIONSHIP. DISTANCE ABOUT 12 MILES.

1. Whitney Straight (Maserati, 2,972 c.c. S.).
2. R. Mays (E.R.A., 1,979 c.c. S.).
3. Earl Howe (Bugatti, 2,263 c.c. S.).

Won by 200 yards at 78.29 m.p.h. 1,000 yards between second and third.

The rest of the programme consisted of Mountain races, the first of which was the "First Senior" C. A. Richardson's Riley, fresh from its big victory at Donington the week before, led for two laps from the limit position before giving way to A. R. Samuel's "Q" type M.G. Midget. The latter car established a long lead over the rest of the field, and it was very doubtful whether anyone could catch him. His most dangerous rivals were Driscoll on the Austin, Martin's Bugatti, and the scratch man C. Penn-Hughes (Alfa-Romeo). The latter had a stiff job before him, but he did not make a great deal of headway, although he succeeded in passing Cyril Paul (Riley), Delaney (Lea Francis) and J. H. Bartlett (Alfa-Romeo).

Samuel was so far ahead that he could afford to take things quietly, but on the last lap at the Fork it looked for a moment as though he might lose his victory after all. He missed his gear on the corner, and for about 50 yards coasted along trying to select the correct ratio. However, he found it at last and all was well. Martin was a good second and Driscoll only third, in spite of raising the 750 c.c. lap record still further to 57.8 secs. (72.87 m.p.h.).

THE FIRST KINGSTON SENIOR MOUNTAIN HANDICAP. DISTANCE ABOUT 12 MILES.

1. A. R. Samuel (M.G. Midget, 747 c.c. S.), 35s.
2. C. E. C. Martin (Bugatti, 2,263 c.c. S.), 13s.
3. L. P. Driscoll (Austin, 747 c.c. S.), 21s.

Won by 150 yards at 68.83 m.p.h. 30 yards between second and third.

For the next race the B.A.R.C. had conceived the excellent idea of uniting all the class lap-record holders in one race, on a handicap basis, with a past-holder in W. G. Everitt (M.G. Midget), thrown in for full measure, so to speak. Unfortunately, Sir Malcolm Campbell could not appear as his Sunbeam was reported to have "blown up" a few days before the meeting. H. W. Cook was another absentee, his E.R.A. having developed trouble of an irremediable nature in the Championship race. This left only four cars, Whitney Straight's Maserati, Raymond Mays' 1½-litre E.R.A., Driscoll's Austin and Everitt's "Q" type M.G. Midget. Mays, however, only completed one lap. so that the issue lay between Straight, Driscoll and Everitt.

The battle between the Austin and the Midget was of the fiercest nature, both factions being right on their mettle and determined to win. Driscoll was in terrific form, and soon built up a nice little lead over Everitt, who could not bring out that extra bit necessary to hold the white Austin. Meanwhile Straight was charging round in his usual style at the rear, gaining ground hand over fist, on the little scrappers ahead. Nearer he crept, until on the fourth lap he was close behind them at the Fork. The pair kept ahead up the Finishing Straight, but the Maserati engulfed the Midget coming off the Home Banking. Driscoll got to the Fork first and nipped away towards the finishing line. But Straight was too near, and he just caught the Austin in a streak of acceleration which carried him past the Paddock at something like 125 m.p.h.

And so in spite of there being only three cars, this race was one of the finest of a fine programme.

THE RECORD-HOLDERS MOUNTAIN HANDICAP. DISTANCE ABOUT 6 MILES.

1. Whitney Straight (Maserati, 2,992 c.c. S.), scratch,
2. L. P. Driscoll (Austin, 747 c.c. S.), 26s.
3. W. G. Everitt (M.G. 747 c.c. S.), 26s.

Won by 10 yards at 78.73 m.p.h. 100 yards between second and third.

A big field of 13 cars turned out for the next race, the "Second Junior," and Metcalfe's Salmson led for two whole laps before sinking into obscurity. His place was taken by another Salmson, driven by V. W. Derrington, who also stayed for two laps. Some good performances were being made among the back markers, however, and E. K. Rayson in particular was making great strides with his 1½-litre 8-cyl. Bugatti. Starting third from scratch, he picked up first one, then three, then two places on successive laps. But Richardson's Riley was also making good progress, and it was a toss-up as to which of these two would finally win.

In the end Rayson gained the day, from Richardson and Derrington. Two people had phenomenal avoidances with barrels at the Fork, namely R. J. B. Seaman (M.G. Magnette), and Dr. R. A. Beaver (Vauxhall). Both made successful recoveries. The former, incidentally, broke the lap record in the 1,100 c.c. class at 72.87 m.p.h. Cook's E.R.A. previously held it at 72.37 m.p.h.

THE SECOND KINGSTON JUNIOR MOUNTAIN HANDICAP. DISTANCE ABOUT 6 MILES.

1. E. K. Rayson (Bugatti, 1,493 c.c. S.), 16 s.
2. C. A. Richardson (Riley, 1,089 c.c.), 39s.
3. V. W. Derrington (Salmson, 1,096 c.c. S.), 44s.

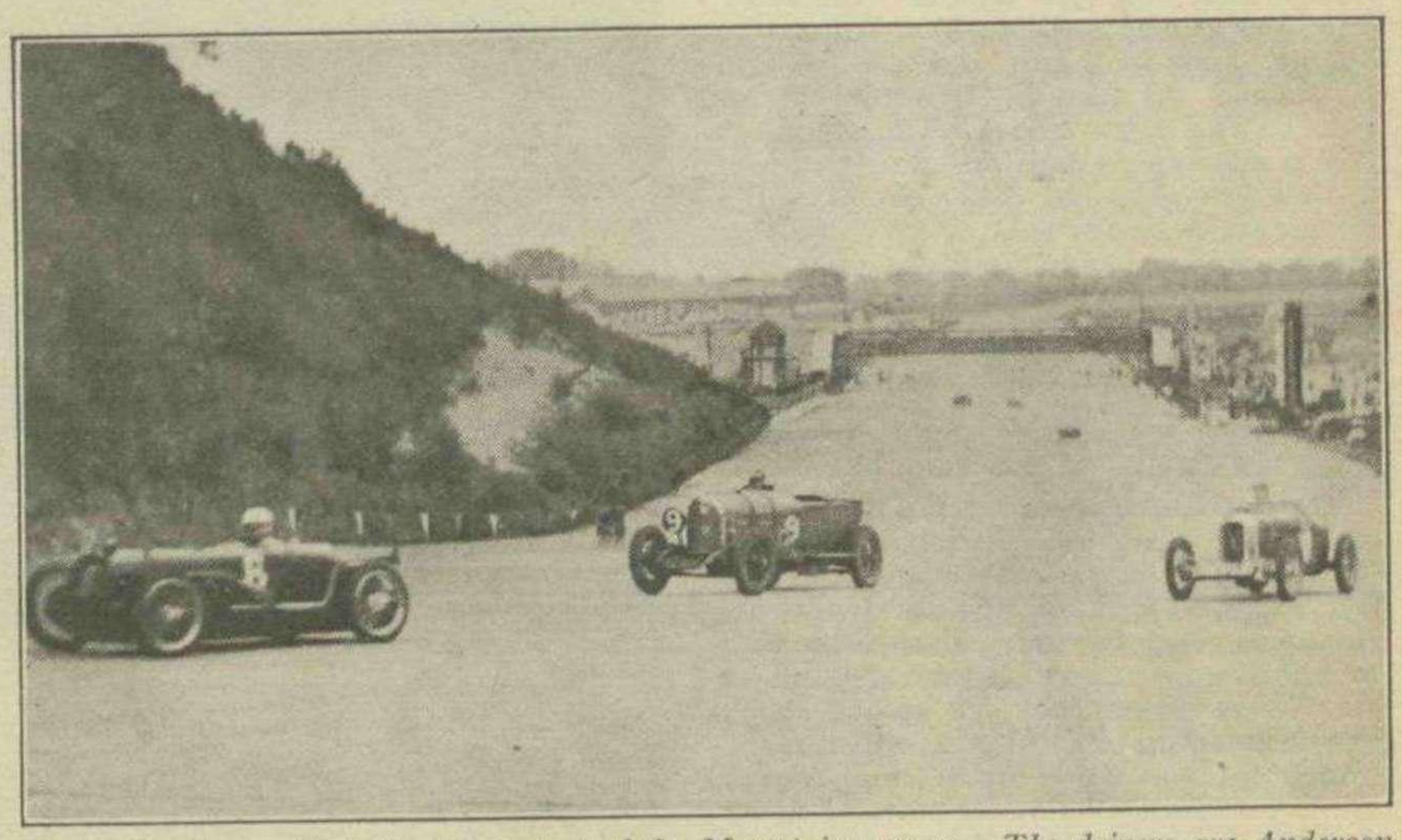
Won by 75 yards at 68.60 m.p.h. 200 yards between second and third.

Dusk was rapidly descending when the cars lined up for the last race of the day—and of the season. It turned out to be one of those uninteresting affairs when the limit man leads all the way to the finish. In this case the winner was C. T. Baker-Carr on the black 4½-litre Bentley. Kenneth Evans (M.G. Midget) and L. P. Driscoll (Austin), both made up some leeway, but the scratch man Penn-Hughes could not live up to his handicap. Gordon Casswell held second place until the run up the straight to the line, when Evans and Driscoll suddenly appeared out of the blue and swept past.

THE SECOND KINGSTON SENIOR MOUNTAIN HANDICAP. DISTANCE ABOUT 6 MILES.

1. C. T. Baker-Carr (Bentley 4487 c.c.) 48 secs.
2. K. D. Evans (M.G. Midget 747 c.c. S) 28 secs.
3. L. P. Driscoll (Austin 747 c.c. S) 16 secs.

Won by 50 yards at 65.21 m.p.h. 72 yards between second and third.



Preparing to negotiate the top corner of the Mountain course. The drivers are Anderson (Anderson Special), Bowler (3-litre Bentley) and Derrington (Salmson).

And so that was that. The October evening had a chill snap in the air, and the familiar Brooklands scene gradually withdrew into grey retirement for the winter. One always has a rather queer feeling at leaving Brooklands after the last meeting of the year. One thinks inevitably of the triumphs—and tragedies—of the past season. But next March will see us all at the Track once more. Who knows what the coming season will hold?

AN EFFICIENT COIL.

The coil plays an extremely important part in the running of a car, especially when high performance is required. Owners of sports cars would therefore do well to become acquainted with the Marchal coil, the 12-volt model of which will spark satisfactorily under compression and run an engine with only 4 volts at the battery. It is actually available in 6 or 12 volts. The construction of the coil is of an unorthodox pattern, and enables it to meet the demand for high speed operation necessary on most sports engines to-day.

The price of the Marchal coil is 50s., and the sole agent is Mr. C. Desiderio, 143, Whitfield Street, London, W. 1.

THE FIVE-LITRE MERCÉDÈS-BENZ

FAST TRAVEL WITH A DIFFERENCE

ROAD conditions abroad are very different from those which prevail in this country, while the long distances often covered by the continental driver in a single session call for a car which will glide along at high speeds without tiring the man at the wheel. Independent springing and an engine of large capacity are two items almost essential in order to achieve these ideals, and so apart from the glamour which attaches to the marque of Mercédès, we felt a great technical interest in trying the latest sports car which the famous Stuttgart factory produces.

The five-litre car retains a strong resemblance to the famous "38-250" and retains the striking V-radiator, the outside exhaust pipes and the general clean and efficient lines which distinguished the older model. The engine is still a slow-speed unit in spite of being a straight-eight, and 3,400 r.p.m. is the maximum engine speed. With this point the resemblance ends, for instead of being a full sports model requiring continual use of the gear-box and having rather harsh suspension, the five-litre is practically a two-gear car, and is as comfortably suspended as one could wish for, while still capable of exceeding 100 m.p.h.

The slow-running engine and the unique method of using the supercharger called for driving technique rather different from that required with an English sports car. Bottom gear is only used climbing mountains, we were informed, and a start is made on the high second ratio. We changed up to third gear, which is the direct ratio at 2,500 r.p.m., and except in very dense traffic or for starting never dropped below it, since the car will crawl along at walking pace on third if required. Instead of dropping down a gear in order to accelerate rapidly, the driver simply presses the accelerator pedal firmly as far as it will go, which engages the supercharger drive through a plate clutch at the front of the engine, and the resulting acceleration is all that one can desire. The supercharger still makes the stirring syren note which was characteristic of the older models.

Brief Specification.

Engine : 8 *cylinders*, 86 *mm. bore*, 108 *mm. stroke, capacity* 4,982 *c.c. R.A.C. Rating* 36.9 *h.p. Overhead valves, push-rod operated. Coil ignition. Double vertical carburettor. Clutch-engaged Roots supercharger.*

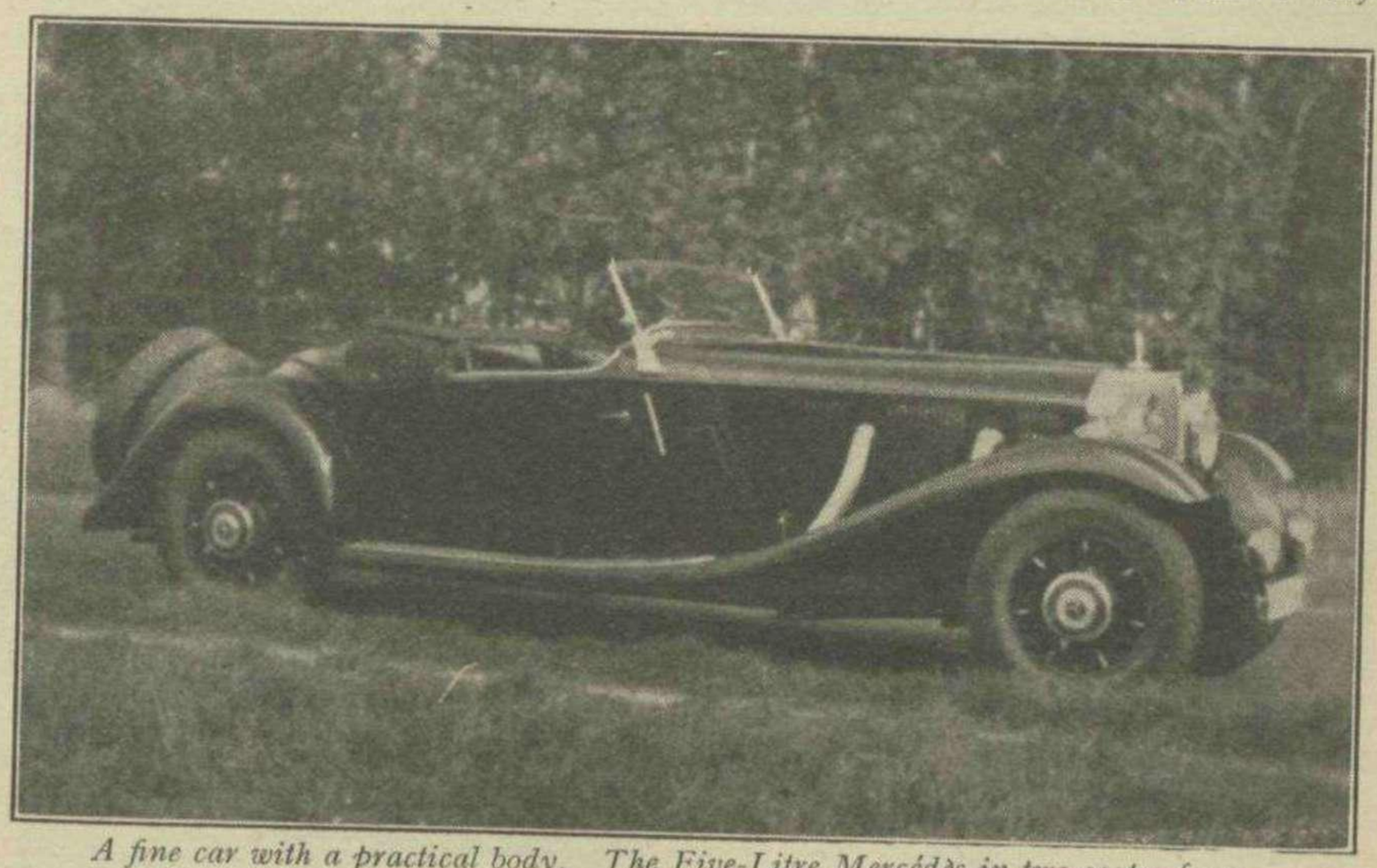
Gear-box : 4 *speeds and reverse. Third gear direct. Geared-up top, semi-automatic change. Ratios,* 3.03, 4.88, 7.8 *and* 15.6 *to* 1. *Central change.*

Suspension : All wheels independently sprung. Spiral springs.

Dimensions : Wheelbase 10*ft.* 9½*in. Track, front* 4*ft.* 11¼*in., rear* 4*ft.* 10½*in. Weight with two-seater body* 41 *cwts.*

Price : £1,890.

Meanwhile the gear-lever has been transferred from third to the over-top position, and on releasing the accelerator pedal for one or two seconds, this ratio is automatically selected, and the driver can again use the supercharger if he wants to continue the rapid acceleration. If the occasion does not call for haste, of course, the accelerator is kept short of the "blowing" position.

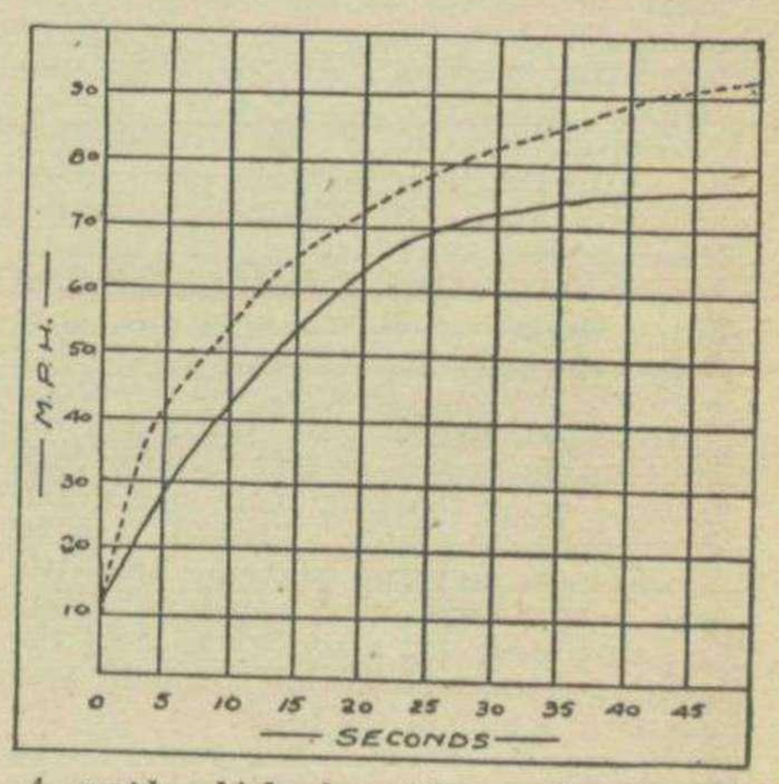


A fine car with a practical body. The Five-Litre Mercédès in two-seater form.

By using the supercharger firmly, therefore, the car is quickly brought to a fast touring speed and the flexible engine then maintains the pace without further recourse to forced induction. At a cruising speed of 62.5 m.p.h., the engine is doing only 2,000 r.p.m., while at 75 to 80 m.p.h., a pace which one may maintain indefinitely on many Continental highways, and in England too on some of our less frequented main roads, the Mercédès sweeps along silently on two-thirds throttle. The car that we were testing had been used as a service car when the Mercédès team went to Spain to take part in the Spanish Grand Prix, and the journey of 1,720 kilometres from Paris to San Sebastian was covered in 17 hours, which gives an average speed of 63 m.p.h. The maximum speed can seldom be attained in England, but on two occasions during our run we exceeded 100 m.p.h., while without the blower the car continued to surge along at ninety-five.

It is one thing to drive a fast "battleship," if one may be pardoned for so describing a car which weighs over two tons, along fast straight highways, but in the case of some of the heavy continental cars, not quite so amusing to guide them at a useful speed along the rather sinuous main roads which are found in many parts of England. The steering of the Mercédès, which rather surprisingly makes use of an English Ross gear-box, is pleasantly light and in conjunction with a large rigid steering wheel gives the driver every confidence at high speeds, while a useful amount of caster helps to centralise the wheel after corners. The car can be held at speed on corners without the tendency to "hop" which we have occasionally experienced on the "S.S." cars, and in spite of the car's weight the tail can be slid round in moments of exhilaration without any fear of its getting out of control.

All four wheels are independently sprung, and this makes it possible to have good road-holding without harshness at low speeds. The car may be driven on and off a kerb at 25 m.p.h. without moving it from an even keel, and we had an even more striking though unintentional demonstration of the success of the principle when passing another car at 75 m.p.h. Not being able to judge the exact width of the car when sitting



A graph which shows the acceleration of the Mercédès using the supercharger (dotted line) and without its aid (full line).

THE FIVE-LITRE MERCÉDÈS—continued.

behind the left hand steering, we mounted the kerb and came down again, and without the rather perturbed expression of out passenger, would not have realised what had happened. The massive chassis is in fact almost entirely insulated from the irregularities of the road, and the maker's claim that the " Type 500 " will maintain 75 m.p.h. almost regardless of conditions is no idle one.

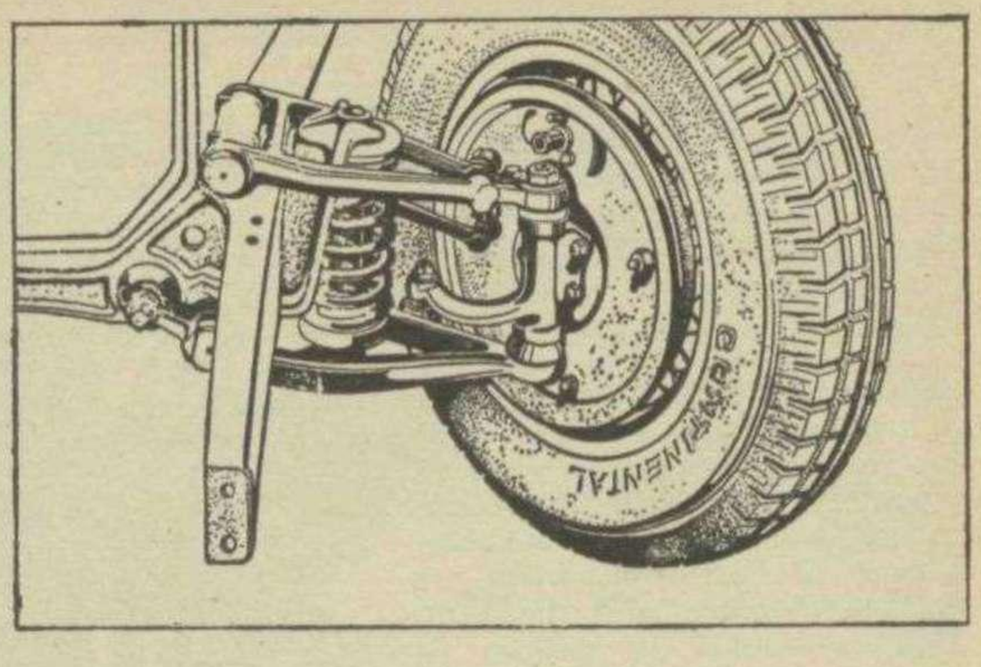
The brakes unfortunately did not quite come up to the standard of the rest of the chassis, but as they had received no attention during the 2,000 miles which the car had covered as a team hack, this would no doubt account for it. From 40 m.p.h. the car took 120 feet to come to rest, with the back wheels firmly locked. We were informed that 64 feet was about the usual figure, and in view of the size of the drums and the efficiency of the Lockheed system, this seems quite a reasonable figure. The brakes come on smoothly and a vacuum-servo mechanism lessens the effort required to apply them.

Third and top gears, as has already been explained, are the only ones used in normal travel, and attention has been concentrated on making them as easily changed as possible without touching the clutch. When changing up the lever is moved right and forward, pre-selecting the gear as it were. The actual change takes place when the foot is removed from the accelerator. A vacuum servo-motor engages the high gear when the speed of the driving shaft drops the necessary amount, while when changing down the gear-lever is moved in the reverse direction and the direct gear engages when the accelerator is released and then depressed again. The three top gears are silent-running, and second is engaged in the usual way by freeing the clutch and accelerating. Until one gets used to the semi-automatic mechanism the change is rather slower than with an orthodox gear-box, but when one becomes accustomed to it, there is little to choose as regards the time taken.

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The single and efficient independent front wheel springing.

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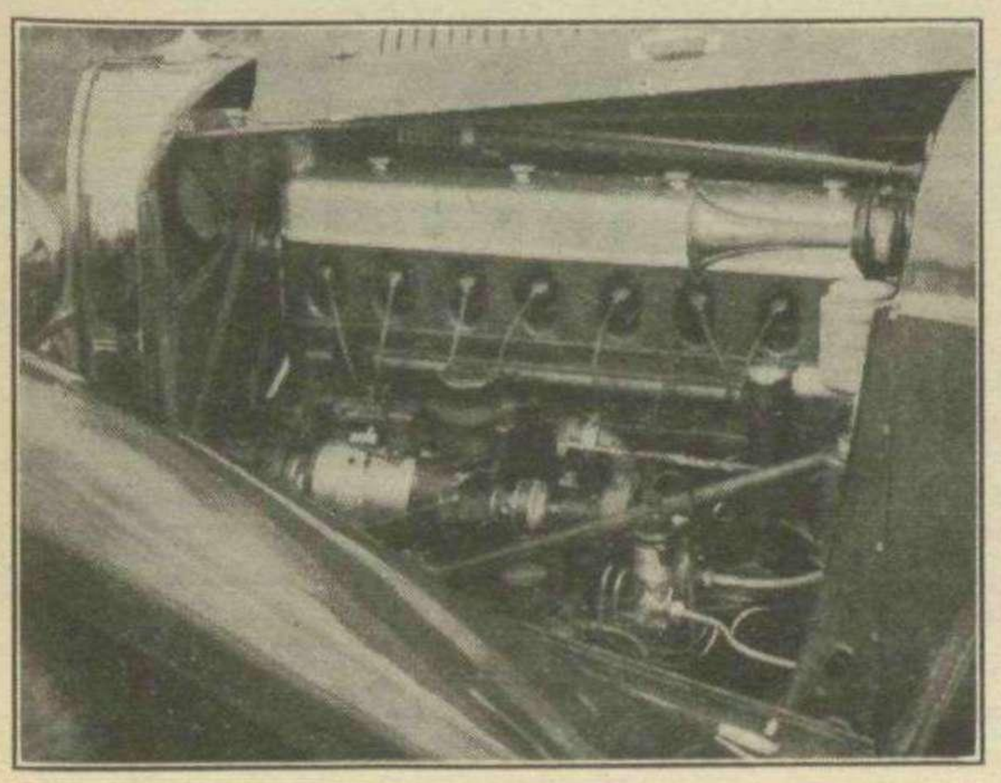
The traditional V-radiator and the large head-lights are prominent in this view, and the front springing can also be seen.

As may be gathered from what has been already said, speeds on the gears do not worry the driver of the Mercédés very much, but at the maximum of 3,400 r.p.m. they are roughly 38, 64 and 109 m.p.h. on second, third and over-top. Unfortunately Brooklands was closed for record attempts so the maximum could not be determined.

The petrol consumption is about 10 m.p.g. with ordinary fast touring and the car we tried had a compression suitable for Esso, the well-known Continental " doped " petrol. During our test we ran on 50-50 straight petrol and benzol, but with a slight reduction in compression the car runs happily on Pratt's Ethyl or Cleveland Discol.

One of the joys of the big car is that there is plenty of room in the driving compartment, and the pedals and the steering wheel of the Mercédès were arranged just where one wanted them, so that the car could be driven at full speed with the minimum of effort. The car we tested was fitted with left-hand steering, but the ones to be sold in this country have the wheel on the right. The windscreen though quite shallow gave good protection and a useful range of vision, while one sat high enough to see both wings over the high bonnet. The dash equipment comprised all the usual instruments, and we liked the button switch for the indirect lighting, which put on the lights at the first pressure and extinguished them on pushing it a second time.

The car was fitted with large Bosch headlights, which however did not give



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This near-side view of the Mercédès engine shows dynamo, distributor and pump, while below the latter is the massive petrol pump.

◆

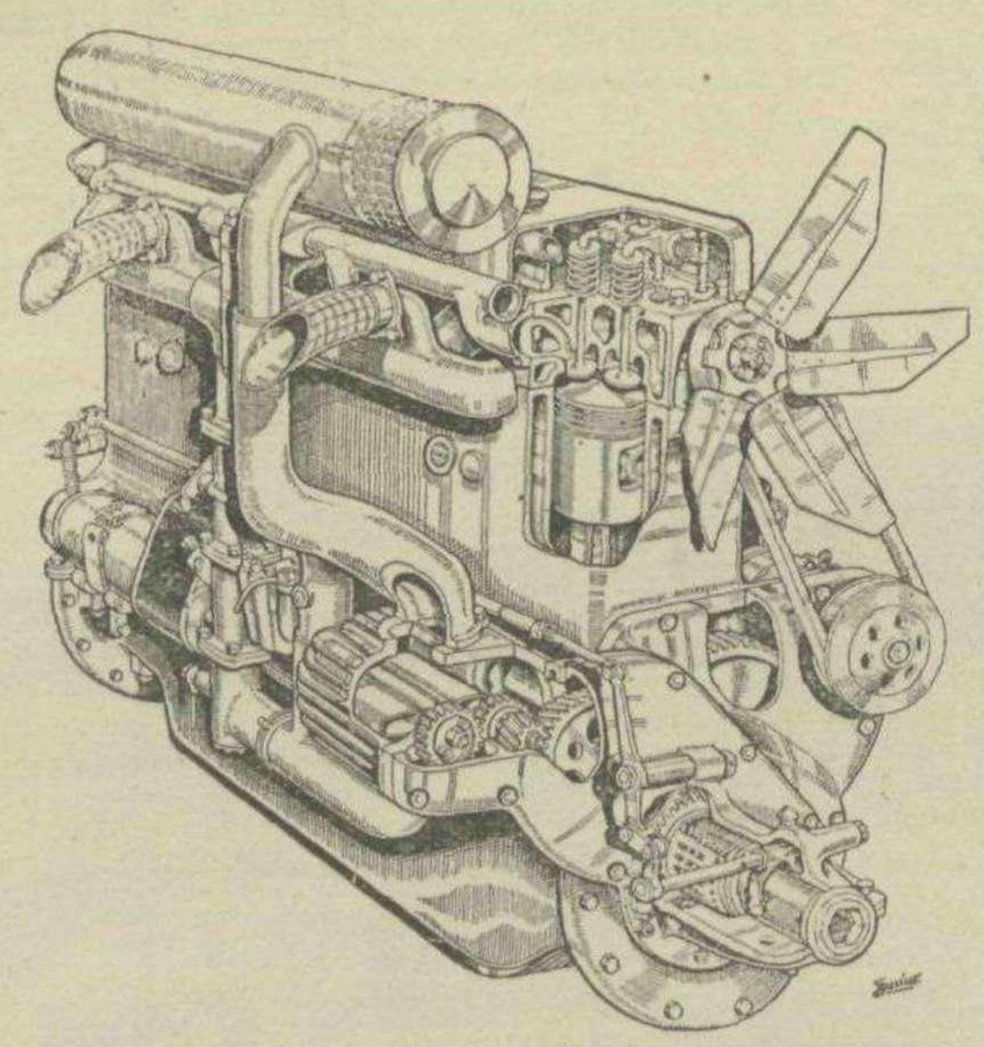
THE FIVE-LITRE MERCÉDÈS—continued.

as powerful a light as one would have expected, owing to having to conform to the strict regulations in force in Germany. However in combination with the two fog lamps also fitted, the road was completely illuminated from side to side and we were able to run safely at 70 m.p.h. The dimming mechanism is controlled by a button on the floorboard alongside the driver's left foot.

Turning to the chassis details, the engine is a straight-eight with push-rod operated overhead valves. The cylinder block, and the head which is detachable, is made of cast iron, with one plug per cylinder, and the alloy crank-case holds 1¾ gallons of oil. The crank-shaft is carried in five plain bearings and is balanced, and also provided with a damper, with small ends lubricated under pressure. Plain bearings are also used for the big-ends and the thin alloy pistons have three plain and one scraper rings. Coil ignition is used, and the petrol is drawn from the 24-gallon rear tank by a large Mercédès electric petrol-pump. A reserve supply is carried in a tank on the dash.

The carburetion system is one which has been used for many years on supercharged Mercédès cars. A double carburettor supplies the front four and the rear four cylinders, and when the supercharger is brought into action, it produces its effect by forcing air at pressure through this same instrument. In order that fuel may pass when the induction pipe is under pressure, the float chamber is also connected to the blower, and the electric pump is specially built to force in petrol against the pressure it meets. The blower, which is of the two-vane Roots type, is driven through a plate clutch and a train of gears from the front end of the crank-shaft, and is, of course, only in operation when the accelerator is fully depressed; it draws its air through a large cleaner mounted on top of the engine. The dynamo, distributor and water-pump are accessibly mounted on the near side of the engine, and a thermostat is fitted.

The engine and gear-box are rubber-mounted in one unit and the clutch is of the single plate type. The gear-box has four gears and reverse with a direct third gear and a geared-up fourth. The open propellor shaft has two flexible disc joints, while owing to the independent rear springing the differential casing is mounted on a heavy cross-bracing at the rear of the chassis. Each wheel has its own half-axle attached to the casing by a metal universal joint, and two large coil springs are used on each side of the chassis. At the front of the car the king-pins and their stub-axles are carried on two A-shaped links which rise and fall at right angles to the axis of the frame. A single spiral spring is used for each side, and is fitted in the middle of the A's bearing on the lower of the two links. Hydraulic shock-absorbers are used back and front.



A sectional drawing of the engine which shows the huge air cleaner and the supercharger with its train of gears set in motion through the clutch at the front of the engine.

A box-section chassis frame is used and cross-members of the same type brace the side-members beneath the engine and behind the gear-box, while the rear part, which is upswept to clear the swinging axles is further braced by box-members and the sturdy pressing which carried the differential, casing. The stripped chassis which was shown at Olympia was almost classically simple in outline, and might well be copied by some of our manufacturers, whose frames can only have been inspired by writhing serpents.

The specification is completed by Lockheed brakes, servo-assisted, and the unusual wire wheels with their massive knock-on hubs, and numerous balancing weights.

The car we tried was fitted with a handsome seater body painted red, devoid of frills, but with its familiar plated exhaust pipes, looking the complete "Sport-wagen." The front seats, which were well upholstered in leather, were adjustable, and a large dickey at the back provided ample room for two more passengers or a quantity of luggage. Two spare wheels are carried on a single support at the back of the car and serve to round off the sporting outline.

Summing up one's impressions of the Five-litre Mercédès, one may say that here is a massive "unbreakable" car capable of travelling indefinitely at high speed and yet not difficult to handle, a man's car in a period when chromium plate and snow-plough radiators are making ever-increasing inroads into the ranks of the thoroughbred sporting vehicle. It should be the ideal car for anyone living in the remoter parts of these Islands who wants to make fast non-stop journeys to the urban centres, while an owner who has to make long journeys abroad would, of course, find the Mercédès an ideal means of transport. British Mercédès-Benz Ltd., who have an extensive Service Station at 111, Grosvenor Road, London, S.W. 1, are the representatives in England of the parent factory at Stuttgart, and we are indebted to them for this opportunity of trying this unusual and distinguished car.

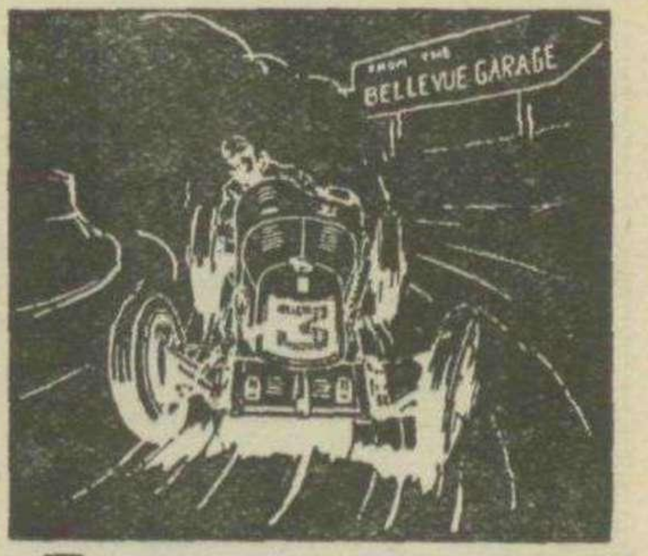
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INTERNATIONAL MOTORING FIXTURES, 1935

THE R.A.C. has issued the list of fixtures comprising the International Calendar for 1935. The dates have been allotted by the International Sporting Committee, but the allocation of a date does not necessarily mean that the event will be carried through. This will depend on a variety of circumstances which it is impossible to foresee at the time the Calendar is compiled. No action regarding any of these fixtures should be taken therefore until prospectuses have been issued.

Jan. 19-24	Monaco	14th Monte Carlo Rally.
Mar. 31-April 6	Italy	2nd Tour Automobile d'Italie "Coppa d'Oro del Littorio" (or 14th-21st July).
April 13-18	France	14th Criterium International de Tourisme Paris-Nice.
,, 14	Italy	9th Coupe des Mille Milles.
,, 15-16	France	Course de Vitesse a Nice.
,, 18	France	21st Course de Cote de la Turbie.
,, 22	Monaco	*Grand Prix de Monaco.*
,, 22	Gt. Britain	B.A.R.C. Races—Brooklands.
,, 24-May 11	France	4th Rally International du Maroc.
,, 28	Italy	26th Circuit des Madonies "Targa Primavera Siciliana."
May 5	France	7th Grand Prix de Tunisie.
,, 6	Gt. Britain	Junior Car Club—International Trophy Race—Brooklands.
,, 9	Italy	2nd Rallye de Tripoli.
,, 12	Italy	9th Grand Prix de Tripoli.
,, 12	Hungary	Grand Prix of Hungary.
,, 18	Gt. Britain	Midland A.C. — Shelsley Walsh Hill Climb.
,, 18-19	France	5th Grand Prix d'Algerie.
,, 19	Austria	Riss Rennen.
,, 26	France	10th Grand Prix de Picardie.
,, 26	Germany	Internationales Avusrennen.
May 29-31	Gt. Britain	Mannin Races—Isle of Man.
,, 30	America	*Grand Prix of America.*
June 2	Italy	11th Circuit d'Alessandria "P. Bordino"
,, 2	Switzerland	2nd Grand Prix de Montreux.
,, 2	Spain	3rd Coupe de Barcelone, 6th Grand Prix Pena-Rhin.
,, 9	France	13th Grand Circuit des Vosges.
,, 9	Belgium	10th Grand Prix des Frontieres.
,, 9	Italy	9th Prix Royal de Rome.
,, 10	Gt. Britain	B.A.R.C. Races — Brooklands.
,, 9-10	Austria	3rd Tour des Cotes des Alpes Autrichiennes.
,, 15-16	France	Le Mans 24 Hours Race.
,, 15-16	Czecho-Slovakia	1,000 Milles Tchecoslovaques.
,, 16	Italy	2nd Circuit de Biella.
,, 16	Germany	13th Internationales Eifelrennen.
,, 16	France	6th Course de Cote de Sezanne.
,, 22	Gt. Britain	Ulster Automobile Club — 2nd County Down Trophy Road Race.
,, 23	France	*Grand Prix de L'A.C.F.*
,, 30	Germany	Internationales Kesselbergrennen.
,, 30	France	3rd Meeting de Lorraine.
July 6	Gt. Britain	B.R.D.C. — British Empire Trophy Race —Brooklands.
,, 7-7	Germany	3rd 2,000 Kilometer-Fahrt.
,, 7	Italy	14th Course de Cote Susa-Moncenision.
,, 7	France	10th Grand Prix de la Marne.
,, 14	Belgium	*Grand Prix de Belgique.*
,, 14-21	Italy	2nd Tour Automobile d'Italie "Coppa d'Oro del Littorio" (or 31st March-6th April).
,, 20	France	7th Circuit de Dieppe.
,, 22-23	Belgium	2nd Liege-Chamonix-Liege.
,, 27-28	France	2nd Rallye International du Touquet Paris-Plage.
,, 28	Germany	*Grand Prix of Germany.*
July 28	France	2nd Circuit de Vitesse de l'Albigeois.
Aug. 1-9	Austria, France, Switzerland Italy, Germany, Gt. Britain	7th Coupe Internationale des Alpes.
,, 4	France	11th Grand Prix du Comminges.
,, 4	Italy	15th Circuit Montenero-Coupe Ciano.
,, 4	Austria	*Course de Cote du Grossglockner.*
,, 5	Gt. Britain	B.A.R.C. Races — Brooklands.
,, 11	Luxembourg	*1st Grand Prix du Luxembourg.*
,, 11	Italy	Course de 24 H. pour la 4th Targa Abruzzo.
,, 15	Italy	11th Coupe Acerbo.
,, 18	France	4th Grand Prix International Automobile de Nice.
,, 18	Sweden	*3rd Grand Prix d'Ete de Suede.*)
22-25	Belgium	15th Championnat d'Endurance Liege-Rome-Liege.
,, 25	Switzerland	*2nd Grand Prix de Suisse.*
,, 31	Gt. Britain	*14th Tourist Trophy Race.*
Sept. 1	Italy	4th Course du Stelvio
,, 1	Germany	11th Grosser Bergpreis von Deutschland.
,, 1	France	2nd Grand Prix de Vitesse de Vichy.
,, 8	Italy	*Grand Prix d'Italie.*
,, 15	France	28th Course de Cote du Mont-Ventoux.
,, 15	Holland	*1st Grand Prix of Holland.*
,, 21	Gt. Britain	B.R.D.C.—500 Miles Race—Brooklands.
,, 22	Spain	*Grand Prix d'Espagne*
,, 28	Gt. Britain	Midland A.C. —. Shelsley Walsh Hill Climb.
,, 29	Czecho-Slovakia	*6th Grand Prix Masaryk.*
Oct. 5	Gt. Britain	Derby & D.M.C.(Pty.) Ltd.—Race Meeting Donington Park.
,, 6	Roumania	*Course de Cote de Feleac.*
,, 12	Gt. Britain	B.A.R.C. Races — Brooklands.
,, 13	Italy	3rd Coupe Princesse de Piedmont, 2nd Circuit de Naples.
,, 27	Greece	1st Grand Prix de l'Acropole.

DIFFICULT CONDITIONS AT SOUTHPORT.

So bad was the rain on the morning of September 29th that the first part of the programme had to be held over until the afternoon. Fortunately the entry was only a small one, and the organisers managed to condense the whole programme into the afternoon session. By that time the weather cleared up a good deal, and conditions were not so bad as they might have been.

The Timed Flying Kilometre runs produced some good performances, but only one competitor was fast enough to win a 100 m.p.h. gold badge. This shining light was G. J. Jackson, whose old Sunbeam roared along the sands at 107.55 mp.h. Second fastest was J. Walker's 1,500 c.c. Bugatti, at 99.86 m.p.h. Fred Allen obtained a creditable 91.68 m.p.h. out of his Midget, beating Simister's 88.77 m.p.h. on a like car. The fastest bike was C. P. Wood's Douglas at 106.52 m.p.h.

A big bunch of cars was sent away for the One Mile event, which was won by Jackson's Sunbeam, ahead of Jack Field's Bugatti. The M.G. Car Club then took the sands for a 4-mile race, which was won by P. E. Johnson. The next race was over 8 miles, open to any car up to 1,100 c.c., and unsupercharged 1,500 c.c. machines. The result was an interesting win for Simister, with Allen second, and T. K. Humber's 1½-litre Bugatti third. Then followed an 8-mile race for M.G. owners, which provided another victory for P. E. Johnson.

Faster cars turned out for the next event, an 8-mile affair run in two classes. Those old rivals, Jackson, Field and Selby, waged their battle anew, and this time Jackson won, followed by the other two in the order named. In the subsequent sports car race over two laps, or four miles, first place in both classes was taken by G. A. Mangoletsi with his Lea-Francis.

The programme closed with two long races. The first was a 12-mile handicap, and went to Simister's green M.G. Midget, with Stephenson (Austin) second, and Berry (Singer) third. Finally, the 20 mile time handicap race was run, but by this time several motors were beginning to tire. Simister and Field were two prominent retirements, and it was levt to T. K. Humber's reliable 1½-litre Bugatti to gain the race after a stern tussle with Mangoletsi's Lea-Francis.

RESULTS.

Flying Kilometre.—100 m.p.h. badge: G. J. Jackson (Sunbeam), 107.55 m.p.h.

Straight Mile Races.—850 c.c., 1,100 c.c. and 1,500c.c—T. Simister (M.G.), 2,000 c.c.; J. K. Humber (Bugatti), 3,000 c.c. and unlimited, G. J. Jackson (Sunbeam). Sports Cars, 1,500 c.c., and unlimited, G. A. Mangoletsi (Lea Francis).

4-mile Race for M.G. Club.—850 c.c.: 1, P. E. Johnson; 2, R. E. Baines; 3, W. L. Grayson.

8-mile Race up to 1,500 c.c.—1, T. Simister (M.G.); 2, F. Allen (M.G.); 3, T. K. Humber (Bugatti).

8-mile Race for M.G. Club.—1, P. E. Johnson; 2, R. E. Baines; 3, W. L. Grayson.

8-mile Race up to 2,000 c.c.—1, T. V. G. Selby (Bugatti), 2, T. Simister (M.G.; 3, H. Hodgson (Riley).

8-mile Race, Unlimited.—1, G. J. Jackson (Sunbeam); 2, J. Field (Bugatti).

4-mile Race, Sports Cars, 1,500 c.c.—1, G. A. Mangoletsi (Lea Francis); 2, H. Hodgson (Riley); 3, E. S. Berry (Singer).

4-mile Race, Unlimited Sports.—1, G. A. Mangoletsi (Lea Francis); 2, R. D. Tong (Lagonda); 3, H. Hodgson (Singer).

12-mile Handicap.—1, T. Simister (M.G.); 2, P. Stephenson (Austin); 3, E. S. Berry (Singer).

20-mile Handicap.—1, T. K. Humber (Bugatti); 2, G. A. Mangoletsi (Lea Francis); 3, T. V. G. Selby (Bugatti).

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DONINGTON'S FINEST MEETING

THREE LONG RACES ATTRACT GOOD FIELDS AND A RECORD CROWD. VICTORIES FOR WHITNEY STRAIGHT (MASERATI) RAYMOND MAYS (E.R.A.) AND C. A. RICHARDSON (RILEY). THE LAP RECORD REMAINS UNBEATEN, BUT IS LOWERED UNOFFICIALLY BY STRAIGHT IN PRACTICE.

A GREAT step forward in the evolution of Donington Park road circuit was made on Saturday, October 6th, when a programme of three long races were held. The first was a 10-lap event for the regular Donington drivers of 1,500 c.c. cars, run on handicap; the second was a 20-lap scratch race for cars of unlimited capacity; and the third was a 40-lap affair on handicap, for cars up to 1,500 c.c. capacity. In marked contrast to all previous meetings at the Midland circuit, substantial prize money was offered for these races, and this had the desired effect of attracting a splendid field of the fastest cars in the country. For the first race the awards were £50, £20 and £10; for the second £100 and the Park Trophy, £50 and £25; for the third £200 and the Nuffield Trophy, £100, £50 and £25. Out of this total of £630, no less a sum than £250 was presented by that fine sportsman Lord Nuffield, to say nothing of the magnificent Nuffield Trophy.



T. Simister (M.G. Midget) followed by C. J. P. Dodson and C. E. C. Martin, both on M. G. Magnettes, slither round Starkey Hairpin in the Nuffield Trophy Race.

For this meeting certain alterations were made in the running of the races, which greatly benefited both the drivers and spectators. To begin with, the starting line was moved from its usual place in front of the Paddock to a point just round Starkey Corner, in full view of the new grandstand. On the road here a "gridiron" of white squares was painted in accordance with the best road racing traditions, and a row of wooden pits was erected on the right-hand side of the road.

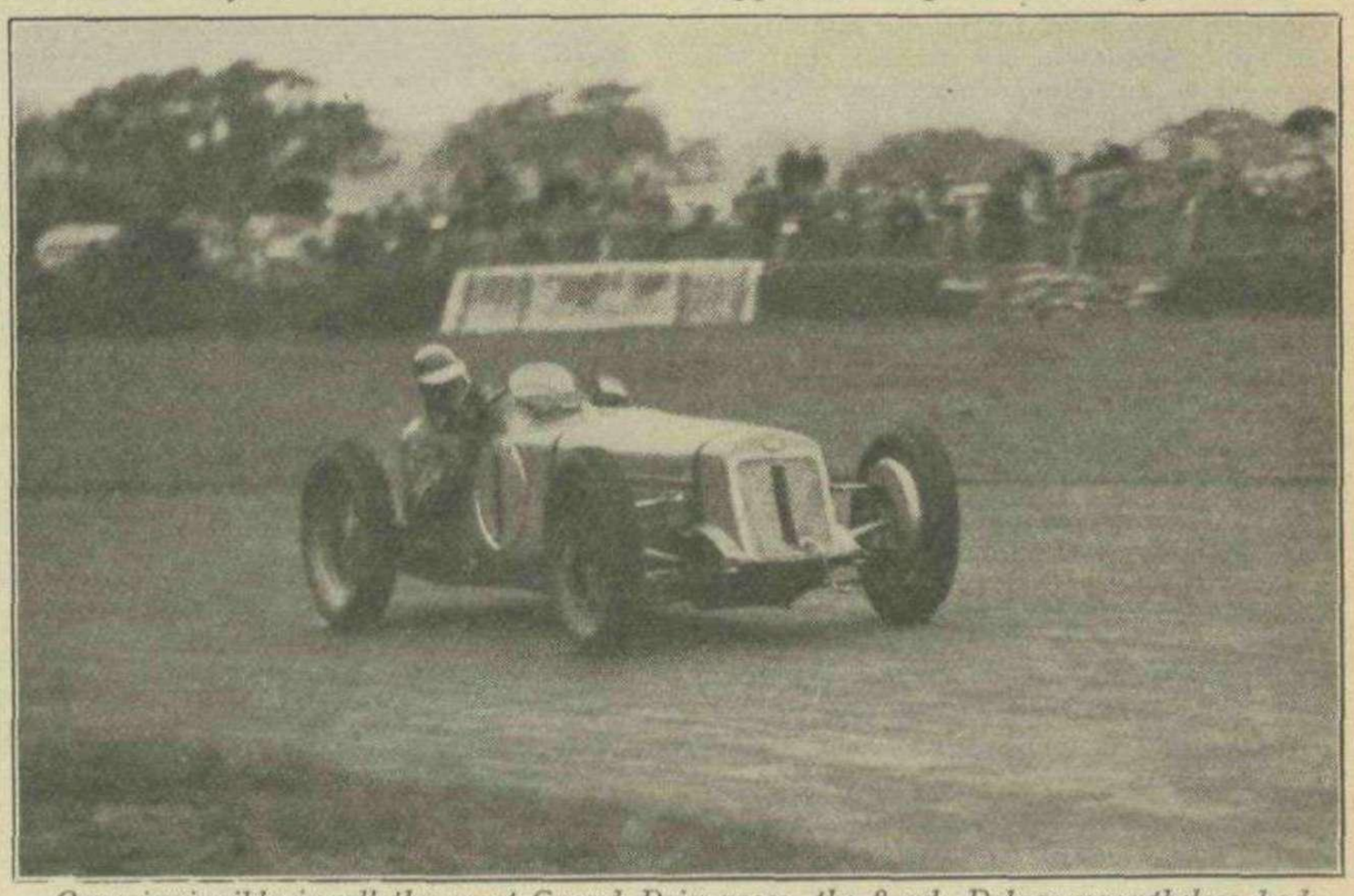
Naturally the greatest interest was aroused by the entry of Whitney Straight in the 20-lap scratch race, for his 3-litre Maserati would be the first 1934 Grand Prix racing car to be seen on the Donington circuit. Fresh from his experiences abroad in the great races of the season, Straight lived up to the expectations of his many admirers, and on the day preceding the race he easily broke C. S. Staniland's existing lap record by a margin of five seconds. The other competitors made the most of the opportunity to bring their cars to concert pitch, retiring to their respective hotels at Derby, Nottingham, Tamworth and elsewhere in readiness for the serious business on the morrow.

In spite of the fervent hopes of organisers, drivers and spectators, Saturday did not promise fine weather. As we made our way to the Park we could at least say it was not raining, but the sky was very, very ominous. At first we believed that the rain which has ruined so many races this year would spare England's first long-distance meeting, but it was not to be. As the cars lined up for the first race a fine drizzle began to fall, turning to a steady rain, which caused Geoffrey Dunfee to produce a large golf umbrella and to retire beneath its vast red and blue canopy.

The "limit" cars were Dunfee's Midget, R. J. W. Appleton's "Special," with twin tyres at the rear, T. C. Harrison's 1,080 c.c. Ford, C. D. Parish's single-seater Austin, C. A. Richardson's Riley, and Fred Allen's M.G. Midget. The "Get Ready!" was shouted, and frantic efforts were made to start the Appleton "Special." Dunfee and Harrison had kept their engines running, and the latter's Ford was boiling. "Ebby" raised his Union Jack, dropped it, and the group of cars leaped away in a squabbling pack. Harrison was the first man to reach the corner, closely followed by Appleton and Dunfee.

The 40 seconds which elapsed before the "scratch" group was dispatched seemed but a moment, and eight more cars roared away in a tightly-knit mass. The outstanding getaway was made by Peter Skinner on the little red Morris Minor. This is the identical car which made history by attaining a speed of 100 m.p.h. at Brooklands Track a few years ago.

The crackle and scream of exhausts faded away through Holly Wood, and the spectators impatiently awaited the appearance of the first cars coming over the crest of Starkey Hill. There came the sound of approaching cars, and the Appleton "Special" charged down to the corner with juddering brakes and engine revving up as the driver changed down through the gearbox. Next came Richardson's Riley, then Dunfee (M.G.), Parish (Austin), Allen (M.G.), Skinner



Once invincible in all the great Grand Prix races, the 8-cyl. Delage nevertheless had to bow the knee before its modern rivals at Donington.

DONINGTON'S FINEST MEETING—continued.

(Morris), T. K. Humber (Bugatti), H. H. Porter-Hargreaves (Frazer Nash), G. Casswell (Fraser Nash), R. E. Tongue (Aston-Martin), A. Powys Lybbe (Alvis) and J. D. Greaves (Aston-Martin). Already there had been excitement at the tricky Hairpin Bend. Harrison was in the lead at this point on the white Ford, but he was quite out of control all the way down the hill past the Paddock. By the time the corner was reached his plight had become desperate, and the car left the road backwards and finished up on the grass. As the next group came past there was a great battle being waged between Greaves (Aston-Martin) and H. T. H. Clayton (Amilcar). They both tried to get to the corner first, with the result that they made a simultaneous *tête-à-queue* which landed them on the grass on the right hand side of the road. Tongue was following, but he wisely kept his distance and was not involved in the *mêlée*. Greaves re-started and set off to make up lost time, but Clayton's Amilcar had a sensational " burst " when the driver revved up to regain the road.

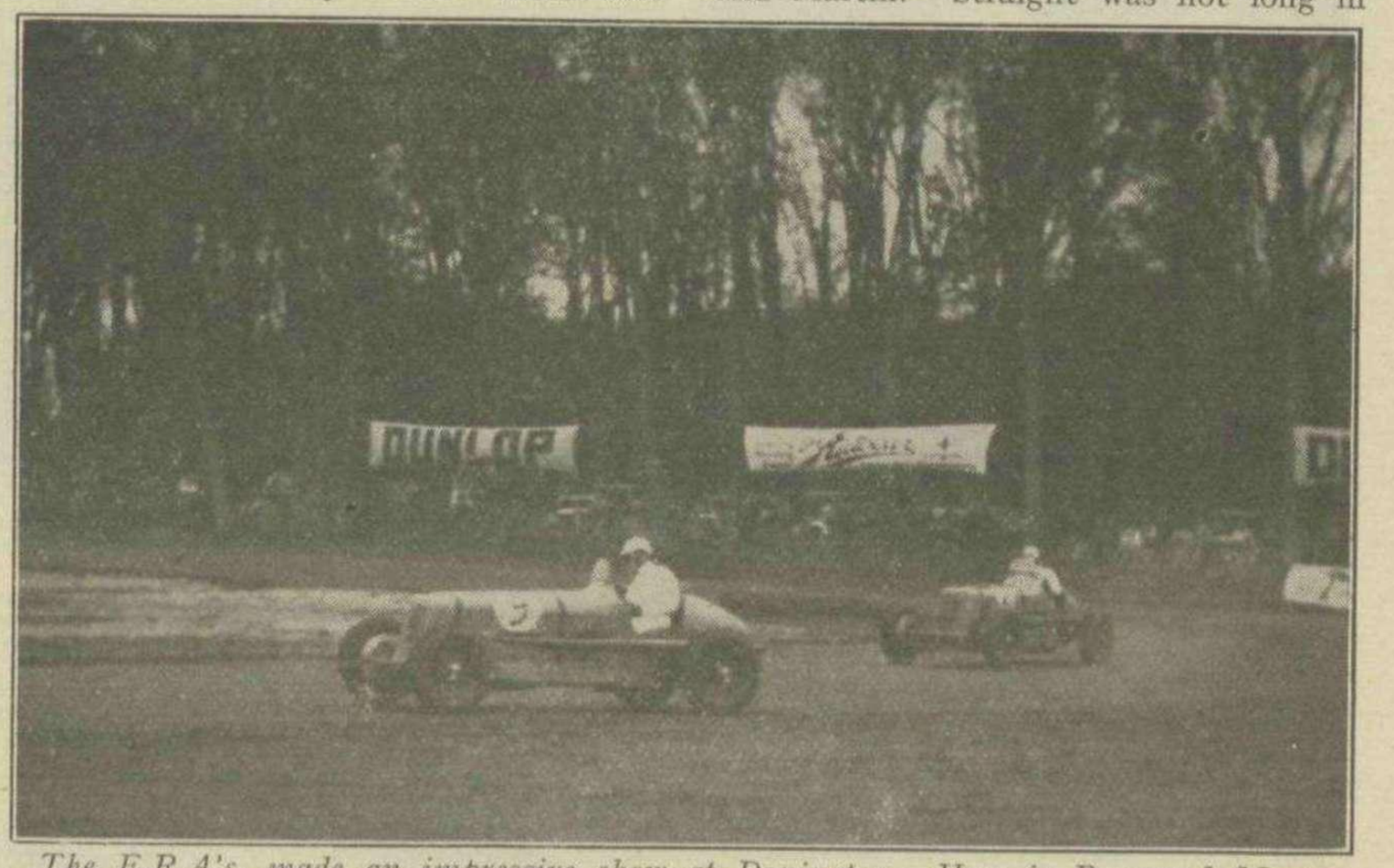
On the second lap the only real accident of the day occurred. Dunfee and Parish had been having a lively duel since the beginning of the race, and as the two cars emerged from the Coppice Farmyard Parish pulled out to pass. At that moment the little Austin struck a bad bump, which pitched it sideways, so that it touched the wheels of the M.G. Both cars immediately took charge, Dunfee crashing through the hedge without hurting himself and Parish being more unfortunate in turning over. The latter was unconscious when he was picked up, and two big dents in his crash helmet showed what would have happened to him without this protection. As it was, an examination at the Derby Infirmary revealed only cuts and bruises.

At the end of this eventful second lap the lead was held by C. A. Richardson (Riley). Appleton lay second, but was very slow on the corners, and the acceleration of his " Special " did not seem to warrant the use of twin wheels. The sensation of the race was the astonishing performance of Peter Skinner, who got into third place on the third lap. His handling of the Morris Minor was superb, without a trace of fluster or hurry, and he picked up places with confident ease. His lap time on this circuit was 2 mins. 29 secs., or a speed of 62 m.p.h.

On the whole, the standard of driving was good, and the drivers kept to the right allowing plenty of room for overtaking cars. On one occasion, however, Powys Lybbe rather pointlessly held off Casswell's Frazer Nash at Starkey Corner, forcing the latter to go very wide and lose ground. As the Nash was a good deal faster than the Alvis this manœuvre only hindered Casswell without really benefiting Powys Lybbe.

Although the race was actually being run on handicap, the cars had started so closely that it had all the interest of a scratch event. The interest now lay in watching Skinner's progress through the field, and when he appeared hard on Richardson's heels on the fifth lap, a spontaneous burst of clapping rose from the packed grand stand. On the next lap the little red projectile was in the lead, ahead of Richardson, Allen, Greaves, Humber, Porter-Hargreaves, Casswell, Tongue and Powys Lybbe. The Appleton Special came into the new pits, registering the first call there at Donington, and then moved on to the " Cemetery " with a broken engine mounting.

Skinner did not lead for long, and on the next lap it was Richardson's Riley that came by alone. After a few moments of anxiety it was learned that the Morris Minor had run out of fuel, an irritating reason for losing the race. From then on Richardson had the race in his pocket, and he continued without hurrying unduly until he received the checkered flag as token of victory. Allen came in a good second, having driven fast and well. The " 1,500's " waged a ferocious battle for the whole race, the Aston-Martin's, Frazer Nash's and solitary Bugatti, all being evenly matched. Two laps before the end, T. K. Humber (Bugatti), made an error at Starkey Corner which cost



The E.R.A's. made an impressive show at Donington. Here is Raymond Mays on the 1,500 c.c. model about to lap H. W. Cook's smaller car in the Nuffield Trophy Race, which was won by the former.

him third place in the race. He led Porter-Hargreaves, Casswell, Tongue and Greaves down to the corner but took it a shade too fast. He spun right round and slithered on to the grass. Then he tried to restart, and nearly made another gyration before getting away. By this time all the others had passed by, but he managed to overtake Greaves on the last lap.

RESULT OF 10-LAP HANDICAP.
(Cars up to 1,500 c.c.).

1. C. A. Richardson (Riley, 1,089 c.c.), 50s. start, 58.53 m.p.h.
2. F. Allen (M.G. Midget, 747 c.c. S), 50s. start, 55.62 m.p.h.
3. H. H. Porter-Hargreaves (Frazer Nash, 1,496 c.c.), 10s. start, 56.89 m.p.h.
4. R. E. Tongue (Aston-Martin, 1,495 c.c.), 10s. start.
5. T. K. Humber (Bugatti, 1,496 c.c.), 10s. start.
6. Lt. J. D. Greaves (Aston-Martin, 1,495 c.c.), 10s. start.
7. A. Powys Lybbe (Alvis, 1,496 c.c.), 10s. start.

Fastest lap.—P. G. Skinner (Morris Special, 846 c.c. S), 2m. 29s., 62.05 m.p.h.

The first car to take its place on the starting line for the next race was Whitney Straight's black Maserati. Ramponi changed all the plugs of the spotless 8-cylinder engine, and then covered the whole car with a blue-and-white striped dust sheet. Meanwhile the other competitors slowly came up, and soon the scene presented all the atmosphere of a continental road race. In the front row were Straight, Earl Howe (Bugatti) and F. W. Dixon (Riley). Staniland's Bugatti came next, all by itself, for A. H. L. Eccles' Bugatti and Raymond May's 2-litre E.R.A. were non-starters. The next line consisted of C. E. C. Martin and R. O. Shuttleworth on 2.3-litre Bugatti's, and C. Penn-Hughes (2.6-litre Alfa-Romeo). The field was completed by Austin Dobson (2.6-litre Alfa-Romeo), and Sir Ronald Gunter, with the green supercharged Riley raced previously by E. K. Rayson.

When the flag fell Whitney Straight promptly shot forward with Earl Howe right behind. Penn-Hughes pulled close to the pits in order to slip past Staniland, but the latter was too quick for him. Both of them, however, passed Dixon before the corner was reached, as did Shuttleworth and Martin. Straight was not long in coming round at the end of his first lap, travelling so fast over Starkey Hill that the black Maserati hopped about on the road. His standing lap had been covered in 2 mins. 23 secs. (64.65 m.p.h.). Not so very far behind came Chris Staniland, hurtling along for all he was worth, and handling the twin-camshaft Bugatti with skill and dash. Then came Earl Howe, Shuttleworth, Penn-Hughes, Martin, Dixon and Gunter. Dobson had retired on this first lap, having only reached the Paddock.

Straight was still well ahead on the second lap, and Staniland was clear of the others. Shuttleworth got past Earl Howe on the short straight in front of the grandstand, but his speed was too great for him to take the corner. He swung wide on to the grass, and Howe repassed him, but both were overtaken by Penn-Hughes, who cut in neatly behind them. At the tail of the procession Gunter's Riley was misfiring badly, and was quite out of the running.

For the next five laps the order of the field remained the same, and Straight lapped Gunter. He continued his lightning

DONINGTON'S FINEST MEETING—continued

progress without showing the slightest signs of hurry in his driving, and demonstrated to the 12,000 spectators who lined the course exactly how the gentle art of road racing should be executed. Then, on the seventh lap, Staniland's Bugatti began to back-fire loudly as it swept down to Starkey Corner—and the sternest opposition to Whitney Straight's otherwise foregone victory was removed. After two more laps Staniland pulled in to the pits to change the faulty plug, but the stop put him right out of the race. Actually he carried on for sixteen laps before retiring. This was particularly bad luck for Staniland, and also for Mathieson, the owner of the car, and Papworth, who had performed a minor miracle in getting the car to the line at all, for a ball-race in the back axle broke during the morning, and had to be repaired at almost impossibly short notice. But replaced it was, and to lose an almost certain second place was really too bad.

The rest of the race was uneventful in so far as the lead was concerned, but apart from Straight's magnificent driving there was plenty to find interest in the terrific scrap that was waged between Shuttleworth and Martin. In spite of his extra camshaft, Shuttleworth could not shake off Martin, who on one occasion even scraped past. For the whole race they were never more than 50 yards apart, giving a clever display of good driving. For some time they were separated by Staniland, after the latter's pit stop, but they finished as they began—in close rivalry. Behind Straight, Penn-Hughes drove his green Alfa-Romeo in a calm manner that was nevertheless quick, and he finished second. Earl Howe made up a good deal of ground on the Alfa in the last few laps, finishing third. Incidentally, Straight did not break Staniland's lap record during the race. Dixon finished last, his Riley being inferior in speed and acceleration to the other cars.

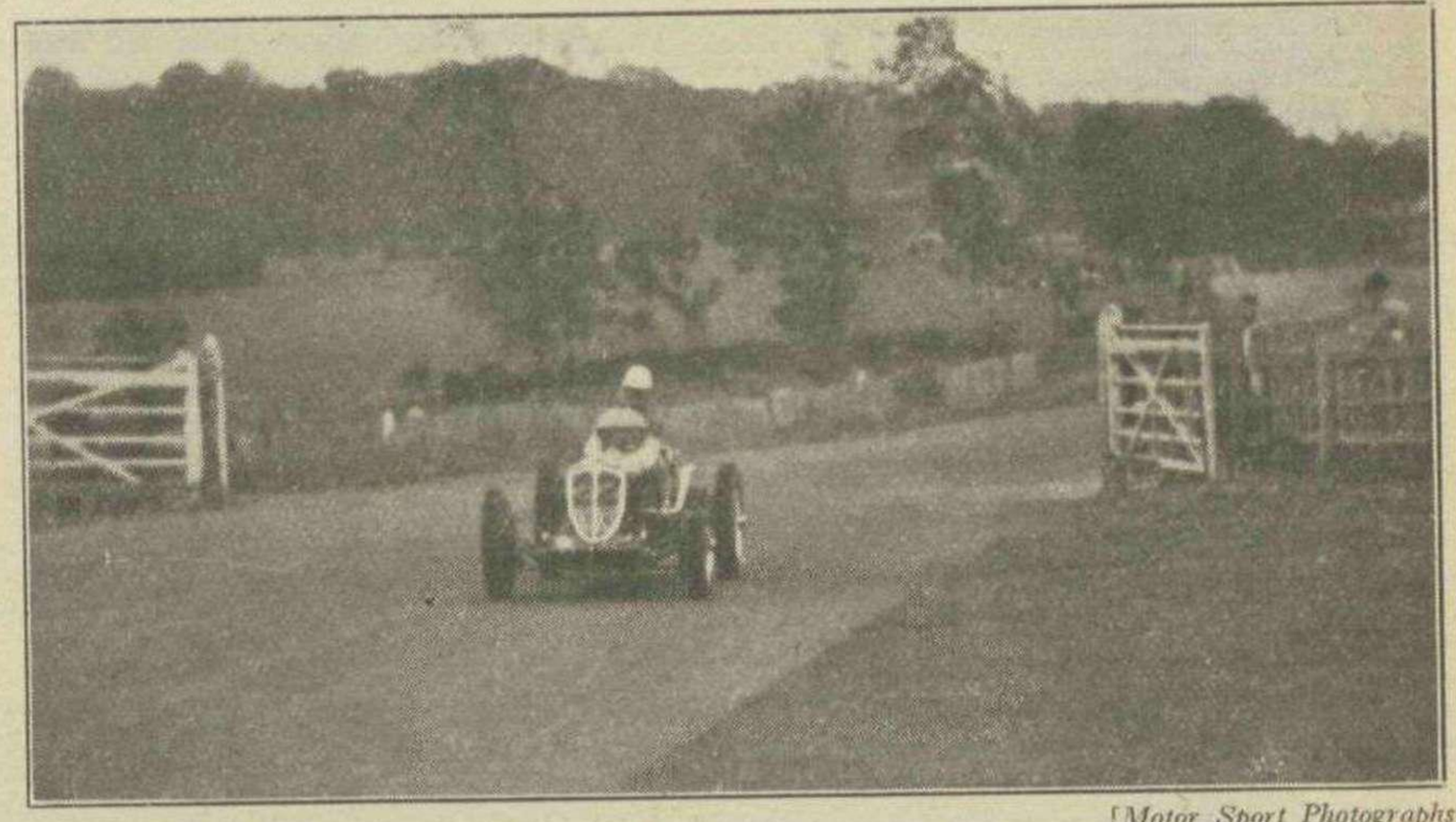
RESULT OF DONINGTON PARK TROPHY.
Twenty Laps for Cars of Unlimited c.c.

1. Whitney Straight (Maserati, 2,992 c.c. S), 45m. 56s., 67.09 m.p.h.
2. C. Penn Hughes (Alfa-Romeo, 2,600 c.c. S), 46m. 45.4s.
3. Earl Howe (Bugatti, 2,300 c.c. S), 46m. 48s.
4. R. O. Shuttleworth (Bugatti, 2,263 c.c. S).
5. C. E. C. Martin (Bugatti, 2,263 c.c. S).
6. F. W. Dixon (Riley, 1,985 c.c.).

Fastest lap.—Whitney Straight (Maserati), 68.688 m.p.h. .

Before the next race began the announcer called for silence from the competitors, who were warming up their engines on the line. Then, in the absence of Lord Nuffield, Mr. Cecil Kimber made a few remarks about the racing and about the Nuffield Trophy in particular.

Then final adjustments were made to some of the cars by sweating mechanics and the flag was dropped for what was considered by many to be *the* event of the day. The first group received 56 seconds and one credit lap start, and consisted of W. G. Everitt, K. D. Evans and T. Simister on M.G. Midgets, Cyril Paul and P. Maclure on Rileys, and R. F. Turner on a "works" single-seater Austin. The chief rivals here, of course, were Everitt and Turner, both of them first-class drivers who are thoroughly acquainted with the Donington circuit and piloting the fastest products of the M.G. and Austin factories. Everitt jumped away from the start and was leading at the end of the first lap from Turner, Maclure, Evans and Simister. Meanwhile, 16 seconds later, the blown 1,100's and the unsupercharged 1½-litres had got away, the leader of this group being C. E. C. Martin (M.G. Magnette),



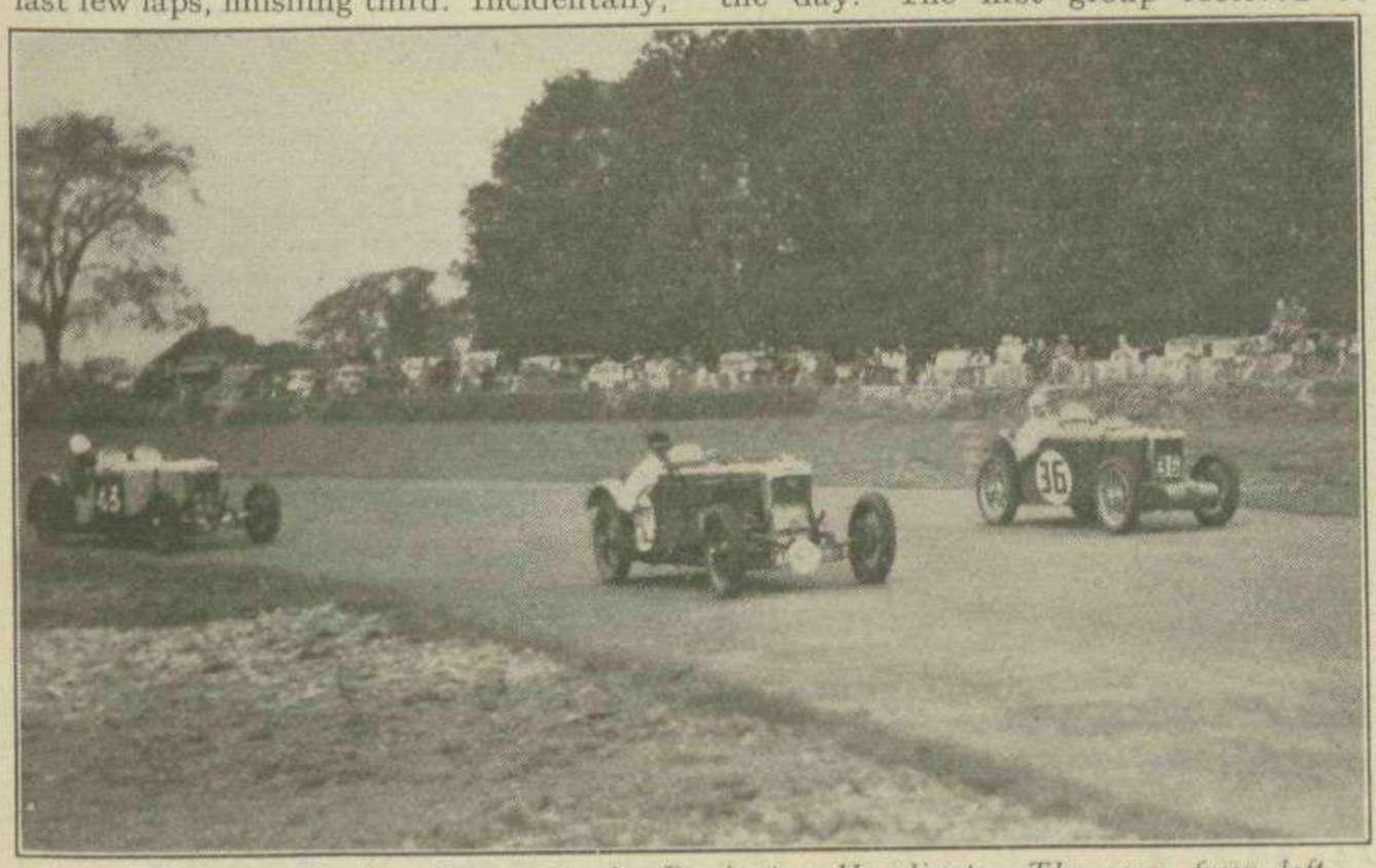
[*Motor Sport Photographs*

Whitney Straight shoots throught the gate at the foot of Stanley Hill. His Maserati touched 125 m.p.h. on the straight.

followed by C. J. P. Dodson (M.G. Magnette), F. W. Dixon (Riley), T. P. Cholmondeley Tapper (Bugatti), H. W. Cook (E.R.A.) and R. J. B. Seaman (M.G. Magnette). R. T. Horton was left on the line and lost a whole lap before he got going on the offset-streamlined M.G. Magnette raced by the late H. C. Hamilton. Forty seconds after the second group, the scratch men set off in pursuit, composed of Earl Howe (Delage), Raymond Mays (E.R.A.), C. S. Staniland (Riley Six) and E. K. Rayson (Bugatti). The last-named, however, only covered one lap.

Everitt was obviously going to take a lot of catching. His "Q" Midget was in perfect tune, and his driving just about as fast as possible. On corners he was especially impressive, never wrestling with the steering wheel, but driving round in a smooth power-controlled slide. Turner did not seem so fast with the white "monoposto" Austin as he is on his own car, and we noticed this particularly on the downhill curve past the Paddock—a point where he used to excel all other drivers. Simister fell out after a few laps, giving Evans third place, followed by Dodson, Martin, Dixon and Seaman.

In the previous races enough rain had fallen to make driving conditions not too pleasant, but now the heavens opened and a perfect deluge descended. For the first two laps Mays did not hurry, but then he made a spurt and passed Staniland, who was driving the white Riley Six handled so successfully by Mays at Shelsley Walsh. On the fifth lap he caught up with the group ahead, and overtook, first Cholmondeley-Tapper (Bugatti) and then H. W. Cook (E.R.A. 1,100 c.c.). He had aso passed P.



All together on Starkey Corner in the Donington Handicap. The cars, from left to right are G. Casswell (Frazer Nash), H. H. Porter-Hargreaves (Frazer Nash), and F. Allen's (M. G. Midget).

DONINGTON'S FINEST MEETING—continued

MacClure (Riley), who steadily fell back to last position owing to misfiring. On the next lap Mays passed Seaman and Martin, whose Magnette was not going too well, and a further two laps saw the 1,500 c.c. E.R.A. lying fifth behind Everitt, Turner, Evans and Dodson. The three first-named, though, had one credit lap in hand as well. After ten laps, then, the order was :—

1. W. G. Everitt (M.G. Midget S).
2. R. F. Turner (Austin S).
3. K. D. Evans (M.G. Midget S).
4. C. J. P. Dodson (M.G. Magnette S).

So far there had only been two retirements, those of Simister (M.G. Midget) and Rayson (Bugatti). Several people called at the pits, however, among them being Kenneth Evans and H. W. Cook. On the 13th lap Freddie Dixon retired. A few laps later Dodson toured into the pits with his cream Magnette—a big-end gone. Up to this point he had revealed himself to be one of the fastest drivers in the rain, and stood a good chance of a place, if not a win.

On the same lap Earl Howe pulled up and complained that the flag marshals were not doing their work properly of signalling to slower cars that someone wished to pass.

On the 18th lap Mays caught up with Everitt, and set about reducing the latter's lead of one credit lap. His hopes of winning the race were small, however, for he had already taken 18 laps to cut down Everitt's start of 56 seconds. Taking the lap speed of the M.G. at about 2½ minutes, it will be seen that Mays's chances of wiping this out in 22 laps were pretty remote. This was the order after 20 laps:

1. W. G. Everitt (M.G. Midget S).
2. R. F. Turner (Austin S).
3. R. Mays (E.R.A. S).
4. K. D. Evans (M.G. Midget S).

Signals were now hung out by those in charge of the Austin pit, and were duly noted by Turner. If he was instructed to put on speed in order to catch Everitt they might have saved themselves the trouble, for on the 24th lap the Midget came to rest at Starkey Corner amid a cloud of steam. Everitt's fine driving was rightly applauded by the crowd in the grandstand.

The little white Austin now led the race, but Turner was not to have his lucky day. He pulled into the pits on his 29th lap, and remained seated while the plugs were leisurely changed. After a long delay he got going again, but retired on that lap with a broken gearbox. Everyone would liked to have seen this fine driver gain a success on his first drive on an official "works" car. And so Mays found himself unexpectedly in the lead, a position from which he was not to be displaced. The position at 30 laps was :—

1. R. F. Turner (Austin S).
2. R. Mays (E.R.A. S).
3. K. D. Evans (M.G. Midget S).
4. R. J. B. Seaman (M.G. Magnette S).

Earl Howe continued to express disapproval of the flag marshals, for one or two drivers were flagrantly selfish in their complete disregard of overtaking cars. On one occasion Earl Howe made vigorous signs to the flag marshals at the position of H. W. Cook on the Starkey Straight, for the latter was firmly sticking to the centre of the road and preventing anyone from passing. Earl Howe has an impeccable reputation among the leading Continental drivers for his courtesy in "giving the road" to faster cars, and the Donington authorities would do well to act on his advice in this all-important matter.

The last ten laps of the race passed off uneventfully. Raymond Mays was taking it fairly easily on the E.R.A., being content to rely on his acceleration without recourse to the fastest cornering in order to maintain his lead. In second place came R. J. B. Seaman, driving Whitney Straight's M.G. Magnette. In view of his Continental record this year, including 1st place in the Voiturette class of the Swiss Grand Prix, Seaman was watched with great interest. His driving bore the stamp of experience, being precise, determined and calm. Third place was taken by Kenneth Evans, after a good run in his blue "Q" type M.G. Midget, during which he never made a mistake in spite of the difficult conditions. Earl Howe finished fourth, speeding up in the last few laps and making up ground rapidly—but too late.

Altogether the meeting of October 6th can be rated as quite the finest ever staged at Donington. The organisation was splendid (except for the flag marshals), the arrangements for the public were comfortable and efficient, and three long races were keenly contested by a representative field of fast cars. A fine effort, and one which we should like to see repeated several times next season.

RESULT OF NUFFIELD TROPHY RACE.
Forty Laps for Cars up to 1,500 c.c.

1. R. Mays (E.R.A., 1,488 c.c. S), scratch, 1h. 41m.8s. 61.51 m.p.h.
2. R. J. B. Seaman (M.G. Magnette, 1,087 c.c. S), 40s. start, 1h. 44m. 41.6s., 59.02 m.p.h.
3. K. D. Evans (M.G. Midget, 746 c.c. S), 1 lap plus 56s. start, 1h. 45m. 18s., 57.06 m.p.h.
4. Earl Howe (Delage, 1,484 c.c. S), scratch.
5. H. W. Cook (E.R.A., 1,090 c.c. S), 40s. start.
6. C. E. C. Martin (M.G. Magnette, 1,087 c.c. S), 40s. start.
7. R. T. Horton (M.G. Magnette, 1,087 c.c. S), 40s. start.
8. T. P. Cholmondeley Tapper (Bugatti, 1,496 c.c.), 40s. start.

RECORDS AT BROOKLANDS

At the end of September that queer little machine, the Vitesse Special, was brought out once more at Brooklands Track. This car has a single cylinder engine of 350 c.c. capacity. G. B. Grush was the only driver, and he collected four records within the space of one hour, all in International Class J (up to 500 c.c.). For a four-wheeler of such diminutive size the speeds obtained were truly remarkable, and a great credit to those who have spent efforts in bringing the car to its present pitch.

Here are the records broken during the course of the run, together with the previous figures in brackets :—

50 kilos.,	73.44 m.p.h.	(70.25 m.p.h.)
50 miles,	73.32 m.p.h.	(70.73 ,,)
100 kilos.,	73.13 m.p.h.	(70.88 ,,)
1 hour,	73.03 m.p.h.	(70.95 ,,)

A week later Whitney Straight made an attempt on his own lap record for the Mountain Circuit. His last figure to date was 53 secs., or 78 m.p.h., made with the old 2½-litre black two-seater Maserati. As a matter of actual fact, Straight had already improved on this record unofficially when he first obtained delivery of his 3-litre Maserati early this year, but now he wanted to place the fact on record. In the usual Whitney Straight fashion, everything went according to plan, and in the course of some extremely rapid laps he set up a new record of 53⅕ secs., or 79.18 m.p.h. He only used single tyres at the rear, but his acceleration was really terriffic. Before having to cut out for the corner the Maserati attained a speed of 125 m.p.h., so that the view of the car from the Paddock Grandstand was extremely impressive.

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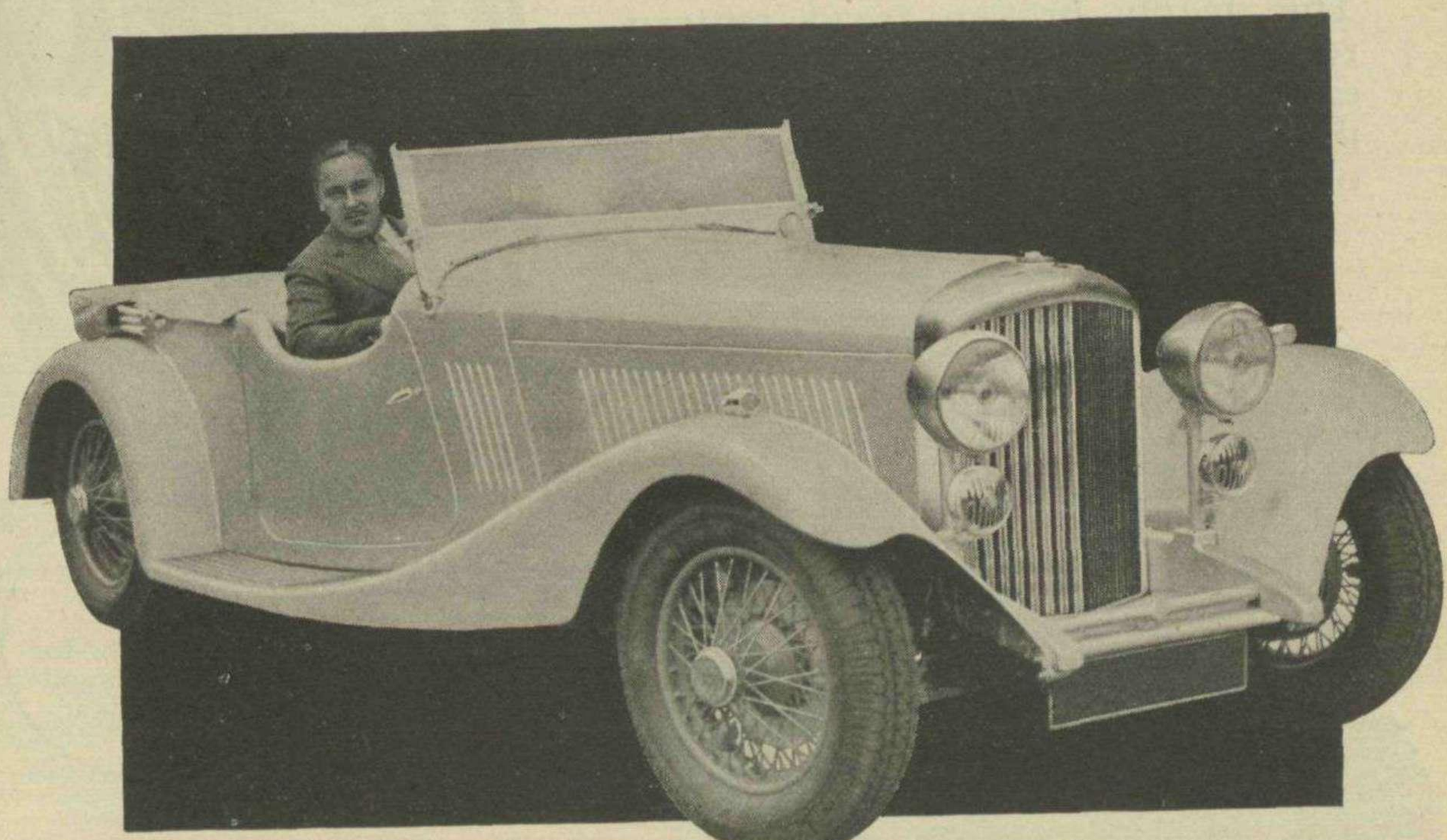
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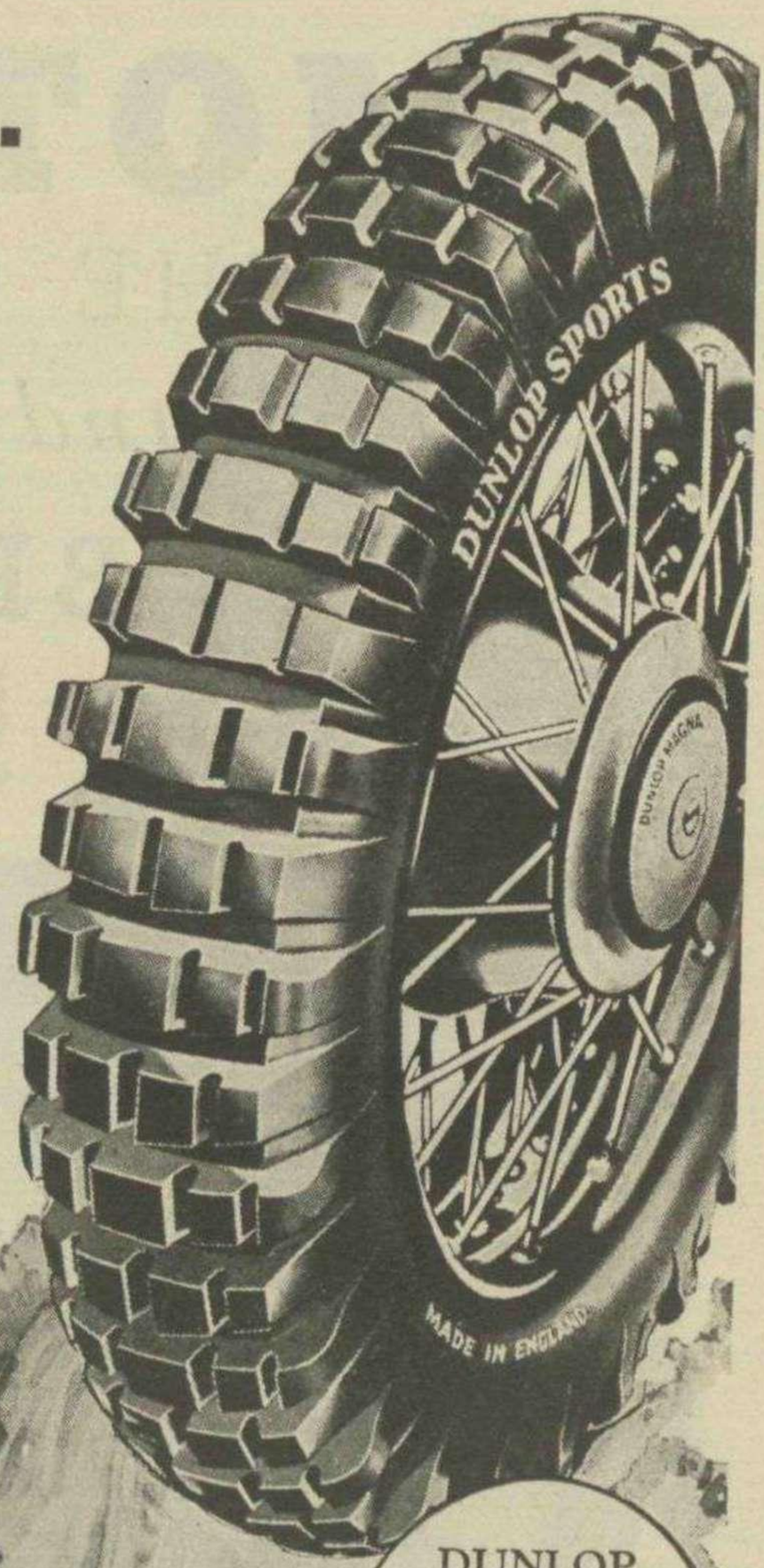
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THE REGULATIONS OF THE MONTE CARLO CLASSIC, WHICH CONTINUES FOR 1935 WITH ALTERED ROUTES AND A NEW BASIS OF DECIDING THE FINAL ORDER.

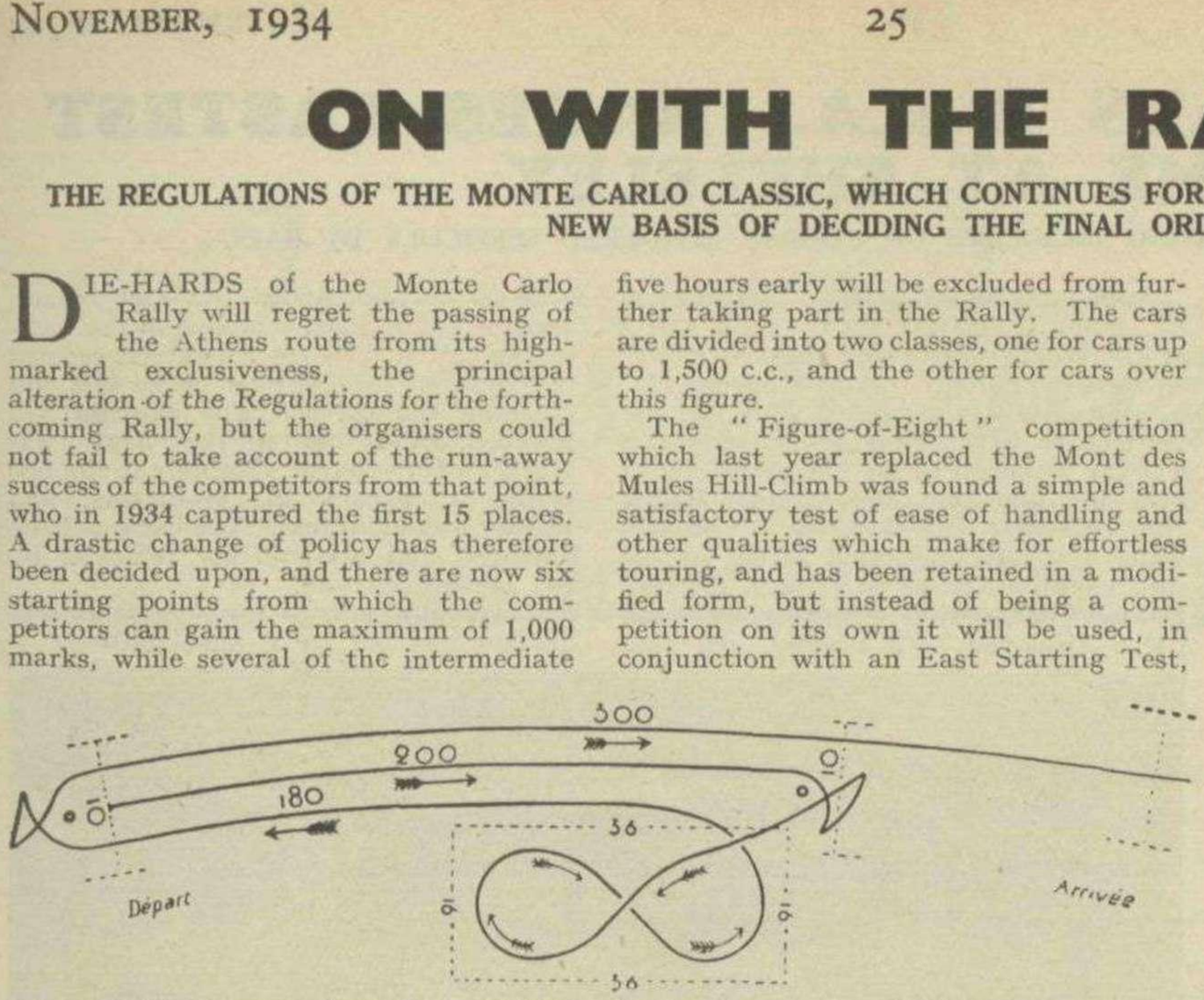
DIE-HARDS of the Monte Carlo Rally will regret the passing of the Athens route from its high-marked exclusiveness, the principal alteration of the Regulations for the forthcoming Rally, but the organisers could not fail to take account of the run-away success of the competitors from that point, who in 1934 captured the first 15 places. A drastic change of policy has therefore been decided upon, and there are now six starting points from which the competitors can gain the maximum of 1,000 marks, while several of the intermediate towns on these routes have been allotted markings which make them still worth while if weather prevents the furthest point on the itinerary from being reached. A last-minute change of departure, of course, involves a loss of 10 marks.

Starting point.	Distance from Monte Carlo. Kilometres.	Marks.
Athens	3,786	1,000
Bucharest	3,772	1,000
Palermo	4,072	1,000
Stavanger	3,700	1,000
Tallinn	3,972	1,000
Umea	3,784	1,000
Messina and Reggio	3,812	996
Riga	3,532	990
Sundsvall	3,476	989
John o' Groats	3,382	987
Jassy	3,360	987

The itineraries from Athens and Bucharest remain as they were last year, but the Palermo route has been radically altered, giving it a severity comparable to the others which are rated at 1,000 marks. From Padova it turns East to Ljubljana, in Jugoslavia, instead of taking the direct route to Monte Carlo, via Milan, and competitors are then taken North to Vienna, where they join the Athens route. This section is liable to be blocked with snow in severe weather, and in conjunction with the roads from Vienna to Strasbourg makes the Italian starting point more strenuous than it appears at first sight. The other major alteration is in the Tallinn route, which turns South from Riga to Kaunas, the capital of Lithuania, instead of cutting direct across country to Koenigsberg. This route is little used in winter, and unless it is specially kept open for the Tallinn competitors, may well prove their downfall.

The minimum average speed remains as last year, 40 km. over the first part of the journey and 50 km. over the last 1,000 km., while a new control has been set up at Brignoles, between Avignon and Monte Carlo. Cars arriving late at any of the controls will be penalised, ·2 marks per minute, not 1 mark, as was the case last year; while on the other hand, any car arriving at a control more than five hours early will be excluded from further taking part in the Rally. The cars are divided into two classes, one for cars up to 1,500 c.c., and the other for cars over this figure.

The "Figure-of-Eight" competition which last year replaced the Mont des Mules Hill-Climb was found a simple and satisfactory test of ease of handling and other qualities which make for effortless touring, and has been retained in a modified form, but instead of being a competition on its own it will be used, in conjunction with an East Starting Test,



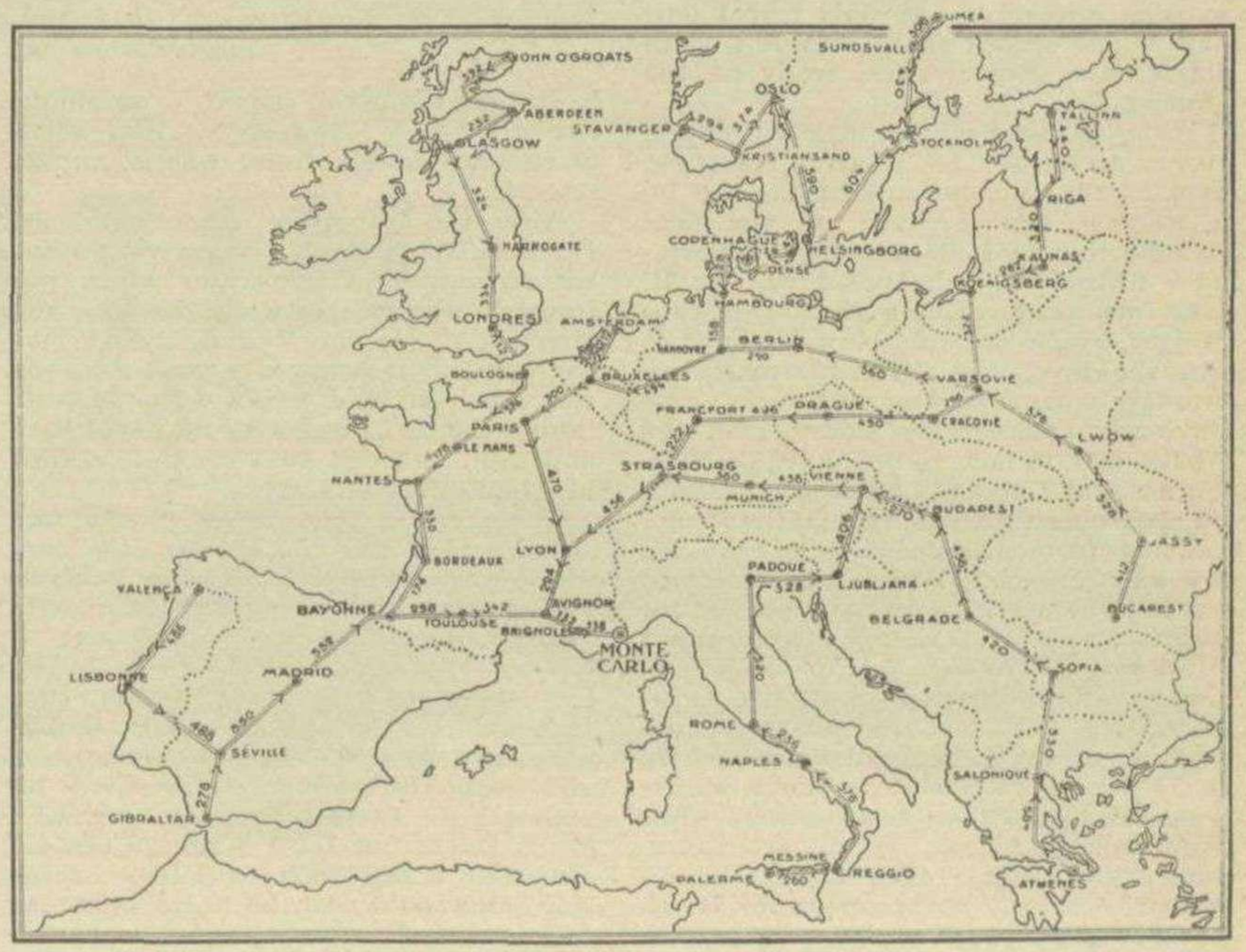
to decide the actual final order of competitors. When the cars arrive in Monte Carlo, therefore, after being examined for defective hoods, mudguards and lighting, they will be taken immediately to the Official Park, and will remain there with their bonnets sealed until the next morning, while the Rallyists retire to their hotels for some hard-earned sleep.

Returning to their cars next day, each driver, in turn, will be stationed 10 feet from his car, and on a given signal will be required to run to it, start it, and drive to a line 49 feet away, and will gain five marks if he does it in 30 seconds, and proportionately less, with a limiting period of two minutes. Then comes the figure-of-eight test, which, as will be seen from the diagram, resembles the one used last year, but is rather more difficult. Instead of starting in a position pointing towards the "maze," the cars have to be driven up to it from 200 metres away, and manœuvred to a favourable position by reversing, while the size of the rectangle has been reduced from 38 feet by 17 metres to 36 metres by 16, an alteration which may make all the difference in the case of a car with a long wheel-base. A notable improvement is that cars no longer have to be reversed back over the finishing line. 100 marks is given to each competitor, and from these are subtracted marks at the rate of ·5 per second and ·05 per 1/10 second, the number of points left being added to those already obtained on the road section of the Rally.

The prize list remains as last year, with 50,000 francs, (now about £670) for the winner, and 20,000 francs and 15,000 francs for those classified second and third. The entrance fee is 750 francs for large cars and 600 francs for those in Class I, and entries are accepted from 1st November to 24th December. An interesting innovation is that on payment of an extra 150 francs a competitor has the option of two alternative starting points, and may nominate the one from which he proposes to start not later than January 14th.

Competitors leave most of the foreign starting points on the morning of January 19th, while those from John o' Groats set off about 16 hours later.

The English edition of the Regulations is now available, and may be obtained from the Royal Automobile Club, Pall Mall, London, S.W. 1.



The map of Europe which shows the various starting points in the Monte Carlo Rally.

RAYMOND MAYS (E.R.A.) MAKES FASTEST TIME AT SHELSLEY

FAST CLIMBS AND EXCITING INCIDENTS ON COURSE RENDERED DIFFICULT BY RAIN.

EIGHTY names appeared on the programme of the Autumn Hill Climb at Shelsley Walsh, weather conditions varied from dull to very wet indeed, yet interest was well maintained throughout those five rather uncomfortable hours. So much for a first class entry and faultless organisation. The outstanding climbs were made by Mays, who piloted his new two-litre E.R.A. over the difficult thousand yard course in an even 44 seconds, beating Whitney Straight on the Maserati by $\frac{1}{5}$-second, and Staniland, C. E. C. Martin and R. J. G. Nash retained their old form, while E. R. Hall had a field-day with his Bentley and his M.G.'s.

After the almost tropical weather which had favoured the day of practise, Saturday morning, with its constant showers and grey sky was most disappointing, and drivers and mechanics slithered about the rain-soaked orchard which has been since time immemorial the paddock, and wished they had brought their gum-boots. Most of the cars stood silent, wrapped up on rugs and blankets, with only Raymond Mays and Peter Berthon crackling the way in and out of the orchard, warming up their attractive-looking pale green E.R.A.s. The most cheerful person there, probably, was Earl Howe, dry and well-protected by his famous blue umbrella, and for once playing the rôle of a spectator.

In spite of the weather there was a good attendance, and from eleven o'clock spectators toiled up the steep paths, now, thanks to Mr. Wilson and the Midland Automobile Club, made up with plenty of grit and almost devoid of wheel-spin! There was the usual bustle at the start, Colonel Loughborough's traffic-signal starting apparatus was duly tested out, and at one o'clock sharp Driscoll's white single-seater Austin stood ready on the starting line.

Away he went with a little wheelspin, rushed up to the "S" bends in fine style, avoided the outside bank at the top by a fraction and streaked up the final straight to record 46$\frac{3}{5}$ seconds, a performance which was well applauded. E. R. Hall was next, driving the "Q" type Midget, which had only been delivered to him the day before. The car roared up strongly with a trail of smoke, but was obviously considerably slower than the Austin and, in fact, recorded 49$\frac{1}{5}$ seconds. Turner and Goodacre made good climbs on their blown Austins, though the former suffered from wheel-spin owing to his low axle ratio, but Peter Skinner seemed less happy than usual on the supercharged Morris Minor, and Miss Williams was a little pathetic in her Austin, touring up gently with the hood in position. However, Miss Barbara Skinner restored the prestige of the ladies with a fine climb in 51 seconds in the white Morris Minor, $\frac{1}{5}$-second faster than her brother, while Summerfield's blown "P" Midget, Elwes' tiny blown Austin and Samuel's blown Midget, formerly the property of R. R. Jackson also performed well in the 850 c.c. class.

Appleton's Maserati-Riley headed class (2), but after a fast start "took turf" at the Kennel Bend and finished slowly on three cylinders. "Bolster Special II," a composite car, engined with the experimental blown Magna engine which was the precursor of the Magnettes, failed near the line, and Miss Evans' Magna climbed slowly with misfiring. Cormack made a steady and rapid ascent on his supercharged Alta in 50 seconds, beating Donkin (Magnette) by $\frac{3}{5}$-second, and Glegg displayed both bravery and skill in steering to the top Dorcas II, his unique car with its "V" twin engine, front wheel drive and double front wheels, in 52$\frac{1}{5}$ seconds.



Pat Driscoll winner of the 750 c.c. racing class, in the very rapid single-seater Austin, waiting for the starting signal. He is probably envying Lord Howe, who is underneath the umbrella on the left of the picture.

After the "specials" there remained two M.G. Magnettes. Horton was driving the streamlined single-seater which was formerly the property of the late and lamented "Hammy," and though the car was fast it bounced a good deal and was hard to hold. Hall followed and, taking the "S" bend with his usual dash and skill, recorded 46·4 seconds, against his rival's 49·6 seconds.

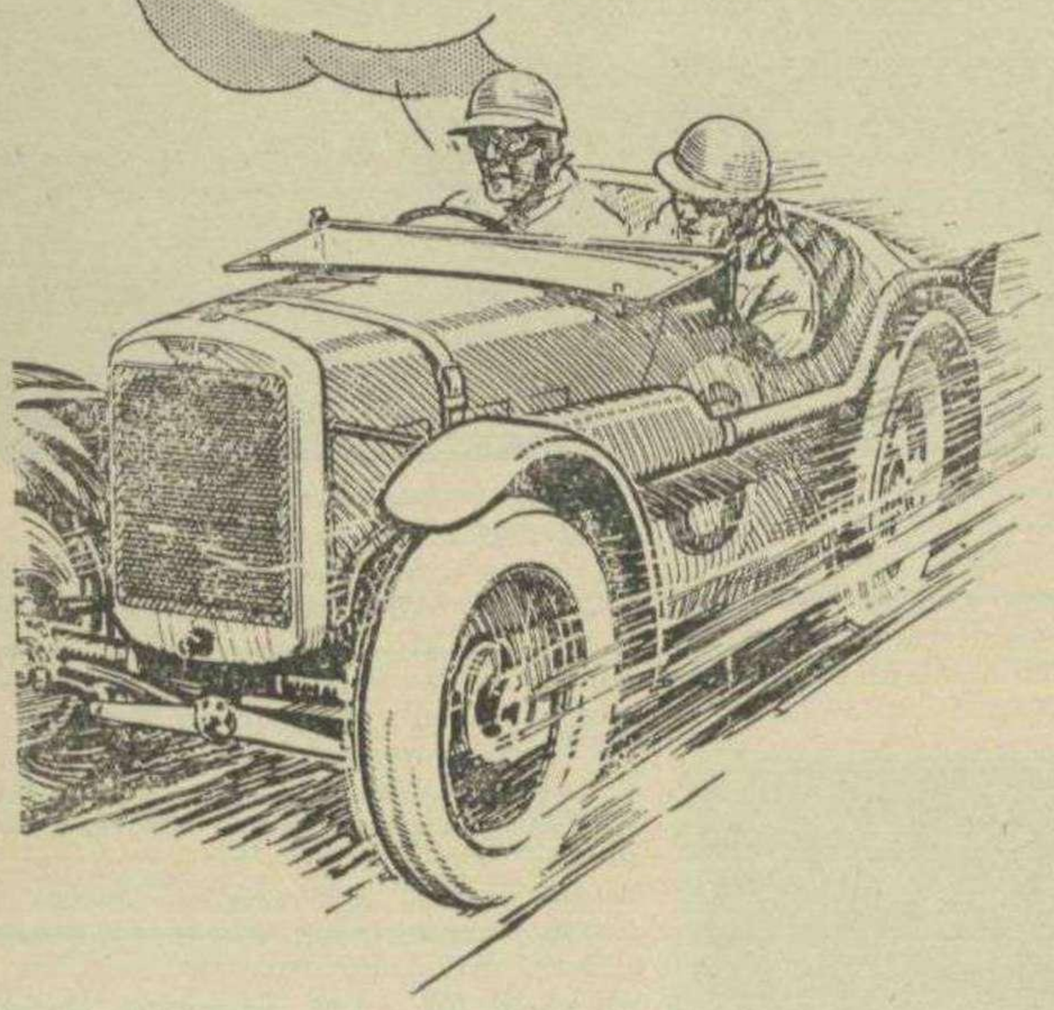
There was now a break in the rain showers, but the course was still very wet. Raymond Mays lost some valuable seconds getting away from the start with his 1,500 c.c. E.R.A., and though it climbed the upper slopes of the hill in fine style, was a second slower than Hall's car. Whatcoat's Bugatti, though adequate, seemed slow in comparison, and then the announcer prepared his audience for another Shelsley "regular," W. E. Harker, on the V.8 Harker Special. He made a fast start with little wheelspin, and could soon be heard humming to the bends. To everyone's horror, however, there was no break in the engine note as he approached the first corner, and the car charged straight up the bank in front of it, and for a moment seemed in danger of turning over backwards and crushing the driver. The throttle had jammed, and taking the bank was Harker's only course. Happily it stopped before it reached the spectators, and Harker was uninjured. The car was little damaged and was quickly removed by the breakdown van.

The equilibrium of the spectators was quickly restored by a fine climb by J. Lemon Burton on a 1$\frac{1}{2}$-litre supercharged Bugatti with twin rear wheels; he clocked 47 seconds. Barnes made a faultless climb in a lowered two-seater Singer in 51$\frac{3}{5}$ seconds, keeping his foot down, even on the "S" bends. Davis's Grand Prix Delage was for once running well and roared up with its characteristic hollow exhaust note in 52 seconds. H. J. Aldington followed on a completely equipped Fraser Nash, and made a neat climb in 54 seconds. Roy Eccles was a second slower, and Miss Sedgwick, who took the "S" bends with her usual confidence, only managed to clock 54$\frac{1}{5}$ seconds. Newsome found the Becke Powerplus rather a handful on the bends, but his acceleration elsewhere secured him a time of 50·4 seconds. R. J. G. Nash had his Anzani-Nash in fine fettle, and the exhaust note from the loud-speaker at the end of the exhaust pipe could be heard all the way up the hill. He avoided any wheel-spin coming through the bends, but was within an ace of hitting the bank near the finish when looking down into the cockpit of his machine. Mrs. Holdsworth also had an anxious moment taking her Bugatti through the bends; her car snaked

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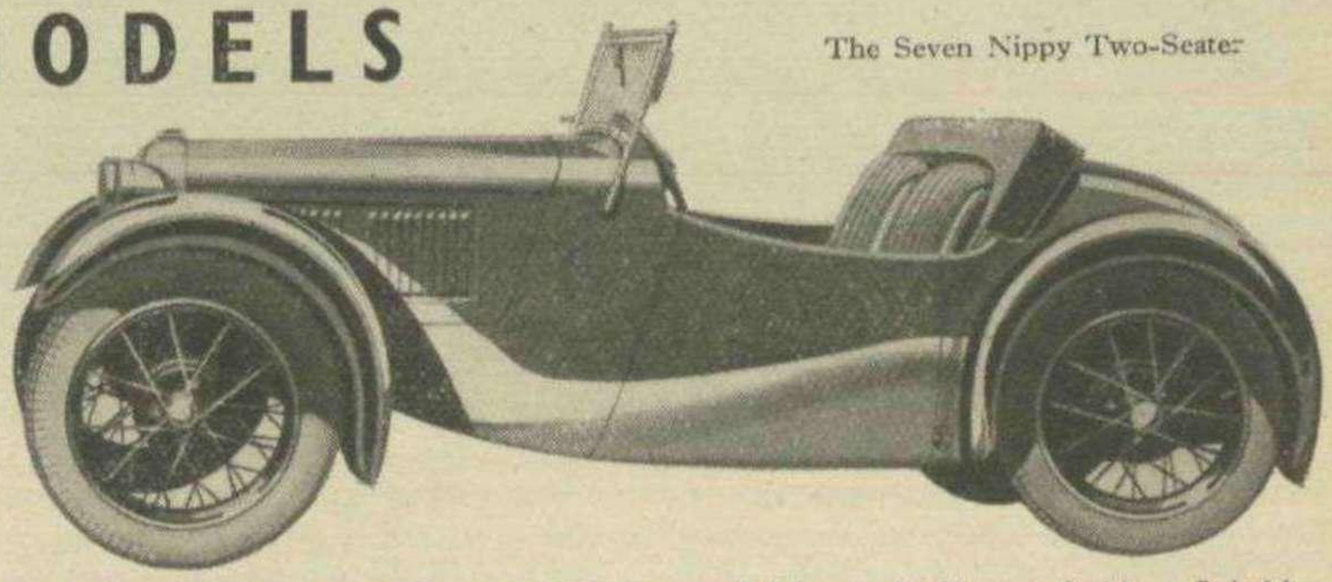
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RAYMOND MAYS MAKES FASTEST TIME AT SHELSLEY—continued.

wildly and hit the bank, but she held it well and continued.

The weather was doing its worst again as the 2-litres started, but Thorpe was undismayed by the conditions and brought up his 6-cylinder Fraser Nash very steadily in 52⅕ seconds. Bolster's name was next on the list. How would his ferocious little car, with its two motor-cycle engines and its coffin-like body, behave on the wet surface? However, Bolster proved himself quite able to cope with conditions and after being pushed to the line by a gang of helpers his unorthodox machine got away smoothly, crackled up to the bends and took them quietly, nevertheless roaring away again and swinging over the finish to record a useful 48 seconds. Then, as a contrast, Blackstone's immaculate Alfa-Romeo, with full touring equipment, made the ascent, making a rapid climb to within a few yards of the bends, where terrific reports from the blow-off valve proclaimed that a plug had gone, but changing down the driver was able to get "home" within the fateful 60 seconds.

Noel Carr celebrated his return to Shelsley with a rapid and well-judged climb in 47 seconds, driving the familiar red 2-litre "Bug," getting through the bends with the minimum of delay, while Esson Scott on a similar car was heard taking the lower slopes of the hill with tremendous vigour, but slowed right down when negotiating the "obstacles"; time 51⅗ seconds. He was, however, a great deal faster than Marendaz on his supercharged Special, which "lost" a couple of cylinders before the bends and made the day's slow record in 99 seconds.

Now it was the turn of Britain's white, or rather pale green hope, the 2-litre E.R.A., with Mays again at the wheel. The smaller car seemed rather too light for its power and had suffered from wheelspin, but its senior sister would have more of a chance with its twin rear wheels Even so "Ray" lost an appreciable amount of time at the start, but once under way he shot round the Kennel Bend in a slide which took the announcer's breath away and rocketted up to the bends. These were taken steadily with the usual blips. Then another bout of wheel-spin at the top and the car roared on its way up the final straight to record 45⅕ seconds, the fastest time so far.



Raymond Mays on the 2-litre E.R.A. straightens up between the two top bends. Note the fencing on the corner damaged by skidding cars.



Hippesley-Cox on his G.N. sits unprotected amid a mass of machinery. He is seen at the lower or Kennel Bend.

There was an enviable collection of cars in the 3-litre class. It was led off by L. G. Bachelier, who made an effortless climb on his 2·3 Bugatti, fitted with an attractive two-seater body, in 53 seconds, while Mrs. Petre was a little hectic on a Grand Prix model of the same marque in 55 seconds. Austin Dobson had some difficulty in holding his 2·6 Grand Prix Alfa, making the climb in 52. Baines brought up his old four-seater 2·3 "Bug" in 57, while Major Gardner, whose red four-seater Alfa was one of the smartest cars seen at Shelsley, found the long wheelbase a handicap on the corners, and could only manage 58 seconds.

Staniland was next, driving Mathieson's 2·3 Bugatti, and made an excellent climb, with foot hard down between the bends, in 45·2 seconds, thus equalling the time of the E.R.A. and Charles Martin on a single camshaft car was only ⅘-seconds slower. Whitney Straight was at the wheel of his 3-litre Maserati, the same car with which he had raised the record to 40 seconds last June. One wondered how it would shape on the wet surface, but as he started it was evident that he was fully equal to coping with the weather, and getting away with the minimum of wheelspin, arrived at the "S" bends even as the announcer had finished speaking, rounded them without a trace of instability and throbbed on his accurate course to the finish in 44⅗ seconds, ⅗ths of a second faster than Mays. The 3-litre class concluded with a neat run by Fotheringham on his 2.3 Bugatti in 48⅕ seconds, while Mrs. Wisdom found that her waterproof got tangled up in the wheel of the Villiers Supercharger on all the corners, which proved disconcerting.

Fresh excitement as Hall's 3½ Bentley took its stand. Sliding a little as he took the Kennel Bend, Hall flashed up through the rain to the "S" bends and with another controlled broadside shot away to the top, making the fastest time for an unsupercharged car thus far in 49⅗ seconds. Marsh made the next fastest time in the class on his 4½-litre Invicta, in spite of sliding at the bends, with 52 seconds. Marker's Railton was silent and steady in 55 seconds. Horton, driving a smart-looking Jenson-bodied

RAYMOND MAYS MAKES FASTEST TIME AT SHELSLEY—Continued.

V.8 Ford, was positively spectral as he glided up in 55·2 seconds, while the four 30-98's clocked 53⅕, 54, 55⅖ and 55⅘ seconds, the drivers being Hughes, Jacot, Warburton and Carson, the latter on the "inverted" car described in last month's MOTOR SPORT.

The tea tents were well patronised in the interval, and everybody began to feel quite cheerful again when it was found that the rain had ceased. Proceedings had so far been carried through with a minimum of delay, the times of the cars were shown on the score-boards within two minutes of the cars reaching the top, while the indefatigable "Vox" deserved a special word of congratulation for his running commentary from the Kennel Bend. Later in the afternoon Shelsley "went on the air" from Midland Regional.

R. F. Turner opened the second runs with a time of 47⅕ seconds, two seconds his very useful first time of 46⅗ seconds, which secured him first place in the 750 c.c. racing category.

Elwes (Austin "S") improved his time to 50⅗ seconds. Cutler, on a similar car, slid on the first bends and was ⅕-second slower, and Miss Skinner found difficulty at the same point and slid at the second bend, but continued at speed to finish in 50·8 seconds.

The improvement in the weather also put some pep into the "Eleven-Hundreds" and Appleton climbed well in 53 seconds, the Bolster Magna-cum-G.N. got up in 57, while Cormack brought up his supercharged Alta very cleanly in 49 seconds, one second better than Donkin's Magnette. The urge, however, proved too great for Hippisley Cox's G.N., appropriately named "Grasshopper." He took the first of the "S" bends too closely, the tail of his skeleton machine swung right round until it was broadside across the road, continued to swing until it hit the bank and buckled a wheel. The driver was quite unperturbed, and stayed in his seat to wave cheerfully as his car was hoisted up and towed away by the break-down lorry. Dorcas II was again disturbing, as its wheels flapped on the top section. Instone, on the Martyr, equalled Horton's time of 52⅖ seconds on the Magnette, while Hall attacked the gradient in determined fashion, just checked the skids on each of the corners and roared to the top for a fine climb in 46 minutes. This performance gave him the sports and racing cups in this class.

The gradient seemed more treacherous now it was half-dry, and Mays on the small E.R.A. was unable to better Hall's



Whitney Straight's Maserati looked ***tiny*** *between the enormous twin rear wheels.*

PROVISIONAL RESULTS.

CUP WINNERS.

Shelsley International Cup and £100 (fastest climb of the day).—Raymond Mays (2-litre E.R.A. S), 44s.

British Championship Cup (fastest British sports car).—E. R. Hall (M.G. Magnette S), 46s.

M.A.C. T.T. Cup (fastest car or driver entered in International Calendar events).—Whitney Straight (2.9-litre Maserati S), 44⅕s.

M.A.C. Open Cup (best aggregate by a sports car).—E. R. Hall (M.G. Magnette S), 46s.

M.A.C. Open Cup (best aggregate by a racing car).—Whitney Straight (Maserati), 44⅕s.

M.A.C. Challenge Cup (fastest sports car up to 1,500 c.c.).—E. R. Hall (M.G. Magnette S), 46s.

M.A.C. Challenge Cup (fastest sports car over 1,500 c.c.).—E. R. Hall (3½-litre Bentley) 48s.

Ladies' Championship Cup (for fastest lady driver).—Miss Barbara Skinner (Morris Minor S), 50⅕s.

M.A.C. Ladies' Cup (best unsupercharged sports car driven by a lady).—Miss Cynthia Sedgwick (1¼-litre Frazer Nash), 53⅕s.

Fray Team Challenge Cup (best aggregate by team of three racing cars).—Raymond Mays's team—R. Mays (1,500 c.c. E.R.A.), R. Mays (2-litre E.R.A.) and R. G. J. Nash (1½-litre Anzani-Nash).

CLASS WINNERS.

750 c.c. Racing.—L. P. Driscoll (single-seater Austin S), 46⅗s.

750 c.c. Sports.—Tie between R. F. Turner (Austin S) and E. R. Hall (M.G. Midget S), 47⅕s.

1,100 c.c. Racing.—E. R. Hall (M.G. Magnette S), 46.

1,100 c.c. Sports.—E. R. Hall (M.G. Magnette S), 46s.

1,500 c.c. Racing.—Raymond Mays (E.R.A. S), 46s.

1,500 c.c. Sports.—Miss Cynthia Sedgwick (Fraser Nash), 53⅕s.

2-Litre Racing.—Raymond Mays (E.R.A. S), 44s. (Fastest climb of the day.)

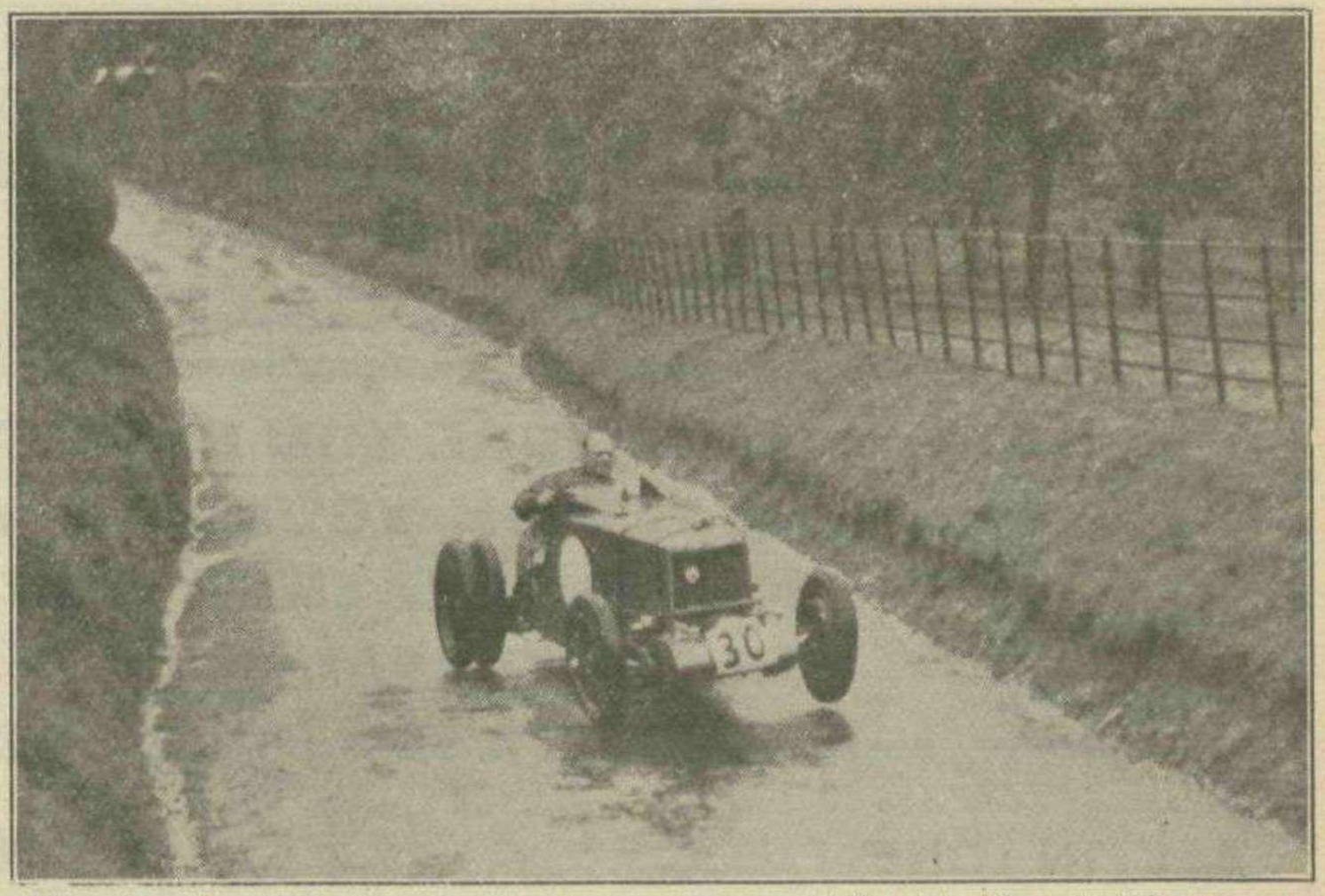
2-Litre Sports.—T. A. W. Thorpe (Frazer Nash), 52⅕s.

3-Litre Racing.—Whitney Straight (Grand Prix Maserati S), 44⅕s.

3-Litre Sports.—L. G. Bachelier (2.3-litre Bugatti S), 51⅗s.

5-Litre Racing.—E. R. Hall (3½-litre Bentley), 48s.

5-Litre Sports.—E. R. Hall (3½-litre Bentley), 48s.



The wet surface puts a premium on fearless driving. Hall on the Magnette hits a bump on his way to capture the 1,100 c.c. Cup.

better than on his first attempt, and Hall, whose face was plastered with mud, seemed happier with his Midget on his second climb and equalled Turner's time. Peter Skinner found it difficult to get away from the start, but improved his time to 49 seconds, and Driscoll had the same difficulty and was unable to better time. Barnes' Singer made a fast climb, this time without hesitation, in 50⅗ seconds. Miss Sedgwick made the fastest Fraser Nash ascent in 53⅕ seconds, Priestley's Riley M.P.H. was three seconds slower, with Tongue's Aston-Martin ⅕-second behind. In the racing category Dick Nash repeated 47⅗ seconds,

RAYMOND MAYS MAKES FASTEST TIME AT SHELSLEY—continued.

while Mrs. Houldsworth was unsteady, but faster than before on her unsupercharged Bugatti in 55⅘ seconds.

Two-litres again. The six-cylinder Frazer Nashes were unobtrusively fast, the Bolster was not working well—its clutch plates can only stand one all-out ascent—and Blackstone had fitted some new plugs in his Alfa and made a fast climb in 53 seconds.

"Here is Noel Carr on the line," said the announcer, "he's got away in fine style, going very fast—coming up to you." Judging by the sound he certainly was, and as he approached the corner it was quite evident that he could not possibly get round at the speed he was going. Thump he went, broadside on the outside of the first bend, just where he crashed two years ago, and again good fortune alone prevented the car turning over. He returned slowly to the bottom of the hill, to make room for Esson Scott, who also approached the corner at speed, but did his usual heavy braking and improved his time to 49⅕ seconds.

Raymond Mays had no thought of half-measures on his second run, and getting away with considerable wheel-spin kept his foot hard down all the way to the bends. At the crucial moment he jabbed in a lower gear, came through the "S" bends cutting in and out as usual, with flames visible at the end of the exhaust pipe, and hurtled up the last hundred yards with the satisfaction of bringing his time down to a level 44 seconds. Straight also opened up on the starting line, but his wheels spun for almost half a second before he got away and, despite making no mistakes higher up, failed by ⅕-second to equal the time of the English combination.

Staniland was less successful this time, his car bouncing slightly as though the shock absorbers were too tight, but his time of 45⅘ seconds was very useful under the circumstances. Dobson's Alfa was again hard to hold, though he improved his time to 51·4 seconds, a figure Bachelier equalled with his touring "2·3 Bug," while the only other material improvement in the class was that of Major Gardner's Alfa which clocked 55 seconds.

Hall's Bentley was again the principal feature of the 5-litre class. This time he took the Kennel and the two upper bends without a trace of slide and was rewarded with a time of 48 seconds, which was at once a tribute to the quality of the car and the skill of the driver. The times of the other big cars showed little improvement, but Marker managed his second equally silent run in 53 seconds.

Thus ended the September Shelsley—a meeting which held one's attention, in spite of a long entry list and depressing weather conditions. Next year will be the twentieth anniversary of the fixture, and something rather special is promised in the shape of foreign drivers and other excitements. The Midland Automobile Club can be relied upon to produce the goods once more!

Etancelin's Maserati on Show.

Philippe Etancelin's first big victory of the season, when he vanquished the Ferrari Alfa-Romeos at Dieppe, has been the cause of his Maserati being displayed in the showrooms of the Standard Oil Company, l'avenue des Champs Elysées, Paris. The car was surrounded by bottles of Essolube, and attracted a tremendous amount of attention among the passing crowds.

Peter de Paolo.

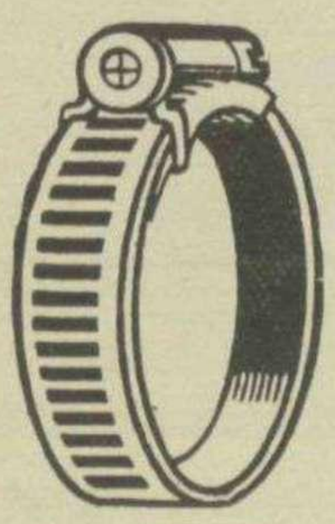
The news about Peter de Paolo, the American driver, is not so good. It will be remembered that he had a very bad accident while practising at Barcelona for the Penya Rhin Grand Prix, driving a Maserati owned by the Braillard stable. de Paolo is lying in the American Hospital at Neuilly, near Paris, where he is receiving constant treatment for his injuries. Unfortunately, his head has not healed at the normal rate of progress, and it is possible that the difficult operation of trepanning will be necessary. We all wish him a satisfactory recovery.

Renault Record Attempt ends in Tragedy

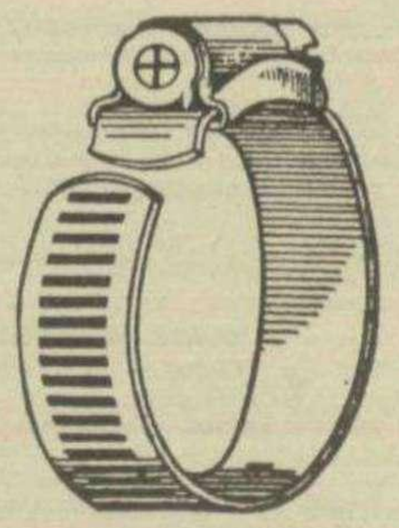
On the 13th of August, a Renault Vivasport of 5,000 c.c. capacity, set off on a 10,000 kilometre record attempt at Montlhéry. The drivers were Quatresous, Fromentin, and Berthelon. The car maintained an average speed of about 112 m.p.h., and all went well until a fatal accident occurred at 3 o'clock in the morning. The driver involved was Berthelon, who was well known for his tuning ability at the French track. He was immediately killed.

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Club News

SUTTON COLDFIELD AND NORTH BIRMINGHAM A.C.

The "Sunbac News" continues to make its appearance every month, and records the doings of Club members in various sporting events. The September issue contains a praiseworthy article on "Manners," an appeal to members to show consideration and courtesy to other road users. That the Committee are fully aware of the power of sports motorists to set an example to others is shown by their intention to encourage this courtesy during trials—if necessary by restrictive regulations.

The subject of "Who's Who in the Club" is Ronald Hughes, the well-known Vauxhall driver. Other articles of interest are "The World of Sport," and "The Group Trials."

The Hon. Secretary is Mr. J. D. Woodhouse, 10, Warwick Chambers, Corporation Street, Birmingham.

THE YORKSHIRE SPORTS CAR CLUB.

The Speed Trials at Wetherby Grange, on September 16th, were a great success. The field was divided into three classes, 1,100 c.c., 2,000 c.c., and unlimited. In the first group, easily the fastest competitor was M. Lax, with a Riley, who clocked 37.2 secs. The next man was A. Wadsworth, whose M.G. Midget was 8 secs. slower. Whittaker's unblown Magnette was three-fifths slower than the Midget. Lax was having a day out, for he went on to win the rest of the classes, improving on his time to 36.6 secs. and finally 36 secs. dead. In the 1,500 c.c. group he beat Marshall's Frazer Nash, and a Type 40 Bugatti, driven by Surrey Grant. In the "unlimited" he beat a formidable opposition composed of Sir Ronald Gunter's Maserati, Hall's G.P. Bugatti, Gilbert's Ford V8, Rayner's Vauxhall 30/98, Pencheon's Railton Terraplane and Rhode's 3-litre Bugatti.

RESULTS.

The Gunter Cup.—M. Lax.
The Whittaker Award.—D. Rayner.
Class 1.—Lax (Riley), 37.2s.; Wadsworth (M.G. Midget), 45.4s.; Whittaker (M.G. Magnette), 46s.; Pemberton (M.G. Midget), 47s.; Wilson (M.G. Midget), 50.2; Hewitt (Triumph Gloria), 54s.; Ball (Austin 7 "G.E."), 54s.; Surrey Grant (Singer 9 Coupe), 58.2s.; Raw (Riley), 59.6s.

Class 2.—Lax (Riley), 36.6s.; Marshall (Frazer Nash), 43.2; Surrey Grant (Bugatti, Type 40), 44s.; Whittaker (M.G. Magnette), 45.8s.; Wadsworth (M.G. Midget), 46s.; Hambling (Bugatti, G.P.4), 46s.; Denny (Riley 12/6), 53.6s.; Pencheon (M.G. Magua Coupe), 54.2s.

Class 3.—Lax (Riley), 36s.; Gunter (Maserati S), 37.2; Hall (Bugatti G.P.8), 39s.; Gilbert (Ford V.8), 42s.; Rayner (Vauxhall 30/98), 42.4s; Pencheon (Railton Terraplane), 43s.; Rhodes (Bugatti, 3-litre), 45s.; Whittaker (M.G. Magnette), 46.4s.; Denny (Riley 12/6), 53s.

The Dinner and Dance has been fixed for Friday, December 14th, at Roundhay Park Mansion, Leeds. The tickets will be 5s. each, and the awards will be presented after the Dinner.

GREAT WEST M.C.

The club journal "The Exhaust," has now blossomed out into a bigger affair with a thick cover. It is published quarterly, and is full of bright news and announcements connected with the Club.

The most important fixture on the Club's list is the Thatcher Trophy Trial, which will be held on November 18th. This event is also open to members of the N.W. London, W.A.S.A., Cambridge University, Oxford University, United Hospitals, M.G., Banking and Insurance, Frazer Nash and Singer Clubs. The premier award is the Thatcher Trophy, which will be held for one year by the member scoring the most marks.

By the time these words are in print the "Encore" dance will have been held at the "Star and Garter" Hotel, Kew Bridge. Pat Hendren, the famous cricketer had promised to give away the prizes during the evening. The Annual Dinner and Dance will be held at the same place on February 2nd, 1935.

The Hon. Secretary is Mr. C. J. A. Curd, 30, Denehurst Gardens, Richmond, Surrey.

AMATEURS CAR RACING CLUB.

This Club has been formed as an answer to the old question "How can I graduate to the wheel of a racing or competition car?" The guiding spirits are Mr. J. C. P. Magwood, ice-hockey and boxing champion, and Mr. Tommy Hann, who will be remembered for his curiously named cars at Brooklands many years ago.

There are three grades of membership, full members paying one guinea subscription; associates, half-a-guinea, and students half-a-crown. The qualifications to become a full member are a willingness "to assist either technically or practically in some capacity in the preparation of cars for races, to work in the pits, to ride as mechanics, and to drive cars in various races and competitions." The funds of the Club will be devoted to building and racing Club cars. Club Headquarters will be Mr. Harris's shed in the Paddock at Brooklands, while premises in London are being arranged.

Student membership is confined to boys at Preparatory schools and men at Varsities and in the the Services, who do not own cars. The prospectus of the Club goes on to say that "The Team Spirit and a high standard of British sportsmanship will be expected of all members of the Club." Also, "The object of all members and officers of the Club is identical, i.e., the winning of the maximum number of prizes, both to the credit of the individual and the general prestige of the Club."

The prospectus concludes by stating that the Club has no connection with any motor-business or commercial undertaking whatsoever.

The Hon. Secretary is Mr. Chas. Terry, 5, Regents Park Road, Gloucester Gate, London, N.W.1.

N.W. LONDON M.C.

The annual London to Gloucester Trial is one of the big events of the winter season, and this year is scheduled to take place on December 8th. Regulations and entry forms will be available at the end of October from the Hon. Trials Secretary, Mr. J. Mann, Derby Works, Finsbury Park, London, N. 4.

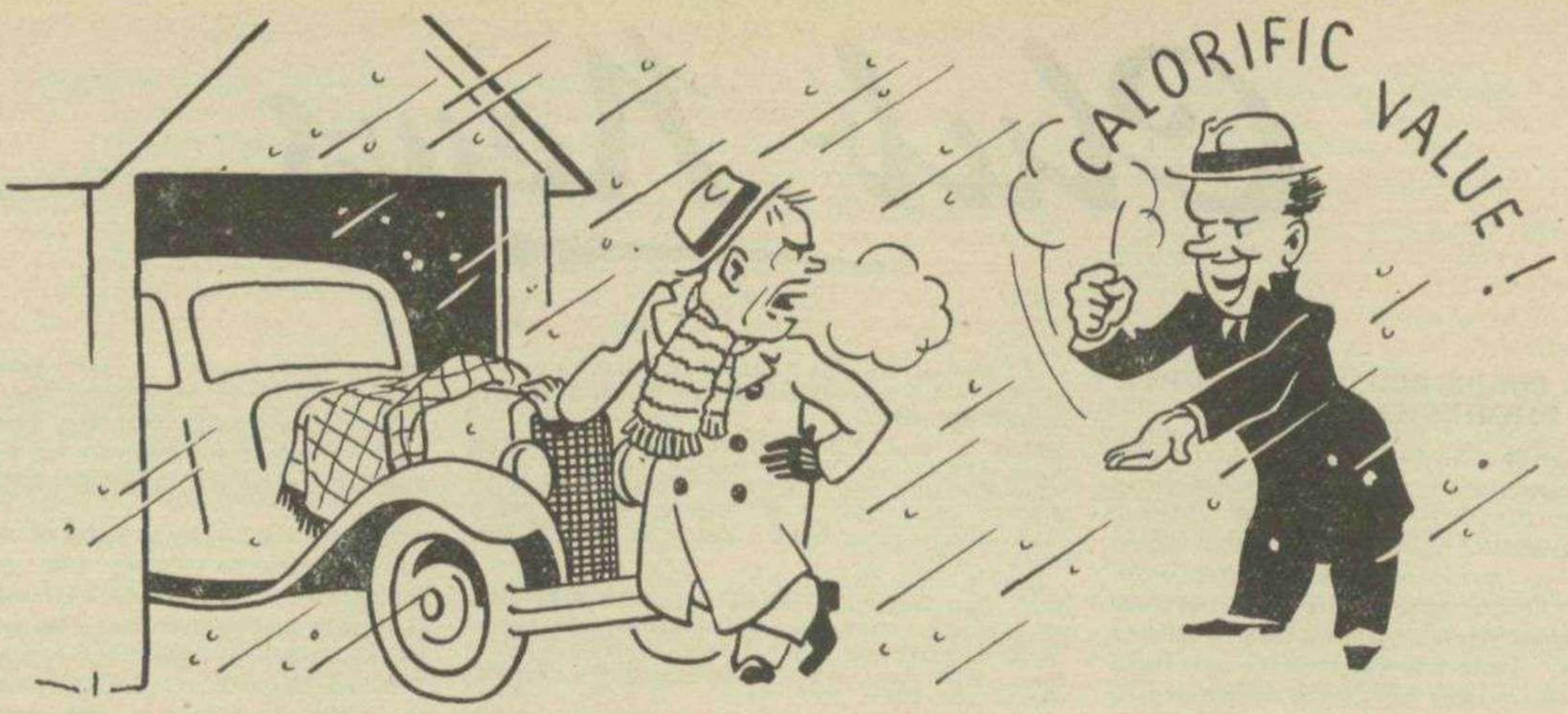
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Don't talk to me about **"Calorific Value"** on a morning like this. I want to know why I'll get a quicker, surer start with

CLEVELAND WINTER DISCOL

I'm late for the office. My car won't start. And you talk to me about "Calorific Values."

Just let me explain . .

Explain this. I nearly ran my battery down trying to get a single explosion out of the engine. Finally, she "popped" once and died. Then, at long last, she spluttered, but when I tried to rev her up, she died again. Now the battery won't turn her over. You would be of much more help if, instead of talking you would get the crank out from under the back seat.

My dear chap; remember, your engine is stiff with thick cold oil . . .

You're telling *me*!

And you need more than just the first "pop" that a highly volatile fuel produces. You have got to have continued power—quick power, sure power, to keep your engine turning *after* that first explosion.

Oh, *how* I agree.

With ordinary winter fuel, even after you have your engine started you must allow for a considerable period of idling before you dare let your clutch in or the engine will stall and you will have to go through the whole performance again.

So I have noticed.

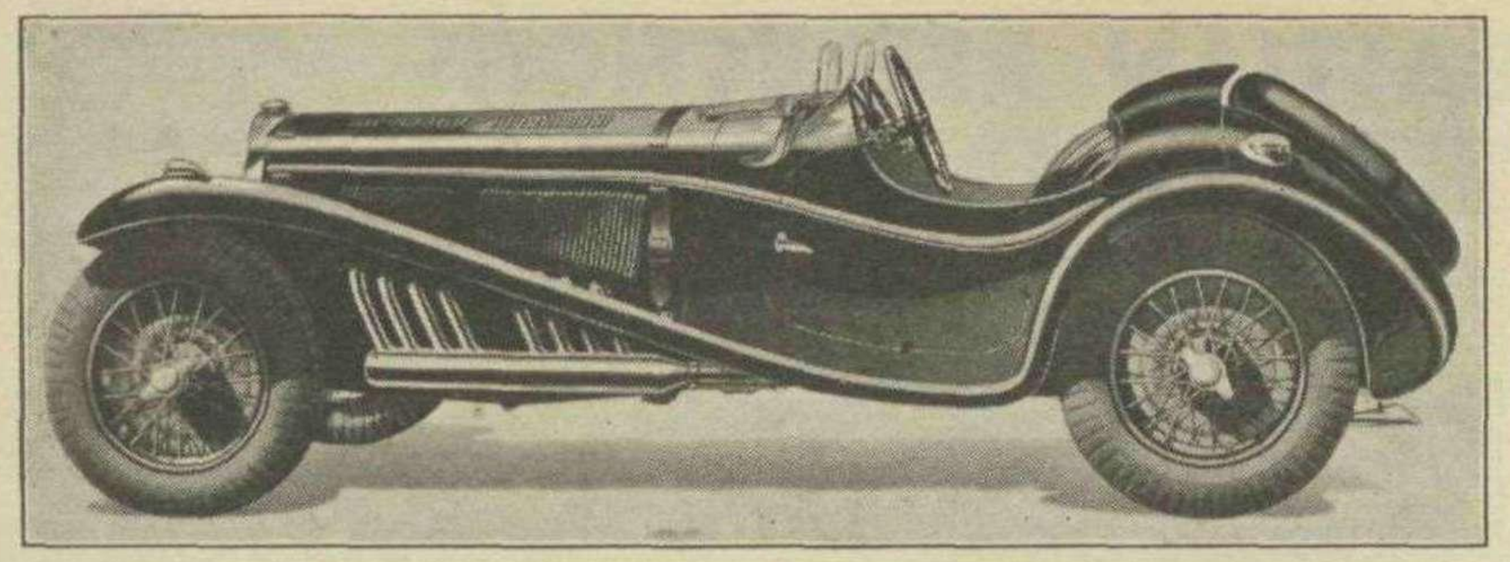
Now, in Cleveland Winter Discol you have a highly volatile fuel, the specially selected winter grade of Cleveland Motor Spirit. That gives you the *quick* explosion. But, after that, you have more uniform, more compact and, strangely enough, cooler charges of fuel in your cylinders than with other fuels —charges which will stand up to a compression ratio of 8½ to 1, whereas the ordinary fuel will only stand up to 6 to 1.

And where does that lead us?

That leads you to a quick start and a continued start—power, smooth and sure to *keep your engine turning over*. Remember, there is more to a good winter petrol than just a quick explosion. That's why I say Cleveland Winter Discol is the ideal fuel for cold weather. Is that clear?

All right! Get the crank out and we'll look for the first Cleveland Discol pump.

"Cleveland" is the Trade Mark name of Petroleum Storage and Finance Corporation Ltd., and "Discol" the Trade Mark name of The Distillers Company Ltd.



THE TRIUMPH "DOLOMITE"

A SUPERCHARGED TWO-LITRE SPORTS CAR WITH A GUARANTEED SPEED OF 100 MILES AN HOUR

THE production of supercharged sports cars other than those of small capacity has for some time been neglected by British manufacturers, and the announcement of the Triumph "Dolomite," which took place shortly before the Motor Show, was a particularly interesting one to sportsmen who want to travel fast and yet "Buy British." The car has been produced as a fast yet tractable touring vehicle, fully equipped and not tuned for racing, but the Triumph Company offer a close co-operation to any amateur who wishes to enter his car for this branch of the sport.

The engine is, as ever, the heart of the motor car, and the designer of the Dolomite engine has taken full advantage of the light alloys developed through aircraft research to produce a light though robust power-unit. The eight cylinders are cast in two blocks of four, bolted together in line, and enclosing between them the train of gears driving the two overhead camshafts. The cylinder head is detachable, and the valves are inclined to one another at 90 degrees, in hemispherical combustion chambers, with centrally disposed sparking plugs. The cams bear directly on to the valves, which have each three springs, and the clearances are adjusted by screwing round the threaded caps. Each camshaft is carried in six bearings.

The cylinder dimensions are 60 by 80 mm., giving a capacity of 1,990 c.c., and an R.A.C. rating of 17.8 h.p., and next year the car will be taxed at £13 10s. 0d.

The cylinder head and block are made of R.R. Hiduminium, a light alloy of well-proved strength; while steel insets are pressed into the head to act as valve seatings, and nitrogen-hardened steel dry liners are used in the cylinder block to provide a working surface for the pistons. These are also made of Hiduminium, with domed crowns. Steel connecting rods are used, with plain big-ends. Elektron is used for the crank-case and the ribbed sump, and for other small components such as the valve covers.

The crank-shaft, like the cylinder block, is built in two sections, each carried in five plain bearings. The sections are connected together by a spring coupling, which also carries the pinion driving the train of skew-cut gears for the camshafts. It will be recalled that this form of construction is employed on the 2.3-litre Alfa-Romeo. The crank-shaft is fully balanced, with disc webs, and also embodies a torsion damper.

A Roots type super charger is mounted on the offside, and is driven from the central gear train, and the dynamo is mounted in a corresponding position on the other side. On the first Dolomite engines the super charger drew its mixture from a two-choke Solex carburetter, but as difficulty was experienced in silencing the air intake, a down-draft S.U. will probably be the final choice. The fuel is supplied by a duplex electric petrol pump, the compression ratio is 6.5 and the blower pressure is 10 lbs.

Coil or magneto ignition are listed as alternatives, and the distributor or magneto is mounted vertically, and driven by skew gears from the front end of the crank-shaft. Lubrication is, of course, a vital point on any high-efficiency engine, and on the Dolomite the dry-sump system is used. The oil is forced to all parts of the engine by one section of a double pump, while the other forces the hot oil through a ribbed elektron tank, which holds three gallons, mounted between the front dumb-irons. The engine is designed to run up to 5,500 r.p.m., and is rated to give 140 h.p.

A large Armstrong-Siddeley self-changing gear-box the casing of which is made of elektron is mounted on a bell-housing at the rear of the engine. A clutch is not fitted, but to relieve the engine of sudden shocks, which may be brought about by an abrupt change of gear, a rubber "Cush-Drive" is fitted to the rear of the flywheel. An internally serrated housing is carried on the flywheel and an externally serrated one on the gear-box shaft, the space between fingers being occupied by rubber blocks. With a four to one back axle, the overall ratios are 12.4, 7.4, 4.92 and 4.1 to 1, which should allow about 90 m.p.h. in third gear! The gear-control is of the usual quadrant type mounted on the steering column, while the double oil pump keeps the internals of the gear-box in good condition. An open propeller shaft is used with two needle-bearing universal joints.

The back-axle is of normal type, with spiral bevel final drive, ratios being either 4.0 or 4.5, according to choice. Two hydraulic shock-absorbers are mounted on each side of the back axle, and help to take the torque, while if the car is super-tuned for racing radius rods will probably be fitted.

The front axle is light and beautifully made, rectangular in section between the springs, and rounded at the ends, where it has to take the braking torque. Radius rods run back from the spring mountings to the chassis, and friction type shock absorbers are used. All the springs are flat semi-elliptics, and the front ones have special rebound leaves.

The chassis is quite light in construction, and is made of special high-grade nickel steel, slightly upswept in front and rising abruptly where it clears the back axle. The front part is rigidly braced by the front tie rod, a cross member behind the radiator and the stiff box construction of the crank-case, which is bolted at the rear directly to the side members. There is a light member behind the gear-box and a stiffer one at the front end of the rear springs, bridged by a light centre girder, and it is to this carefully arranged flexibility at the rear end of the chassis that Mr. Healey, the well-known competition driver, who is now in charge of the Triumph sporting department, attributes its exceptional road-holding. The petrol tank is supported on rubber at three points and holds 20 gallons.

Last, and not least, we come to the magnificent 16-inch brakes, with their finned elektron drums. Steel liners are used, pressed in and rivetted in position, while the brake shoes, which are lined with Ferodo, are made of Hiduminium. The brakes are hydraulically operated, and the front set have larger cylinders than those at the rear, in order to secure the correct proportioning of the braking effort.

By the extensive use of light alloys the weight of the chassis has been kept down to 14 cwts., while fully equipped and fitted with a neat two-seater body the Dolomite turns the scales at 19 cwt. The ground clearance is 8 in., the wheel-base is 8 ft. 8 ins., and the track is 4 ft. 6 in. The chassis is priced at £1,050 while the car complete costs £1,225.

ALBI OFFICIALS ON THE CARPET

M. Camilli, vice-president of the A.C. du Midi, journeyed to Paris last month on a most unpleasant errand. He had to explain to the Sporting Commission of the A.C.F. why his club had permitted foreigners to drive in the Grand Prix d'Albigeois, an event only entered on the National Calendar. Incidentally, not only did foreigners drive in the race, but they also won it, and two Englishmen at that!

Anyway, for their misdeeds the Club was find 1,000 francs, and disqualified from holding another race until after October 15th, 1935. At this latter thrust, M. Camilli produced such a convincing defence that the second portion of the penalty was cancelled and the 1935 Grand Prix d'Albigeois is safe after all. But apparently not for Englishmen, which is a blow to many plans already formulated by drivers over here.

SAN SEBASTIAN REFLECTIONS

RACE HELD DESPITE CANCELLATION. MERCÉDÈS-BENZ GREAT VICTORY. BUGATTI FINDS ITS FORM, BUT ALFA-ROMEOS ARE OUTCLASSED.

THE political situation has been so disturbing lately that it was little wonder that the Automobile Club de Guipuzcoa could not decide whether to go ahead with the arrangements for the Grand Prix of Spain at San Sebastian. Three weeks before the event was due to take place the Committee revoked a previous decision to cancel the race, and the organisation was set in train at full speed. The road surface was attended to, particularly on the curves, and stands, pits and score boards were erected in great haste.

A first-class entry was received, in response to the offer of a first prize of 20,000 pesetas, and the magnificent President's Cup. Teams were entered by the Bugatti, Auto-Union and Mercédès-Benz factories, and by the Scuderia-Ferrari and the Ecurie Braillard, while independent entries came from Soffietti (Alfa- Romeo), Bjornstäd (Alfa-Romeo), and Marcel Lehoux, driving one of Whitney Straight's Maseratis. Being at the end of the season the cars had all reached a fine pitch of tune, so that a fierce struggle could be expected.

The Lasarte circuit is fairly long, nearly 11 miles, or 17 kilometres 315 metres to be exact. This had to be covered 30 times, giving a total distance of 519 kilometres 450 metres. It is a fast circuit with some long straights, and the winding sections have been straightened out. Laps speeds of over 100 m.p.h. could be expected from the Auto Unions and Mercédès-Benz, for Nuvolari's lap record of 97.2 m.p.h. (155.575 k.p.h.), was made on a Maserati of less power and speed than the German racers. The first practice period showed that the speed of racing cars has gone up, for Hans Stuck (Auto Union), made the fastest lap in 6 mins. 36 secs. (157.400 k.p.h.). Great interest and speculation was aroused at the sight of Tazio Nuvolari putting in some laps at the wheel of an Auto Union. Was this an augury for the future ?

On the next day Bugattis set the pace, Dreyfus clocking 6 mins. 27 secs. (160,655 k.p.h.), and Wimille 6 mins. 32 secs. Von Stuck's fastest was 6 mins. 35.2 secs., and Caracciola's 6 mins. 38 secs., Nuvolari, this time on a Bugatti, lapped in 6 mins. 39 secs., while Chiron and Varzi recorded 6 mins. 49 secs. and 6 mins. 45 secs., respectively. On the day before the race, Saturday, Nuvolari went out and equalled Dreyfus's record.

All night long a steady stream of cars converged on San Sebastian, and when the morning came the stands were immediately besieged, the rising ground round the course was filled with spectators and houses adjoining the road were thronged to the very edge of their balconies. During the morning it was heard that Nuvolari's son, who has been ailing for some time, had taken a turn for the worse, and everyone's sympathy went out to the little Italian Champion. By good fortune, some better news was received just before the race and Nuvolari's expression cheered up into something like its normal mien.

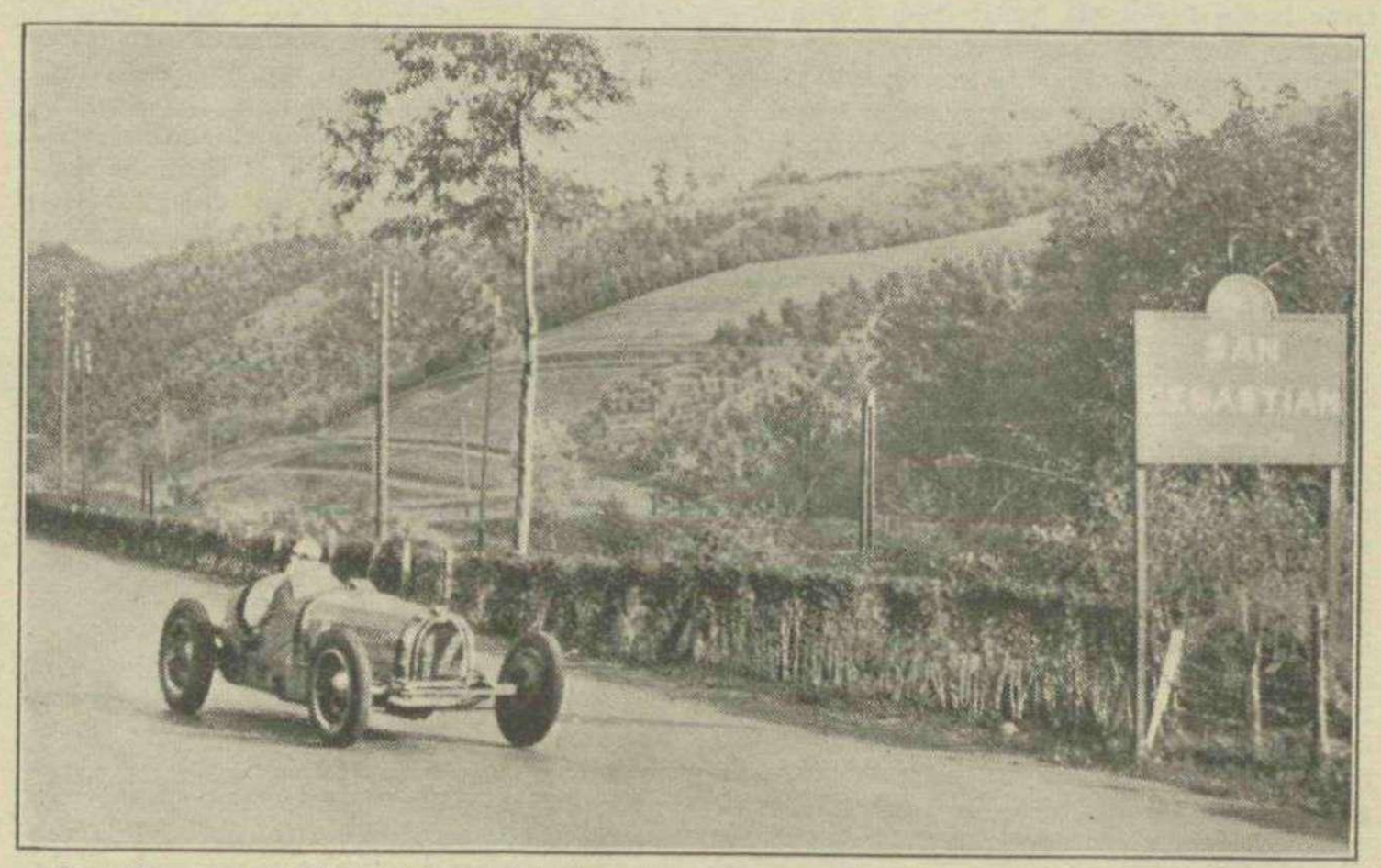
PREVIOUS WINNERS.

1923.	Guyot (Rolland-Pillain),	93.400 k.p.h.
1924.	Segrave (Sunbeam),	103.164 k.p.h.
1925.	Divo (Delage),	123.460 k.p.h.
1926.	Constantini (Bugatti),	123.757 k.p.h.
1927.	Benoist (Delage),	129.590 k.p.h.
1928.	Chiron (Bugatti),	129.659 k.p.h.
1929.	Chiron (Bugatti),	116.500 k.p.h.
1930.	Varzi (Maserati),	125.100 k.p.h.
1933.	Chiron (Alfa-Romeo),	134.012 k.p.h.

The only non-starter was E. Bjornstäd, the Swedish driver. His Monza 2-seater Alfa-Romeo was found to be too heavy at the weigh-in, so he had to scratch. At the last moment Prince von Leiningen replaced Momberger at the wheel of the second Auto Union. Finally, shortly before 1 o'clock, the cars were arranged on the line in the following order : 1st row, Caracciola (Mercédès-Benz), Wimille (Bugatti), and Von Stuck (Auto Union) ; 2nd row, Varzi (Alfa-Romeo) and Soffietti (Alfa-Romeo) ; 3rd row, Nuvolari (Bugatti), Dreyfus (Bugatti) and Chiron (Alfa-Romeo) ; 4th row, Fagioli (Mercédès-Benz) and Lehoux (Maserati) ; 5th row, Prince von Leiningen (Auto Union), Brunet (Maserati) and Falchetto (Maserati), and all by himself at the rear Brivio (Bugatti).

The starter was not very clever in his task of getting the field away together, for he allowed von Stuck to start before the flag fell. Caracciola, Wimille and Varzi, tore away after the receding Auto Union, but poor Nuvolari was left on the line and took a few moments to get going. In 6 mins. 38 secs. Von Stuck was round again, having averaged 152 k.p.h., for his standing lap ! He was followed by Caracciola and Wimille, the latter showing that the 3.3. Bugattis are at last finding their true form.

Stuck covered his second lap in 6 mins. 34 secs., passing the stands a clear 200 yds. ahead of Caracciola, both cars roaring past the stands at a speed of 125 m.p.h. The Bugattis were showing themselves to be just as fast as the German cars and more than a match for the once-invincible Ferrari Alfa-Romeos. Wimille was still third, with Nuvolari (by a stupendous effort), fourth, Dreyfus fifth, Chiron sixth, and Fagioli seventh. The first sensation came when Von Stuck failed to appear on his fourth lap. Then the news came through that he was held up with a broken oil-pipe, and so Caracciola now led the race. Wimille became second, but Fagioli had passed Chiron, Nuvolari and Dreyfus, and was pressing the Bugatti driver.



Dreyfus, who finished 7th on his 3.3 Bugatti, about to take the Tolosa bend. The photograph gives a good idea of the hilly country through which the course runs.

There was great excitement at the pits. Soffietti came in and worked frantically on his Alfa-Romeo, as did Brivio on his 2.3-litre Bugatti. The latter was to make many calls at the pits that day. At the same moment Prince von Leiningen pulled up at the Auto Union pits, and one glance at him showed that he was in a state of collapse. He had to be literally dragged out of the cockpit, and his place was promptly taken by Von Stuck, who had come in with his own car, beyond immediate repair.

Caracciola was drawing steadily ahead of the rest of the field, and young Wimille was doing enough to hold his second position. Nuvolari was in fighting form, and coming out of the village of Lazarte he overtook Fagioli to snatch third place from the Mercédès driver. The latter soon reversed their positions once more.

After 10 laps the order was as follows :—
1. Caracciola (Mercédès-Benz), 1h. 5m. 52s.
2. Wimille (Bugatti), 1h. 6m. 9s.
3. Fagioli (Mercédès-Benz), 1h. 6m. 21s.

SAN SEBASTIAN REFLECTIONS—continued.

4. Nuvolari (Bugatti), 1h. 6m. 47s.
5. Drefyus (Bugatti), 1h. 6m. 53s.
6. Varzi (Alfa-Romeo), 1h. 7m. 39s.
7. Chiron (Alfa-Romeo), 1h. 7m. 43s.
8. Von Leiningen-Stuck (Auto Union), 1h. 10m. 19s.
9. Lehoux (Maserati), 1h. 10m. 26s.
10. Falchetto (Maserati), 1h. 11m. 52s.
11. Brivio (Bugatti), 1h. 14m. 52s.
12. Soffietti (Alfa-Romeo), 1h. 16m. 37s.
13. Brunet (Maserati), 1h. 19m. 5s.

At this stage, then, Mercédès and Bugatti were in the most favourable positions and would undoubtedly fight it out to the last. In the event of either team suffering a withdrawal there were still other members to take their places. Auto Unions were out of it for the moment, while Alfa-Romeos were a shade too slow to be dangerous. The Maseratis served as useful " background " to the faster cars.

Although not pressed, Caracciola forged ahead and set up a new lap record in 6 mins. 24 secs. (162 k.p.h.). He was now nearly a mile in front of the next man. But Fagioli was not content to play second fiddle in this way, so he passed Wimille and set out to catch the leader. In doing so he broke the lap record with a time of 6 mins. 23 secs. Meanwhile Chiron had pulled up at the pits, loking far from fit, and had handed over his car to Comotti. This clarified the position at half-distance into Mercédès 1st and 2nd, Bugatti 3rd, 4th and 5th. Fagioli had caught up with Caracciola and was only 10 yards astern, to the intense excitement of the crowd, who cheered, clapped their hands and shouted whenever they appeared.

And now, one by one, the cars came in to refuel. Caracciola filled up with petrol, oil and water in 1 min. 2 secs., not troubling to change his tyres. Fagioli stopped on the following lap and took 58 seconds for the same performance. The Bugatti fortunes suffered a severe set-back, however, for Wimille lost over a minute in excess of the time taken to refuel. When the cars were going again Fagioli made a great effort and passed Caracciola on the 18th lap, the two Mercédès being about a minute ahead of Wimille. At 20 laps the order was :—

1. Fagioli (Mercédès-Benz), 2h. 12m. 39s.
2. Caracciola (Mercédès-Benz), 2h. 12m. 57s.
3. Wimille (Bugatti), 2h. 13m. 48s.
4. Nuvolari (Bugatti), 2h. 14m. 38s.
5. Dreyfus (Bugatti), 2h. 14m. 50s.
6. Varzi (Alfa-Romeo), 2h. 15m. 32s.
7. Von Leiningen-Stuck (Auto Union), 2h. 16m. 24s.
8. Lehoux (Maserati), 2h. 21m. 8s.
9. Comotti-Chiron (Alfa-Romeo), 2h. 25m. 18s.
10. Brivio (Bugatti), 2h. 28m. 18s.
11. Soffietti (Alfa-Romeo), 2h. 31m. 6s.
12. Brunet (Maserati), 2h. 38m. 13s.
13. Falchetto (Maserati).

Fagioli now put on speed, demonstrating his remarkable stamina, and soon put 42 seconds between his own and Caracciola's Mercédès. On the 23rd lap Wimille had the appalling bad luck to break a carburetter union on his Bugatti, and the blue car was silent at the pits for five minutes while the mechanics wrestled with the repair. This put Nuvolari into third place, about half a mile behind the Mercédès, and another blow to Bugatti hopes came when Dreyfus had to stop for a minor carburetter adjustment. Brief as his stop was, Varzi and Stuck had roared past before he got on the move once more. At about this time Falchetto drove slowly into the pits and retired.

The end was drawing near and Fagioli was now 1 min. 20 secs. ahead of Caracciola. Wimille was doing his best to make up lost time, and once passed Caracciola on the straight—but he was still a lap behind the German. In fact, the pace was speeding up all round ; Nuvolari lapping faster and faster on every lap, and Von Stuck going like a scalded cat, making a new and final lap record in 6 mins. 20 secs. (164.096 k.p.h.), for which he was to win 2,000 pesetas and a cup donated by the Omnia Assurance Company. Brunet got into difficulties on a corner and registered the only accident of the day, but he was uninjured, in spite of leaving the road.

At last Fagioli's white Mercédès flashed across the finishing line to win the 10th Grand Prix of Spain at the record average speed of 156.310 k.p.h. Nearly a minute later came Caracciola, and then Nuvolari only 24 seconds behind, scoring the finest Bugatti performance for some time, and proving the Molsheim factory to be dangerous competitors to the German cars next year. Von Stuck was a splendid fourth, having gained a lot of ground on the leaders.

Timed over a kilometre which included a slight curve, just before the pits, the Mercédès-Benz, driven by Fagioli, proved itself to be the fastest in the race, with a speed of 137 m.p.h. This stretch follows soon after the village of Lasarte, so that the cars are accelerating as they pass.

The organisation of the race was absolutely first rate. A point which received very favourable comment was the scoreboard. Beside each driver's number there were three electric bulbs, blue, yellow and red, denoting three points on the circuit, Andoain (five kilometres from the start), Armeta (10 kilometres) and Irubide (14 kilometres). This device enabled the progress of cars engaged in a scrap to be followed by those in the stand, and was very popular.

RESULT.

1. L. Fagioli (Mercédès-Benz), 3h. 19m. 40s. (156.310 k.p.h.).
2. R. Caracciola (Mercédès-Benz), 3h. 20m. 23s.
3. T. Nuvolari (Bugatti), 3h. 20m. 47s.
4. Von Leiningen-Stuck (Auto Union), 3h. 21m. 3s.
5. A. Varzi (Alfa-Romeo), 3h. 21m. 49s.
6. J. P. Wimille (Bugatti), 29 laps in 3h. 19m. 56s.
7. R. Dreyfus (Bugatti), 29 laps in 3h. 20m. 50s.
8. M. Lehoux (Maserati, 29 laps in 3h. 22m. 31s.
9. Soffietti (Alfa-Romeo), 29 laps in 3h. 22m. 51s.
10. Chiron-Comotti (Alfa-Romeo), 29 laps in 3h. 30m. 50s.
11. Brivio (Bugatti), 28 laps in 3h. 24m. 35s.

" The Chain-gang " at Play

The Annual Dinner and Dance of the Frazer Nash Car Club will be held in the Ballroom of the Mayfair Hotel on December 15th. In view of the many fixtures round about this time, members will be well advised to make a note of the date now. Further particulars will be sent out by the Secretary in due course.

Bugatti Owners' One-Day Trial

Seventeen cars set out from the Beech Arms Hotel, Basingstoke, on October 14th, in an endeavour to cover a 230-mile course with a minimum loss of marks. The route was not marked, in accordance with the usual Bugatti Owners' Club practice, and so the passengers settled themselves down to some navigation from the detailed route cards (six of them !).

No particular hazards were encountered until the competitors came to the Starting Test, following a grass track section near Wilton. For this purpose the drivers had to stand at the side of the road and at a given signal leap to the car, open the door (if any), enter, start away and cover a distance of 5 yards before the official stop-watch clicked once more. A combination of agility on the part of the driver and easy starting on the part of the car was called for, and resulted in fastest time being made by A. S. Whiddington (Frazer Nash), who carried out the manoeuvre in 5.7 secs. Second came G. H. Harrington (M.G. Magnette) 5.9 secs., and third G. E. Mayo-Smith (O.M.) 6.3 secs.

Through a maze of lanes the competitors then proceeded to Shaftesbury for a time-check, followed by lunch at theGrosvenor Hotel. Then the route led towards the first observed hill, the easy Ibberton, which caused little trouble. Blandford was the next objective, and then Captstitch Hill, near Compton Abbas, again not a difficult climb. More grass tracks followed, and finished with the acceleration and brake test near Whitesand Cross. Here the Bugattis came into their own, and fastest time was made by I. G. Bachelier in 54.2 secs. A. G. Bainton clocked 55 secs. dead, and Col. G. M. Giles 55.4 secs.

Route finding was at a premium for the rest of the trial, a matter of 100 miles back to Chertsey via Stockbridge. The results were available later at the Bridge Hotel, and were as follows :—

Premier Awards.—1, G. Bachelier (Bugatti).

Silver Medals.—G. H. Giles (Bugatti), Miss Fawcett (Bugatti), A. G. Bainton (Bugatti), Mrs. Faulkner (Ford), B. J. F. Malcolmson (Bugatti), E. C. W. Stableton (Invicta), D. Monro (Invicta), L. S. Crutch (Singer), H. T. Thomley (Wolseley Hornet), A. S. Whiddington (Frazer Nash), G. H. Hannington (M.G. Magnette).

Bronze Medals.—J. K. W. Baines (Bugatti), K. M. Simmons (Hillman Minx), C. E. Mayo-Smith (O.M.).

Retired.—C. W. P. Hampton (Bugatti), K. N. Hutchison (Singer).

MID-SURREY NEWS.

The second Annual Expert Trials will be held on Saturday, November 3rd. This event is unusual, in that it is open only to those who have gained nine First- Class Awards in trials of a certain importance. The start will take place at the Market Square, Dunster, and the route will not be revealed until just before the start. Some really new hills have been found, of a most ticklish nature, so that the " Experts " will have every chance to prove their claim to this title. The finish will be at Exford.

The Club's Dinner and Dance is fixed for November 23rd, at the Park Lane Hotel, as usual. Tickets for the latter can be obtained from Mr. C. Allman, 21/22, Walbrook, London, E.C. 4.

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Continental Notes and News

By
HAROLD NOCKOLDS

A Racing Suicide.

SO far as my memory serves me, cases of people committing suicide by crashing a car have so far been confined to the pages of Michael Arlen's "Green Hat" and the Earl of Cottenham's "Sicilian Circuit." But a genuine suicide of this nature actually took place during the practising for the Grand Prix of Czechoslovakia, at Masaryk.

A 30-year old Czech mechanic named Josef Bradzil, who lived at Pressburg, turned up at the course with a new Maserati of the same type as that raced by Tazio Nuvolari in the Italian Grand Prix, i.e., 6-cylinders, 3,500 c.c. capacity. It appears that he had just bought the car at the Bologna factory, with money given to him by his manager, a man named Marcic. In turn, this individual had borrowed the money from his fiancèe. So far, so good.

The trouble started when the engagement was suddenly broken off, and the lady in the case was so infuriated that she issued a summons against Marcic and Bradzil for the return of the money. Apparently the police were satisfied with her claim, for on the Tuesday before the race Bradzil was arrested. Two famous drivers who names shall be a matter of guess work, thereupon intervened with the authorities and asked if Bradzil might not be allowed to practice on the Wednesday, return to gaol, race on Sunday, and return for his proper imprisonment afterwards. It seemed a pity to waste a good car.

Very sportingly, the authorities consented to this course, and Wednesday morning saw Bradzil at the wheel of his Maserati, setting off on a practice lap of the 20-mile circuit. After a few minutes he approached a corner at 125 m.p.h. . . . The crash was terrific. The Maserati leaped across a ditch and chopped down two full size trees. In doing so the car itself broke into two pieces. Bradzil was hurled out of the cockpit and was killed instantaneously by the impact of striking the ground.

At the inquest it was proved that everything pointed to suicide, bearing in mind the speed of the car and the angle of the corner. Truth and fiction seem to have nothing on each other when it comes to strangeness.

Drivers and Their Plans.

Now that the season is over—except for the Grand Prix of Algeria at the end of October—the Annual crop of rumours is running round as to the plans of drivers for next year. Here is what I have heard so far, but don't be surprised if things turn out rather differently later on!

Nuvolari, about whom a hundred tales were told last year, is likely to remain a "free-lance." He has not had anything like such a successful season as in 1933, but this was due to a large extent to his accident, at Alessandria, which laid him up for some time. He will continue to drive for Maserati in many races, having a choice of the two rear-engined 4-litre cars now being constructed at the Maserati factory. Then there is a strong probability that the great Italian will pilot an Auto Union in the National Grand Prix races of France, Germany, Italy, Belgium, Spain and Switzerland. Certainly he covered several laps of the Lasarte circuit before the Spanish Grand Prix at the wheel of an Auto Union, but whether the resulting negotiations have matured into a contract is not yet confirmed. A possible snag lies in his nationality, for the Auto Unions are Hitler's "babies," so to speak. There is no news of his driving for Bugatti.

Chiron is giving us plenty to talk about. It is quite likely that he will sign up with Mercédès-Benz, an action which will deprive the Scuderia Ferrari of one of its two best drivers. Chiron actually tried out a Mercédès before the German Prix this year, so that he has evidently been in touch with the factory for some time. There is a friendship of long standing, of course, between Chiron and Caracciola, and if the present rumour becomes fact, these two will be in the same camp.

As for the other Ferrari "ace," Achille Varzi, he has renewed his contract for another season with the Italian stable. Bugatti has had to engage a new driver, for Rène Dreyfus has apparently signed a contract with Ferrari, as also has Antonio Brivio. The newcomer to Molsheim is Pietro Taruffi, the brilliant ex-Maserati driver. Wimille is staying with Bugatti, and after his magnificent drive at San Sebastian, will be a man to watch next year. There was a rumour that he might join Ferrari or Auto Union, but nothing came of it. Robert Benoist will also remain under the Bugatti colours.

That Whitney Straight will continue to race next season is certain, in spite of his selling the entire team of Maseratis, complete with lorries and spares. One hears talk of his running Mercédès, or possibly Auto Unions, but nothing has been definitely settled yet. As for his drivers, Featherstonhaugh has shown that he has the makings of a first-class driver by his performance at Albi, while Seaman has graduated most successfully on the Magnette. Marcel Lehoux drove for Straight at San Sebastian and will do so at Algeria, but he has not signed up for next year at the time of writing. Soffietti drove one of Straight's Maseratis at the Montreux-Caux hill climb, and will pilot the same car at Algeria, so he too may be a recruit to the Straight syndicate for next year.

Of the independents, Philippe Etancelin cannot decide what to do. His Maserati is not nearly fast enough to compete with the Mercédès, Auto Unions, and Bugattis. Sommer, too, is undecided as to his plans. He has sold his Maserati-cum-Sefac to the ex-Salmson driver, Chambost. The small Ecurie Braillard will continue to compete in smaller events with their 3-litre Maseratis, the drivers remaining Brailliard, Falchetto and Brunet.

That's about all I know, at the moment.

Next Year's Cars.

As for the cars, the only new machines so far announced are the Alfa-Romeos and the Maseratis. The former have been described as having 12-cylinder power units, but there is a rumour of their having 16-cylinders. In size they will be 4-litres—a big advance on the Type B Monopostos run this year. Independent suspension will be used both fore and aft, assisted by the de Ram shock absorbers to which Bugatti attributes his good road holding. The Maseratis, as I have already stated, are to have engines at the rear, in accordance with Auto Union's practice. They will be rather more than 4-litres in size, and will both be owned by the factory. Nuvolari is to have his choice of them for various events.

The Mercédès-Benz and Auto Unions have now, at the end of the season, reached a splendid state of perfection. In speed they are superior to anything yet seen in road racing, and their road holding is amazingly good. The Mercédès team will be Caracciola, Fagioli and Von Branchitsch; the latter is convalescing slowly at a clinic in Switzerland after his crash in the German Grand Prix. The Auto Union team will probably be von Stuck, Nuvolari and either Momberger or Prince von Leiningen. I understand that Paul Pietsch, the "independent" Alfa driver, has been asked to join one of the two camps.

A Good Party.

Mme. Itier had a pleasant surprise the other day, when a group of friends held a party in her honour at Cap Breton, Landes, where she lives. This frail little lady does not look as though she could handle an 8-cylinder Bugatti in a road race, but this is precisely what she does—and with great effect. Her record in speed trials and hill-climbs this year has been splendid.

Williams to stage a "come-back"?

The Anglo-French driver W. Williams (I never knew his Christian name), is probably going to return to racing. He has not been seen this season, and in 1933 he was pursued by a series of minor accidents, notably at Dieppe and at San Sebastian—the latter while driving a new 2.8-litre model for the first time. Williams has a likeable personality, and I hope we shall see him in action again next year. On his day, he can drive as well as the best.

Monaco G. P. News.

There was talk last month in Paris of a 1,500 c.c. race being held at Monaco, in addition to the Grand Prix. However good the idea is, it will certainly not come true, for the French organisers of motor races are dead against events for small cars. At the request of several English drivers, I suggested such a race to the

CONTINENTAL NOTES—continued.

Dieppe people last year, guaranteeing them a certain number of entries, but the story is always the same—" the public are not interested in small cars."

Incidentally, the Monaco course is already receiving attention, in preparation for the Grand Prix on April 22nd. That's what I call foresight.

La Course du Kilometre.

Speed Trials over a distance of one kilometre were held at Montlhèry on the 14th of last month. There were classes for motor cycles, combinations, three-wheelers, touring cars, sports cars (with and without blowers), and racing cars. As each competitor was allowed three runs, you can imagine that a full programme had to be run through. Actually, a start was made at 8 o'clock in the morning, and the hard-worked timekeepers and marshals were on duty until past 8 o'clock in the evening without a pause.

The official timing apparatus, recording 1/1,000ths of a second, was in use, so that International Class records could be broken by competitors and receive confirmation. As it turned out, however, the only man to do so was Herkuleyns, with his rapid " Q " type M.G. Midget. His time for the kilometre was 31.654 secs., as against Everitt's previous best on a similar car of 32.700 secs. Fastest time of the day was made by Cazaux, on a twin-camshaft 2.3-litre Bugatti. His time of 25.855 secs. was not quite good enough to beat Ruesch's record of 25.325 secs., made with a 3-litre Maserati on this same stretch of track last March.

Here are the results of the racing classes:

500 c.c.
1. Monchague (Alpha M.L. Staub), 59.555s.

750 c.c.
1. Herkuleyns (M.G.), 31.645s., record.
2. Lymbolic (Salmson), 33.575 s.
3. Delaplace (Rosengart), 36.260s.

1,100 c.c.
1. Vaile (Salmson), 37.395s.
2. Muller (Guéret), 42.35s.

1,500 c.c.
1. Girod (Salmson), 29.940s.
2. Barowsky (Bugatti), 30.815s.
3. Césure (Bugatti), 37.310s.

2,000 c.c.
1. Rey (Bugatti), 28.810s.
2. Renaldi (Bugatti), 29.185s.
3. Roumani (Bugatti), 30.235s.
4. Chaudé (Bugatti), 31.505s.

3,000 c.c.
1. Cazaux (Bugatti), 25.858s.
2. Falchetto (Maserati), 27.30s.

Congratulations !

Renè Dreyfus is engaged to be married, to a lady named Mlle. Miraton. While wishing the pair our heartiest congratulations, we must add a fervent hope that his marriage will not be the cause of his retirement from racing, as has been known to happen before now. Such a calamity is unlikely, however, for Renè will be seen upholding the Ferrari badge in the big races of 1935.

Hill Climbing in Hungary.

The R.A.C. of Hungary organised a hill climb on October 15th. The scene of events was Mount Harmashatar, near Budapest, and the cars were timed over a distance of 3 kilometres 828 metres. There were four English cars, Baumer's Austin, Farbane's M.G. Magna ; Moritz's, M.G. Magnette and Brudes M.G. Magnette. Brudes, Baumer and Moritz all got " firsts," while Farbane was second in his class. The sensation of the day was Brudes' Magnette, which made fastest time and beat Steinweg's Bugatti.

Here are the full results :—

Touring 1,100 c.c.
1. Feledi (Fiat), 3m. 29.73s., record.
2. Farbane (M.G.), 4m. 18.4s.
3. Strausz ((Fiat), 4m. 46.53s.

5,000 c.c.
1. Biro (Bugatti), 3m. 36.7s.
2. Baumer (Chrysler), 3m. 49.89s.
3. Delius (Rohr), 3m. 51.2s.

Sports 750 c.c.
Baumer (Austin), 3m. 4.5s., record.

Sports 1,100 c.c.
Brudes (M.G.), 2m. 58.96 s., record.

Sports 1,500 c.c.
Bodor (Bugatti), 3m. 43.4s., record.

Sports 5,000 c.c.
Biro (Bugatti), 3m. 34.78s., record.

Racing 1,100 c.c.
Moritz (M.G.), 3m. 6.30s., record.

Racing 1,500 c.c.
Steinweg (Bugatti), 3m. 6.30s.

Ladies Classes.
Mme. Klinger (Lancia), 4m. 14.36s.
Mme. Sternischa (La Salle), 5m. 9.90s.
Mme. Delmar (Bugatti), 3m. 21.64s.

Paris-Rouen 40th Anniversary.

An historic motoring event was commemorated at Rouen on September 30th, namely the fortieth anniversary of the Paris-Rouen race of 1894. This classic event was the first motor-race ever held, and was won by Count de Dion, on a 4-seater steam car at the average speed of about 22 m.p.h., for the 80 miles. Peugeots finished second and third, with a Panhard-Levassor fourth.

The anniversary this year took the form of a Rally for cars of pre-1905 vintage, and a score of competitors succeeded in reaching Louviers in preparation for the final run to Rouen. This 30 kilometre stretch of road was actually used in the race of 1894, and Sunday morning saw a stream of cars of the same epoch slowly proceeding towards Rouen. There the Quai de la Bourse was densely thronged by an enthusiastic crowd, who swarmed around the arriving machines with applause and cries of admiration.

An official luncheon followed at the Restaurant de la Cathèdrale, at which the Chair was taken by the Vicomte de Rohan, President of the A.C.F. Among the notabilities present were Count de Dion, winner of the 1894 race, M. Georges Durand, Secretary-General of the A.C.O., Henri Brasier, and Philippe Etancelin, the famous Rouennais driver of to-day. After a good many speeches had been made the scene of activity was moved to the main thoroughfares of Rouen, where a most interesting procession was held. First of all came a motley collection of cars ranging from 1905 to 1922. Immediately behind them followed the old cars that had taken part in the Rally. Then the progress of several makes was illustrated by different models, such as Peugeot 1895, 1900, 1910, 1914, 1920, 1922, 1930, and the very latest 1935 model. The rest of the show was made up by an History of the Taxi, the largest and smallest cars on the market to-day, and finally, specimens of every form of motor vehicle, ambulances, armoured cars, industrial vehicles, etc.

The C.S.I. Discuss the Formula and the Sporting Code.

The all important matter of the formula for Grand Prix races has been receiving the consideration of the International Sporting Commission. From an original attendance of Herr Fritsch (Germany), Baron Northomb and M. Langlois (Belgium), Messrs. Sparrow and Bradley (U.S.A.), Chevalier de Kuyff and M. Pérouse (France), Col. Lindsay Lloyd (Britain), Grand Officer Mercanti (Italy), Prince Ghika (Roumania), and M. Decrauzat (Switzerland), the following were elected as a sub-committee to consider amendments to the International Sporting Code : M. Pérouse, Col. Lindsay Lloyd and Grand Officer Mercanti.

At this first meeting, held on September 19th, the International Grand Prix dates were fixed, in addition to a few events of lesser importance. The full calendar for next year, by the way, appears on another page. This business over, a general discussion took place on suggested modifications to the Code, and the following were adopted :—

1. No driver can enter for a Grand Prix without the consent of his National Automobile Club.

2. Any driver who starts before the fall of the flag shall be penalised one minute.

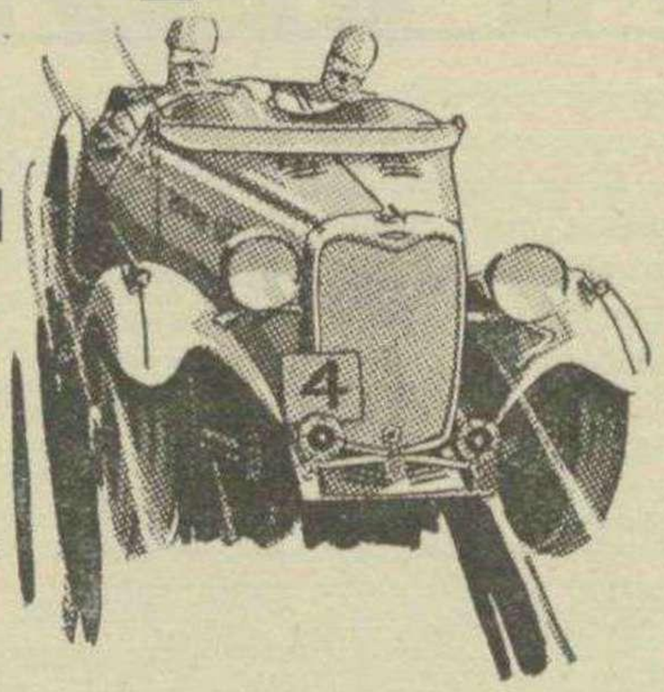
3. The title of Grand Prix shall only be applied to a race fulfilling a certain standard of importance in itself, and in the qualifications of its organisers.

4. Every car competing in race run under the sporting code must have a fire-proof bulkhead constructed between the engine and the driver. The meeting concluded with an expression of the view that any form of starting money, guarantee, or indemnification to ensure the entry of a driver is opposed to their views on this subject.

The first three of these new rules were suggested by the Italian delegate, and No. 1 is therefore particularly significant. Fagioli already drives for Mercédès, and Nuvolari is probably going to Auto Union ; who is going to handle the new Alfas ? Without the consent of the R.A.C.I. neither of these two Italian champions start in a big Grand Prix. That's one way of reading the new rule, anyway.

At the next meeting, on October 12th, the calendar was carried a stage further, and this, in conjunction with the suggested amendments, was held over for final consideration by the General Assembly of the A.I.A.C.R., a few days later. At this meeting a death blow was dealt to the hopes of those who seek to reduce the speed of modern G.P. cars by enforcing the use of recognised fuels. This course was formally proposed by the French and Belgian delegates and was turned down flat, before it could reach the consideration of the General Assembly. I understand that the opinions of the manufacturers of cars racing at present was sought, and their answer, of course, was a foregone conclusion.

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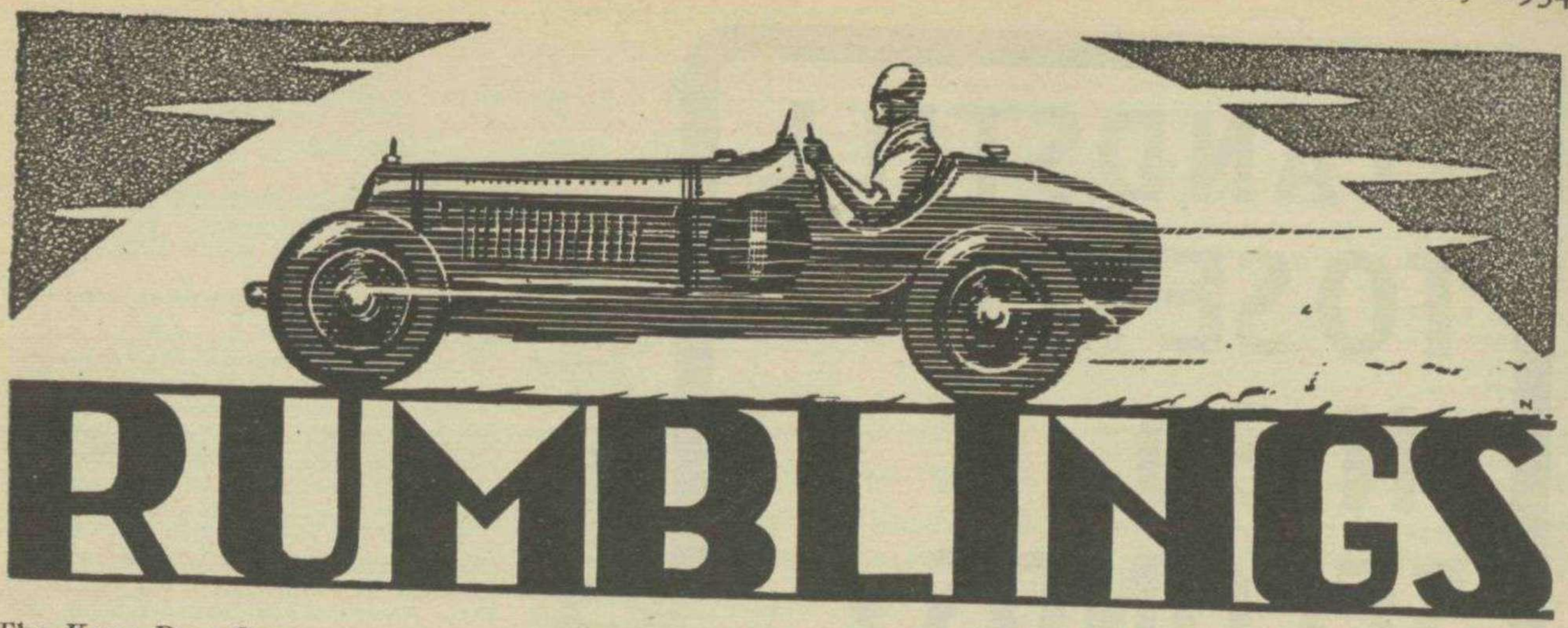
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RUMBLINGS

The Kaye Don Case.

THERE seems to have been a good deal of muddled thinking and unnecessary fuss about Kaye Don's manslaughter case in the Isle of Man ; the appeal against the original sentence of four months' imprisonment, which was heard last month, was, as everyone knows, unsuccessful. To take a parallel case, if someone were involved in an accident on the Portsmouth Road when driving a Brooklands track car under circumstances which the court held as negligent, it can scarcely be held that the decision or sentence would have been more favourable ; while if a driver has an accident abroad, in Italy for instance, even when practising for such a race as the Mille Miglia, the car and the driver are at once imprisoned and dealt with pretty drastically.

It would be more fitting to confine one's emotions to sympathy for Don in having made an error of judgment and being involved in circumstances which may happen to anyone who drives a fast car on a public highway. Anyhow he is assured of everyone's wishes for restored health—he was badly shaken by the accident—and a hearty welcome when he returns from his present uncongenial quarters.

At the Big Jamboree.

Turning to more cheerful topics, what did you think of the Show ? Speaking for myself, I had half-hoped to find some more sports cars with independent springing, but such eve-of-the-Show surprises don't seem to happen nowadays. However, I was partly appeased on inspecting the improved lay-out on the re-designed Speed Twenty Alvis, and hope soon to test for myself its road-levelling properties.

Meanwhile, undeterred by our Guardian Angel of Transport (symbol—a turnip balanced on a barber's pole) two more firms have had the courage to produce supercharged 100 m.p.h. motor-cars, these being, of course, the Triumph Dolomite, round the polished chassis of which worshippers bent in reverence, and the business-like Shelsley Frazer Nash ; both these cars are described in this issue.

Meet the Squire.

I did not get a chance to try either of these machines, but was lucky enough to meet Mr. Squire, designer of the interesting car described last month. Just as I was—luckily I had left my white spats at home—he led me to the car-park, where the car had been left all the morning, and with a touch of the button the dynamotor set the engine into life. We pulled out without spluttering into the crowded traffic of Hammersmith Road, where I took over and drove this spirited little car as far as Roehampton Lane. It was a novel sensation, with a car of this engine capacity, to chug along on top gear like a " 30-98 " while, if you used third or second—Oh Boy !

The car was by no means noisy, but Mr. Squire told me that the Burgess people are making him a special silencing system with one large and one small unit, tuned to deal with the two resonant periods which are encountered with almost all four-cylinder engines.

Distinguished Foreigners.

At Olympia there were trade representatives, prospective buyers, and pressmen from nearly every country on the globe, but the most interesting person I met, from a sporting point of view, was Herr Alfred Neubauer, the manager of the Mercédès-Benz racing team. I naturally tackled him to find out who had been chosen to drive the cars next year. Caracciola, Fagioli and Brauchitsch are the lucky three. Brauchitsch, of course, was injured when practising for the German Grand Prix, and one of his eyes gave him some trouble, but after treatment in a clinic at Davos, in Switzerland, he tells Neubauer he will be fit in a week or two.

Chiron and Nuvolari.

There have been persistent rumours either or both these " aces of the wheel " would next year be making a move to the Mercédès camp, but I was assured that absolutely nothing had been fixed up, though I thought Herr Neubauer sounded slightly as though he favoured the Italian, if anything were to be done about it. The position is that the Nazi authorities quite naturally want to train German drivers to handle their national cars, and so are rather adverse to letting these super-vehicles getting into too many foreign hands. At one time there was a scheme to run Auto Union and Mercédès as one national team, but the team-managers convinced the theorists that the proposition was unworkable.

RUMBLINGS—continued.

The factory has now decided not to sell the cars to private individuals. The price, in any case, would have been something staggering, well over £10,000; while apart from the objection to selling them abroad, the team personnel find that private owners have a habit of coming along at the least opportune moment and asking to borrow a set of sparking plugs, a cylinder block or a back axle.

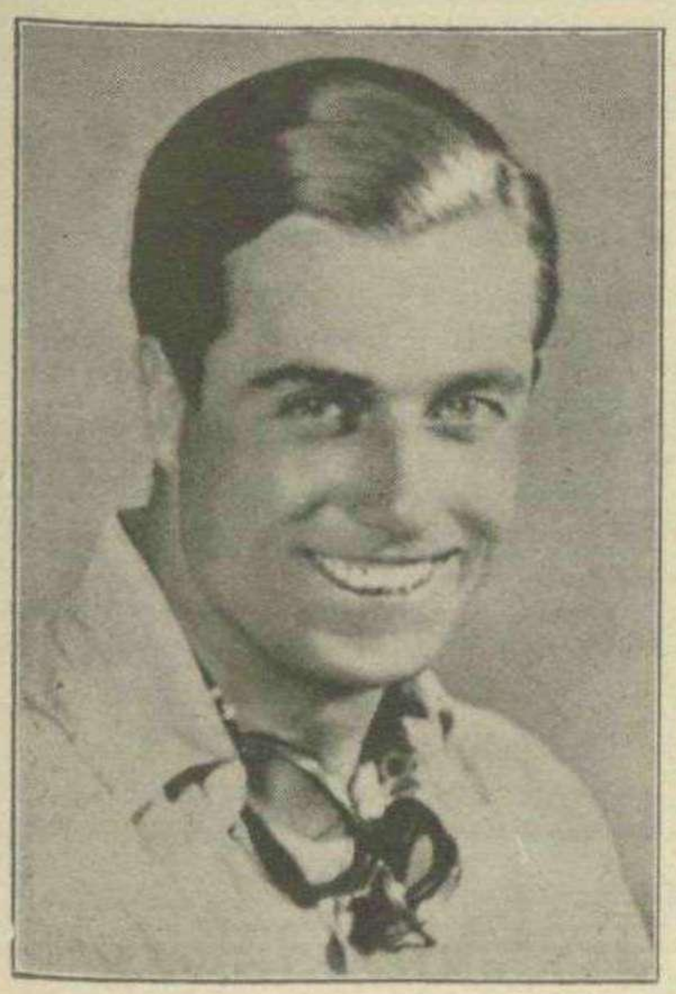
Perfect Printing.

As a connoisseur of motor car catalogues, I have always greatly admired the lay-out and the coloured illustrations which decorate the Mercédès productions. Herr Seher, who is responsible for compiling these striking publications, was also over for the Show, and we discussed the difficulties of choosing suitable type. He told me that he had exhausted all the founts which the German printers could show him, and is now determined to get something on the lines of that used by Messrs. Rolls-Royce. This will be an unexpected feather in the cap of Mr. Millard Buckley, who is responsible for the Rolls-Royce and Bentley literature.

Dr. Porsche was another visitor to the Show, but I did not get a chance of waylaying him. He was greatly interested in the performance of the E.R.A., which, with its two litres of capacity, made a quick raid on the World's Standing Kilometre, only to be displaced a few days later by the five litres of the Auto Union.

Pity the Poor "Independent"!

The upheaval created in the racing world by the arrival of the Monoposto Alfas is nothing to that brought about by the fast German cars, and the unfortunate amateur who is controlling his Maserati with teeth and toe-nails, at an exciting 140 or so, is liable nowaday to find himself being passed by an Auto-Union running a comfortable 40 m.p.h. faster. I was talking this over with M. Robert Brunet, one of the best-known of French "independent" drivers, and he told me that he found himself, owing to a lack of suitable cars, rather puzzled to know what to do for next season. He is, incidentally, selling his double-camshaft 2.3-litre G.P. Bugatti, which was new at the beginning of the season, and wants 50,000 francs (about £770) for it, complete with a good number of spares, so if anyone wants to buy it and do some fast motoring in England I can give them his address. The amateur position abroad is not made any easier now that the petrol companies have settled their differences, and apart from this, they are well aware that, barring miracles, the factory teams are bound to romp home first.



R. Brunet.

Vive la France!

The public subscription started to finance a team of French racing cars has aroused much interest and some financial support, and if a substantial sum is raised will, presumably, be given mostly to the Bugatti factory mostly with a prospect of some for Delage. The Sefac, the special car which was entered for the French Grand Prix, and which has two blocks of four cylinders geared together, with a total capacity of 2.3-litre, remains in a half-built condition and seems likely to stay so.

I liked Monsieur Brunet's account of the Morocco Rally in which he drove a French straight-eight Talbot. Starting from Rome, unaccompanied by a passenger, he drove single-handed to the Riviera, then via Avignon and Lyons to Bordeaux, thence right down through Spain to Gibraltar. Determined not to be passed the whole way he drove for three days with only five hours' sleep, and succeeded in keeping in front of Friederich on a Bugatti, who is still no mean driver though no longer at the wheel of a Grand Prix car.

All went well in Morocco until within about three hours of the finish, where he collided with a pile of stones spread across the roadway by the local Arabs, who don't like motor-cars, and smashed the crank-case. After such a catastrophe I should have felt like shooting myself, or the Arabs or both, but apparently there were about 30 natives, which would have been overwhelming odds! This sort of thing just whets his appetite for more, and he is looking forward to taking part in the Monte Carlo classic.

Whitney Straight's Plans.

On learning that Straight had decided to dispose of his stable of Maseratis, I thought at first that he had decided to give up racing altogether, but happily this is not so. He found, however, that the business of running a Continental racing team from England was almost impossible, even going abroad as much as he did, so next year he proposes to return to racing on his own again.

"The Auto-Unions are so much faster than anything else," he told me. "You simply have to put your foot down on the straights and the car does the rest." If the cars are to be sold to drivers outside the team he has been promised the first one, and is naturally waiting anxiously to hear whether the Leader's decree is favourable. The only car he has definitely ordered is a 13-litre twelve-cylinder Hispano-Suiza, which is guaranteed to do 125 m.p.h. with a closed body. After seeing the nine-litre car belonging to Count Trossi, which only weighs 28 cwt., he feels that the larger one should also give a good account of itself, and will probably drive it at Le Mans and Ulster. Meanwhile, as these notes go to print he will be taking part in the last race of the year, the Algiers Grand Prix.

To the Ends of the Earth.

The Monte Carlo Rally is once more becoming a topic of conversation, and it is generally agreed that much of

RUMBLINGS—continued.

the attraction has been lost through not retaining the high marking of the Athens route. The British Rally Club went so far as to write to Monte Carlo about it, but were told that the committee did not again want all the high places to go to drivers from the Greek starting point. No reason was given, and any normal person would think that drivers clever enough to traverse the Balkans in winter were deserving of every encouragement. In spite of this Rupert Riley is quite likely to start from there again, and I should think the new 1,500 c.c. Riley would do the job very nicely.

Umea will probably be the most popular point of departure, and I hear that Hole and Minshall on Singers, the Montague Johnsons on their Triumph, and Ribeira Ferrera on a Railton Terraplane, have already decided to go from there. Healey may also go from Sweden on the Triumph Dolomite if he can spare the time. Norman Black is taking a Singer from Tallinn; Barnes and Whalley are again faithful to Stavanger, and I heard that the latter is thinking of supercharging his Ford for the acceleration test!

There seem good prospects of support from abroad, and I understand that Mercédès official cars are being sent to most points.

The T.O.C. and the M.G.C.C.

The club dinner season is now upon us, and I notice a subtle difference in atmosphere between those organised by what one may term the "General Sporting" type and those of the "One Make" clubs. The diners who come to the latter type of gathering seem to be better acquainted, and to have more in common than they want to discuss, but I think that even the committee were agreeably surprised when over 200 guests were present at the first dinner of the Talbot Owners' Club, which was held at the Dorchester Hotel last month.

The M.G. dinner has now become quite an institution, and Lord Nuffield managed to escape for a little while from the press of public engagements to preside at this year's function, held once again at the Park Lane Hotel. The speeches and prizegiving were much enlivened by Mr. Kimber's "spoof" prizes to the guests from rival clubs, a toy sewing machine to F. S. Barnes, a picture of Quarry Corner with the air full of Rileys to Rupert Riley, and for Healey a picture of "Don plus Gloria in the Alps," otherwise a reproduction of the amusing Pratt's advertisement of Gordon Harker and Nellie Wallace. Dancing and a cabaret show rounded off an enjoyable evening.

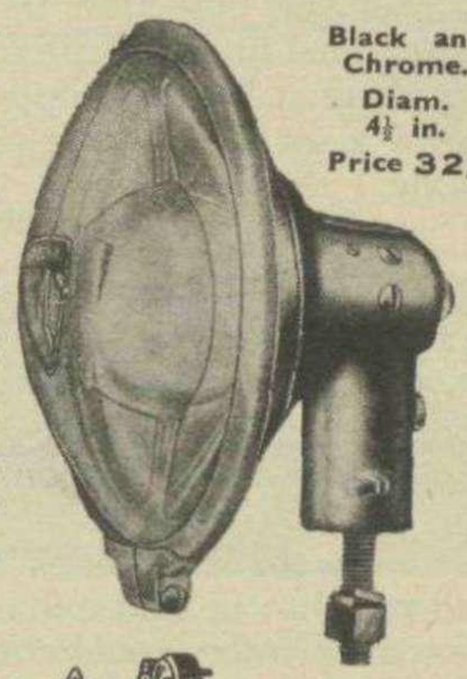


A memory of the French Grand Prix. Neubauer, the manager of the Mercédès racing team, discussing plans with Henne and Brauchitsch. (Neubauer is wearing dark hat.)

MARCHAL "CYCLOP P"

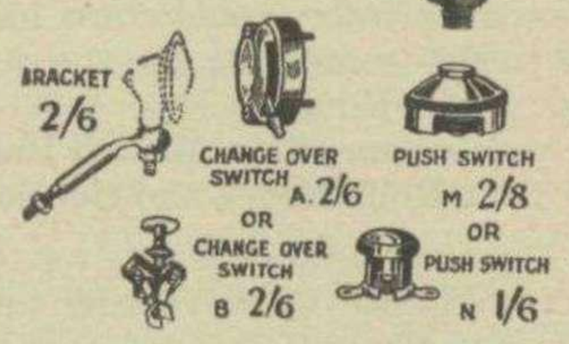
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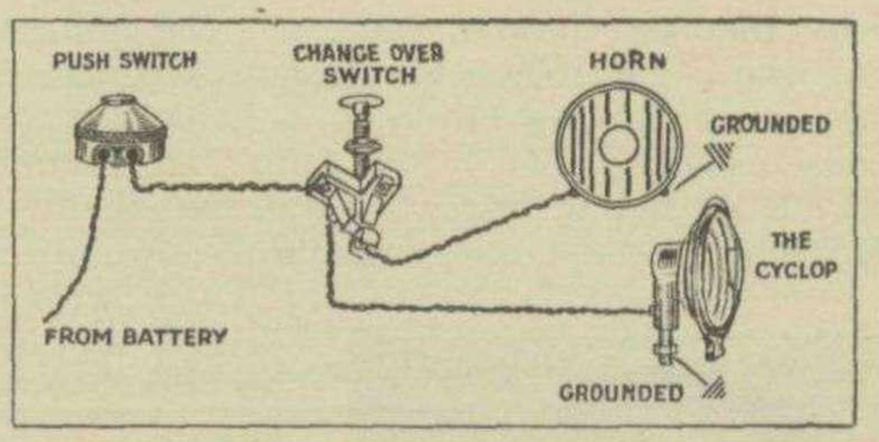


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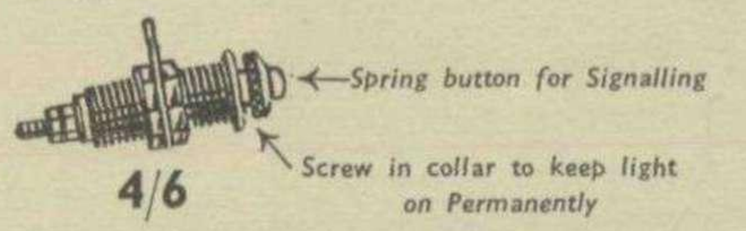
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BOOKS REVIEWED.

KAYE DON—THE MAN

BY J. WENTWORTH DAY.

POSSESSED of a speed demon at an early age, Kaye Don has created a special niche for himself as the only man in the world to exceed 120 m.p.h. on land, air and water. Starting with reliability trials before the war, and the Air Force during the Great Unpleasantness, he returned to trials (unfortunately termed " reliability races " by the author), thence by way of the famous A.C. and Deemster cars to big things on Brooklands with his stable of Sunbeams. Who does not remember the terrific Gold Star race of 1927, won at 118 m.p.h., the great match-race next year with Jack Dunfee on the Ballot, won by a quarter of a length at 114 ; the Gold Vase of 1928 and the Gold Star Race of 1929, in which he put up a lap of 134.24 m.p.h. ? On the road of course, he won the first Ulster T.T. on the Lea Francis, and in 1930 had the spectacular pile-up on the Alfa, in which eight ribs and a collar-bone were broken, and the driver narrowly escaped being burnt to death ; while during that same year he took the ill-fated Silver Bullet to Daytona. All these exploits are dealt with in the biography, though to the critically minded reader comes a conviction that the author's experience of motor racing has been gained largely by reading the more spectacular newspaper reports of the time.

Happily he is more sound when it comes to the motor-boating side of Don's career, and one reads with interest of the trials of Miss England II, and the difficulties which her helmsman had in setting up the record of 100.9 m.p.h. on the log-strewn water of the Parana River. Then the D'Annunzio Cup on Lake Garda, gained with considerable difficulty, not the least of them being the eccentric poet himself ; and the Harmsworth Trophy in America, in which Don won the first heat, but was swamped in the second by the wash of Gar Wood's craft. The second and less successful visit the following year with Miss England III, following its great record-breaking run at Loch Lomond, was, of course, a great disappointment ; but the student of " ballyhoo " will find much entertainment in the description of the methods of the American pressmen. In an addenda to the book Don gives a full description of the later boat, and when one considers the amount of money and work which Lord Wakefield must have expended in trying to win back the Harmsworth Trophy for Britain, any praise on this score seems inadequate.

The book proper concludes with a chapter on Kaye Don's accident in the Isle of Man, and the subsequent trial for manslaughter, and in this the author indulges in what can only be called ridiculous and prejudiced nonsense, based on his ignorance of motor racing and the Island itself. It is sufficient to quote the reason he gives for the promotion of the Mannin Races. " The Manxman . . . . like the Latin . . . . is fully aware of the money-drawing capabilities of a butcher's holiday."

Happily Don's career of speed is of sufficient interest to make one overlook the annoying inaccuracies which occur in the car-racing descriptions, while much of the information about Miss England II and III will be new to the majority of readers ; the photographs of these craft in action add to the book's interest. " Kaye Don " is published by Messrs. Hutchinson and costs 7s. 6d.

SALUTE TO THE GODS

by SIR MALCOLM CAMPBELL.

THIS latest addition to motoring fiction, which was published some time ago as a serial in one of the Sunday newspapers, deals with the adventures of a team of British racing cars, which take part in various Grand Prix races on the Continent the period being sometime in the past ten years. Mysterious crashes have haunted the team in the early part of the season, but Ellison, the owner of the firm and designer of the cars is determined to carry on and prove to the world that his cars are sound.

After rather a slow beginning, the reader is brought to the first race, fought on the Auvergne circuit, and which is described in a thoroughly convincing manner, The author's racing experience has prevented him from indulging in those " dicing with death " incidents which have marred so many motor books, and when an Ace driver again meets with a fatal accident, the reader feels quite convinced that some evil influence is at work.

The scene then changes to Le Mans where the G. P. d'Europe is being held on the present circuit. Again a convincing account, and again an unaccountable crash, which puts the reader on tenterhooks until the mystery is solved. Unfortunately, the solution, which is revealed after a final and exciting struggle at Rheims, comes as an unconvincing anti-climax and spoils very largely the good impression made by the descriptions of the actual races.

An uneven book which exhilarates only to disappoint, it demonstrates once more the difficulty of blending actuality and narrative. Published by Cassell's at 7s. 6d., the effective cover by Roland Davies makes one wish that the slow parts of the contents could have been tuned to match the outside of the book.

CIRCUIT DUST

By BARRÉ LYNDON.

Most of us have a healthy liking for " seeing the wheels go round " whether it is merely to see a new horn fitted to our car, or to follow the hidden struggles which take place in every motor race. The best place for appreciating the unfolding of events in the latter is a seat in the control pit alongside the team-chief, and this is the position which the reader of " Circuit Dust " occupies. The period is the 1933 racing season, and the pit is M.G., but the exploits and successes of their friendly rivals is not neglected. The book brings together a wide range of events, from the Mannin Races in the Isle of Man to the Masaryk Grand Prix in Czechoslovakia, and the Pescara Race in Italy, while the interest of the accounts is further enhanced by first-class plans and fine photographs.

The conception, the teething troubles and the development of the M.G. Magnette are revealed quite candidly and are typical of any other racing car, though the first tests on the ice-bound roads of Northern Italy were more spartan than the average racing-car constructor has to face, but the cumulative effects of all the trials were fittingly crowned by Hall's win in the 500 Miles Race at 106.5 m.p.h.

The book concludes with a suggestion that the M.G. Company may some day turn its attention to the building of full-sized Grand Prix cars, in which case Mr. Kimber may rely on the whole-hearted support of British sportsmen.

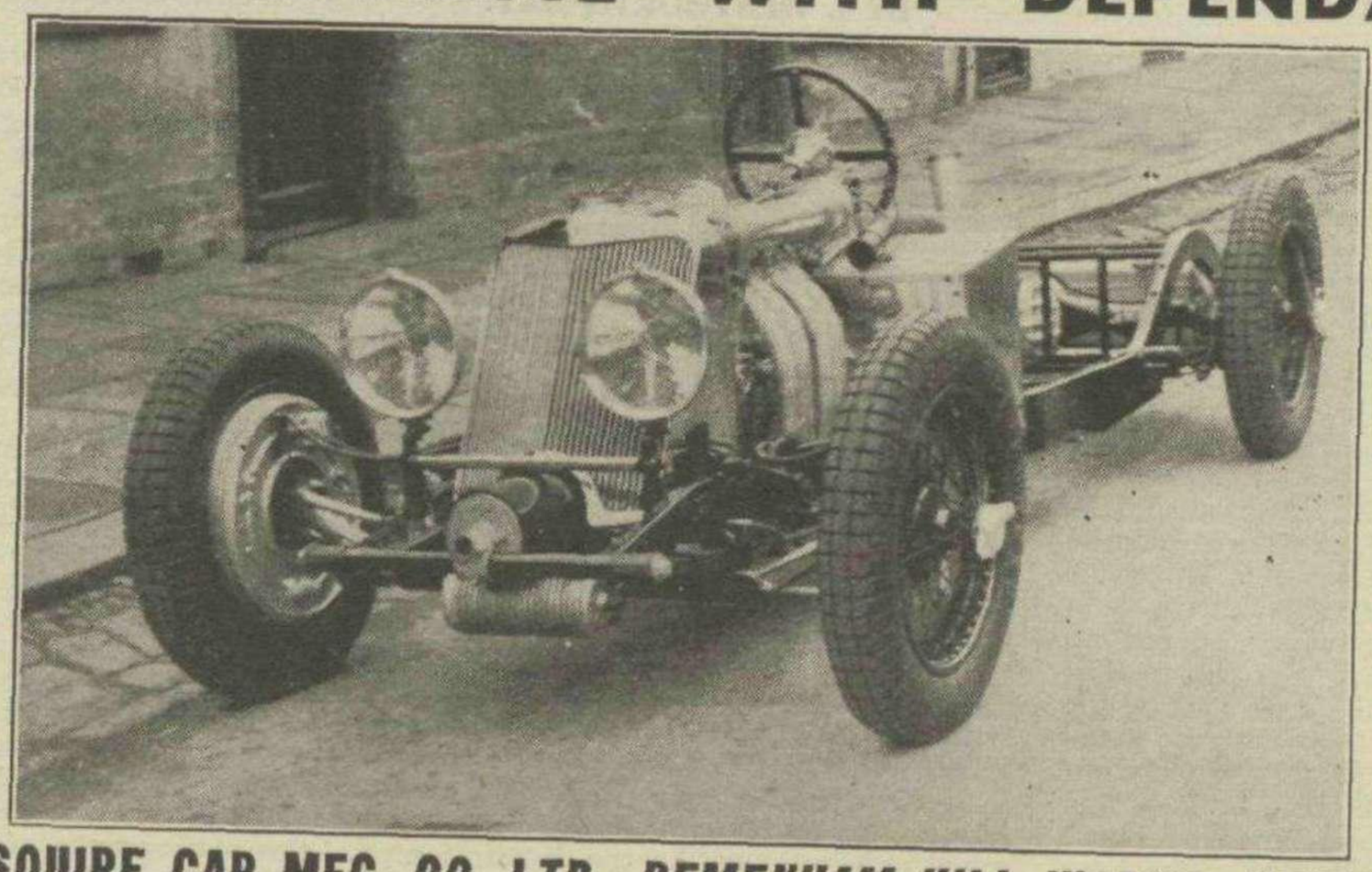
RACING IN THE CHANNEL ISLANDS

Motor sport has a firm following in the Channel Islands, and a race meeting was recently held at St. Ouens, Jersey, blessed by the title of the Jersey Grand Prix.

An interesting course was plotted, including the usual two hairpins and a new S-bend on the landward " straight." Twelve sportsmen turned up for the fray, mounted on widely differing machines. The driving was good throughout the race, and after an hour and a quarter's good sport the following result was obtained :—

1. W. Willmott (Morgan), 1hr. 9m.
2. E. Doghove (Buick), 1hr. 15m.
3. N. V. Oxenden (Morgan), 1hr. 12m. 30s.

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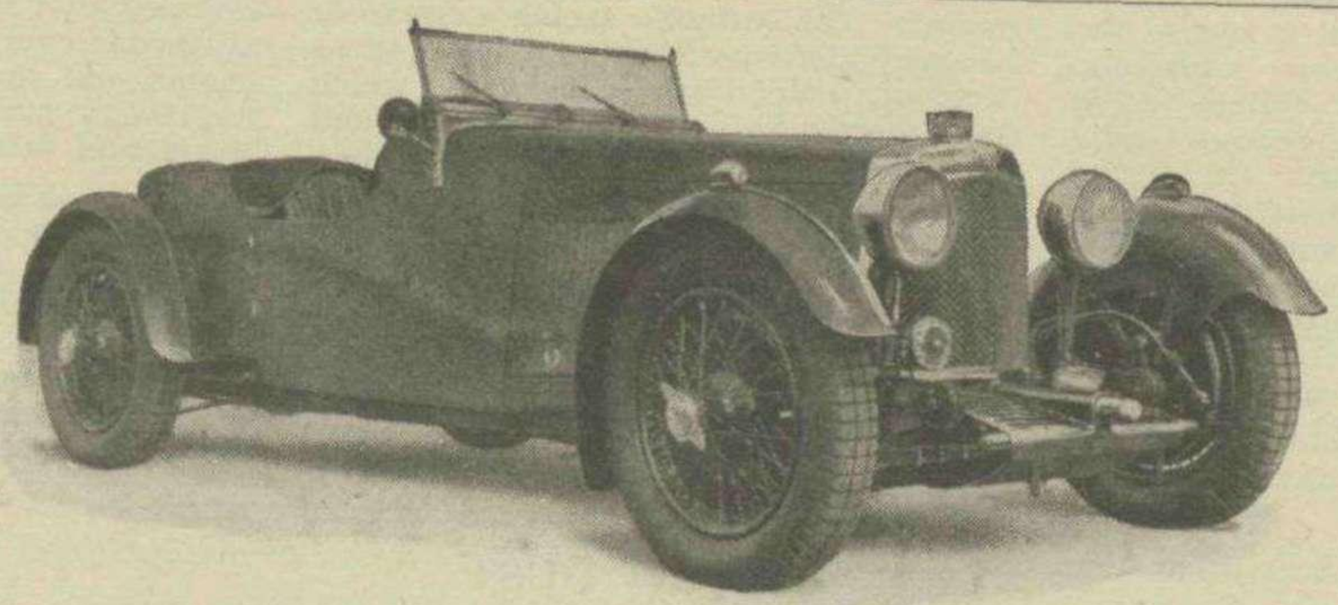


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A SURVEY OF COACHWORK

In the following pages will be found a review of the coachwork now available from some of the leading coachbuilders of the day.

ABBOTT.

E. D. Abbott, Ltd., Farnham, Surrey.

The team of 4½-litre Lagondas which took part in the Ulster T.T. race this year were as striking in appearance as in performance, and it is good news to know that bodies of this type are now available to the public, mounted, of course, on the short wheel—base Rapide chassis. The body is a compact and workmanlike design, fitted well within the wheel-base, and sweeping wings of sporting line assure adequate protection. The two front seats are of the usual well-padded bucket pattern, and the rear ones, which are reached by a single small door on the off-side, are actually one inch lower, since they are placed in front of the back axle. A full four-seater hood with double folding irons is also tucked away in the rear compartment, and a single panel rear screen is a most welcome innovation.

The rear panel, which is slightly domed, comes off to reveal the spare wheel carried on a special swinging frame, while the filler of the 20-gallon petrol tank is accessible just behind the rear cockpit opening. This striking car costs complete £1,075.

AVON.

The New Avon Body Co., Ltd., Wharf Street, Warwick.

Pioneers in the field of building "Special" bodies on medium-powered chassis, the Avon Company offer three models on specially tuned Standard chassis of the latest type. The two-door saloon on the 16-h.p. Waymaker chassis is particularly light and airy in appearance, with a wide screen and windows all down the sides. The small front ones hinge for ventilation; those in the door are balanced and drop down, and the quarter lights slide back. The spare wheel is carried on the sloping rear panel, and two suit-cases are fitted into the luggage locker. A special feature of this car is the readily-adjustable steering column which may be swung so as to bring the steering wheel to the most convenient position.

A similar but slightly smaller body is fitted to the Ten-Twelve chassis, and costs £277 10s., while the larger car costs £360. The 10-h.p. open sports car completes the trio, and resembles last year's model except that the large faired wings have been abandoned in favour of a simpler sweeping type. The price is £250.

BARKER.

Barker & Co. (Coachbuilders), Ltd., 66, 69, South Audley Street, London, W. 1.

One of the features of Messrs. Barker's Stand at Olympia was the aristocratic looking Coupe de Ville body on a 3½-litre Bentley chassis, with swept helmet wings, and finished in medium light blue set off by a chromium waist moulding. An unusual construction is used for the forward extension of the top; the cant rails are detachable and are stored in the lid of the luggage container while the extension rolls up and is carried in a pocket at the front of the fixed rear portion of the roof. Apart from reducing the quantity of material to be stowed away, this feature helps to give a welcome amount of headroom in the rear seats.

Access to the luggage is gained by swinging back the rear panel, which also carries the spare wheel. The boot is fitted with two large suitcases, and has the tools neatly carried in a locker underneath. This elegant car, which was particularly noticeable for its fine upholstery, costs £1,707.

CHARLES.

John Charles & Co., Ltd., Great West Road, Brentford, Middlesex.

A variety of coachwork, open and close, is produced at this modern factory on the Great West Road, one of the most interesting bodies being a streamline four-door saloon on a Lancia Astura chassis. The doors are hung on special double hinges from thin centre pillars, making entry a simple matter; and once seated the comfort of the passengers is well provided for by the restful upholstery, and the arm rests in the doors and in the centre of the seats. The four lights and sliding roof afford exceptional airiness in a type of body usually rather lacking in this respect.

The sloping rear panel swings down in this model, giving a platform space sufficient for a large trunk, while on an Alvis Speed Twenty a special double-capacity boot is shown, in which the luggage space may be increased at will by releasing and extending a drawer-like framework. This car also had the roof cant-rails hinged in the middle, carrying back the front rail with them when the head is prepared for folding.

FOLLETT.

Charles Follett, Ltd., 18, Berkeley Street, W. 1.

The low-slung chassis of the Speed Twenty Alvis makes the coachbuilder's task an easy one, and the three body-styles offered by Messrs. Charles Follett are fine examples of clean-cut design. While still retaining the long louvred bonnets and sweeping wings characteristic of Follett style, it will be noted that on this year's cars the wings and running board are separate, relieving the bottom of the sweep from the strain inevitable when a unit construction is used.

The saloon is a two-door design, providing comfortable accommodation for four passengers. Four lights are fitted, and the quarter-lights wind back, giving a two-inch gap which keeps the interior ventilated without lowering the main windows. In order to give the maximum luggage space, the spare wheel is carried at the side.

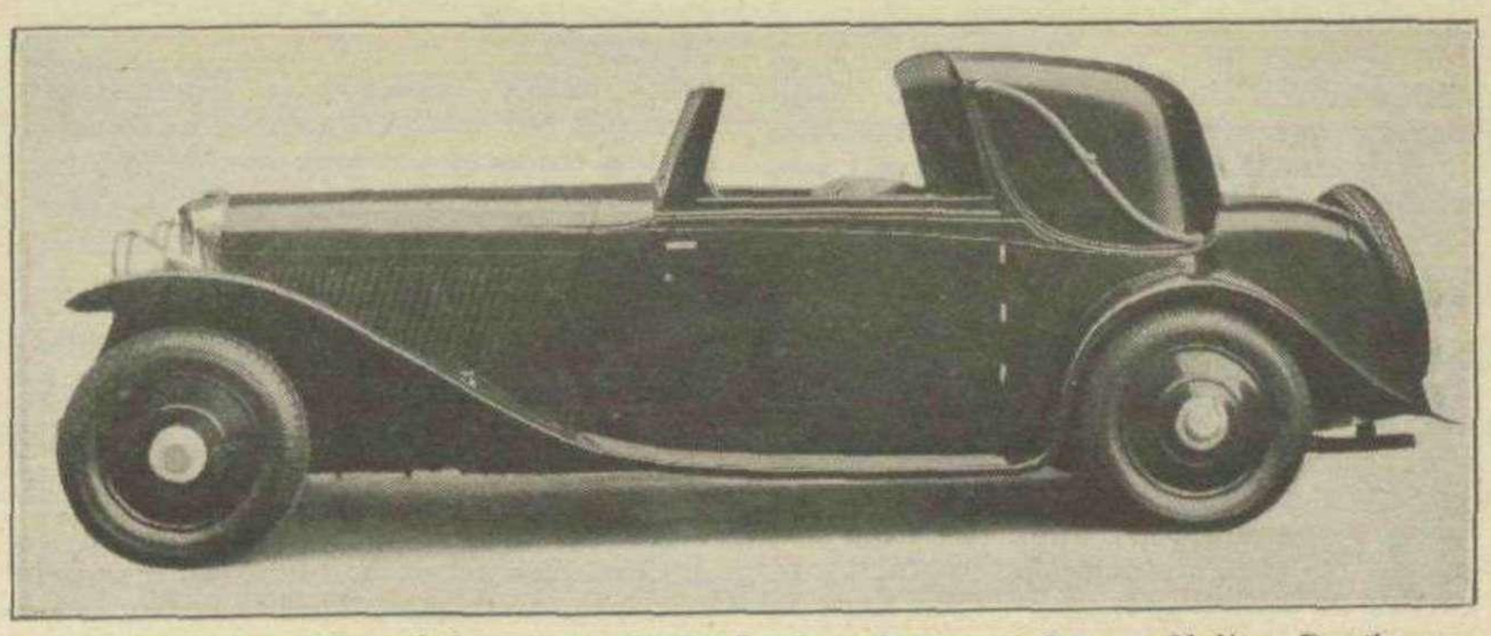
Two doors are provided in the sloping rear panel, and the upper one lifts up to disclose a large boot. The tools are carried in a fitted panel, while the lower flap hinges out to act as a luggage grid.

The wing and body lines of the open car and the drop-head coupé are similar to those adopted on the saloon, and the special luggage boot features on all three. The hood on the open car drops into a well in front of the boot, giving unbroken line at the rear, while on the coupé special attention has been paid to preventing drafts. A tongue along the front of the hood is rigidly held in a channel on the windscreen by wing-nuts, and padded strips on the valances effectively seal the gap between the hood and the windows.

FREESTONE & WEBB.

Freestone & Webb, Ltd., 101-103, Brentfield Road, Willesden, N.W. 10.

Messrs. Freestone & Webb have constructed bodies for almost every high-class chassis on the market, and each of the three cars exhibited at Olympia deserved one's attention. The close-coupled fixed-head coupé on a 30 h.p. Hispano Suiza chassis was attractive with its long bonnet coming almost to the windscreen, and was painted maroon, with a chromium plated moulding. Another car eminently suitable for fast touring was the saloon-limousine on the new 26 h.p. Daimler eight-cylinder. The exterior line was that of a sports saloon, with a sloping tail with storage space



This very smart Coupé de Ville body by Barkers is mounted on a 3½-litre Bentley.

A SURVEY OF COACHWORK—continued.

for two suit-cases, but the chassis is long enough to allow a winding division to be fitted, converting the body into a limousine at will.

Last, and not least, there was a four-door four-light saloon on the 3½-litre Bentley. The most interesting features were the full-helmet type wings, the very thin "T" section door pillars, which carried the new slender Lucas traffic indicators, and the large luggage trunk at the rear, which blended with the lines of the body, but nevertheless carries four suitcases. The sliding roof and the spring sun-visors provided for the return of warmer weather. The hinged rear panel was partly recessed to take the spare wheel, and the metal cover on the latter fitted closely to form an unbroken surface of paintwork.

GURNEY NUTTING.

J. Gurney Nutting & Co., Ltd., Lackland Place, Kings Road, Chelsea, S.W. 10.

Exceptional workmanship goes to the making of Gurney Nutting bodies, whether the body be ultra-modern or on more traditional lines. An example of the former type is available on a 4½-litre Rapide Lagonda chassis. Termed an Airline saloon, the rear part of the roof sweeps down evenly to running-board level, where it is joined by the rear wings, and these and the rear quarters are integral with the boot. The spare wheel and tools, and the luggage, are all accommodated in the locker space provided. A large winding window is provided in each of the wide doors, and with two more in the quarters and a sliding roof the interior should be agreeable on the hottest day.

This two-door four-light construction is also available on the 3½-litre Bentley, on a body of more orthodox outline, and a very handsome example of this was shown at Olympia, finished in dark red. In this case the wheel was carried outside the rear panel, while the boot was fitted with two roomy suitcases. The car was priced at £1,675, while the Lagonda cost £1,275.

HOOPER.

Hooper & Co. (Coachbuilders), Ltd., 54, St. James's Street, London, S.W. 1.

English coachcraft of to-day has succeeded in combining to a remarkable degree luxurious travel and handsome lines, as was shown on two of the latest Hooper designs for four-door saloons on the 25-h.p. Rolls-Royce and the Bentley seen at Olympia. The Rolls had graceful helmet-type wings, with side valances, and was finished in maroon and black, with brown leather upholstery. The luggage accommodation was exceptional and consisted of a locker of normal size which could be enlarged at will to an extensive platform by making use of the lowered rear panel.

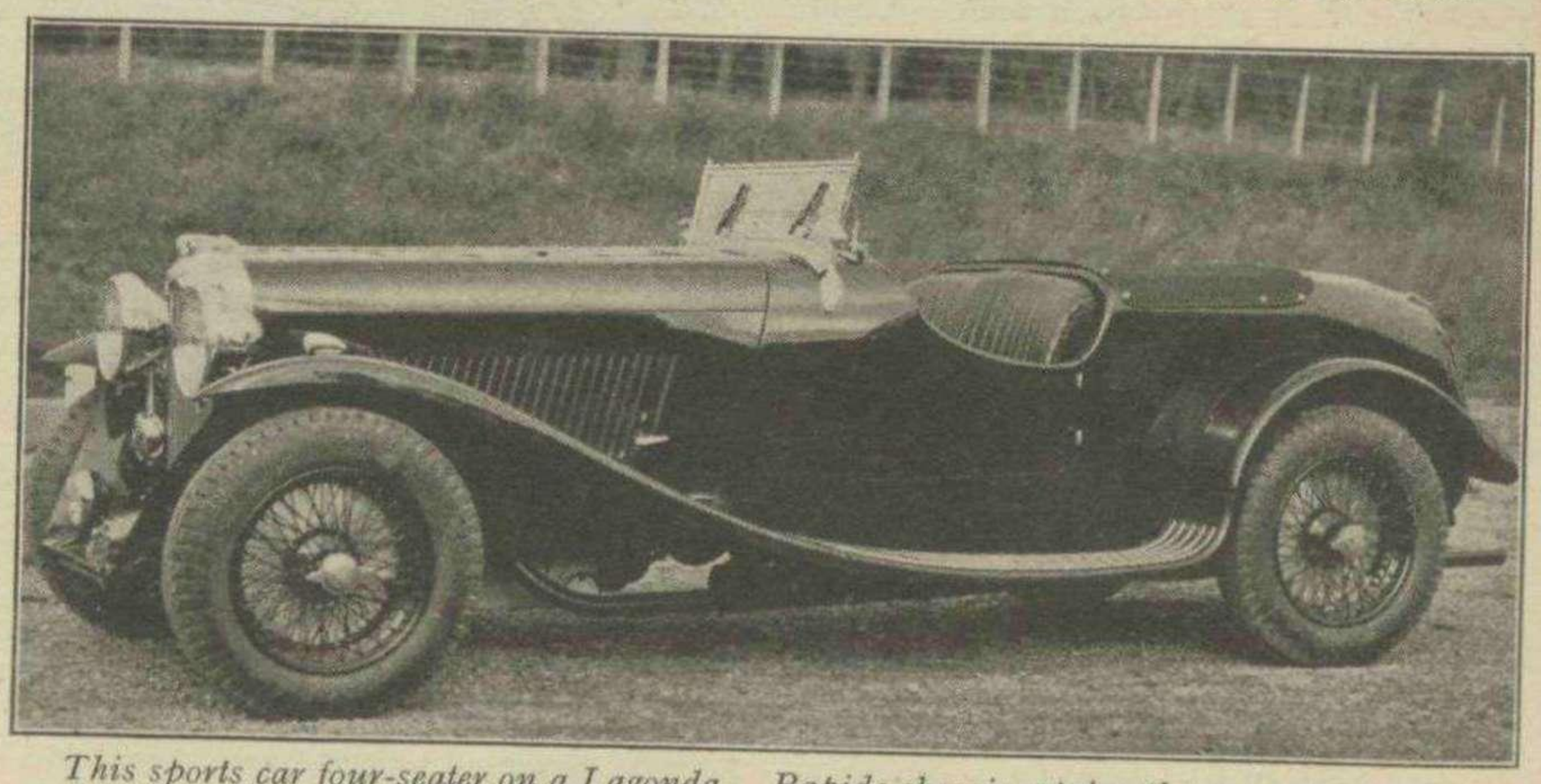
The Bentley carries a rather smaller body, seating four people in exceptional comfort, and as befits a 90-m.p.h. car, has the sweeping round sports type of wing merging with the running board. The boot on this car is reached through a forward-opening top panel, and the rear squab is also detachable to facilitate getting at the bulky luggage. The tools on both cars are carried in special drawers under the floorboards, accessible on opening the doors. No projection is allowed to mar the clean lines of these two cars, and the semaphore indicators are contained in the door pillars. The price of the complete car is in each case £1,650.

JENSON.

Jenson Motors, High Street, West Bromwich.

The activities of Messrs. Jenson Motors cover a wide range from constructing the record-breaking single-seater bodies fitted to the M.G. Magnette and Midget of Mr. R. T. Horton to open and closed bodies on Fords, Wolseleys and the Sports Morris range.

The Jenson Special Ford V.8 is particularly interesting; various chassis modifications have been made, so that the chassis has been materially lowered, and a speedy-looking four-seater body with swept wings has been fitted. Pneumatic upholstery is used, and attention has been given to the comfort of the front bucket seats and the all-weather equipment. Speeds in the neighbourhood of 90 m.p.h. may be obtained, and at a price of £360 the Jenson is a most attractive proposition.



This sports car four-seater on a Lagonda. Rapide chassis retains the racy appearance of the Ulster T.T. cars. It is produced by Abbotts, of Farnham.

ARTHUR MULLINER.

Arthur Mulliner, Ltd., 73, Bridge Street, Northampton.

Considering the few times the rear seats of an open sports car are used it is surprising that more attention to the sporting two-seater body, as shown by Arthur Mulliner on a Speed Twenty Alvis, is not more widely favoured in England. A tapering but not exaggerated tail curved on top balances the long bonnet, and the cut-away for the passengers' elbows emphasises their comfortable seating position in the centre of the chassis. The steeply sloping front wings give a particularly sporting line, and a useful feature is that they are quickly detachable for speed events. The hood, two auxiliary seats and the spare wheel are all concealed under the flush decking of the tail.

Another effective body produced by Arthur Mulliner is a four-door four-light saloon on a Bentley chassis. The tail is carried smoothly down from the roof and the spare wheel and luggage locker and tools are all enclosed in the space thus provided.

H. J. MULLINER.

H. J. Mulliner & Co., Ltd., Bedford Park Works, Chiswick, W. 4.

Considerable progress has been made in the last two years in the construction of close-fitting hoods on drop-head coupés, but the streamline Mulliner coupé on the 3½-litre Bentley chassis is quite outstanding in this direction, for the top is completely concealed in the hinged decking at the rear of the body, while it can be raised and lowered without difficulty by one person.

The body is of normal width, but the wheels are encased in special faired mudguards; the rear ones are closed in by detachable covers. The sweeping tail follows the contour of the wings and embodies a useful luggage boot.

MARTIN WALTER.

Martin Walter, Ltd., 145-147, Sandgate Road, Folkestone.

The Wingham four-door four-light Cabriolet combines in one car the advantages of the open tourer and the full saloon. The doors are hung on braced tubular pillars reaching only to the waistline, and the front window supports the rear one in its grooved rubber-lined frame, so that no projecting window guides are needed. Thus the windows can be up or down irrespective of whether the hood is raised or lowered. The hood itself is spring-loaded and drops back easily on releasing two catches on the windscreen; and the quarters are specially padded so that in the raised position the angularity of the usual drop-head coupé is avoided. The Wingford body can be fitted to any chassis, and is accommodated with special success on Talbots and the new 3½-litre Lagonda.

MARCH.

Kevill-Davies and March, Ltd., 28, Berkeley Street, London, W. 1.

The Lancia Augusta has created a favourable impression since its introduction into this country, but all the examples which had hitherto reached England were fitted with closed body-

A SURVEY OF COACHWORK—continued.

work. Open car enthusiasts will be glad to learn of the "March-Augusta," a two-four seater designed by Messrs. Kevill-Davies and March, who are the London Concessionaires.

The body has a long bonnet, two doors with cut-aways for the front passengers, and a neat rear elevation finishing in a sloping rounded tail. Comfort is concentrated in the front seats, which are adjustable and fitted with Dunlopillo upholstery. The back ones are well-padded and there are deep wells, but on the 2-4-seater this space is primarily intended as luggage space, and for the same reason only a two-seater hood is fitted. If required, however, the strengthening cross-bar behind the front seats, which is a special feature of the two-seater, may be removed to give more room, and with the special four-seater hood all four passengers receive protection. On the 2-4-seater the hood is concealed underneath the tonneau cover, and the spare wheel is enclosed by the flush-fitting rear panel. The two-seater car costs, complete, £450.

OFFORD.

Offord & Sons, Ltd., 94, Gloucester Road London, S.W. 7.

This old-established firm specialise in the production of drop-head coupes, and handsome bodies of this type may be obtained on 4½ and 3½-litre Lagondas, and the Talbot "105" and "110" models. The head mechanism is of the usual type with hinged cant-rails, and may be left in the half-open position with the extension furled, or folded right down, where it fits flush with the waistline and protected with a cover.

The domed top of the boot is hinged at one side to give access to the luggage space. The running tools are carried under the bonnet, and others in a locker in the boot. The spare wheel is carried on the back. The Show model on the 4½-litre Lagonda chassis was finished in black with a silver line, and costs £1,025, while the Talbot "105" is priced at £825.

OXBORROW & FULLER.

Oxborrow & Fuller, Ltd., 11, Curzon Street, London, W. 1.

The "O.F." Continental Tourer is another interesting solution of the problem of making a dual-purpose car. With the hood down, its clean lines are indistinguishable from those of an open touring car, while with the hood erected the protection is as good as that of a saloon. The provision of quarter-lights gives greater visibility in the rear seats than is usually obtained with a drop-head coupé.

The triangular panels on either side of the windscreen remain permanently in place, and help to steady the rectangular panels which wind out of the doors. The quarter-lights are held in place with tongues secured by knurled screws in the interior, and are stored in clips at the rear of the body when not in use.

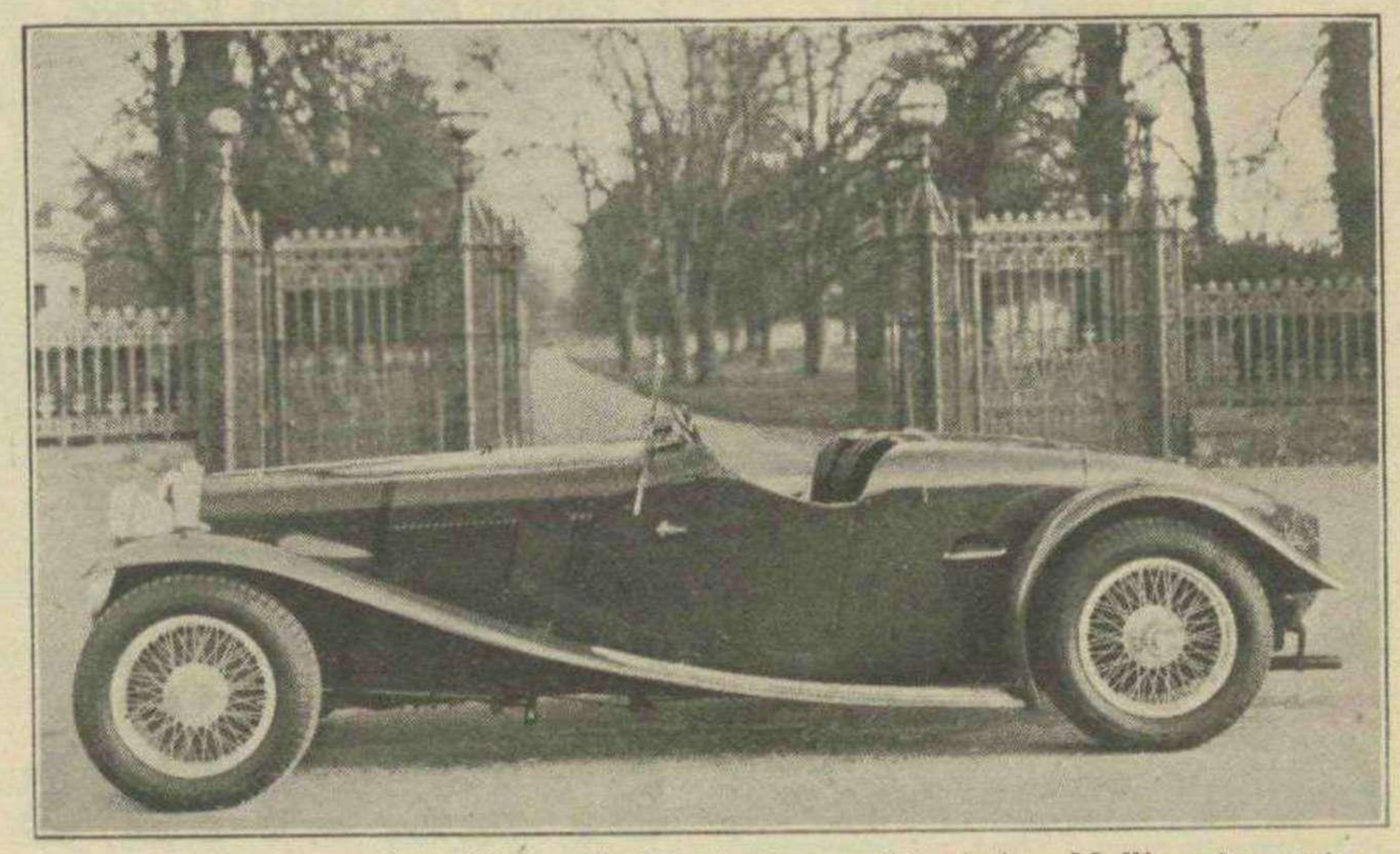
This body, which is built by Vanden Plas, can be fitted to a number of chassis, including the Alvis Speed Twenty, the 4½-litre Lagonda, the new Bentley and the 25 and the 40-50 h.p. Rolls-Royce cars. The Alvis fitted with the O.F. body costs £895, while the Lagonda is priced at £995.

PARK WARD.

Park Ward & Co., Ltd., 473, High Road, Willesden, N.W. 10.

With the experience of years spent in designing sports saloons of orthodox lines, Messrs. Park Ward have succeeded this year in introducing a closed-car body line well-streamlined, but yet avoiding the nose-heavy appearance which is found on many present-day designs. Taking the body on the Bentley chassis, the only unusual features of the front of the car are the special dome wings, with their extensions to the separate running boards. The sloping windscreen then shows the way for a clean sweep to the stern, and the rear mudguards, with detachable side panels are in keeping. The Olympia car was painted deep red, with black mouldings, and black leather upholstery with red trimming was used.

A sliding roof is embodied, and the windows have spec-



Good looks are coupled with practical protection on this Arthur Mulliner two-seater on an Alvis Speed Twenty. The hood and two auxiliary seats are concealed in the tail.

ial ventilating panels operated by a full movement of the window lifts. A similar body on a 40-50 h.p. Rolls-Royce has a third window on each side situated in the quarters.

The luggage space in the tail is reached by swinging open a large door, which is hinged at the side, and which carries the spare wheel inside. Two large suitcases are fitted in at the top, while below them the tools are carried in nested trays. A golf-club locker runs underneath, and this and the filler cap are covered by flaps which preserve the unbroken lines of the magnificent rear panel. The Bentley is priced at £1,842 and the Rolls-Royce at £2,897. The streamlined models are, of course, additional to the range of more orthodox four-door saloons and drop-head coupés previously available on Rolls-Royce and Bentley chassis.

REAL.

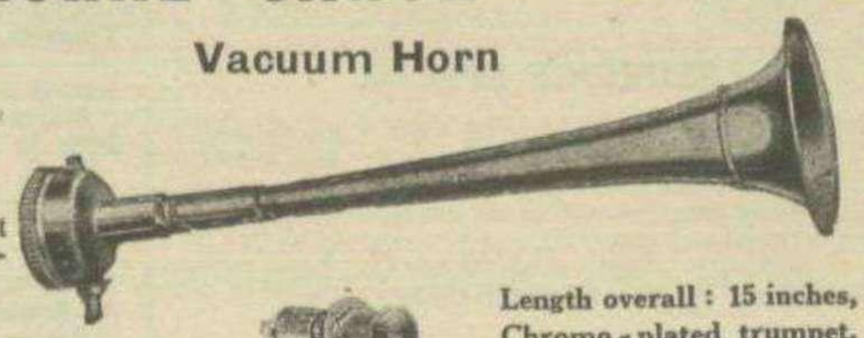
R.E.A.L. Carriage Works, Ltd., Popes Lane, Ealing, London, W. 5.

The open sports four-seater car exhibited at Olympia by Messrs. Real, with its long, rather square three-hinge bonnet and swept wings, looked the embodiment of speed, and equally important, the seats, with their pneumatic cushions and spring squabs are formed so as to give adequate support to the back and thighs. A rather more massive but equally comfortable body was shown on a Hudson Eight and was notable for the amount of luggage space available. There is room for several suit-cases in the tail locker, while the tools are carried beneath.

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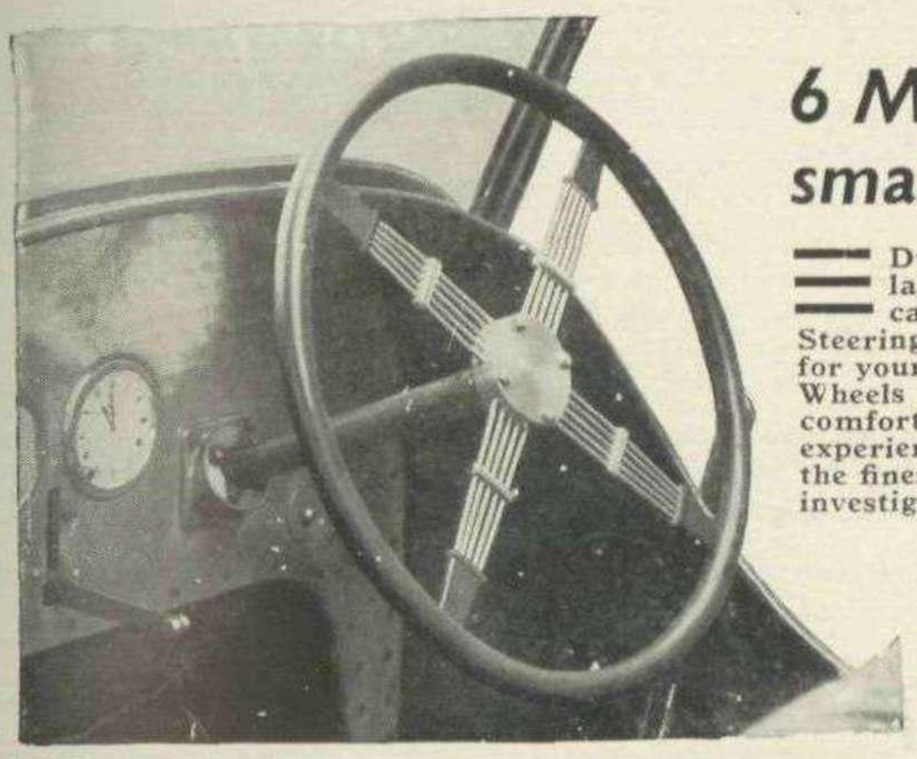
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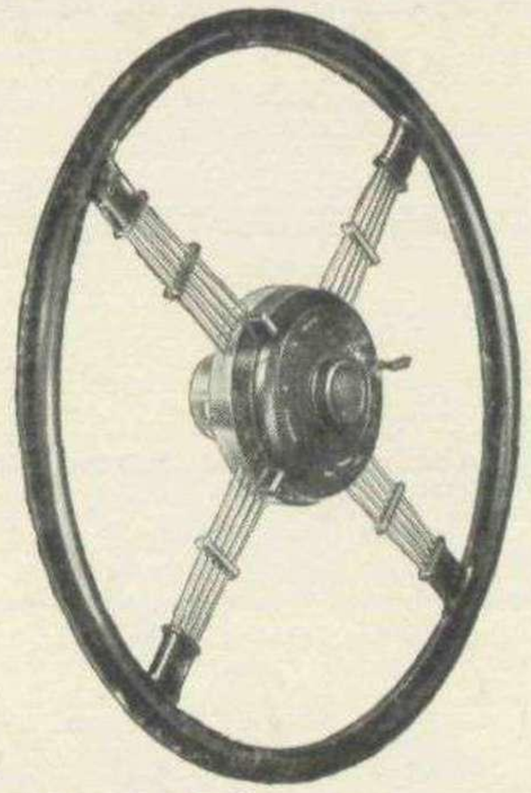
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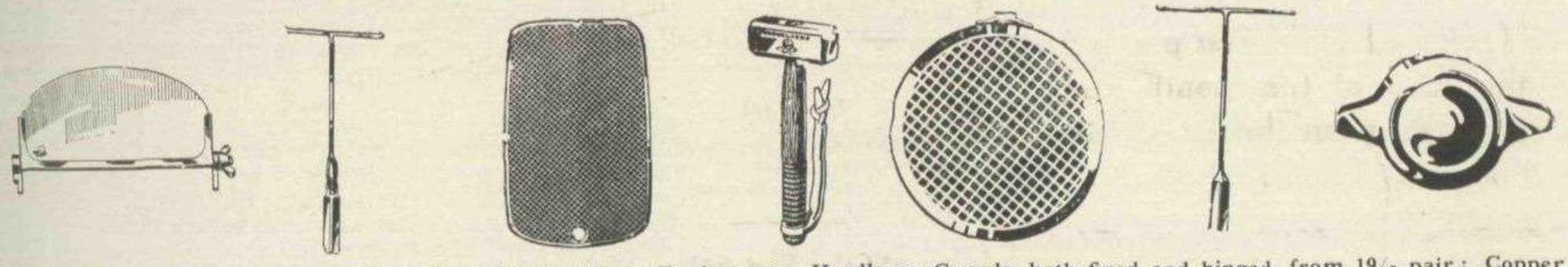
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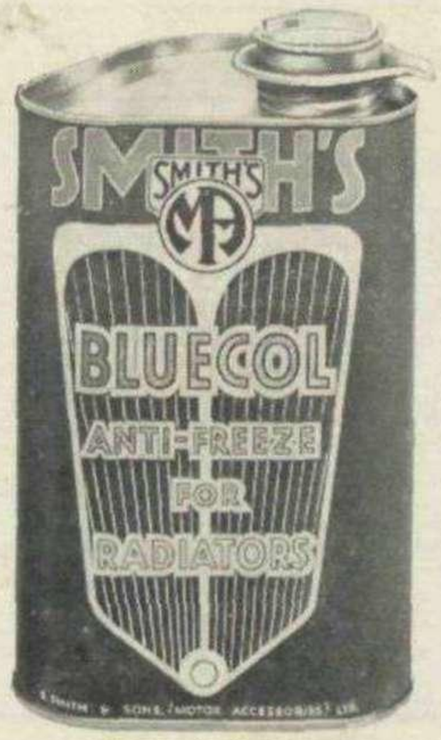
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