"Probably The Most Successful OF ALL CARS In Trials Is The Frazer Nash"

(*The Light Car & Cyclecar*," *May* 8, 1931).



★ "INTERCEPTER I" (s.v. engine) 3 speeds, two-seater model on short chassis and complete equipment. - - - - - **£325**

De Luxe "INTERCEPTER I" model.
Brief Details: 4 speeds, wide front axle, 12" F.W.B., double Hartfords all round, double "U" bolts, Acetex safety glass, all bright parts chromium plated, de luxe equipment throughout, including Lucas 12 volt lighting and starting set, (with dip and switch), large headlamps, etc., special deep block radiator, "Blue Riband" Pirelli tyres, three-four seater body on long chassis, rear tank, spare wheel mounted at rear, side curtains, etc. Coachwork fabric covered (colour to choice), wings, bonnet cellulosed any colour, pneumatic leather upholstery all seats, etc. **£425**

"INTERCEPTER II" (o.h.v. engine), £25 extra on standard and de luxe models.

Illustrated catalogue with full details and specifications of other Frazer Nash models sent on request. Demonstration runs at any time and anywhere, without obligation.

LONDON-EXETER, 1930. Five Gold Medals.

A Frazer Nash was awarded the Special Prize in the Acceleration Test against 183 cars in this trial.

LONDON-LAND'S END, 1930. Eight Gold Medals.

M.C.C. One Day SPORTING TRIAL, 1930. A Frazer Nash was the only car to climb successfully all the hills, and the only car to gain a Premier Award out of 72 entries.

LONDON-LAND'S END, 1931. Nine Gold Medals.

THE Frazer Nash has always been consistently successful in open competition. Its terrific acceleration, extraordinarily easy and rapid gear change, its chain transmission with direct drive on all gears, make it a formidable rival in trials, whilst it has a big advantage in that gear ratios can be easily and inexpensively altered to suit any special conditions. A report of almost any of the big trials is unquestionable proof of this outstanding superiority, as it is impossible to read through such reports without coming across frequent comments on the brilliant performance put up by the Frazer Nash entries. Describing the recent Land's End the "Motor" said, "The Frazer Nashes roared up as though they thought it was Shelsley." "As usual, the Frazer Nashes were both spectacular and rapid, as well as being cleverly handled."

"Motor Sport," reporting a Land's End Trial, said, "Of the larger cars the Frazer Nashes stood alone for speed on hills and were all very adequately handled. Their remarkably high bottom gears instead of being a disadvantage, merely seemed an excuse for climbing faster than ever."

"The Light Car & Cyclecar," said, "By far the fastest light cars in the trial were the Frazer Nash entries." "Undoubtedly the most outstandingly spectacular climb was that by H. J. Aldington (supercharged Frazer Nash), who flashed up at speed, although several other Frazer Nash drivers closely emulated their leader."

"In the 1,500 c.c. class the Frazer Nash contingent provided the fastest climbs."

"The Autocar" said, "The Frazer Nashes streaked up in their inimitable fashion."

It is unnecessary to add that these are only a few selections at random from hundreds of similar reports in our records, but they will serve as proof of our claims. Why not come along and try the Frazer Nash for yourself ?

Frazer Nash

A.F.N. Ltd. (Managing Director: H. J. ALDINGTON), "Falcon Works," London Road, Isleworth, Middlesex.
Telephone: HOUNSLOW 3171 - 3172

MORE RECORDS

on

"BP"

PLUS

At Montlhéry Track on May 11th-13th, 1931, a 10 h.p. Singer Victory Saloon Car, secured the following International (Class F) records:—

4,000 Kilometres - - - -	57.82 m.p.h.
48 Hours - - - - - - - -	57.99 m.p.h.
3,000 Miles - - - - - - -	55.87 m.p.h.
5,000 Kilometres - - - -	55.90 m.p.h.

(Subject to official confirmation)

Messrs. G. E. T. Eyston, E. A. D. Eldridge, P. Brewster and A. Denly were the drivers, and "BP" Plus, the same as you can buy from the "BP" Plus pump, was chosen to ensure the success of the run.

"BP" PLUS

Gives you more—Costs no more

ANGLO-PERSIAN OIL CO. LTD

British Petroleum Co. Ltd., Britannic House, Moorgate, E.C.2

Distributing Organization

VOL. VII. No. 8.
SUBSCRIPTION RATE
8/- PER ANN. POST PAID

JUNE 1ST, 1931.

PRICE SIXPENCE
Published 1st Month

MOTOR SPORT

INCORPORATING THE BROOKLANDS GAZETTE

JOINT EDITORS { *GRENVILLE G. O. MANTON.*
W. S. BRAIDWOOD, B.A. (Mech. Sc.) Cantab.

Editorial, Publishing & Advertising Offices
39, VICTORIA STREET, LONDON, S.W.1
Telephone: Victoria 5218.

The Way of Things

AFTER any long race there is bound to be a considerable amount of discussion and argument about suggested alterations and improvements, and the J.C.C. Double-Twelve has given rise to a great deal as a result of the handicapping. When a race is run on handicap there is always bound to be certain disagreements as to the best method to employ, and this makes it seem that the present method of making the winner of the event more or less subject to an empirical formula is not the best.

This does not mean that the winner of such an event as the Double-Twelve has put up any less meritorious performance. The actual results and speeds in themselves show that the winning M.G. Midgets are cars which any country would be proud to produce, but their performance, as a result of the handicap, makes it more difficult for the public to weigh up the performances of the various types of car.

It is a peculiar feature of all the handicap curves used in these big races, that they tend to favour the ends of the scale. To the majority of owners, however, the ideal sports car lies between the two extremes, that is to say in the 1½-litre region.

While races of this type are run, people will always clamour to be given an absolute winner, but in races where many different classes are competing the actual winners of each class and the speed they have achieved, should be considered as of equal importance, and so looked at in true perspective.

In expressing these views we are not alone, since opinions in the same strain, in racing circles were heard on all sides at the conclusion of the Double-Twelve. It is to be hoped that by now they have reached to right quarters, and that the necessary consideration and attention will be forthcoming in the near future.

* * *

WE regret to announce the death of Arcangeli who was killed while practising at Monza for the Italian Grand Prix. He was driving the new 12-cylinder Alfa-Romeo of 3,500 c.c., of which great things are expected. Many keen followers of the sport in this country will remember his fine performances on Sunbeam motor-cycles in the Isle of Man, and will join with us in mourning the passing of a fine driver, and a thorough sportsman in every sense of the word.

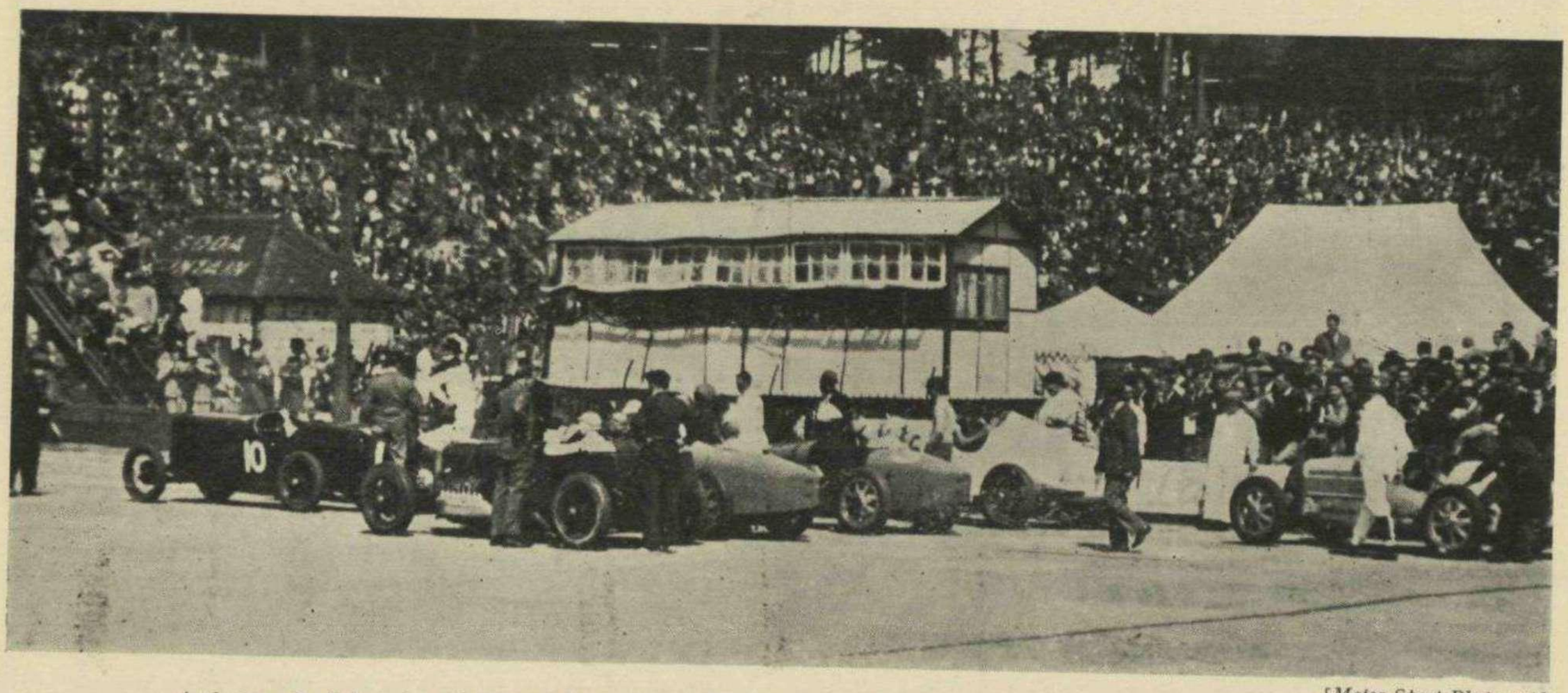
CONTENTS

	PAGE
The Way of Things	363
LAND.	
B.A.R.C. Whitsun Meeting	364
The Targa Florio	369
The French Grand Prix	371
Prospects for Dublin	373
Rumblings	375
Le Mans Entries	377
The Circuit of Sicily	377
Shelsley Walsh and Forthcoming Events	378
Clubs News	379
Items of Interest	380
The "Double-Twelve"	381
Thirty-three Years of Car Building	389
Trying a "Second-hander"—IV	393
The A.C.U. Tourist Trophy	394
The Bordino Grand Prix	398
The London-Edinburgh	399
Here and There	406
AIR.	
Gatwick and the Surrey Aero Club	400
Slipstreams	402
WATER.	
The Sport Afloat	403
The Poole "Hundred"	405

BROOKLANDS.

B.A.R.C. WHITSUN MEETING

GOOD DAY'S RACING IN BRILLIANT WEATHER WATCHED BY RECORD HOLIDAY CROWDS.



[*Motor Sport Photograph.*

A photograph of the animated scene at the track on Whit-Monday, which answers the question—"Is Brooklands popular?"

THE Whitsun meeting of the B.A.R.C. will long be remembered as one of the brightest we have known. The weather, which had been terrible all the week end, relented on the Monday, and Brooklands was bathed in sunshine. The crowds, attracted largely no doubt by the wise step taken by the authorities in reducing the entry to 2s. 6d. for the public enclosure, turned up in their thousands. The attendance was as good as the track has ever known, in fact so good that it caused a certain amount of difficulty in the matter of getting cars in to the grounds. It was unfortunate that the supply of programmes ran out so early, but the excellent announcements of the progress of events made up for this, and some of the best racing of recent years added to the delights of one of the pleasantest days we have spent at Weybridge.

The first race of the meeting was the first Mountain Speed Handicap, which produced a full complement of 15 starters. The fine weather seemed to have cheered up the drivers, and the cornering was on the whole very fast. Hebeler's M.G. Midget was among the fastest on the corners, while other fast men were Randall (Austin), Vernon Balls (Austin), Berry (Frazer-Nash) and the two front drive Alvis driven by Fishe and Farley. Clover's M.G. skidded round at the top bend, and lost a certain amount of time.

Randall's Austin got away well and held his lead from Boote and Hebeler, the latter changing places at half distance. Vernon Balls and Parker were creeping up, and on the 7th lap Balls took 3rd place. On the 9th lap Parker (Alvis) took the fork bend too fast and hit the barrier, carrying on with portions of same draped over the front dumbirons.

The race finished with desperate efforts on the part of Hebeler to catch up, but Randall just got home by a small margin.

RESULTS.

1st. E. C. H. Randall (749 c.c. Austin), 1m. 45s.

2nd. R. S. S. Hebeler (847 c.c. M.G.), 1m. 20s.

3rd. V. S. Balls (749 c.c. Austin), 10s.

Winner's speed, 53.6 m.p.h.

The next race, the Junior Short Handicap, produced some interesting entries, notably the low orange Austin, which has been built chiefly for attempts on records. V. E. Horsman was limit man with 1m. 42s. start, but was quickly passed by Burcher's Riley which held its lead for 2 laps, to be passed almost on the line by Meeson's Vauxhall. The third man home was Horsman's Triumph. The Austin picked up to 5th place from 12th, a very good performance, while Ford's Bugatti was another fast car which just missed a place.

RESULTS.

1st. E. L. Meeson (4234 c.c. Vauxhall), 52s.

2nd. G. L. Willis (749 c.c. B.C. Special), 1m. 20s.

3rd. V. E. Horsman (832 c.c. Triumph), 1m. 42s.

Winner's speed, 94.44 m.p.h.

The third race the Senior Short, produced yet another reminder that the 30-98 Vauxhall is still a fast car, and when driven by E. L. Meeson is liable to shake the handicappers severely. He passed A. S. Llewellyn (Riley), the limit man, on the Byfleet banking on the first lap and held his lead to the end. For a moment it looked as if Sir Henry Birkin would bring his famous "4½" Bentley right through the field, and on the second lap he swept past a great bunch of competitors on the Byfleet banking, and ran into third place. The rather tricky wind was making very high speeds difficult. Spottiswoode's Bugatti went well as usual, and just got second place with the Bentley close on his heels. An interesting car in this race was the 2-litre Delage of W. B. Scott's, driven by R. O. Williams. This is one of the old Grand Prix Delages which was built just prior to the introduction of the 1½-litre rule.

RESULTS.

1st. E. L. Meeson (4,234 c.c. Vauxhall), 1m. 5s.

2nd. A. N. Spottiswoode (1,990 c.c. Bugatti), 34s.

3rd. N. A. Carr (1,990 c.c. Bugatti), 34s.

Winner's Speed, 97.97 m.p.h.

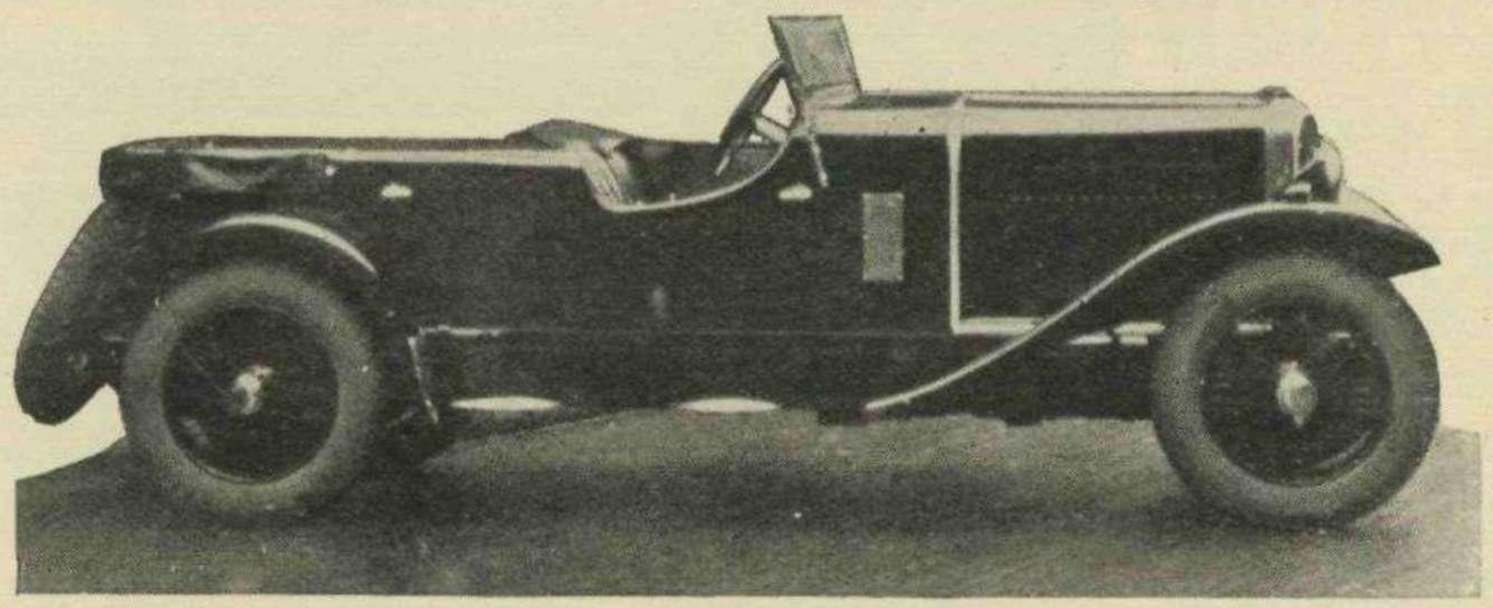
The Junior Long Handicap over 3 laps followed with another very full entry, but one or two non-starters let Butler's Vauxhall into the race from reserve. Horsman (Triumph) got away well and held his lead until near the end when he was passed by Major Cairne's Invicta driven by G. Field. The Invicta was 7th on the first lap and caught up to 4th on the second lap, passing Vernon Balls' Talbot and some smaller cars, and on the last lap came off the home banking to snatch a narrow victory from Horsman. T. K. Williams on the 16 sec. mark, went well and came through to the field to take third place from Gilbert on V. S. Balls's Talbot.

[*Continued on page 366.*

SCHNEIDER

THE CAR FOR SPEED AND RELIABILITY

HAVE A FREE RUN IN THIS FAMOUS CAR ENTIRELY WITHOUT OBLIGATION LIGHTNING ACCEL-ERATION, AMAZING FLEXIBILITY, SILENCE AND COMFORT.



AS ILLUSTRATED, WITH COM-FORTABLE 4-SEATER BODY. 4 DOORS CHROME FINISH, ALL WEATHER EQUIPMENT STONE GUARD SERVO BRAKES. 80 M.P.H.

The 1931 Le Mans 4-Seater.

SPECIAL LE-MANS 4-SEATER **£535**

LE-MANS 4-SEATER **£495**

SALOON **£595**

An extract from a recent testimonial:—
"My Schneider I may add is my twentieth car and incidentally is the best of the batch I have owned."—J. C. B.

SCHNEIDER AUTOMOBILES (ENG.) LTD.,
138 LONG ACRE, LONDON, W.C.2

DEFERRED TERMS **EXCHANGES**

HENRY BIRKIN & COUPER LTD.

Bentley and Lagonda Specialists

RACING AND SPORTS CARS
OVERHAULED AND TUNED

DESIGN, SUPERCHARGING, EXPERIMENTAL WORK AND PRECISION MACHINING OF ANY KIND UNDERTAKEN

ANYTHING FROM DECARBONISING TO REBUILDING

CARS COLLECTED
FROM LONDON AREA

London Office:
166 PICCADILLY, W.1.

All Enquiries to:
19-21 BROADWATER ROAD
WELWYN GARDEN CITY
HERTFORDSHIRE
TEL: WELWYN GARDEN 662

B.A.R.C. WHITSUN MEETING—continued.

RESULTS.

1st. G. Field (4,467 c.c. Invicta), 31s.
2nd. V. E. Horsman (832 c.c. Triumph), 2m. 4s.
3rd. T. K. Williams (4,398 c.c. Bentley), 16s.

Winner's speed, 100.26 m.p.h.

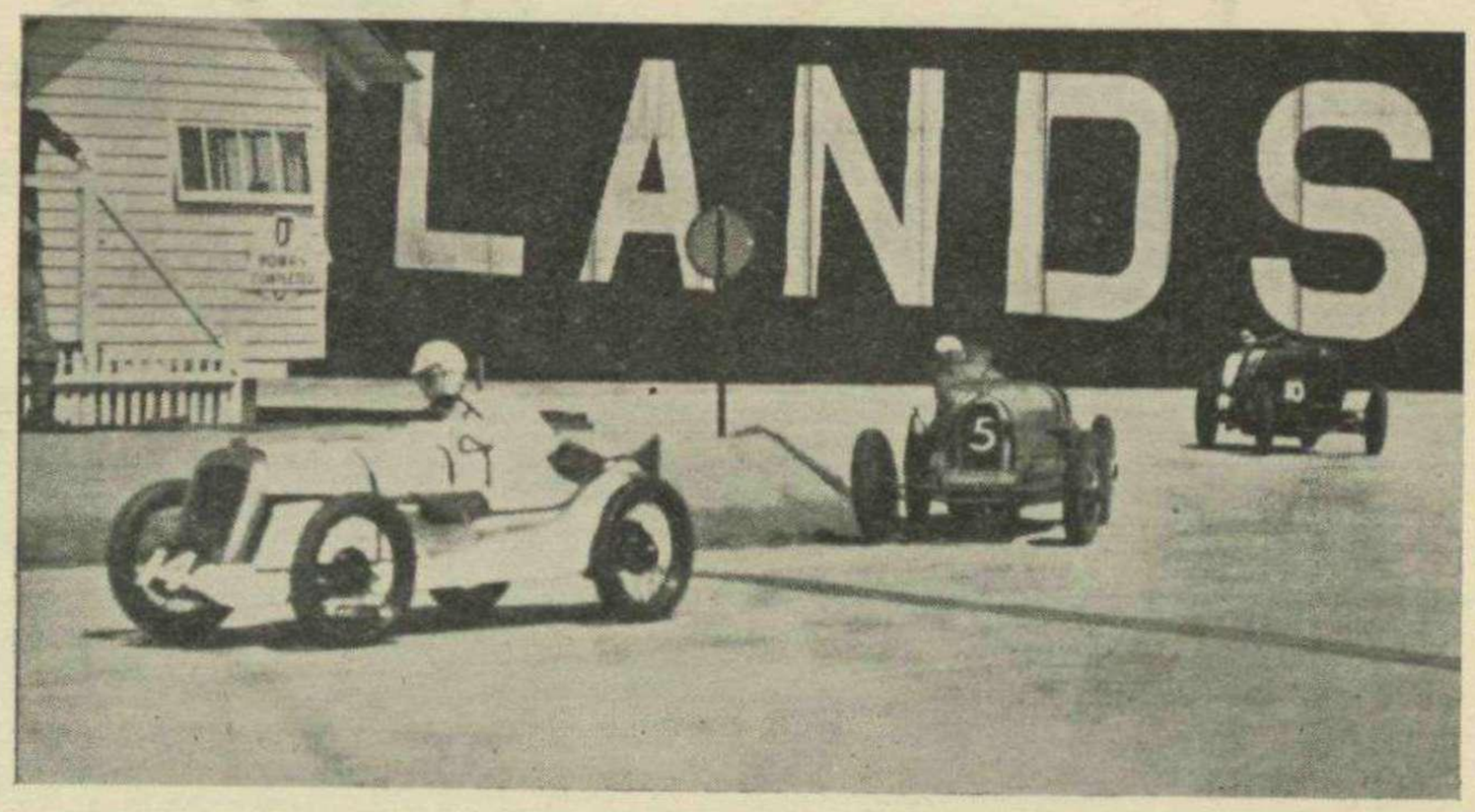
The Mountain Racing Handicap was a real Bugatti Race, with Penn-Hughes in a real Targa Florio 2,300 c.c. car on scratch and Sir Malcolm Campbell and C. S. Staniland on 2½-litres, of which Staniland's was the faster. In fact he actually held Penn-Hughes for the first three laps, but then had trouble and dropped out.

The start saw "Ormonde's" Austin in the lead for the first five laps when P. L. Farquharson's Salmson, which was handled with great verve took the lead and held it to the finish. Penn-Hughes was catching up rapidly and took second place on the eighth lap. His acceleration from both corners was a most stirring feature of the event, while the notes of the screaming Bugattis was worth coming miles to hear. In fact it seemed that Penn-Hughes had brought some of the spirit of the Monaco Grand Prix, and infused the race with extra competition. Brian Lewis drove the single seater Talbot with his usual skill, and captured third place.

RESULTS.

1st. P. L. Farquharson (1,087 c.c. Salmson), 1m. 20s.
2nd. C. Penn-Hughes (2,263 c.c. Bugatti), scr.
3rd. B. E. Lewis (2,276 c.c. Talbot), 30s.

Winner's speed, 61.94 m.p.h.



Competitors passing Chronograph Villa in the Mountain Racing Handicap.

The one-lap sprint handicap gave us the closest finish of the day when John Cobb came through the field in terrific style in a valiant attempt to catch Munday's Vauxhall. Cobb swept off the home banking to the finish and it was impossible to tell the result from the paddock until the official announcement confirmed that Munday had got home with a few feet to spare. Vernon Balls, whose Austin seemed to be going extremely well the whole meeting, was third.

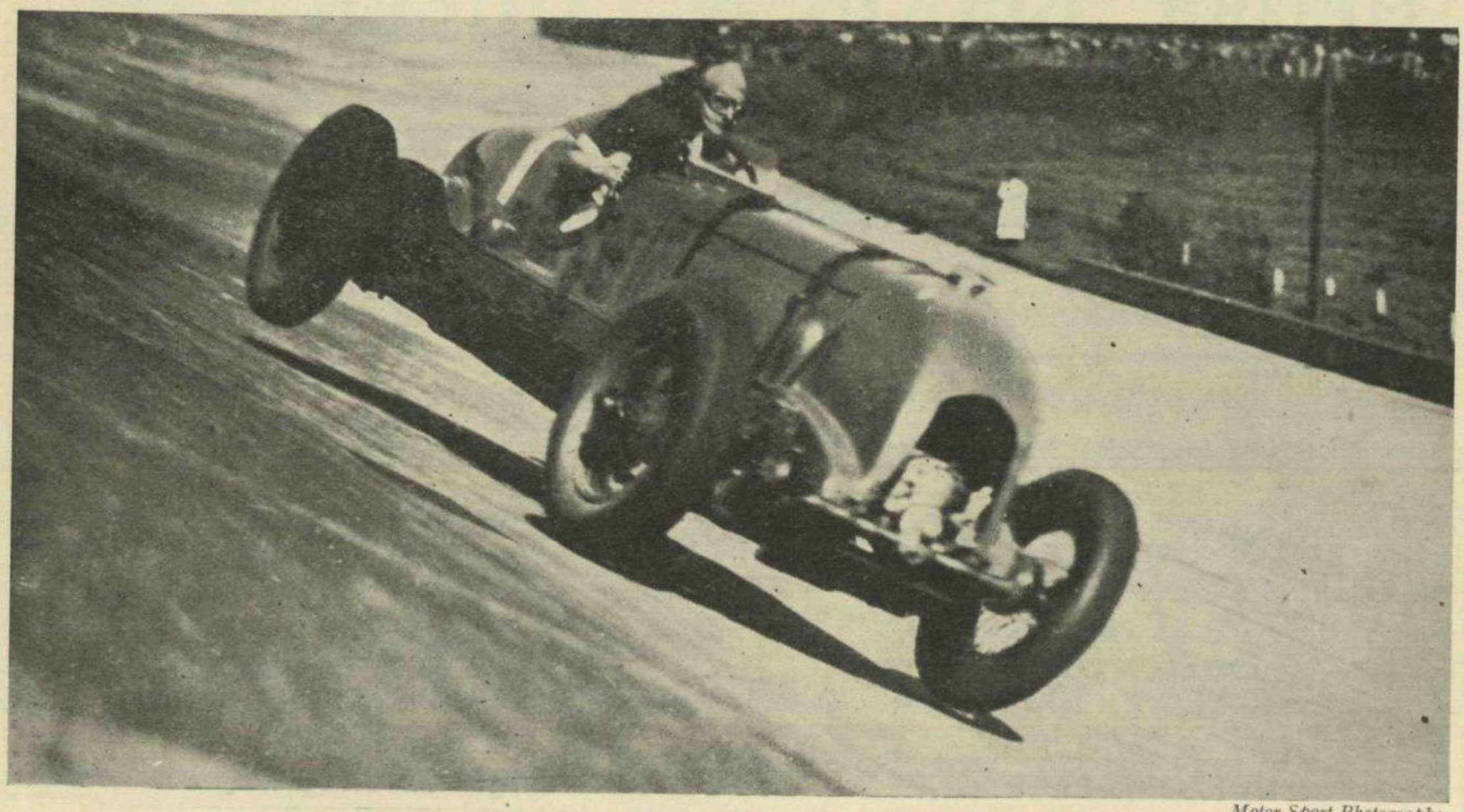
RESULTS.

1st. R. J. Munday (Vauxhall), 21s.
2nd. J. R. Cobb (Delage), scr.
3rd. V. S. Balls (Austin), 38s.

Winner's speed, 93.09 m.p.h.

The race of the day was the Gold Star Handicap over seven laps, in which Earl Howe, also apparently inspired by his recent continental exploits, won the race with the really wonderful average speed of 120.8 m.p.h. He drove the 1½-litre Grand Prix Delage, one of the cars which swept the board in the Grands Prix of a few years ago. Earl Howe's performance was all the more meritorious when it is remembered that he specialises more in road than track work.

The race itself was full of incident, a constant reshuffling of positions making it hard to follow. What might have been



Motor Sport Photographs.

A striking camera impression of Sir Henry Birkin in his supercharged Bentley high up on the banking in the Somerset Senior Short Handicap.

The Acid Test—!

IN THE
BRITISH DOUBLE TWELVE •
OUR **Mr. Ashby was FIRST in Class 'G'**
DRIVING A **'RILEY'**
PREPARED & TUNED BY US

Such a success in this severe test speaks volumes for the endurance and efficiency of this wonderful car.

Let us supply your new Riley. Why not consult the people who have raced Rileys consistently for many years with success (over a dozen awards have been gained at Brooklands alone)?

WHY NOT LET US "HOT UP"
YOUR **RILEY**
OR
ALVIS
Get in touch with us TO-DAY!

A. F. ASHBY & Co.
9/11, WATFORD WAY, HENDON CENTRAL
'Phone: HENDON 1166. (Right opposite Underground)

AUSTIN "7"
OWNERS & OTHERS
THE
WHATMOUGH
CYLINDER HEAD
Enables you to get greater speed, power and acceleration from your Austin "Seven." A fitting of proved worth
AN ALL-ROUND INCREASE IN
PRICE
£3-10-0
Get in touch
SPEED POWER & ACCELERATION

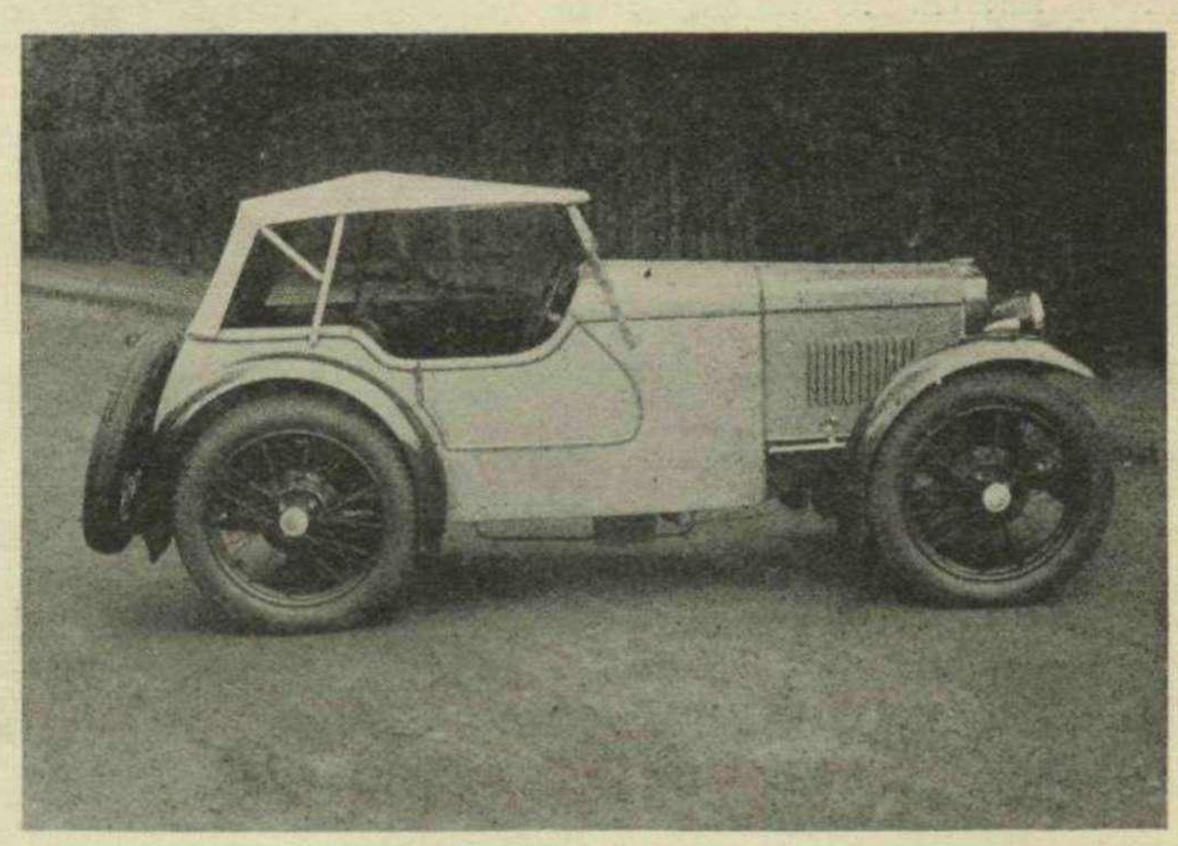
JARVIS
OF WIMBLEDON

for MG Cars

Wholesale & Retail

MAIN SHOWROOMS:
VICTORIA CRESCENT,
WIMBLEDON.
(*Opposite Wimbledon Station*).
'Phone - - Wimbledon 2526
Telegrams: "Jarvis, Wimbledon."

M.G. SERVICE DEPOT:
GROVE WORKS,
SOUTH WIMBLEDON.
(*Opposite South Wimbledon Station*).
'Phone - - Wimbledon 4366



THE JARVIS MG MIDGET £225

B.A.R.C. WHITSUN MEETING—continued.

a nasty incident occurred when E. R. Hall (Bentley) in trying to overtake Carlson's Bentley, when coming off the members banking touched the grass verge and sent up a great shower of sand and stones. He recovered control and continued. John Cobb was travelling very fast indeed and was actually increasing his 5 secs. lead over Sir Henry Birkin. He lapped at 132.8 m.p.h., while Earl Howe's best lap was 126.4 m.p.h. and this with only 1½ litres! Cobb had the wretched luck to blow up his engine while doing an extra lap at the end by mistake. Purdy with the Thomas Special went very well and ran into third place.

RESULTS.

1st. Earl Howe (1,484 c.c. Delage), 42s.
2nd. J. R. Cobb (10,688 c.c. Delage), 5s.
3rd. H. W. Purdy (1,493 c.c. Thomas-Special), 1m. 0s.

Winner's speed, 120.8 m.p.h.

Sir Malcolm Campbell then gave the public a view of his famous Bluebird, and did a couple of laps while the cars were being got ready for the Senior Long Handicap.

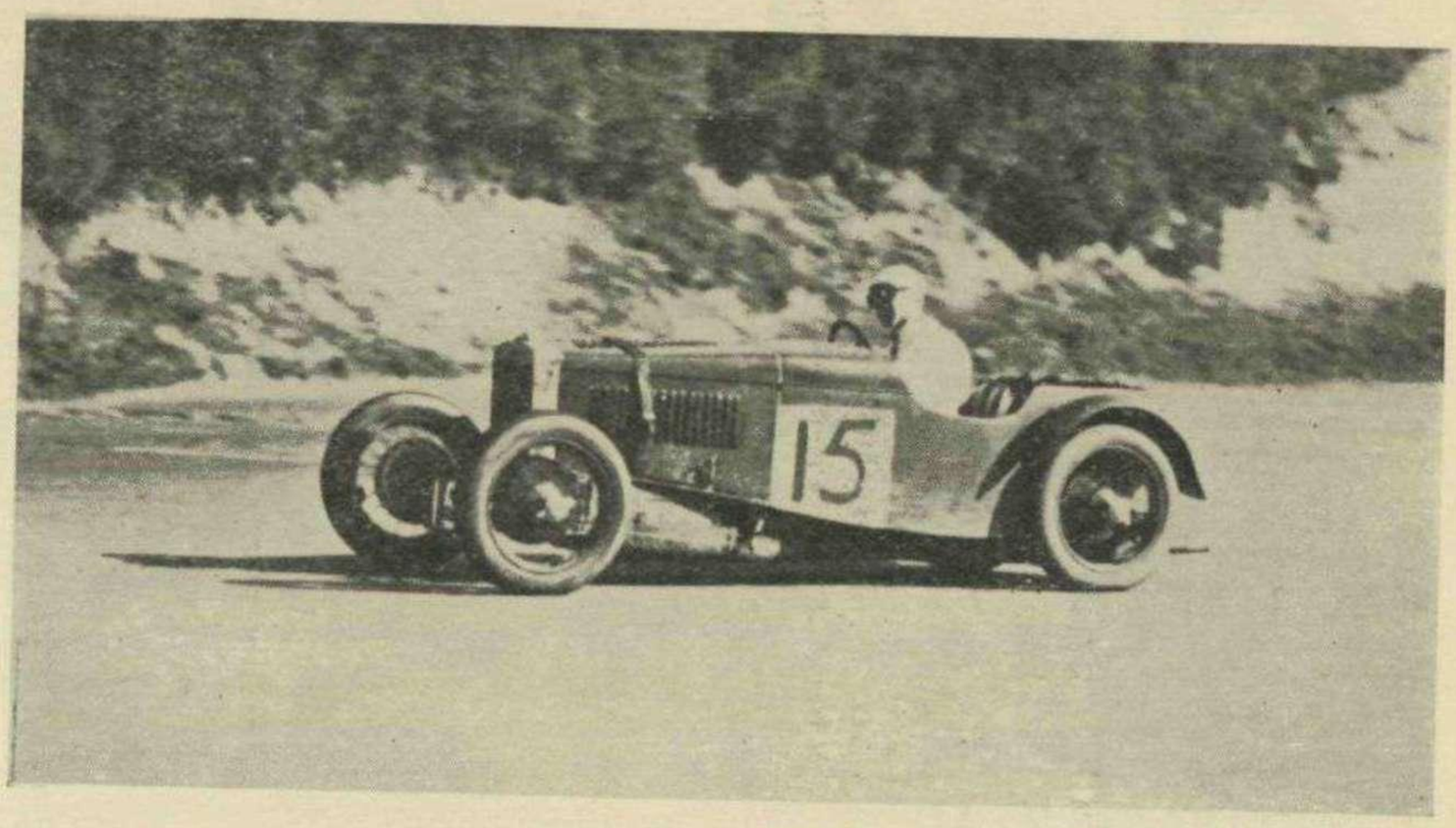
Earl Howe was again in form and proceeded to drive the Delage once more into first place at 119.47 m.p.h. The chief feature of the race was the great scrap between Howe and Cyril Paul, on Bout's Sunbeam. Paul ran just ahead throughout the last lap till the straight was reached when Earl Howe forged ahead to win on the post.

RESULTS.

1st. Earl Howe (1,484 c.c. Delage), 23s
2nd. E. L. Bout (1,988 c.c. Sunbeam), 19s.
3rd. E. R. Hall (4,398 c.c. Bentley), 45s.

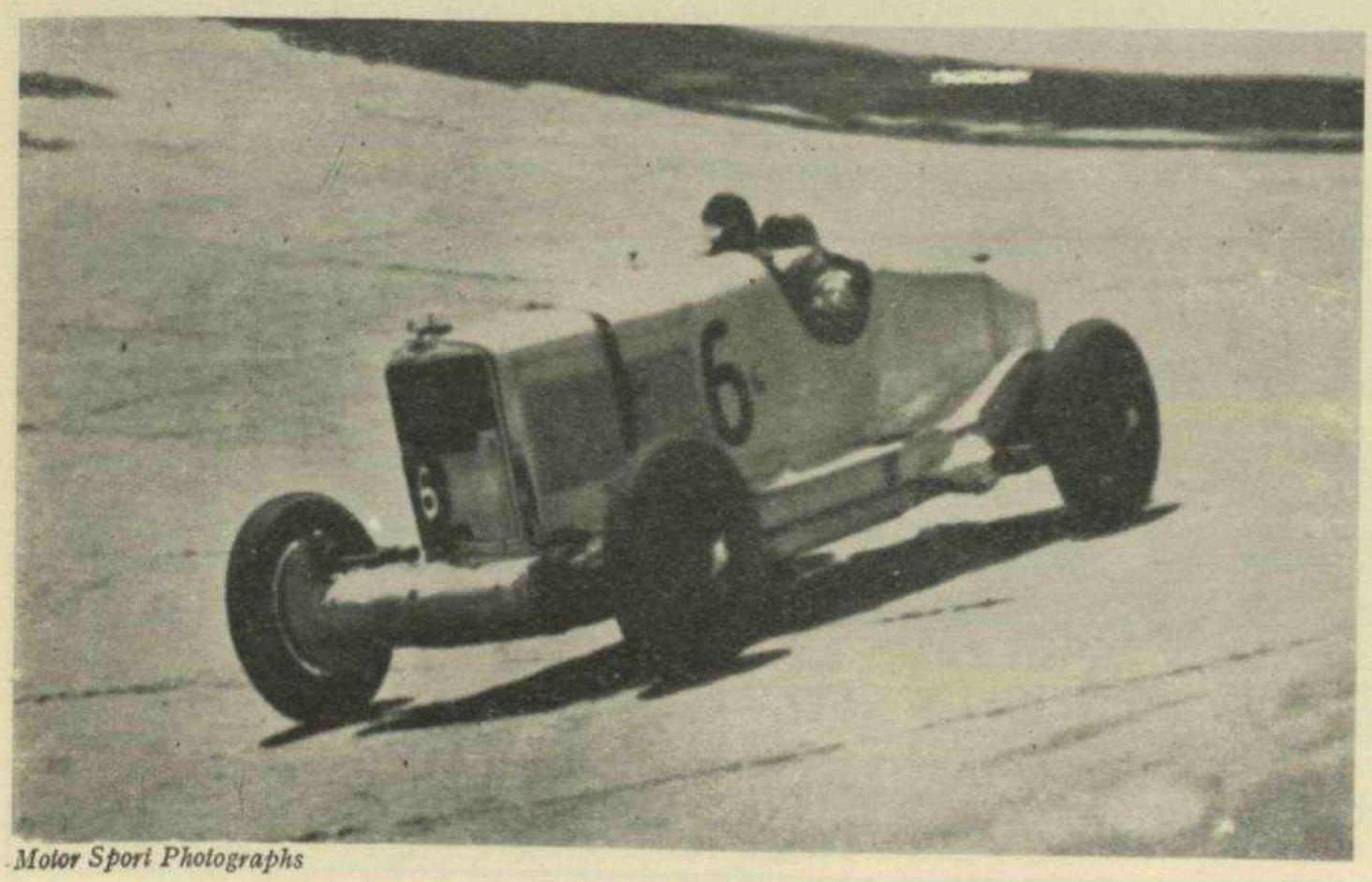
Winner's speed, 119.47 m.p.h.

The final race of a good meeting was the second of the Mountain Speed handicaps, with Sir Malcolm Campbell on the big Mercédes at scratch. At the start Hepburn's M.G., driven by Hebeler, held his lead till half distance. Aldington was catching up well on one of the Double-Twelve unsupercharged Frazer-Nashes. Gilbert on V. S. Balls's Talbot was also going well and pulled up to second place. Aldington was in his usual form and took the lead at six laps and remained in front. Campbell was going great guns on the Merc and on the 9th lap alone picked up 4 places. He just lowered the lap record for the mountain course and ran into third place after a fine race.





Above is seen H. J. Aldington in process of winning the Second Mountain Speed Handicap. His average speed for the twelve miles was 61.40 m.p.h.—(Centre) Earl Howe looked happy after winning the Gold Star Handicap. He drove a 1,484 c.c. supercharged Delage. —Brian Lewis in his single seater Talbot figures in our bottom photograph. He secured a third in the Mountain Race Handicap.



Motor Sport Photographs

RESULTS.

1st. H. J. Aldington (1,496 c.c. Frazer Nash), 1m. 48s.
2nd. A. B. Gilbert (2,276 c.c. Talbot), 1m. 44s.
3rd. Sir Malcolm Campbell (7,020 c.c. Mercédes), scr.

Winner's speed, 61.40 m.p.h.

ITALIAN G.P. RESULT.

One of the new straight-8 Alfa-Romeos proved to be the winner in the ninth Grand Prix of Italy, held at Monza on 24th of last month. The car was driven by Campari and Nuvolari, and their average speed during the 10 hours duration of the race worked out at no less than 153.5 k.p.h. The second car home was also an Alfa straight-8 (driven by Minoia and Borzocchini, Divo and Bouriat (Bugatti) were third, while another Bugatti and a Mercédès took fourth and fifth places respectively. As announced elsewhere, Arcangeli was killed in practising on the day prior to the event.

THE TARGA FLORIO



VICTORY FOR NUVOLARI WITH HIS ALFA - ROMEO AFTER LONG DUEL WITH ACHILLE VARSI ON A BUGATTI.

TAZIO NUVOLARI, driving one of the new 2,300 c.c. straight-eight Alfa-Romeo racing cars won the twenty-second race for the Targa Florio which was run over the Long Madonie Circuit in Sicily on Sunday, 10th May. Second place was captured by Borzacchini on one of the older model 1,750 c.c. 6-cylinder cars of the same make, finishing five minutes ahead of Achille Varzi on one of the new 2,300 c.c. Bugattis with the double overhead camshaft engine, which just got in ahead of Guiseppe Campari, also on a 6-cylinder Alfa-Romeo. The feature of the race was the terrific duel between Nuvolari and Varzi, who are the two great rivals among present day Italian drivers, in which the weather finally took a most unexpected hand.

Old Course Used.

When some time ago it became known that a landslide had carried away part of the road near Polizzi which has been used in the Targa Florio course ever since the War, it was feared that the prospects for the twenty-second race of the series were seriously jeopardised. The event, however, was not sufficient to overcome the energy and resource of Cav. Vincenzo Florio, the organiser of the race. If the ordinary course was impossible, it was always open to him to run the race over the old and longer Madonie Circuit, which was used for the first races from 1906 to 1911, and which rises from sea level to 4,000 ft., with a total length of 90½ miles. Thus it was announced that the 1931 Targa Florio would take place on 10th May, according to plan.

For the past six years, Ettore Bugatti has regularly sent a team of cars to Sicily for the race, and five out of the six times he has proved victorious. Some little time ago, however, the famous constructor was involved in an accident while driving his 15-litre "Golden Bugatti," and for some time was confined to his bed. Now at Molsheim things move solely under the all-seeing eye of "le patron," and with M. Bugatti "hors de combat" temporarily, some disorganization was unavoidable. Thus although the new racing model with the twin overhead camshaft engine was ready and had proved its worth in the Monaco Grand Prix and elsewhere, it was announced that the Bugatti team would not take part in the Targa.

This decision, however, by no means pleased Achille Varzi, last year's winner of the race, and this year a member of the Bugatti team. He had his new racer in Italy, and in the Grand Prix Bordino at Alexandria it had apparently proved itself faster than the new Alfa-Romeo. Thus he decided that he at any rate would start in the Targa, and attempt to repeat his victory of last year.

On the grounds that the nationality of the driver was more important than that of the car, Varzi painted his Bugatti bright red, but the device did not deceive the Italians, who determined that the coveted trophy, which had been brought back to Italy last year, should not again go abroad.

In the first place the firm of Alfa-Romeo of Milan had made its preparations. Two of the new 2,300 c.c. straight-eight racing cars had been got ready, and these were entrusted to the firm's most dashing and skilful drivers, Tazio Nuvolari and Luigi Arcangeli. In addition the stalwart Guiseppe Campari had one of the older type 1,750 c.c. 6-cylinder cars, which has long been his favourite mount for the Madonie Circuit, and two other cars of the same type were entrusted to Borzacchini and d'Ippolito.

The Maserati Team.

If Alfa-Romeo were to fail, however, Italy had a second string to her bow Alfieri Maserati of Bologna had also prepared a team of three cars of the well-known 2½-litre type and these were to be driven by Fagioli, Biondetti and Dreyfus, the rising stars of the Maserati team.

As well as these nine professionals four amateurs had determined to try their luck in the most difficult road race in the world. Magistri and Pelegrini were both to drive 1,750 c.c. Alfa-Romeos, Piccolo a Bugatti and Castagna a Salmson.

Thirteen starters is not a large number for the Targa, but the quality of the entries promised a most thrilling struggle. When Sunday morning dawned, however, instead of a brilliant Sicilian day we were faced with black clouds hanging low over the mountains. Signor Jano, the chief engineer of the Alfa-Romeo concern, however, was prepared for every eventuality, and mechanics busily set about fitting front wings to the racing cars from Milan. Alone Luigi Arcangeli, the impetuous, refused to have his car encumbered in this way; poor Arcangeli, he was to regret his decision. The other drivers looked ominously at the sky and hoped for the best.

Varzi the Favourite.

In front of the tribunes at Cerda stood Achille Varzi's Bugatti which had drawn the number 2 and which was to start first in the race. Throughout the town of Palermo were to be seen notices, giving news of the arrival of the competitors in Sicily, etc., and among them was the significant remark, "Varzi against the rest!" The Bugatti then was to be the hare. Now its engine was running, the driver was ready, the starter's flag dropped, and the twenty-second Targa Florio had begun.

The pack followed at five minute intervals, for on a long course like this it was thus possible to spread out the competitors, an important consideration in view of the fact that passing was impossible on many parts of the circuit. Réné Dreyfus on the

THE TARGA FLORIO—continued.

Maserati started off by himself, for his mechanic had developed all the worst symptoms of sea-sickness when going round the course in practice, and the driver therefore preferred to fill the passenger's seat with a large spare oil tank.

From the start at Cerda to Caltavutoro, a distance of 18 miles of difficult uphill road, Varzi took advantage of the clear run his starting position gave him, to cover the distance in 25 minutes 13 seconds. Borzacchini was the next fastest, taking 19 seconds longer and Fagioli was third at this point, taking 25 minutes, 41 seconds. Bugatti, Alfa-Romeo, Maserati, this race was going to be thrilling indeed! A dozen miles from the start however, Castagna apparently came to the conclusion that the Madonie Circuit was a bit too much of a good thing and abandoned his Salmson by the roadside.

Two miles beyond Castellana, however, a more important car was eliminated. Coming down a steep hill at high speed, Fagioli entered a difficult bridge over a mountain torrent too fast, his Maserati skidded and hit the parapet, bending the axle almost double. Fortunately the driver was not seriously hurt, but the chief hope of the Maserati team was now out of it.

At Petralia, 38 miles from the start and 3,200 ft. above sea-level, Varzi still led and Borzacchini was still hot on his heels. Together they climbed another 500 ft. to the summit of the mountain, and then when the descent began the Bugatti began to increase its lead sensibly, howling downhill on second and third speeds. When the tribunes were reached once more Varzi had a lead of nearly three minutes over his nearest competitor. The order at the end of the first round, after 90½ miles had been covered was as follows :—

1. Varzi (Bugatti), 2h. 3m. 54s.
2. Borzacchini (Alfa-Romeo), 2h. 6m. 6s.
3. Nuvolari (Alfa-Romeo), 2h. 6m. 11s.
4. Campari (Alfa-Romeo), 2h. 6m. 35s.
5. d'Ippolito (Alfa-Romeo), 2h. 9m. 31s.
6. Biondetti (Maserati), 2h. 11m 54s.
7. Arcangeli (Alfa-Romeo), 2h. 12m. 21s.
8. Dreyfus (Maserati), 2h. 22m. 52s.
9. Piccolo (Bugatti), 2h. 39m. 57s.
10. Pelegrini (Alfa-Romeo), 2h. 50m. 33s.

Magistri with the remaining Alfa-Romeo failed to appear, and it was learnt that he had abandoned his car in the mountains with a broken timing gear. At the end of the first round Nuvolari drew in at his replenishment pit to change two tyres as a precautionary measure, and immediately a terrific excitement ensued as the car was not expected until after the second round. As a result, the stop took 2 minutes 5 seconds and Nuvolari dashed off to try and make up for lost time.

Varzi's first lap, which was a record for the circuit, was destined to be his fastest, for as he set out on his second the rain began to fall, at first as a light drizzle and then harder. Immediately the advantage to the Alfa-Romeo team conferred on them by their car's front mudguards became apparent, and Signor Jano's foresight was amply rewarded. Varzi's second lap took more than ten minutes longer, after allowing for pit stops, than his first, while Nuvolari's time increased by less than seven. The roads on part of the circuit were not so good as those comprising the short Madonie Circuit, and under the bad weather conditions soon became a sea of mud. Near the summit of the mountain Biondetti, blinded by the mud and water, misjudged a bend and crashed in much the same manner as had Fagioli on the first lap. It was an unlucky day for Maserati, for Dreyfus, his third driver, being insufficiently acquainted with the Sicilian circuit, had been off the road several times, and in addition was suffering from plug trouble. At the end of the second round, after 181 miles had been covered, the order was as follows :—

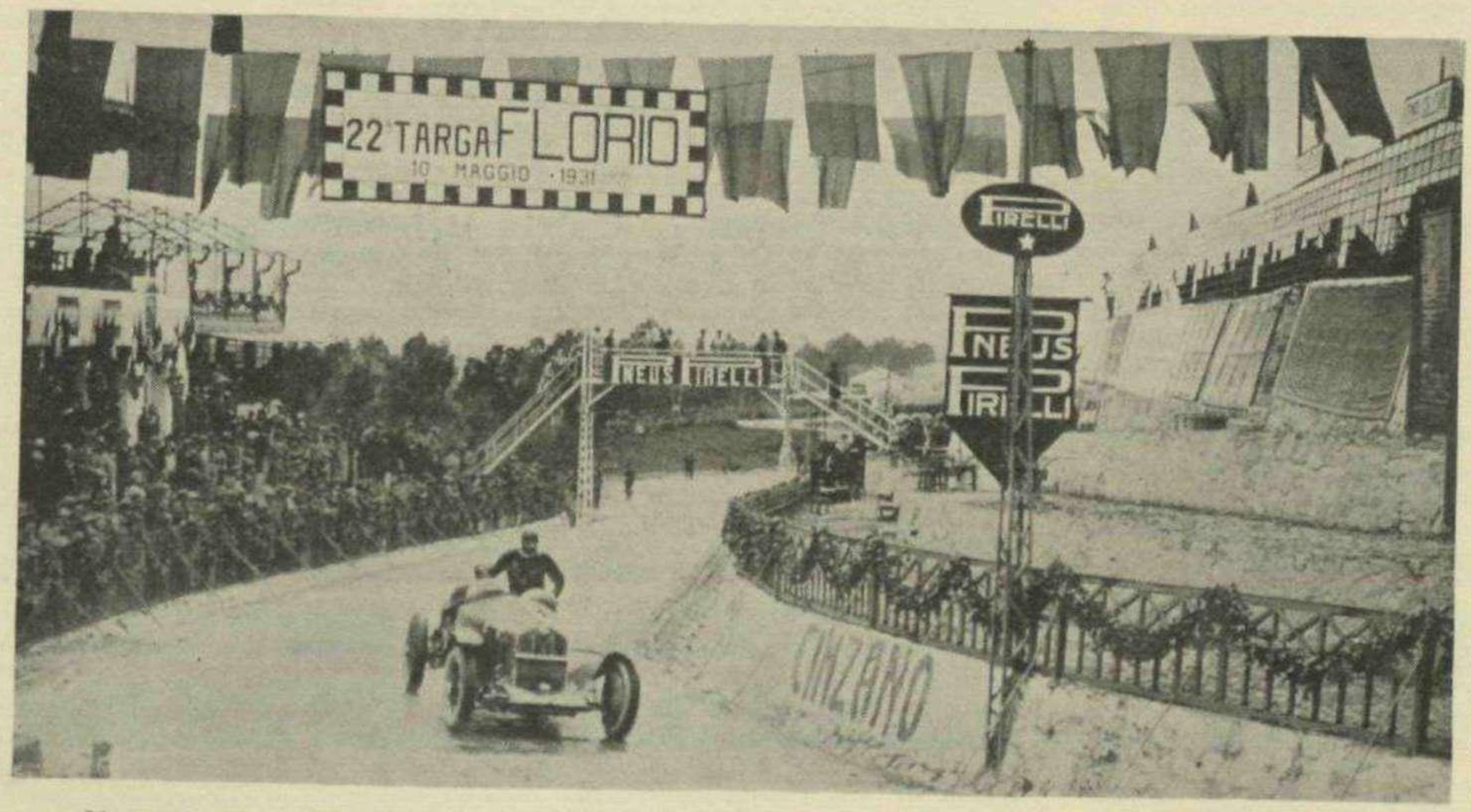
1. Varzi (Bugatti), 4h. 17m. 58s.
2. Nuvolari (Alfa-Romeo), 4h. 20m 2s.
3. Campari (Alfa-Romeo), 4h. 22m. 28s.
4. Borzacchini (Alfa-Romeo), 4h. 25m. 13s.
5. d'Ippolito (Alfa-Romeo), 4h. 29m. 46s.
6. Arcangeli (Alfa-Romeo), 4h. 34m. 2s.
7. Dreyfus (Maserati), 5h. 7m. 24s.
8. Piccolo (Bugatti), 5h. 8m. 41s.
9. Pelegrini (Alfa-Romeo), 5h. 42m. 36s.

At the end of the second round, which was the mid-point of the race, practically all the drivers came in to replenish their cars. This time Nuvolari was expected, and filling up all round and changing all four tyres took only 1 minute 38 seconds. Campari, however, was quicker over the same process, taking 1 minute 30 seconds, while Borzacchini took 1 minute 56 seconds. Varzi in addition changed his brakes in true Bugatti style, and got away again after a stop of 2 minutes 7 seconds. These stops for replenishment in the Targa Florio are, of course, unlike those in any other race, for any number of people are allowed to work on the cars. As a result when one of the racers comes into its depot, the driver and his mechanic remain in their seats where they are given refreshment or a cigarette, while a posse of assistants jack up the wheels and dump fuel into the tanks.

By now conditions had become truly deplorable, and up on the mountain visibility was said to be only a matter of thirty yards or so. It was at this point, however, that the extraordinary ability of Borzacchini, who seems to like difficult driving conditions, became apparent. Varzi's nett time for his third lap was some four minutes longer than that for his second. Nuvolari's time went up by six minutes, and Campari's by four, but Borzacchini actually cut his time down by 2½ minutes, and covered the third lap faster than any other driver. At the end of the third lap the order was as follows :—

1. Varzi (Bugatti), 6h. 38m. 10s.
2. Nuvolari (Alfa-Romeo) 6h. 40m. 28s.
3. Borzacchini (Alfa-Romeo) 6h. 43m. 45s.
4. Campari (Alfa-Romeo) 6h. 43m. 57s.
5. Arcangeli (Alfa-Romeo) 7h. 8m. 12s.
6. d'Ippolito (Alfa-Romeo) 7h. 57m. 8s.
7. Piccolo (Bugatti) 8h. 9m. 14s.
8. Dreyfus (Maserati) 8h. 15m. 43s.

At the end of the third round Varzi pulled in at his depot to change a plug, and get a fresh pair of goggles, the stop costing him 1 minute 50 seconds. His condition by this time was pitiable, the colour of the car being quite unrecognizable, and the brilliant blue overalls which he wore having been turned quite yello wby the mud. The driver's face was caked in mud and as he drove he attempted from time to time to wipe the mud from his goggles with the back of a muddy glove. Arcangeli, when he arrived, was in even worse state for a flying stone had hurt his left eye and a patch of blood was the only recognizable feature of his mud-caked face. He was in no state to continue and Zehen-



Victory! Tazio Nuvolari bringing his Alfa-Romeo in at the conclusion of the great Italian race.

THE TARGA FLORIO—continued.

der took over his Alfa-Romeo in a desperate attempt to complete the fourth and final lap before the race was stopped.

On the third lap Campari stopped for 54 seconds to refix a mudguard which had broken loose. When the weather conditions looked so ominous at the beginning of the race this stalwart veteran had become a hot favourite, especially as his little 1,750 c.c. racer was rightly considered easier to handle than the faster 8-cylinder Alfas, but now it was being proved that his younger team-mates were capable of standing up undaunted to the most appalling conditions. Nuvolari came in to change a plug, which cost him 43 seconds, but as he set out on his last lap the wiry nervous "ace" of the Alfa-Romeo team was full of hope that he might yet pull off the race. A great rivalry exists between Nuvolari and Varzi who may be considered as the two best drivers, certainly in Italy, and probably in the world, to-day. Last year in the 1,000 Miles Race, it may be remembered, Signor Jano had to tell Varzi that he was leading when really Nuvolari was ahead, in order to avoid an internecine strife which might have wrecked the Alfa-Romeo hopes of victory. However, last year Varzi won the Targa Florio, and this year Nuvolari was determined that victory should be his.

In the meantime both Piccolo, who however, had proved himself the best of the amateurs with his Bugatti, and Dreyfus with the third Maserati had come to the conclusion that there was no chance of finishing within the time limit and abandoned the race at the end of the third lap. The struggle among the leaders, however, continued unabated. With weather and road conditions becoming momentarily worse, Varzi took nearly ten minutes more for his fourth lap than for his third, and no less than twenty-four minutes longer than for his first when the weather had been fine. Nuvolari's time for his last lap, however, was less than half a minute slower than that for his third, and aided by their mudguards both he and Borzacchini took less than thirteen minutes longer for their last than for their first laps. By this hard driving both of them got ahead of Varzi, and Tazio Nuvolari when he finished his last dash at 115 m.p.h. along the 5-mile straight by the sea-shore was the winner of the twenty-second Targa Florio. The final result was as follows :—

1. Tazio Nuvolari (Alfa-Romeo), 9h. 0m. 26s. (Average speed 40.3 m.p.h.)
2. Borzacchini (Alfa-Romeo), 9h. 2m. 54s.
3. Varzi (Bugatti), 9h. 7m. 53s.
4. Campari (Alfa-Romeo), 9h. 8m. 10s.

Arcangeli-Zehender (Alfa-Romeo).

d'Ippolito (Alfa-Romeo).

Piccolo (Bugatti), covered 3 laps.

Dreyfus (Maserati), covered 3 laps.

Zehender on Arcangeli's car and d'Ippolito were still running when the race was declared finished, and were not officially timed.

* * *

Several interesting conclusions may be drawn from the result of this race. In the first place it provided a striking proof that real foresight can be as important in a race as pure skill in driving. Undoubtedly the Alfa-Romeo drivers were enormously assisted when it began to rain by the fact that their cars were fitted with mudguards, and judging by the result of the first lap, it seems that Varzi would have won if the weather had remained fine. On the other hand the chances of racing are incalculable, for if the cars had been kept going harder under better conditions mechanical defects might have altered the whole course of events. As it was one Bugatti and five Alfa-Romeos started and all six cars came through without any sort of mechanical failure, which is a wonderful tribute to their manufacturers.

The Alfa-Romeo organisation was really wonderful, and in order to deal with the great length of the circuit used, the firm established wireless telegraph installations at all its depots round the course by means of which the drivers could be kept in close touch with the progress of their competitors. Maserati on the other hand was exceptionally unlucky, for Fagioli proved himself exceptionally fast over the first section and his performance in the recent Monaco Grand Prix proved that he has great staying power. We are still of the opinion, however, that Maserati's day will come eventually. He has been unfortunate lately in that his best drivers, just as they are reaching a stage in their career when victory should fall to them, are continually attracted away to other teams. If he can keep Fagioli, however, he will have a driver who should one day win the Targa.

The winning Alfa-Romeo used Dunlop tyres, as did all the other competitors with the exception of Varzi, who ran on Michelins. Tyres gave excellent service and only had to be changed once as a precautionary measure in the middle of the race. Nuvolari's car was also equipped with Rudge-Whitworth wheels, Champion sparking plugs and a Memini carburettor. With a final gear ratio of 4.5 to 1 the car was capable of 115 m.p.h. on the level, and with a higher ratio this maximum speed could undoubtedly have been increased.

THE FRENCH GRAND PRIX.

THE French Grand Prix is in many ways the direct lineal descendant of the great Gordon Bennett Cup Race and thus may be regarded as the "doyen" of motor races. In recent years the event has suffered something of an eclipse by reason of the greater popularity of sports car racing, but it would seem that the event which is due to be run over the road circuit at Montlhéry on 21st June next is likely to be a worthy successor to the great battles of the past.

When entries closed on 15th May a total of no fewer than twenty-eight cars had been received, the countries represented being England, France, Italy and Germany. Practically all the crack drivers of Europe are due to appear, and no fewer than six makes which have won the Grand Prix before will be represented. These makes with the years in which they have won previously are as follows :—Mercédès (1908, 1914); Peugeot (1912, 1913); Bugatti (1926, 1929, 1930); Sunbeam (1923); Delage (1925, 1927), and Alfa-Romeo (1924).

The chief protagonists of France will undoubtedly be the official Bugatti team of four of the new racers which are to be driven by Louis Chiron, Achille Varzi, Albert Divo and Guy Bouriat. In addition five other Bugattis have been entered and will be driven by Lord Howe, Williams, Lehoux, Gaupillat and d'Arnoux. Among the other French hopes the dashing Robert Senéchal will drive one of the 1,500 c.c. straight-eight Delages of the type which won the race in 1927, Scott will probably start on a car of the same type, and a third Delage has been entered but its driver has not yet been announced. Two Peugeots have also been entered, one of which is to be driven by Ferrant and the other by a driver as yet unannounced, but who will probably prove to be André Boillot. Finally Edouard Brisson and Vicente Monteiro have entered cars the identity of which is as yet undisclosed and Pesato will drive a B.N.C.

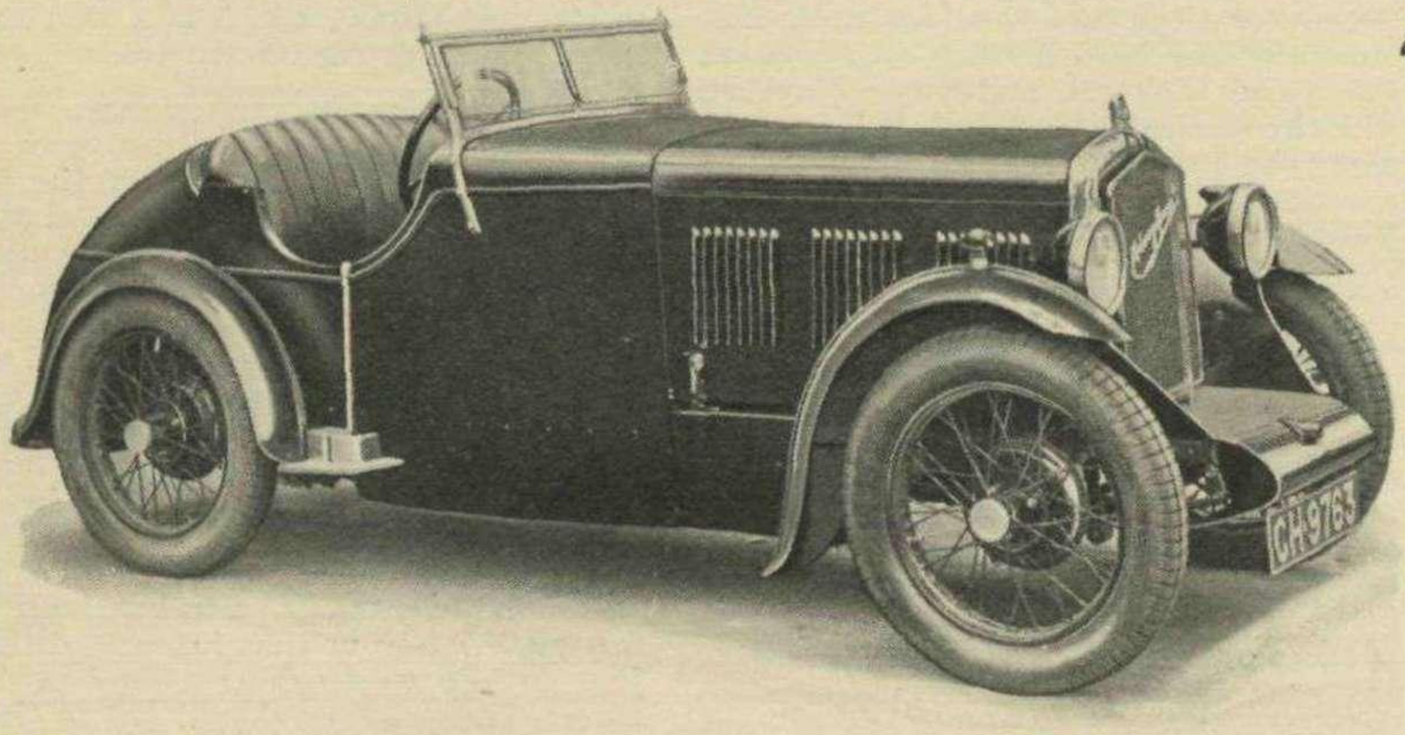
The sole British car as yet entered officially is Clive Dunfee's Sunbeam, which will probably be of the 1925 Grand Prix type, but Kaye Don is also down to run and the type of car which he will drive is not as yet known.

The Italian entries consist of the official Alfa-Romeo team of three cars. In addition there will be another Italian representative; this will be the official Maserati team, to be driven by Fagioli, Biondetti and Réné Dreyfus, while a fourth car of the same type will be driven by Sir Henry Birkin and G. E. T. Eyston. Last, but not least, Germany will be represented by two Mercédès, one of which will be driven by Rudolf Caracciola himself and the other by Boris Ivanowski and Stoffel.

It is a list of competitors such has not been brought together for a long time.

The McEvoy Special Hornet

SPEED : 75/80 m.p.h. max.
50/55 „ in second



PRICES—2-seater 1271 c.c.—£240
2 „ 1100 c.c.—£265
4 „ 1271 c.c.—£255

Standard Specification includes :

Oversize Tyres
Outside Handbrake
Amal downdraught racing carburettor
High compression engine
8 Gallon Petrol Tank
Adjustable steering column
100 m.p.h. Speedometer
6,000 r.p.m. Rev. Counter
Clock, etc.

IMPORTANT

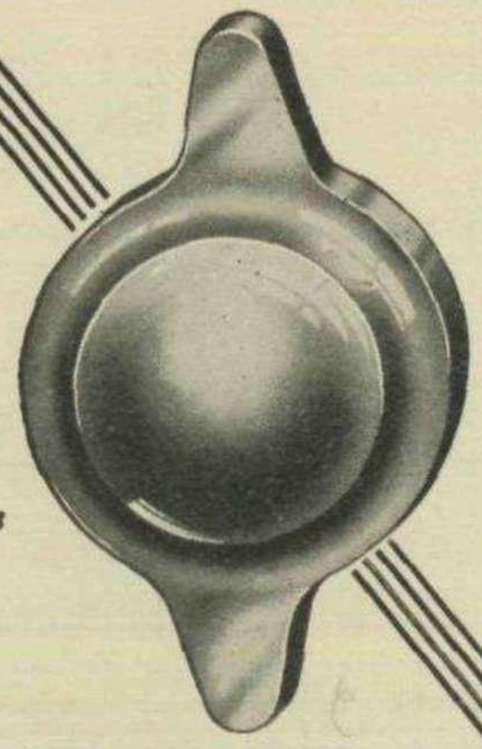
We specialise in supertuning all Sports Hornets to our own standard . . . H.C. pistons, stoneguards, special carbs, etc. all in stock.

Write for quotation.

Write for Catalogue or Demonstration to :

M. A. McEVOY,
Leaper St., DERBY

"BROOKLANDS"
Racing Hub Caps



Riley
Austin
Triumph
Hornet
Swift
Minor
M G. Midget
etc.

—for Bolt-on Wire Wheels

Pat. applied for.

THE "Brooklands" Hub Cap is designed for fitment to existing bolt-on type wire wheels, thus imparting to them the appearance of genuine racing type wheels with knock-on hubs. The cap is beautifully proportioned with off-set ears, and domed front. Constructed in solid brass throughout, Chromium Plated on a heavy Nickel deposit. No illustration can do justice to the enhanced and sporting appearance obtained by fitting these hub caps.

Also . . .
"Brooklands" Radiator Stoneguards from 30/-

21/-
Set of 5 complete

FRANK ASHBY & SONS, Ltd., Stirchley, Birmingham

POWERPLUS
SUPERCHARGERS

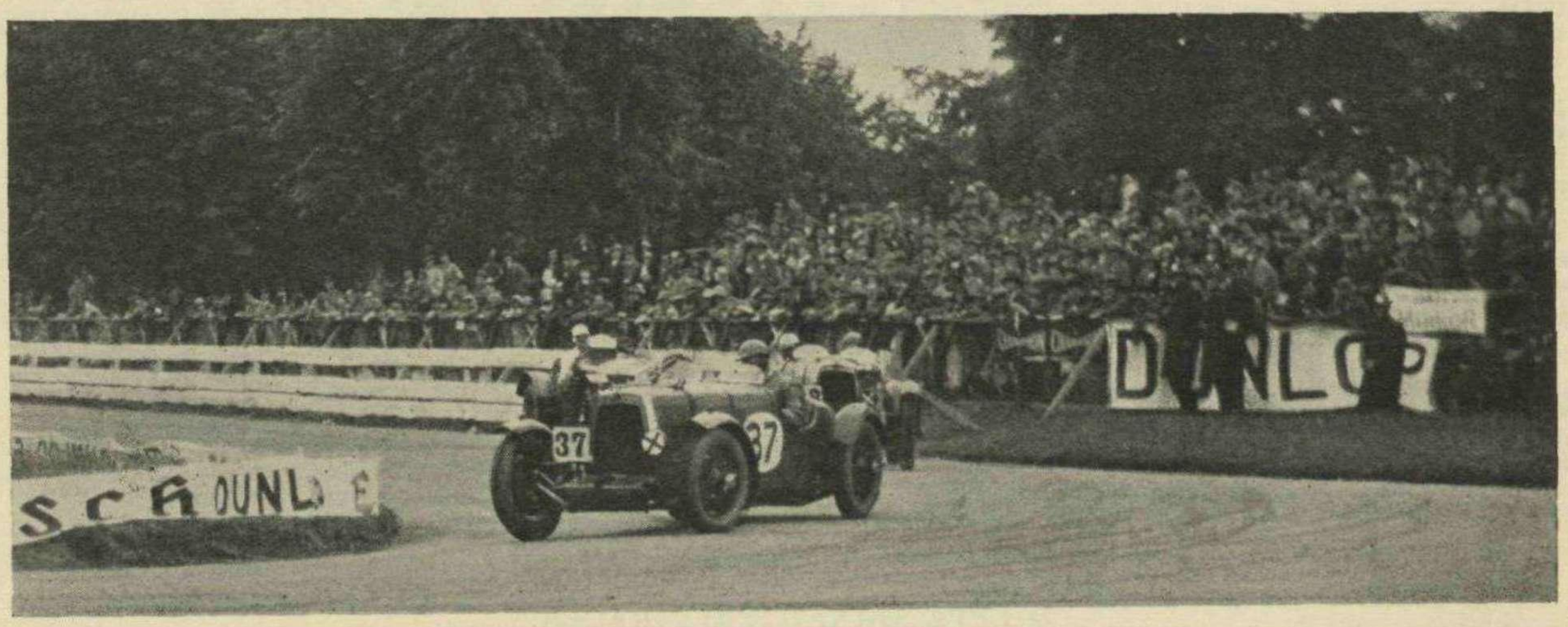
FOR ALL TYPES OF ENGINES

We make a speciality of testing and repairing any make of Supercharger.

POWERPLUS (1927) LTD.
329, HIGH HOLBORN, W.C.1.
Telephone : HOLBORN 2806.

Please mention MOTOR SPORT when corresponding with advertisers.

Prospects for Dublin.



WHEN these words appear in print the second great British event of the year will be less than a week away—the Royal Irish Automobile Club's Grand Prix, to be run on the road circuit in Phoenix Park on Friday and Saturday next, June 5th and 6th. Already teams are at the course preparing for the practising—and the hotel keepers of Dublin are preparing for the richest harvest of the year.

A glance at the list of entries for this event will show one outstanding feature, and that is the formidable attack of continental marques on the first pukka road race of the year, a race which may be looked upon as foreshadowing the result of the R.A.C. event in Ulster in September.

The Phoenix Park course has several peculiarities which distinguish it from the Ards circuit—and indeed from any other road circuit, for in many ways it resembles the kind of road circuit to be found as a subsidiary to a great track, such as Monthlery and Monza. To begin with the circuit is very short—only 4 miles 500 yards to the lap, which means that there must be a great deal of overtaking, and that the corners are liable to be somewhat congested during the race. The road surface is wonderfully smooth and is as nearly skidproof as it is possible for a road circuit to be—although several drivers in the past have demonstrated their ability to describe a number of the most astonishing and often unnecessary evolutions. This year—no doubt inspired by these self same gyrations—a clause is to be found in the regulations requiring drivers to regain the course at the point of leaving it.

The outstanding feature of the Phoenix Park circuit is, of course, the wonderful 2 mile straight past the grand stands and the pits, which has a slightly rising gradient for the first mile and a slightly falling slope to Mountjoy Corner—which, being approached by the faster cars at anything up to 120 m.p.h. is liable to find one or two drivers either cutting off far too early, which has a serious effect upon lap speeds, or leaving the cut off until too late—with equally deleterious effects upon chassis.

It is unnecessary at this date to recapitulate the regulations for this race. Suffice it to say that it is for standard catalogued sports cars in road racing trim, i.e., complete with lamps, wings, windscreens and the ordinary paraphernalia of touring. Added to which bodies must conform to the A.I.A.C.R. regulations on this point, all cars up to 1½ litres must be two-seaters and all cars in categories over 1,500 c.c. must carry four seats.

As in previous years—unless the promoting club suddenly decide to the contrary—the Grand Prix will be fought in two separate events. On Friday the cars up to 1½-litres will race for the Saorstat Cup and £500, and on Saturday cars over 1½-litres will race for the Eirann Cup and the same sum of money. In addition, the car to complete the course in the shortest time will be declared the winner of the Grand Prix—the handsome silver trophy of the Phoenix Park Memorial. Thus there is a separate prize list for each day's racing and also for the Grand Prix regarded as a whole.

As is now unfortunately an almost universal rule in this country, supercharged cars are handicapped as opposed to unblown cars of similar capacity, and it is, in our view, regrettable, that the R.A.C. will employ the same principle in the Ulster T.T.

At Phoenix Park the handicapping is as follows :—

SAORSTAT CUP.

Class H. (750 c.c.)—Unsupercharged will be credited with 19 laps, supercharged with 13 laps.

Class G. (1,100 c.c.).—Unsupercharged credited with 10 laps, supercharged credited with 8 laps.

Class F. (1,500 c.c.).—Unsupercharged credited with 8 laps, supercharged credited with 6 laps.

EIRANN CUP.

Class E. (2 litres).—Unsupercharged credited with 6 laps, supercharged credited with 5 laps.

Class D. (3 litres).—Unsupercharged credited with 6 laps, supercharged credited with 4 laps.

Class C. (5 litres).—Unsupercharged credited with 4 laps, supercharged credited with 3 laps.

Class B. and A. (8 litres).—Unsupercharged credited with 2 laps, supercharged on scratch.

Distance of the race, 70 laps.

The start will be from a line in echelon before the pits, crews being seated in the cars with the engines dead. Only the electric starter may be used during the race, but of course for the start, engines will be warm.

From these brief considerations of the regulations of the event we may pass to a short review of the entries.

The support for the second day's racing is very poor, and what there is comes chiefly from foreign rivals. In the largest category of all the stage is held by two Mercédès, of which Rudolf Caracciola's—last year's winner—may be expected to be the faster. Major F. H. Cairnes's Invicta is the sole occupant of Class C. which at one time was the preserve of the 4½-litre Bentley, and in Class D. the British banner is borne by two Talbots, opposed by no fewer than four Maseratis and an Alfa Romeo, and a car unspecified.

The Talbot drivers will have foemen worthy of their steel in the Maserati array, for these fleet cars—2½-litre supercharged straight eights—will be handled by Campari, Eyston, Ramponi and Fronteras. We may expect that the cars will be really in trim for this event, and if the unprepared car handled by Ramponi and Eyston in the "Double Twelve" is anything to judge by, we may expect to see a cracking pace set in the over 1½-litre race from the word "go."

The other dangerous entry in this class

PROSPECTS FOR DUBLIN—continued,

is, of course, Sir Henry Birkin's 2½-litre straight eight Alfa-Romeo, racing for the first time in this country, but bringing with it a tremendous continental reputation. Was it not on one of these cars that Tazio Nuvolari took the Targa Florio ?

Birkin is racing a 1,500 c.c. Alfa in the 1½-litre class, and has against him another similar car entered by an Irish firm and a Lea-Francis. It is doubtful whether he need fear either of these cars.

Class G. promises to be interesting, for we have six Rileys and two supercharged straight eight Maseratis which are in effect 1,100 c.c. replicas of the more famous 2½-litre.

Henkin Widengren who drove really well in the " Double-Twelve " on a brand new car is to drive again, and this time we may suppose the car will be right, as it certainly was not in the J.C.C. event. R. S. Outlaw will handle the other Maserati—a driver with Alfa Romeo experience. Victor Riley has entered four cars, one to be driven by Sir Malcolm Campbell—his first road race for too long a time—Victor Gillow, who won the Saorstat Cup last year in a dashing manner, C. R. Whitcroft who knows how to handle a Riley and W. P. Noble. These cars are the new type Rileys produced for racing in the light of past experience with a very successful design.

The 750 c.c. class of course holds the largest entry of them all, and carries the Midget-Austin duel one stage farther, still unfortunately with the blower barrier between them so that they still do not meet on level terms. There are ten M.G. Midgets down to start, numbering among their drivers such veterans as Major A. T. G. Gardner, R. T. Horton, R. R. Jackson, C. S. Staniland, F. S. Barnes, Dan Higgin, and S. A. Crabtree. Six supercharged Austins will attempt to avenge the " Double-Twelve " result, and one is pleased to see among the drivers Capt. Archie Frazer Nash and Leon Cushman.

It is, of course, a somewhat difficult task to attempt a forecast of the results of this great event. The Austins certainly have a much better chance of catching the Midgets than in the Double Twelve, but with such fast machines as the Rileys and the Maseratis it is doubtful if a 750 c.c. car can win this part of the race. With the name of Campbell in the Riley team we are inclined to look to this quarter for our winner of the Saorstat Cup—for the new Rileys are very fast.

In the second part of the race there will be a tremendous tussle between the Maseratis and the Mercéd's, the former having four laps start of the scratch cars, and being very little—if any—slower. Caracciola will have to drive very, very fast indeed to repeat his success, and we are inclined, writing so far ahead of the race, to award first place in the over 1,500 c.c. category and in the race as a whole to one of the meteoric Maseratis.

DIEPPE GRAND PRIX RACES.

DIEPPE will be the centre of two Grand Prix races for both motor cycles and cars on July 26th next.

The course will embrace a circuit formed of three kilometres of the main Paris-Dieppe road and three kilometres of the road running between Dieppe and Rouen, and the well-known hill at Saint-Aubin will be included.

The motor cycle contest will be run first, the starting time being 8.30 a.m. ; the car Grand Prix will start at 1.30 p.m.

Full details can be obtained from the Secrétariat du Circuit de Dieppe, Café des Tribunaux, Dieppe.

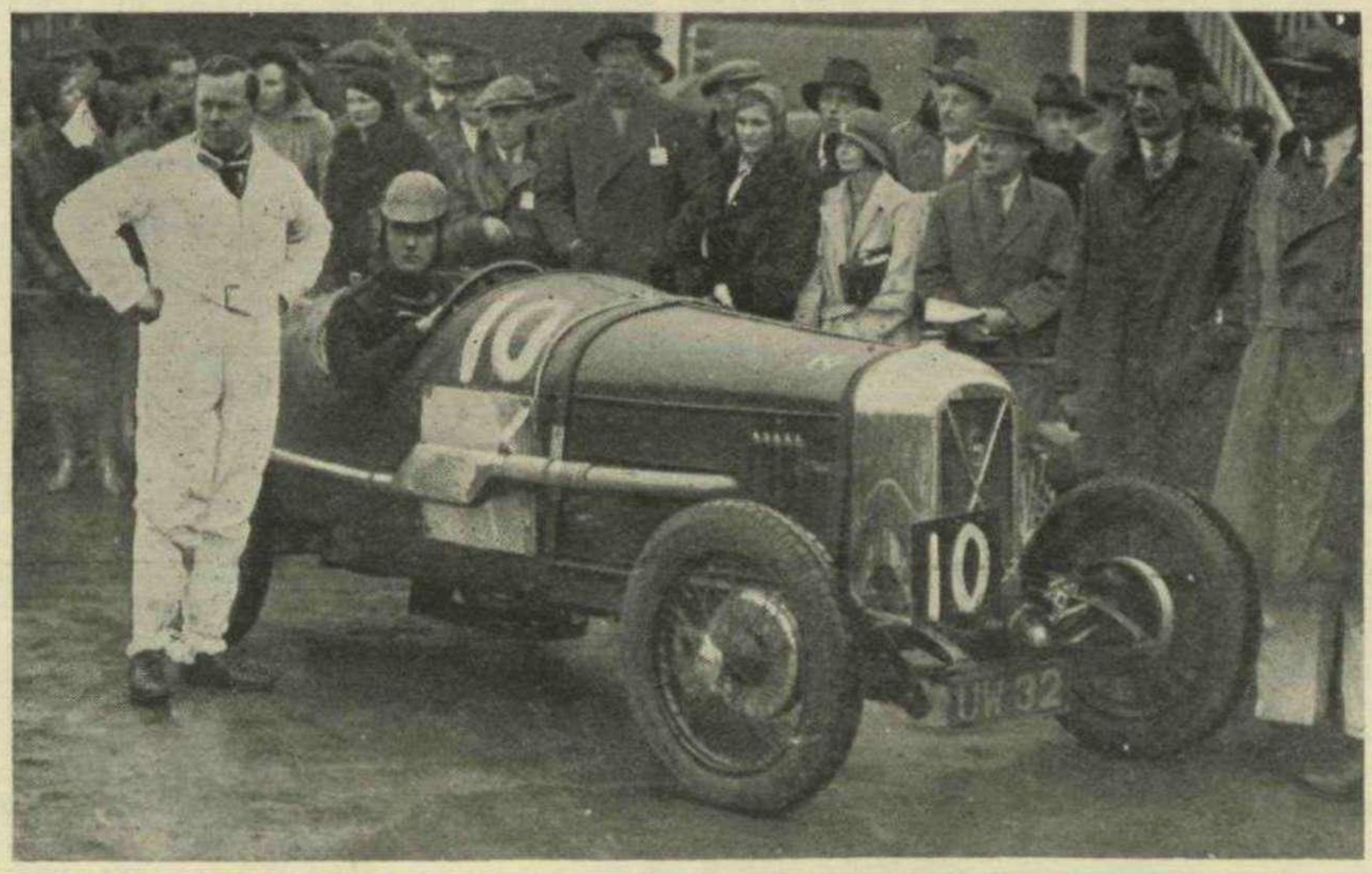
MOTOR SPORT PHOTOGRAPHS

BROOKLANDS EASTER MEETING, 1931

PRINTS ARE AVAILABLE OF ALL PHOTOGRAPHS PUBLISHED IN 'MOTOR SPORT.'

SIZES: **8in. x 6in.**
OR
10in. x 8in.

AT MODERATE CHARGES.



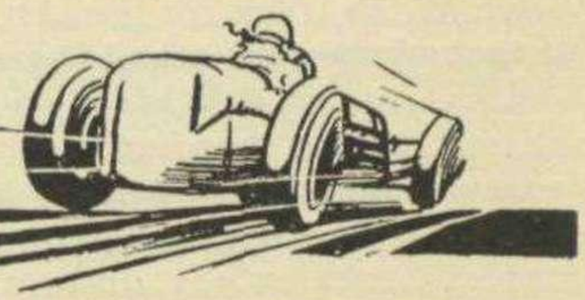
Winner of the Easter Mountain Rac'ng Handicap—A. F. P. Agabeg who averaged 60.06 m.p.h. with his Salmson.

APPLY TO :—

MOTOR SPORT (1929) LTD., - - - 39, Victoria Street, London, S.W.1

Rumblings

BOANERGES



NOW that the Double-Twelve is over, the J.C.C. will no doubt be considering what they are going to do in the matter next year. If the race is run again there will be various points to attend to, but there is plenty of time to think these over, and a better idea is often obtained when the event has receded somewhat into the past and its perspectives adjusted. There is one point, however, which applies to any long race run at the track and that is the matter of the pits.

As these are a permanent affair it seems a pity that they cannot have a concrete floor, or a wooden one if this is not considered too inflammable. At present every spare part gets completely impregnated with sand, and causes much unnecessary bad language when repairs are in progress. This is quite apart from the amount of foreign matter liable to get into fuel and oil.

* * * *

Ulster entries have now closed at single fees with an entry of 44, and the 3,000 c.c. class is evidently going to provide the greatest scrap of the race. Four Alfas, two Maserati, and three "Bugs" will do battle with four Talbots, while three of the old Arrol-Asters will also be in this class.

The entries are as follows :—

CLASS B (UP TO 8,000 C.C.).

Mercedes-Benz (2).—Earl Howe and W. J. F. S. Wilson and B. O. Davis.

CLASS C (UP TO 5,000 C.C.).

Invicta (1).—Major F. H. Cairnes.

CLASS D (UP TO 3,000 C.C.).

Alfa-Romeo (4).—Soc. An. Alfa-Romeo (3) and Capt. Sir Henry Birkin.

Arrol-Aster (3).—"W. P. Lockwood" (2) and "R. O. Ormonde."

Bugatti (3).—Ettore Bugatti.

Maserati (2).—M. C. Morris.

Talbot (4).—A. W. Fox (3) and W. Esplen.

CLASS F (UP TO 1,500 C.C.).

Frazer-Nash (3).—F. G. Aldington.

Lea-Francis (1).—T. G. Clarke.

CLASS G. (UP TO 1,100 C.C.).

Maserati (1).—H. Widengren.

Riley (4).—V. Riley (3) and A. F. Ashby.

CLASS H (UP TO 750 C.C.).

Austin (5).—Sir Herbert Austin (3), A. F. Nolan and S. A. Crabtree.

M.G. Midget (11).—The Earl of March (3), Major A. T. G. Gardner (3), S. A. Crabtree, S. W. B. Hailwood, E. R. Hall, F. J. Barnes and F. M. Montgomery (Automobile Engineering and Training College).

* * * *

Shelsey Walsh this year should be better than ever, and Von Stuck, Carraciola, and Hartmann, the Bugatti crack, are likely to be over, there seems every chance of the record going once more. There is, of course, the hope that we shall get it back for this country. Davenport is working hard on a special Frazer-Nash of some sort, while the "Terror," R. J. G. Nashes' single seater Frazer-Nash, should stand a good chance although only 1½-litre. The power weight ratio of this vehicle seems to go up and up according to various press reports, but in actual fact the engine's maximum is some 105 b.h.p. when everything is O.K. The weight with twin rear wheels is between 7½ and 8 cwt.

Nashes' performance recently at Lewes speed trials was rather a bright effort when he lowered the course record with a run of 20 secs., finishing in third gear, and *averaging* some 72 m.p.h. from a standing start. Some acceleration ! Shelsley entries close on July 2nd and the climb is on the 11th. Would that other events would leave their entries open a bit longer in like manner.



The Raven Caravan used by "Motor Sport" at Brooklands during the Double-Twelve Race last month.

RUMBLINGS—continued.

It seems a far cry from motor sport to caravans, but on second thoughts the two have much in common. Caravans these days have been brought to an amazing pitch of convenience and luxury, and there is no better or cheaper way of staying at a motoring event when one has a long way to go from home, or wishes to be at work bright and early in the morning.

MOTOR SPORT had one of the new Raven caravans down at the track for the Double-Twelve for the benefit of such of the staff asked to be continuously on the spot, and it is really a delightfully got up job. As a convenient adjunct to the merchant who scours the country competing in hill climbs, while if he occasionally relaxes and goes for a week-end's fishing, it will once more save him money. Incidentally quite a number of motorists are keen fishermen, including Cecil Kimber of M.G. fame, and Victor Riley. Presumably it is the soothing antidote to the roar of machinery that proves the attraction.

* * * *

The French Grand Prix promises to be a good show this year, being run on the Monthlèry road circuit for the first time for five years, and British entries include Earl Howe, Jack Dunfee (2 litre Sunbeam), W. B. Scott (Grand Prix Delage) and Sir Henry Birkin (Maserati). Earl Howe's car will be a Bugatti.

The Relay Grand Prix of the Light Car Club is another original and amusing event, particulars of which can be obtained from John Yule, "Kirkney," High Road, Whetstone, Barnet, N.20. Entries close the 15th.

THE 10,000 KILOMETRES TRIAL.

IT is a matter of considerable disappointment that the great 10,000 Kilometre Trial organised by the Automobile Club of Germany should be practically ignored by the British motor industry. Only one British concern is to be represented, Mrs. Montague Johnstone and Mr. Donald Healey having both entered six-cylinder Alpine Rileys. While these entries will doubtless uphold the prestige of the industry in this country, the conspicuous absence of further representation is a serious reflection on the enterpriseof our manufacturers.

The trial in question offers unique opportunities for valuable propaganda. The 6,000 mile course is set through every important country in Europe, and the event therefore takes the form of a huge travelling motor show.

While the industry is casting far afield in an attempt to establish its products in foreign and colonial markets, it is strange that this event, coming practically to its doorstep, should be ignored. Despite rapid road development and extending markets overseas, Europe is still the richest harvest field for the motor trader, and is likely to remain so for some years to come. It seems deplorably short-sighted to overlook such opportunities of proving our products to our near neighbours.

The
SMITH-CONDITIONED
SPORTS *has arrived*

DEFERRED TERMS.

EXCHANGES CONSIDERED.

WHAT is the SMITH-CONDITIONED car? Briefly, a Used Car which has been brought up to our own self-imposed standard of excellence—so good indeed, that we give with it our "Same-as-Makers" Guarantee.

Here is a small selection of SMITH-CONDITIONED Sports Cars. Make your choice at once, and ring us up to reserve for you. 'Phone Seven Kings 1000 (7 lines).

PARTICULARS OF CARS.

	Deposit.	Price.
BENTLEY shrt. Chassis. F.W.B. Spts. 4 str.	£30	£150
RILEY 9 Brooklands spr. spts., txd. year	£40	£195
LEA FRANCIS 12/50 spr. spts., 4 str. Servo bks.	£20	£99
AMILCAR 1927 Grd. spts. Eldridge cowl	£15	£60
TRACTA 1930 spts. Sal. F.W. Drive. Twin card. 80 m.p.h.	£40	£195
ALVIS 1927 12/50 spr. spts. 80 m.p.h. model	£30	£135
AUSTIN 7 Swallow 4-str. 1930. Crm. & Blk.	£25	£125
AUSTIN G.E. Cup model. 1929. 2-str. Very fast	£20	£85
WOLSELEY HORNET C.B. Sal. 1930	£25	£120
TALBOT 14/45 Drp. hd. Coupe 1929. A.G. Engine ...	£40	£195
HILLMAN Segrave. Spts. cpe. Crm. & Blk. Servo ...	£35	£145

F. G. SMITH (MOTORS) LTD.
GOODMAYES, ILFORD *Telephone:* SEVEN KINGS 1000 (7 lines)

THE SPORT ABROAD.

Entries for Le Mans

WHEN entries finally closed for the 1931 Grand Prix d'Endurance and for the final of the seventh biennial Rudge-Whitworth Cup, the total number of cars set down to run at le Mans numbered thirty. The A.C. de l'Ouest can therefore look forward to staging yet another successful race.

In the absence of the Bentleys the most formidable team will probably prove to be the three 5-litre Bugattis, which will probably be driven by Achille Varzi, Louis Chiron, Albert Divo, Count Conelli, Guy Bouriat and another. Against them, however, will be ranged two of the new 2,300 c.c. Alfa-Romeo straight-eights, entered by the factory, with Tazio Nuvolari, Luigi Arcangeli, Guiseppe Campari and Borzacchini as their probable drivers, and a third car of the same type entered by Lord Howe, who will have Sir Henry Birkin as his team-mate. In view of the recent victory of the new Alfa-Romeo in Sicily these cars will be watched with considerable interest.

Some time ago we expressed the opinion that the then prevalent report that a team of three 7-litre Mercédès would be entered by the factory sounded rather too good to be true, and this has unfortunately proved to be the case. One car, however, has been entered, and will be driven by Boris Ivanowski and Stoffel, who is well known at the wheel of Lorraine-Dietrich and Chrysler cars at le Mans. Both these makes incidentally will be represented this year. Chrysler by an "Imperial" model entered by de Costier and another privately entered 4-litre machine, and Lorraine-Dietrich by one of the old 6-cylinder 3½-litre cars of the type which won the race in 1925 and 1926. As we suggested earlier the new 12-cylinder cars could not be got ready in time for the race.

England will be represented by two of the new 3-litre Talbots entered by Messrs. Fox and Nicholl, a team of three 1500 c.c. Aston Martins entered by the manufacturers, a privately entered 4½-litre Bentley, one of the 1929 Tourist Trophy Arrol-Asters which has been reconstructed, and two 750 c.c. M.G. Midgets entered by Samuelson and Chetwynd. Also among the smaller cars are two of the new 1,500 c.c. Ariès, which have been entered by the works, a 1,500 c.c. Bugatti and another car as yet unspecified but which will probably also be a Bugatti, to be driven by Mesdames Mareuse and Silco, and two 1,100 c.c. Caban Spéciales. The remaining five cars have not yet been specified.

Of these entries, Madame Mareuse's car, the two Talbots and Lord Howe's Alfa-Romeo are eligible for the final of the Seventh Biennial Rudge-Whitworth Cup, having qualified last year.

This year the race possesses almost the maximum possible international interest, five countries, France, Italy, Germany, America and England all being represented.

THE CIRCUIT OF SICILY

IT is interesting to reflect that the famous Targa Florio, now one of the few races for real racing cars, was originally a race for "touring" machines. Later a racing class was introduced, which soon displaced the touring car class in importance until finally the latter disappeared altogether from the programme. Of recent years, however, Cav. Vincenzo Florio has organised an entirely separate race for touring or rather sports cars, the course being a complete circuit of the island of Sicily, starting from Palermo and going by Termini, Imerese, Capo o'Orlando, Meri Messina, Catania, Syracuse, Ragusa, Argigenta, Ribera, Marsala and Trapani, a total distance of 975 kilometres or approximately 610 miles. A course very similar to this, but with a total length of 1,050 kilometres was used for the Targa Florio itself in 1912-1914, when the winners were Suipe on an S.C.A.T., Nazzaro on a car of his own make, and Ceirano on another S.C.A.T. for which he was also responsible, the initials standing for Societa Ceirano di'Automobili Torino.

This year the race was run a week before the Targa on Saturday and Sunday, 2nd and 3rd May. The entries consisted of six O.M. cars, ten Alfa-Romeos, three Lancias, a couple of Maseratis, an Itala and a Bugatti in the big class; and fourteen Fiats, with two Salmsons and a Lombard in the 1,100 c.c. division. From the outset the race developed into a terrific duel between the O.M. and Alfa-Romeo teams, and finally Morandi and Rosa on a car of the former make confirmed the excellent impression given when they finished third in the recent Italian Thousand Miles Race by winning from the 1,750 c.c. Alfa driven by Gazzabini and Cantono. Another Alfa-Romeo of the same type was third, and fourth place was captured by Strazza and Valentino on a Lancia Dilamdba. In the 1,100 c.c. division the baby Fiats had matters all their own way, and victory went to the car of this make driven by Sutcra and Lo Cascia. The final results were as follows:—

1. Rosa and Morandi (O.M.), 11h. 46m. 14 2/5s. (Average speed 51.6 m.p.h.).
2. Gazzabini and Cantono (Alfa-Romeo), 12h. 12m. 9 4/5s.
3. Magistri and Fieri (Alfa-Romeo), 12h. 14m. 9s.
4. Strazza and Valentino (Lancia), 12h. 48m. 4s.
5. Barresi and Cirincione (Alfa-Romeo), 13h. 3m. 49 1/5s.
6. Cortese and Napoli (O.M.), 14h. 36m. 35s.
7. Savoini and Rondina (O.M.), 15h. 20m. 58s.
8. Guisti and Salvatore (Bugatti), 15h. 45m. 17s.
9. Scuderi and Casano (Alfa-Romeo), 16h. 14m. 18s.

1,100 c.c. CLASS.

1. Sutcra and Lo Cascio (Fiat), 17h. 19m. 24s.
2. E. de Maria and G. de Maria (Fiat), 17h. 29m. 39s.
3. Borruso and Mersina (Fiat), 17h. 45m. 42s.

SHELSLEY WALSH.

CLASSES AND AWARDS FOR NEXT MONTH'S EVENT.

SUPPLEMENTARY Regulations have now been issued by the Midland Automobile Club in connection with the 26th annual hill-climb which is to take place at Shelsley Walsh on 11th July next.

In all, there will be seven classes—(1) up to 850 c.c., (2) 851 to 1,100 c.c., (3) 1,101 to 1,500 c.c., (4) 1,501 to 2,000 c.c., (5) 2,001 to 3,000 c.c. (6) 3,001 to 4,500 c.c., and (7) 4,501 c.c. and over. A cup will be awarded in each sub-division for the fastest time in each of these classes. In addition the following eight special cups and prizes will be awarded :—

The "Shelsley International Championship Cup" and £105 (for the fastest time of the day made by any type of car); The "M.A.C. British Championship Cup" and £25 (for the fastest time made by a British sports car); The M.A.C. "T.T." Cup (for the fastest time made by a car and driver who has driven or is entered for any of the events in the 1931 International Calendar; The M.A.C. Open Cup (for the best aggregate time made on two runs by a sports or racing car); The C.P. Type Challenge Cup (for the best time made by a sports car up to 1,500 c.c.); The Garvagh Challenge Cup (for the best time made by a 4-seater sports car, either open or saloon, over 1,500 c.c.); M.A.C. Ladies' Cup (for the fastest time made by a lady driving any type of car); The "Fray" Challenge Cup (for the best aggregate time made by a team of three "non-trade" or trade cars.

Practicing on the hill will be allowed on Friday, July 10th, from 9 a.m. to 3.30 p.m.; entries for the event must reach the Secretary of the Meeting by 12 noon on Thursday, July 2nd. These should be addressed to :—Mr. Leslie Wilson, Midland Automobile Club, 415, Stratford Road, Birmingham.

Letters from Readers.

Double-Twelve Speeds.

EVERYONE must welcome the victory of baby cars in the "Double-Twelve," as this is a class in which Britain has always taken the lead. At the same time, however, I feel that the average speed of 65 odd m.p.h. is a little disappointing.

Before the War a 1914 Singer Ten (the first light car, as we understand the type to-day) established a one hour record of over 64 m.p.h., and for nine hours maintained an average of 62½ m.p.h.

Have we, after all, progressed so far in these 17 years?

P. Busk.

Englefield Green, Surrey.

Motor Cyclists' Manners.

I AM interested to see that there appears to be a definite attempt amongst motorcyclists to improve their riding manners. This has taken the form of a competition in a well-known motorcycle club in which a Triumph Goodwill Cup was offered to the most courteous driver. I understand that the standard of riding was so high that the judges had some difficulty in awarding the prize.

This is good news indeed! As one who began my motoring career on two wheels, I have never believed that the motorcyclist is as black as he is painted. There are a few black sheep and they tarnish the name of riders as a whole. May I appeal to them, through the medium of your columns, to drive with greater courtesy and respect for other road-users—whether they are riding in a Good Manners contest or not?

Edgbaston. H. L. D.

Letters on any subject of interest to readers of "Motor Sport" are always welcome, but correspondents are asked to be as brief as possible.

Personalities and recapitulation must be avoided, and it must be understood that the Editor is not responsible for the views expressed.

CURRENT AND FORTHCOMING EVENTS

INTERNATIONAL FIXTURES—1931

JUNE.

1-8th. *Roumania—International Touring Race Meeting.*
5-6th. *Ireland—Irish Grand Prix.*
7th. *Poland—Circuit de Lwow.*
7th. *France—Colonial Exhibition Grand Prix.*
7th. *Italy—Circuit de Mugello.*
7th. *Belgium—Malchamps Hill Climb.*
13-14th. *France—Le Mans 24-hour Race.*
14th. *Germany—Kessel Hill Climb.*
14th. *Italy—Targa des Puglie.*
14th. *Austria—Vienna Grand Prix.*
14th. *France—Lyons Grand Prix.*
21st. *France—A.C.F. Grand Prix.*
21st. *Italy—Coupe Bianchi.*
21-28th. *Poland—International Touring Race Meeting.*
24-28th. *Germany—Baden Baden Automobile Tourney.*
28th. *Italy—Pontedecimo-Giovi Hill Climb.*
28th. *Czecho-Slovakia—Hautes-Tatras Rally.*
28th. *France—Toul-Nancy.*
4-5th. July. *Belgium—24-hour Race for standard cars.*

Club News

NORTH-WEST LONDON M.C.

THE annual open-to-Centre Coventry Cup Trial takes place this year on Saturday, June 6th. This event is open to all members of clubs in the South Midland Centre driving solo motorcycles and sidecars. To allow as large an entry as possible for a Saturday event to be received, the trial will start at 2 p.m. near Slough. It is believed that this afternoon start will make it possible for most of the riders who are unable to spare the morning to participate. After passing through some interesting country in the Henley area, main roads will be traversed to Birdlip, where competitors will find something new in hills. The finish will be at Birdlip, about 8 p.m., and a social evening will follow. The organizers are arranging for special low terms for accommodation for the night.

An interesting innovation appears in the awards lists. Special cups are offered for 100 per cent. performance, whilst petrol lighters will be awarded to those who put up a really good show, but just fail to preserve a clean sheet. In addition, there are the usual club spoons, bronze medals and team awards. Further particulars can be obtained from the hon. organizer, Mr. H. A. Davies, "Clyst," 1, Eglington Road, Chingford.

SINGER CLUB.

A NEW club for owners of Singer cars has just been formed, with Mr. A. W. Waite, of 59, Wroughton Road, Clapham Common, S.W.11., as Secretary. The subscription is 5s. per annum.

Committees have been appointed to deal with the social and competition side of motoring, and it is hoped to arrange some attractive programmes very shortly.

BERKHAMSTED & DISTRICT M.C.C.

A speed hill climb, open to all classes of cars and motorcycles, will be held at Dancers End, near Tring, Herts, commencing at noon, on 28th June, 1931.

Each competitor will be allowed two runs at the hill, and a silver cup wlli be given for best time in each class.

Further particulars and entry forms are obtainable from Mr. A. Paul of 57, Nether Street, North Finchley, N.12.

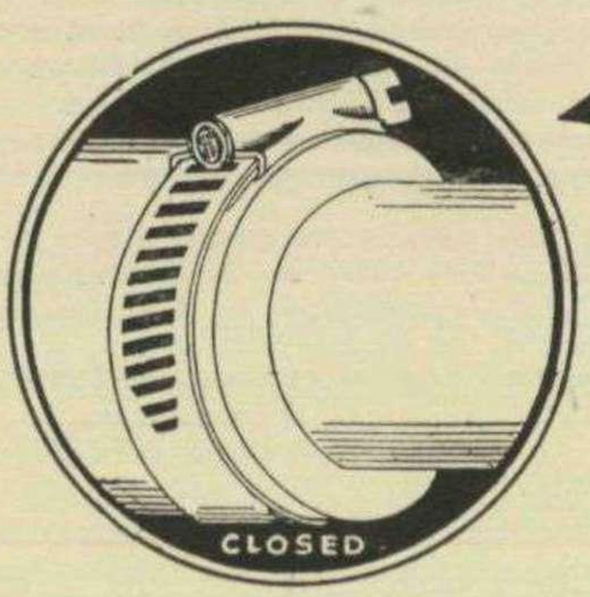
SPORTING OWNER-DRIVERS' CLUB.

THE trial held in the Chiltern country some weeks ago proved a great success and there were 15 starters.

The start was from a café on the Reading-Maidenhead main road, whence the course led to Maiden's Grove, the first observed hill. Here the best climb was made by J. R. Temple (M.G. Midget), and also outstanding were R. Fuller and H. Fox (M.G. Midgets). Lewknor Hill was the scene of the brake test. A stop-and-restart test was held on Kop Hill, after which the route led to Kimble Lane, which was deep in mud and water.

All competitors checked in at the finish at the Lambert Arms Hotel.

Jubilee Worm-Drive Clips



THE BEST POSSIBLE TO GET. MAKE SURE YOU HAVE THEM FITTED ON YOUR RADIATOR JOINTS, LEATHER COVERS, ON UNIVERSAL JOINTS, AIR, OIL AND WATER HOSE JOINTS.

ALL IN ONE PIECE. EASY TO FIT.

NO PARTS TO LOSE. GUARANTEED NEVER TO LEAK.

A KEEN MOTORIST WRITES: *"I cannot understand anyone using any other pattern, as yours are the last word in satisfaction and efficiency."*

STOCKED BY ALL GARAGES & ACCESSORY DEALERS.

MANUFACTURERS:
L. ROBINSON & Co.,
2, London Chambers, GILLINGHAM, KENT.

Please mention MOTOR SPORT when corresponding with advertisers.

ITEMS OF INTEREST

FROM VARIOUS SOURCES

The Phoenix Park Races.

THE entries received up to date for the Grand Prix races at Phoenix Park are sufficient to ensure that in most of the classes, at any rate, there will be keen struggles for supremacy.

In the 750 c.c. class whole fleets of small cars have been entered, the makes represented being, of course, M.G. and Austin.

Particular interest, too, attaches to the 1100 c.c. class, where there will be a duel between Great Britain and Italy. The former country is represented by Rileys and the latter by Maseratis. These cars, an example of which was seen in the Double-Twelve, are super-charged straight eights, while the Rileys will be unsupercharged four-cylinders of the Brooklands type as supplied to the public.

Motorists' Sight Test.

THE Automobile Association has received complaints from motorists, that various Benches of Magistrates are declining to hear appeals against the refusal of Licensing Authorities, to renew the driving licences of persons unable to read a number plate at twenty-five yards.

The Automobile Association contends that under Section 5 (5) of the Road Traffic Act, motorists have a general right of appeal against refusals to grant or renew driving licences.

The present position is that whilst some Courts are hearing these appeals, others are refusing.

The Association has obtained Counsel's opinion that the motorist is entitled to the right of appeal, and has therefore decided to take a test case to the High Court.

Records of Long Ago.

NOW that there is no longer a definite speed limit, it is within the bounds of possibility that some enterprising trader will organise, for publicity purposes, attacks on the road records of pre-War years. Such attempts would obviously be unpopular; they would invoke the active dislike of the police, and no manufacturer of repute would lend his assistance to them. But they may occur, and a glance at the performances of long ago is therefore interesting.

Harking back just 20 years, for instance, we find that Mr. A. E. Catt on a single-geared Triumph rode 2,557 miles in six consecutive days, thus averaging 416 miles a day. Shortly afterwards, choosing an easier course, Mr. Guzzell drove a similar model 2;801 miles in six days—an average of 467.

Perhaps the most strenuous of all these old-time efforts, however, was the Land's End—John o'Groats record which was established by Mr. Ivan B. Hart-Davies, also on a Triumph, during 1911 in 29 hr. 12 min. Enthusiasts to-day with their powerful engines, all-chain transmission, three-speed gear-boxes and large tyres would have their work cut out to beat this and the other endurance records established by these belt-driven, single-geared pioneers of two decades ago.

Alvis and Handicap Events.

THE rumour that Alvis cars will not take part in this year's Tourist Trophy race has been confirmed by Mr. T. G. John, Managing Director of the company.

The only reason that the Alvis will not be represented is that the event is of the handicap type. The manufacturers believe that to arrive at a handicap which is fair to cars of such widely differing engine capacities as 750 and 8,000 c.c. is an almost impossible feat and that as things are at present, drivers are required to "beat the handicapper" rather than their competitors. In view of this they do not consider that the expense of the race is justified.

A New Appointment.

THE appointment of Mr. H. C. M. Stevens as Designer and Production Engineer to the Singer Co., has just been officially announced.

Mr. Stevens has had unique and wide experience in his engineering career, gained in the service of eminent national and international concerns, and has been closely associated with many of the industry's historical achievements.

He was senior draughtsman on internal combustion engines for the famous Italian submarines of 1906-7, and designer of the Thames 60 h.p. car which in 1911 took the world records up to 12 hours. He has been chief designer and engineer to the Sunbeam Company and during his service with them he designed all the machinery for the British airships R.33 to R.38. He was later appointed chief engineer to the allied Sunbeam and Talbot concerns, and subsequently held appointments as consulting engineer and chief engineer to the Olds Motor Works, of Michigan, U.S.A.

Returning to Europe he set up as a consulting engineer in France, where among other important duties he was attached as consulting engineer to the Citroën Company and was concerned with the design and production of the present model Citroën cars.

More Montlhery Records.

MONTLHERY was the scene of another noteworthy performance of a British car some weeks ago when G. E. T. Eyston, E. A. D. Eldridge and P. Brewster, set out with a Singer saloon in an attempt to obtain long distance records. They were eminently successful in that they secured the two-days record at 63 m.p.h., the three-days record at 62.6 m.p.h., and the four-days record at 62.5 m.p.h. In five and a half days continuous running they covered 8,245 miles. The car was a standard saloon with a "Kaye Don" chassis, and the attempt was conducted under the auspices of the French Sporting Commission.

Weather conditions throughout the whole of the days were extremely bad. In the early stages the drivers were hampered by hail, thunder and lightning. Then came torrential rain, and the track, which is situated on the heights of a plateau, 20 miles from Paris, was swept by hurricanes. The surface was waterlogged and at times the car could scarcely be seen for the clouds of spray which surrounded it.

Conditions improved slightly on the fourth and fifth days, but half way through the sixth day a dense fog descended. This was shortly after midnight, and it was totally impossible for the drivers to make any headway. The test was therefore abandoned.

Had it not been for this, it is probable that further records would have been secured.

A Legal Guide for Motorists.

IN view of the many changes in Motor Law resulting from the passage of the Road Traffic Act, and the various new Regulations, the Automobile Association has compiled a sixty-page book alphabetically summarising the Law as it affects the owners of private motorcars and motorcycles.

In addition to the Road Traffic Act, the book is a handy guide on such matters as taxation, petrol storage, what to do when accidents occur, etc.

The book is free to A.A. members upon application, and copies may be purchased by the general public at 2s. 6d.

Traffic Cops and Crashes.

RECENT court cases have revealed that there is an alarming number of accidents to the new mobile police, but we have still a long way to go before we get to the state of Paris, where traffic policemen are almost mown down!

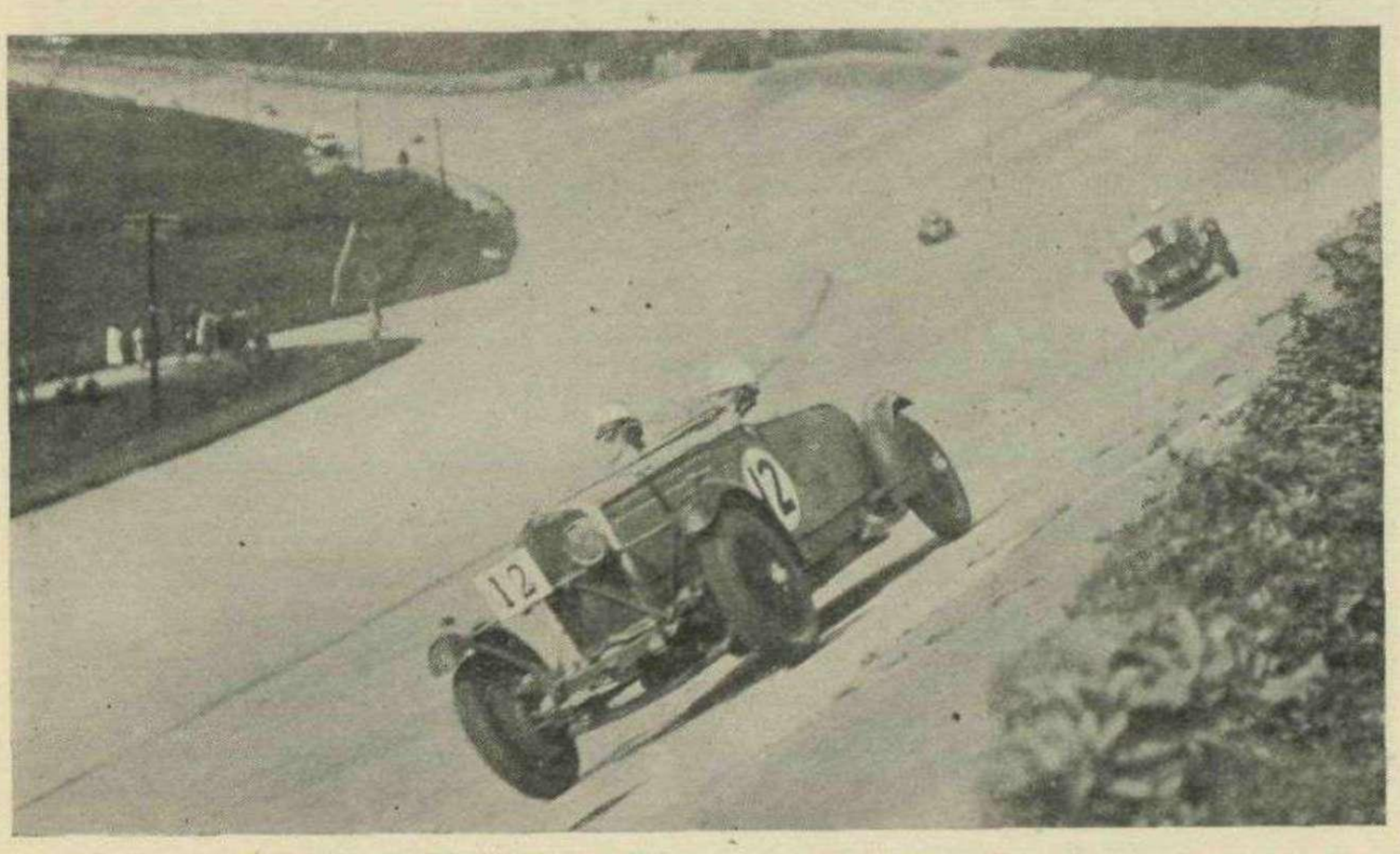
During the past 12 months 800 or 900 policemen have been injured and 2 killed in Paris. This is not, a Paris authority says, the result of intentional design, for even a Paris motorist would hesitate to run down a policeman.

The cause is skidding. The smooth asphalt roads of Paris look very beautiful in the sun, but in wet weather they become like skating rinks.

Change of Address.

THE offices and service department of Messrs. S. Smith & Sons (M.A.), Ltd., formerly at 122, Alma Street and 175, Clifton Road, Birmingham, have now been removed to much larger premises at 26-33, Cox Street, St. Pauls, Birmingham.

THE "DOUBLE-TWELVE."



High on the banking. Saunders Davies taking his Talbot up to the corner.

M.G. MIDGETS GAIN FIRST FIVE POSITIONS AND WIN BOTH TEAM AND CLASS AWARDS IN UNINTERESTING :: :: RACE. :: ::

THOSE spectators who had read the notes on the Double Twelve in the last issue of MOTOR SPORT came fully prepared to watch an event of technical interest rather than a thrilling race, and so were able to get the most out of watching the performances of their favourite makes in this very gruelling trial. The key to the situation was expressed in the article referred when the Double-Twelve was described as being more in the nature of a high-speed trial, and it is interesting to note that the excellent account of the race given by one of our contemporaries opened with almost exactly similar words.

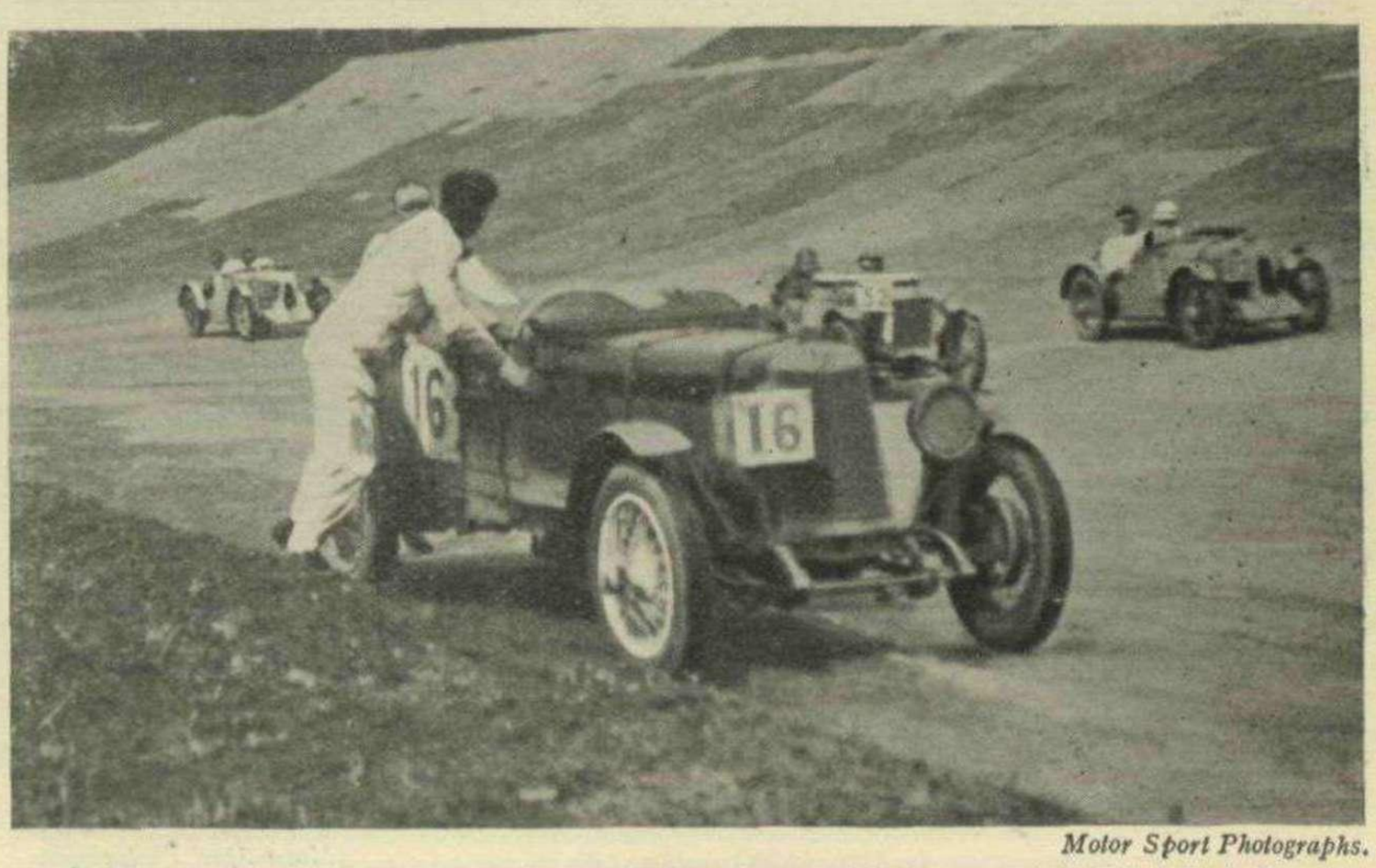
Looked at in this way, it was possible to appreciate the event in its true light, and there is no doubt that as a gruelling test to destruction of the modern sports car, the race can be said to be ahead of anything that has been staged, and any car which could come through the two days and still be complete in essentials at the end, is a pretty tough proposition, and one deserving of the greatest respect.

As regards the actual scale of handicapping used, we may merely hope that the results will give valuable data which will enable this to be adjusted for another occasion. We live and learn—sometimes. From this it must not be thought that any depreciation is intended of the performance of the winning cars, but merely that it would have been more exciting if the issue had been held longer in doubt and they had not won by such a margin. Their performance, as such, deserves of the highest possible praise, while Mr. Cecil Kimber is to be congratulated on the progressive policy which has enabled him to bring the M.G., a few years ago unknown, into the very front of things in the world of racing. The lessons learnt from George Eyston's record have been well and faithfully applied to long distance work and the new 750 c.c. M.G. Midget looks like enjoying as much popularity as its 850 c.c. prototype, and if it does that, it will do well indeed.

The Austins for once had to acknowledge defeat in the actual results, but as a demonstration of consistent and reliable running their performance should long be remembered. With the tremendous handicap imposed on superchargers (why progress should be thus stifled we cannot quite understand) it was perhaps asking rather too much to enter a supercharged team for this race. However, they had the satisfaction of putting up the fastest speed of any 750 c.c. car and out of the 9 Austin entries, works and amateur, there was only one retirement.

The chief interest of the race lay in studying team performances and in noting the troubles that beset the various makes. Talbots put up a wonderfully impressive show and the complete team, as well as Burt's private owned "90" finished. Here we had another illustration of the effect of the handicap on the faster cars. Brooklands is rough at any time, but run in the reverse direction, all the bumps had fresh sharp edges to meet the cars and the result was that speed in itself, apart from engine size, was penalised by the increased smashing and buffeting given to chassis frames, wings, oil pipes, bodies, radiators, tanks, and in fact everything that can be broken by road vibration. The Talbots' reputation for nonstop running was sometimes interrupted by various troubles of this sort, but the new "105" model has certainly proved itself a fine performer; the experience required to rectify a few minor troubles has been acquired, and they can now feel confident that nothing is likely to hold them up again.

The Aston Martin performance was typical of this very delightful and sturdy car, and although they were eventually robbed of a chance of the team prize by



Motor Sport Photographs.

Fast and slow! Oetzmann pushing in his Lea-Francis while a group of "750's" flash by.

THE "DOUBLE-TWELVE"—continued.

one retirement, Bertelli had the satisfaction of winning the class prize and is to be congratulated on being able to design, build, and for two consecutive years drive his car into a high place in this most arduous event.

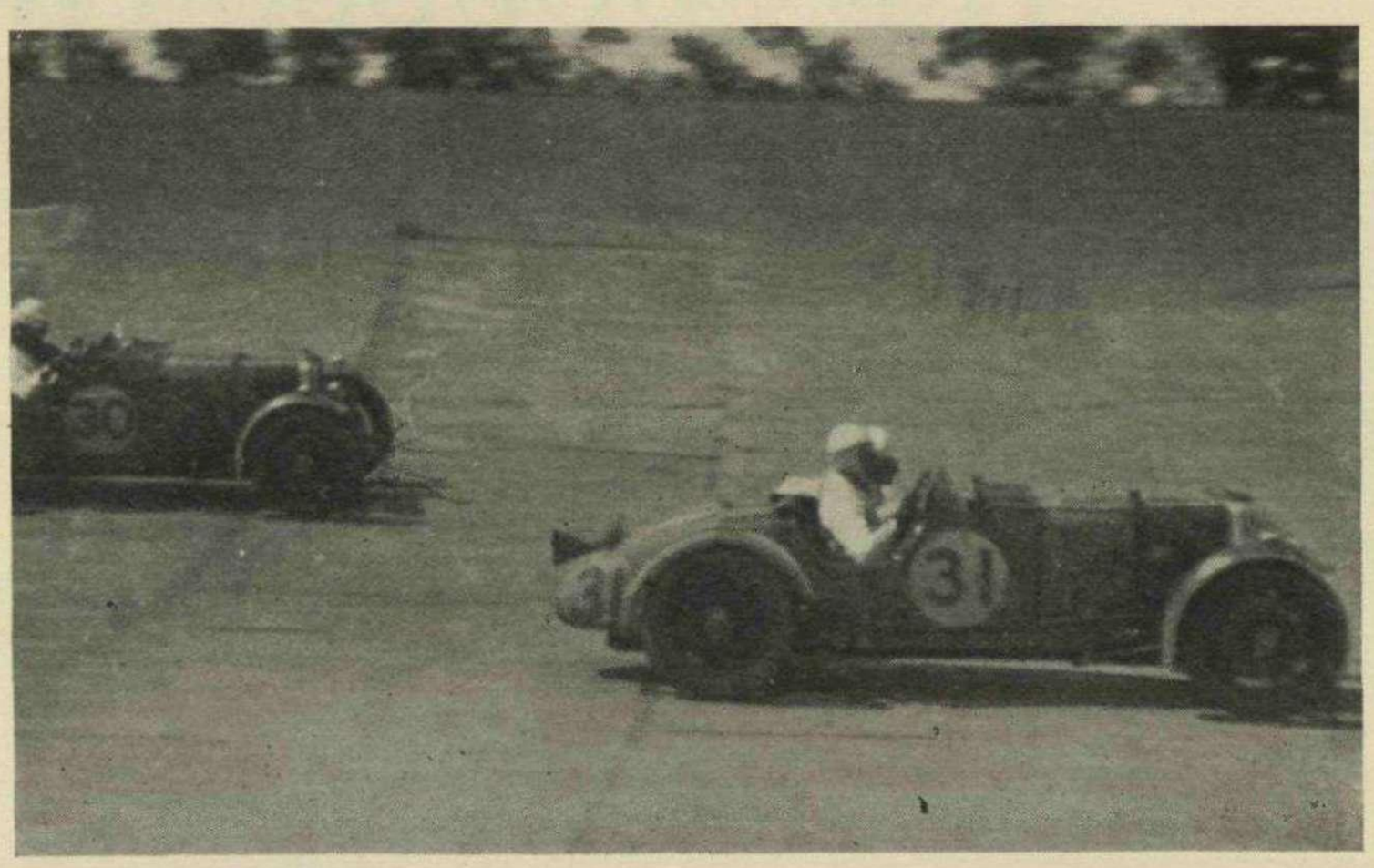
Ashby's Riley won the 1,100 c.c. with every consistent performance and proved the great value of ample preparation of an already well-tried car.

The organisation of time keeping and results bulletins was a model of efficiency, and "Ebby" and his merry men, not forgetting the Royal Signal Corps are to be congratulated on setting up a standard which continental organisers would do well to follow.

Various announcements prior to the race disappointed those who had hoped to see a big car struggle. Howe's Mercédès was a non-starter owing to its owner contracting tonsilitis, while Campbell's place in the Aston Martin team was taken by Clive Gallop.

The usual last minute scores and rushes attended various entries, one of the brightest efforts being on the part of Cecil Kimber, who having supervised the fitting of a new engine to one of March's Midgets, proceeded to run it in by going to Portsmouth and back on the eve of the race, and a beastly night he had for it!

The dawn of Friday was thoroughly discouraging as mist and rain had settled down with the appearance of never lifting. However, the weather could not be helped and in good time the cars, drivers, and mechanics were lined up waiting for the start.



Bertelli and Cushman running in line ahead in their Aston Martins.

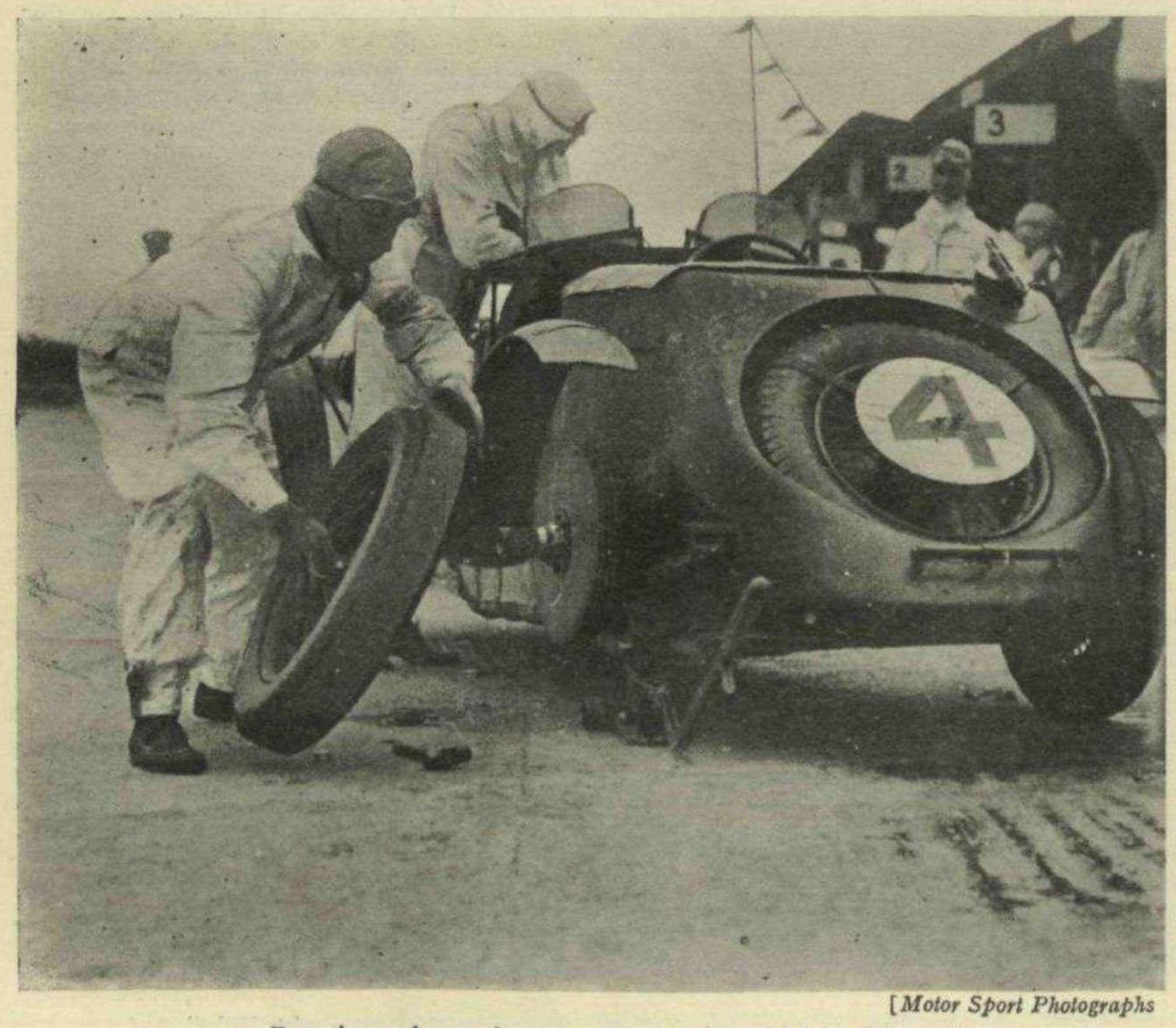
As all the engines were thoroughly warm there was no need to go off gently apart from the rain, and at 8 a.m. a crowd of cars burst into life and roared away to the Byfleet banking. The 2½-litre Maserati did not get away at first, and all eyes turned to see the first car round. A few moments and then, quite alone, Birkin's Bentley arrived at the corner, the steering wheel flickered as he held the slipping car to a steady curve, and he had disappeared up the straight by the time the roaring pack, headed by the Talbots, followed, and the race had definitely begun.

The Maserati got going after a short delay and set out in pursuit of the Bentley. It soon became evident that we were to be shown what one of these cars can do, and, although only 2½-litres, it was soon seen to be gaining on Birkin on actual speed. This interesting duel was soon brought to an end however by the Bentley coming in with a bearing gone, and it had to be withdrawn.

From the very first it was obvious that the Midgets were going to have things all their own way in the general classification as the fastest were lapping at about 70 m.p.h. and filling all the places on the leader board. The bend itself produced little incident, even in the wet, and being of a form and contour quite unlike anything that would ever occur in any normal motoring offered no great chance of cunning tactics on the part of drivers. T. G. Moore (Frazer Nash) disregarded the wetness of the track a trifle too much and skidded slowly round till he was facing forward again and proceeded.

Soon after 11 a.m., when Dan Higgin was leading, and Hamilton, of University Motors, was lying second, we observed a few lap speeds to see how the teams were running. By this time the track was drying fast and cars were settling down to a definite speed.

Brian Lewis (Talbot) was lapping at 89.7 m.p.h. with the other two Talbots some 2 m.p.h. less. The Invicta, which had been lapping at over 84 m.p.h. slowed to just under 80 m.p.h. Bertelli was doing 77.8, Harvey (Frazer Nash) 74, Oats on the 1,100 c.c. Maserati 75.9, Ashby's Riley 73.5. Hamilton, although not actually in the lead, appeared to be the fastest M.G. at this point, lapping at just on 70 m.p.h., while Frazer Nash on a supercharged Austin was doing 71 m.p.h. Gibson, better known at the track at one time as a performer on Sunbeam motorcycles, had expressed himself before the



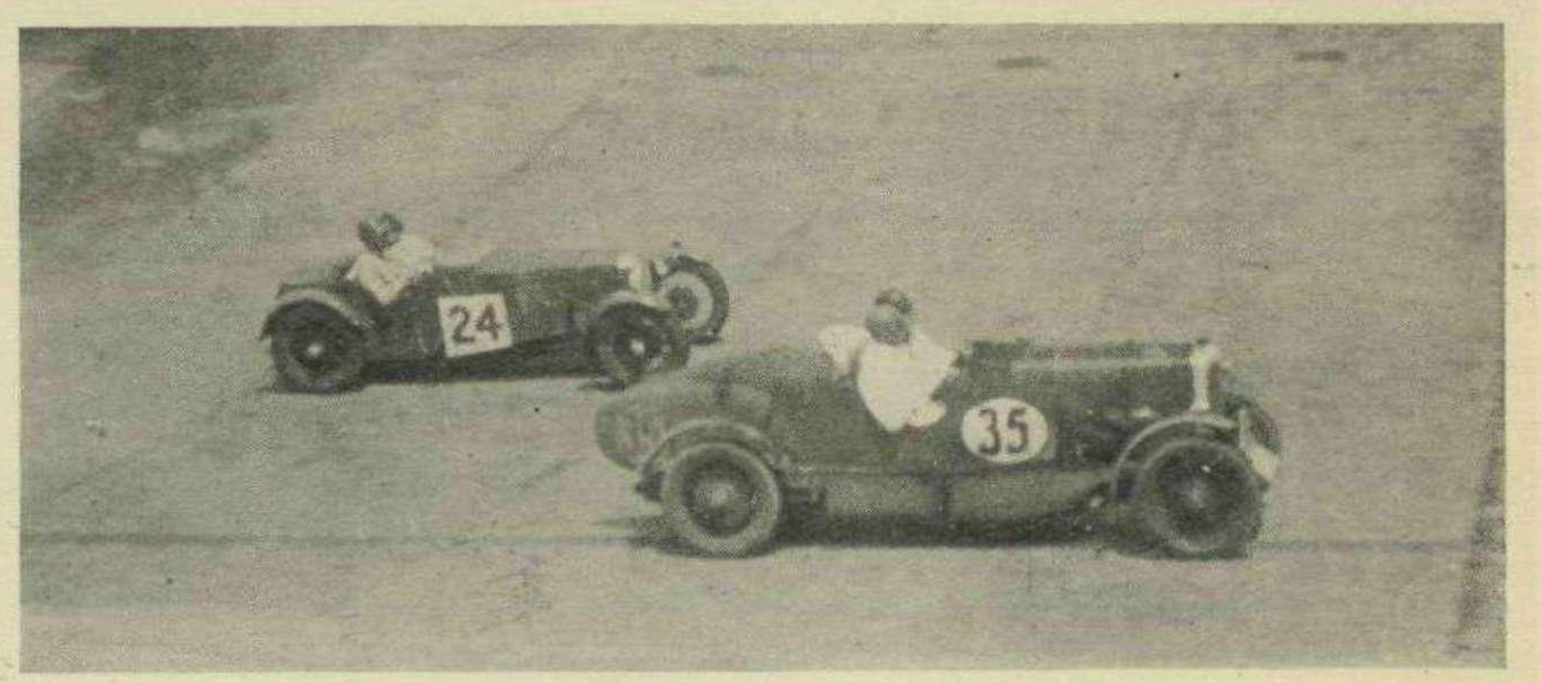
[*Motor Sport Photographs*

Eyston's mechanic changes a wheel on the 2½-litre Maserati.

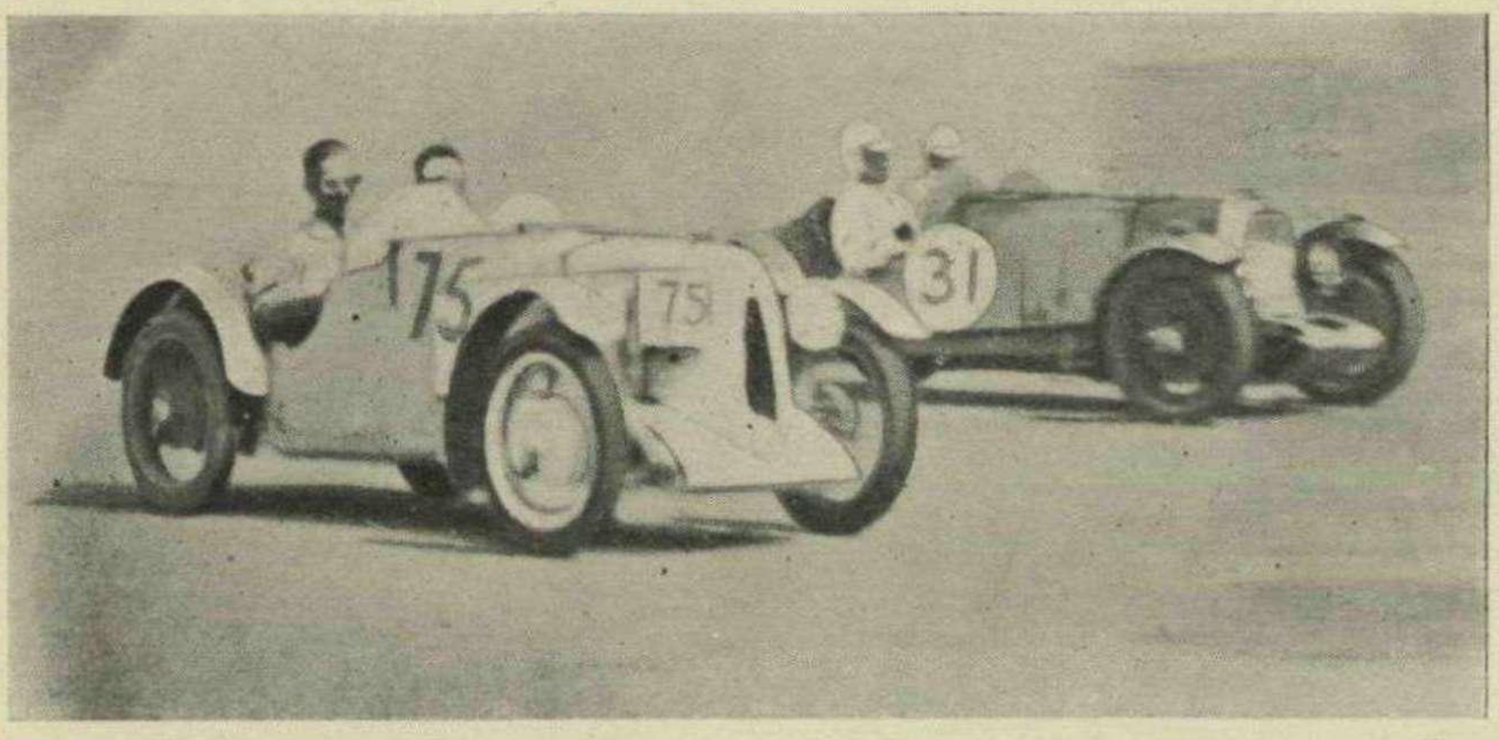
THE "DOUBLE-TWELVE"—continued.

race as delighted with his M.G. and was now lapping at 67 m.p.h. to show it.

The race, as such, having, so to speak, settled down for the day, the pits were the chief point of interest. The appalling condition of the track was reflected in numerous broken wing stays, Eyston's Maserati, coming in for repairs to this part, while H. J. Aldington's and Mrs. Wisdom's Frazer Nashs were suffering from this trouble, and a very long delay was caused while the broken stays were removed, quickly welded by Thompson and Taylors, and refitted. Rose-Richards' Talbot was in trouble as well with a broken inlet valve, but fortunately no damage was done to any other part, and after nearly 2 hours' hard work under Mr. Roesch's able directions the car shot off again, and thereafter continued to function in the true Talbot manner.



C. M. Harvey (Frazer-Nash) and W. A. Cuthbert (Riley) entering the corner.



Cushman's Aston Martin passing Dan Higgins' M.G. Midget.

Jeffrey's Alfa-Romeo passed out of the race with a broken valve, Chaplin provided the only Austin retirement of the race with a broken crankshaft, and Bertelli came into the pits on 3 cylinders. His trouble was a broken rocker, and the accessibility of the valve gear is well shown by the fact that he was away with a new rocker in place in 5 minutes.

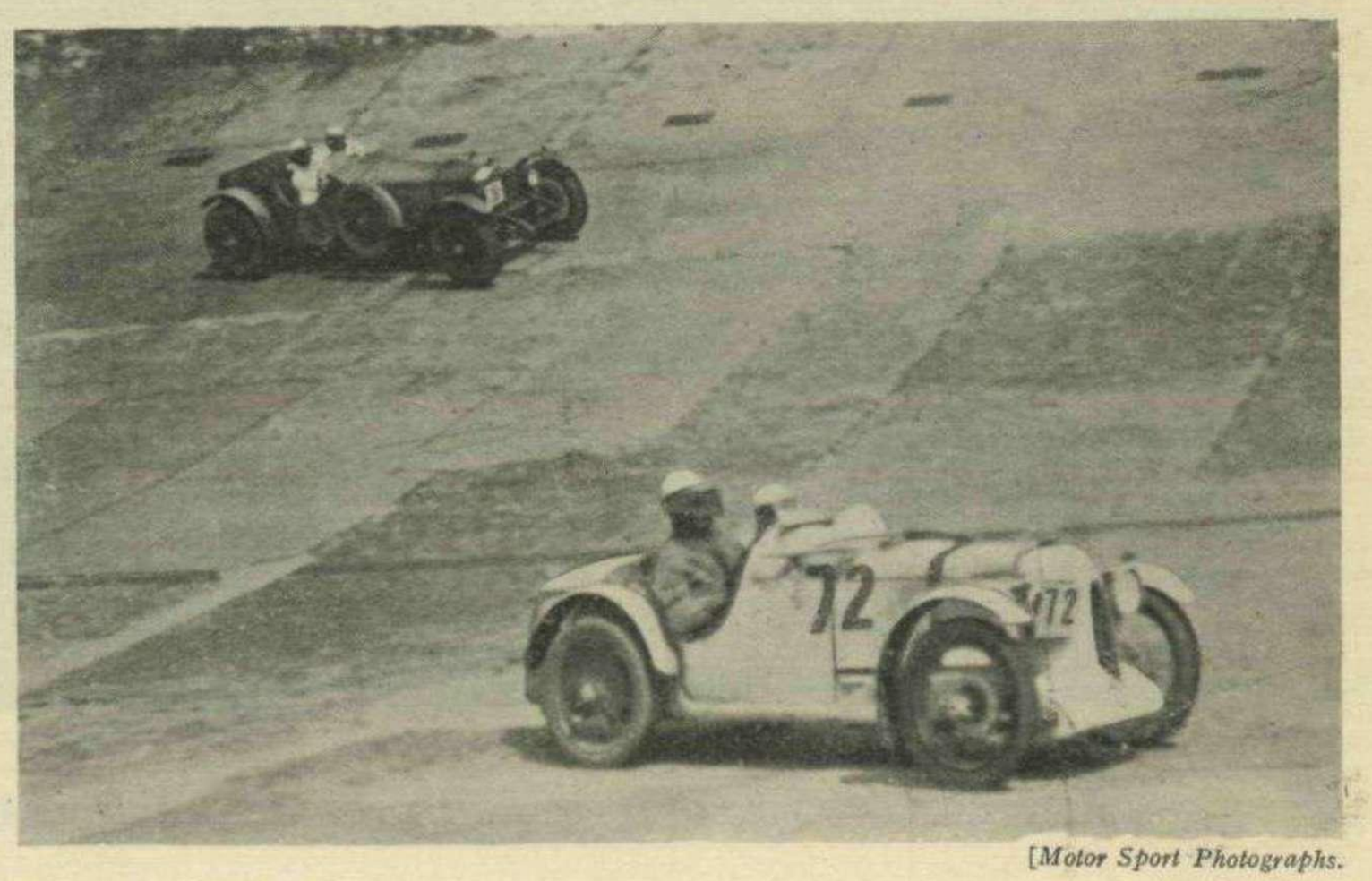
Braidwood's Frazer-Nash broke a chain and fitted another. Chain trouble being almost unknown with these cars, it was all the more remarkable that all three cars suffered from this trouble in the race, and this was eventually traced to the fact that the exhaust pipe had been led too close to the top gear chain and so caused the lubricant to burn off and cause the chain to tighten up. One more thing to remember another time!

Oetzmann took his engine right down, to fit a new gudgeon pin, but eventually withdrew the car.

The very high pace which the M.G.'s were setting was causing a certain amount of trouble with valves, but the leaders kept on.



W. S. Braidwood pulling away from the pits after a fill-up.

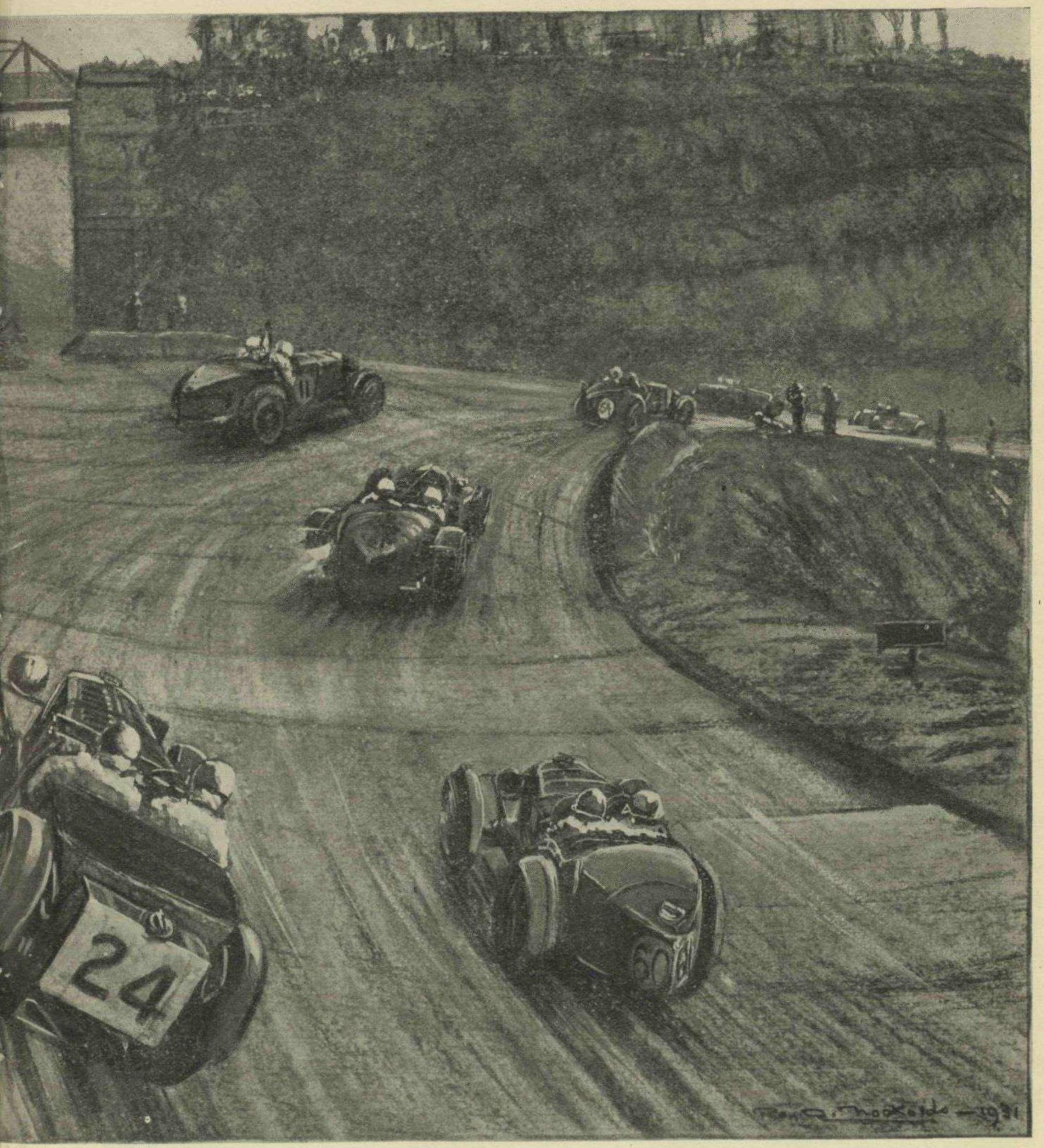


[*Motor Sport Photographs.*

A snap of R. R. Jackson (M.G. Midget) and Cairnes' Invicta.



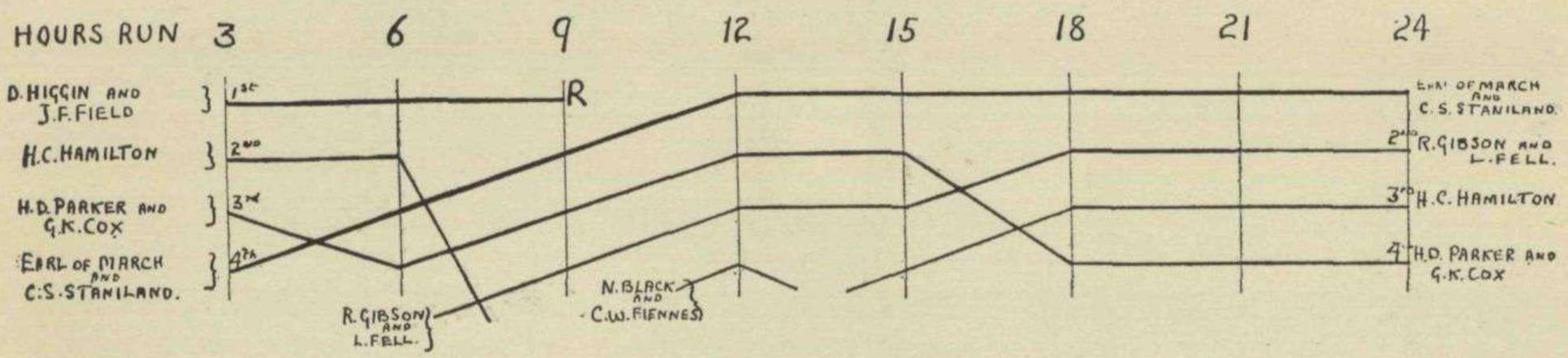
The third J.C.C. Double-Twelve Hour Race. *A striking impression of a scene enacted during last month*
Nash (24), Lord March's winning M.G



's big Brooklands event. The cars in the foreground are J. F. Field's Invicta (3), *Aldington's Frazer . Midget* (60), *and the Maserati* (4).

THE "DOUBLE TWELVE"—continued.

HOW THE LEADERS FARED.



A chart showing the progress of the first four competitors at three-hourly intervals.

The Earl of March was drawing up steadily, and when Dan Higgin retired after a wonderful run at 68 m.p.h. for 10 hours he took the lead, to hold it to the end.

The 1,500 c.c. class was notable for the consistent running of the Aston Martin team, sometimes with a Frazer-Nash keeping them company.

It now became a question of keeping going more to find things out and try and keep an eye on the team award, than to try and catch the Midgets, while the public were entertained by the terrific speed being put up by Eyston's and Ramponi's Maserati, which actually lapped several times at over 100 m.p.h., the highest lap speed ever attained in a Double-Twelve.

Unfortunately this fine performance was brought to an end by the back axle breaking, towards the close of the day's running, and one more car was out of it. Couper's solitary Lagonda was still running well and although he had various troubles, nothing stopped him and the car was still running at the end of the race.

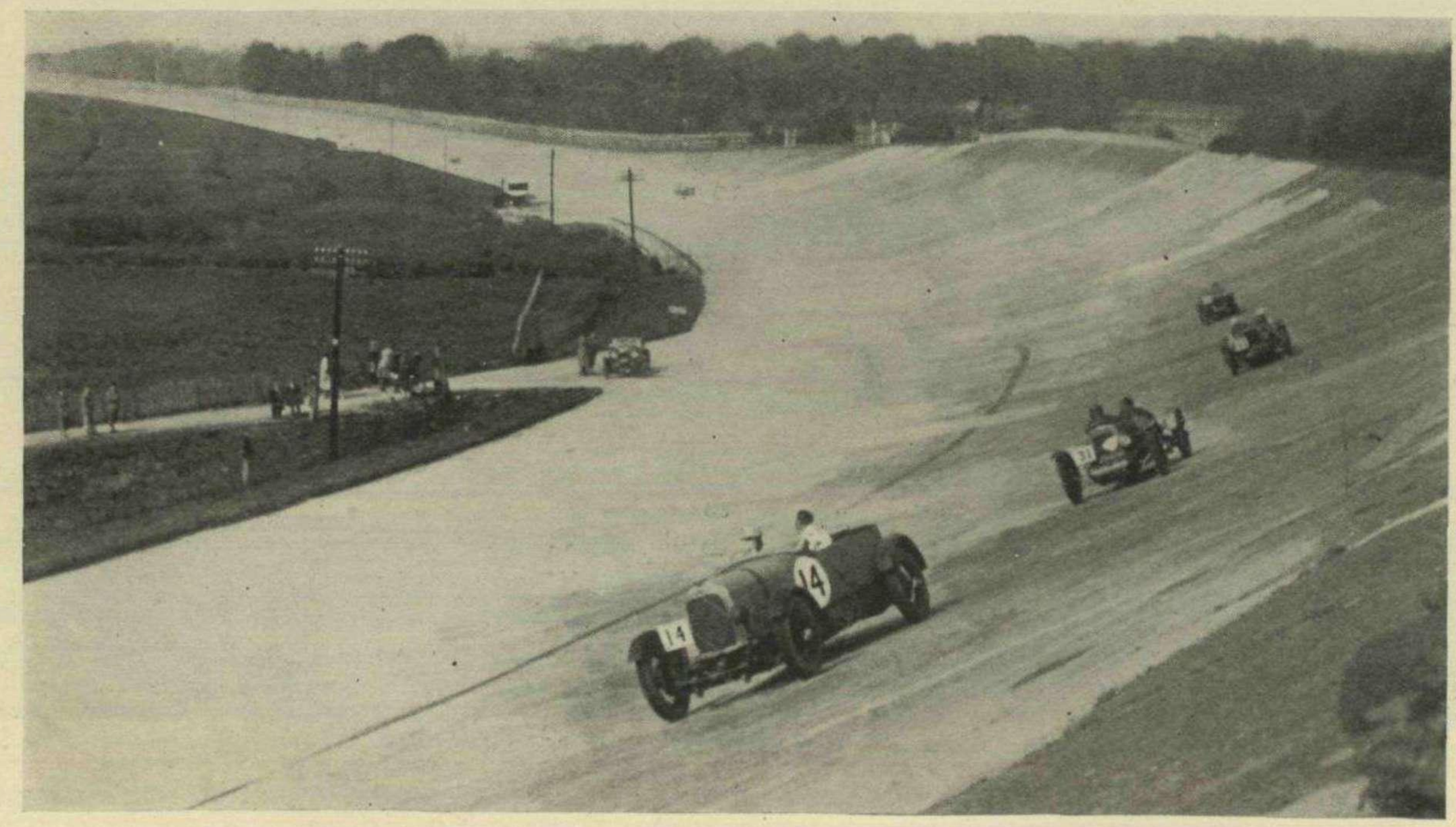
The closing moments of the first day's racing were used by many to have a look round and to do odd jobs in preparation for the morrow while the matter was fresh. At 8 p.m. the cars were wheeled under cover in the paddock and competitors went off to wonder whether the starter button would produce the desired result in the morning.

The start on the second day was much less a mass affair, as many cars were under treatment, and others proved refractory. R. R. Jackson's Midget proved so obstinate that it was 3 hours before it would function, but in the main the cars got under way soon.

The first car away on Saturday was Couper's Lagonda, while others within 30 secs. of the start were Cobb's Talbot and Benjafield's Aston-Martin, with Bertelli's Aston-Martin following. The remaining Talbots were fitting strengthening plates to their wing supports, the same having being fashioned at Fox and Nichols during the night.

The Invicta had burnt a piston on the previous day and were fitting a complete new set and finished their terrific task soon after the start on Friday. Later a stone punctured the tank, but this was repaired and the car proceeded to put up a very good show, having a great scrap with the Talbots, although naturally hopelessly behind on actual distance.

The "blown" Frazer-Nash, which had avoided any wing trouble, made up for this by coming in soon after the start on Saturday with two big ends run. Dropping the sump exposed a broken oil pipe in the engine as the cause of the trouble.



A remarkably fine photograph rom the top of the banking, showing a group of competitors approaching the straight, with Couper's Lagonda in the lead. [*Motor Sport Photograph*

THE "DOUBLE TWELVE"—continued.

However two new bearings were duly obtained and the fitting of same proceeded.

The leaders seemed now to be settled and did not alter, while the Earl of March's team had worked themselves up into a stronger position than ever and were obviously going to make a strong bid for the team prize as well as winning the race.

Radiator troubles were now overtaking several cars, and Brian Lewis brought his Talbot in and radiators were changed, and Rose-Richards and Cobb, in spite of their stop for a broken valve on the first day, were now leading the class.

The Aston Martin hopes of the team prize were dashed when Benjafield's car came in with valve trouble, and after due examination had to be withdrawn.

A car which was running very well at this time was Cuthbert's Riley, a normal chassis and not a Brooklands model, which later had the misfortune to break a chassis member, and had to crawl round gently to finish.

Just after 1 p.m. Braidwood and his mechanic finished fitting the two big ends, and after a couple of anxious laps to see that all was well proceeded to push the Frazer-Nash round at 84 m.p.h. in an effort to make it appear that a race was in progress. Froy on the Invicta seemed to have similar ideas, and chased the Talbots with great vigour.

Interest begin to wane as many of the cars were now out of the race and others were actually hopelessly out of it although still running. Hamilton, who drove his car himself right through both days, came in to rectify a defective induction washer and lost a place, but pulled up later to his original position.

Ashby was in an unchallenged position in the 1,100 c.c. class, and there was little to do but wait for the finish, and watch the larger cars putting on a final spurt. Shortly after 5 p.m. D. A. Aldington's and T. G. Moore's Frazer-Nashes went out with engine trouble, while H. J. Aldington carried on with the third of this make in company with the Aston Martins.

With nearly two hours to go Searle's Austin refused to progress further under its own power and as it had only another lap to cover to qualify, the driver and mechanic set out to push it in the boiling sun, and achieved the very excellent lap—under the circumstances—of 3.54 m.p.h.

It was now all over bar shouting, and no further incident occurred to interrupt the steady progress of the victorious Midgets, and at 8 p.m. the maroon banged once and another Double-Twelve was over. The Earl of March's team collected the team prize; there was much jubilation and stretching of tired limbs. And now for Dublin and Ulster where those defeated may have a chance of revenging themselves.

RESULTS.

GENERAL CLASSIFICATION.

	Drivers.	Car.	Miles.	Average m.p.h.	Fig. of merit.
1.	The Earl of March and C. S. Staniland	746 c.c. M.G. Midget	1,547.9	65.62	1.381
2.	R. Gibson and L. Fell	746 c.c. M.G. Midget	1,538.5	64.69	1.367
3.	H. C. Hamilton	746 c.c. M.G. Midget	1,516.9	63.21	1.331
4.	H. D. Parker and G. K. Cox	746 c.c. M.G. Midget	1,507.4	62.81	1.322
5.	N. Black and C. W. Fiennes	746 c.c. M.G. Midget	1,498.9	62.46	1.315
6.	A. C. Bertelli and J. Bezzant	1,493 c.c. Aston-Martin	1,791.7	74.65	1.265
7.	Miss V. Worsley and R. L. Boote	747 c.c. Austin	1,438.6	59.94	1.262
	E. C. H. Randall and W. E. Harker	747 c.c. Austin	1,438.1	59.92	1.262
9.	G. Poppe and J. D. Barnes	747 c.c. Austin (S)	1,637.7	68.24	1.241
10.	T. E. Rose-Richards and J. R. Cobb	2,970 c.c. Talbot	1,902.9	79.29	1.211
11.	W. H. Green and S. F. Barnes	747 c.c. Austin (S)	1,574.3	65.59	1.193
12.	B. E. Lewis and J. S. Hindmarsh	2,970 c.c. Talbot	1,863.6	77.65	1.185
13.	T. V. G. Selby and G. Hendy	746 c.c. M.G. Midget	1,338.9	55.79	1.175
14.	V. S. Balls and A. B. Gilbert	747 c.c. Austin (S)	1,547.3	64.47	1.172
15.	A. F. Ashby and R. Pauling	1,089 c.c. Riley	1,539.2	64.14	1.164
16.	L. Cushman and R. C. Gallop	1,493 c.c. Aston-Martin	1,773.1	73.88	1.128
17.	W. A. Cuthbert and H. V. Fraser	1,089 c.c. Riley	1,448.5	60.35	1.098
18.	R. R. Jackson and F. H. B. Samuelson	746 c.c. M.G. Midget	1,242.1	51.75	1.089
19.	H. Widengren and R. F. Oats	1,097 c.c. Maserati (S)	1,539.5	64.14	1.087
20.	A. O. Saunders-Davies and W. Y. Craig	2,970 c.c. Talbot	1,672.0	69.67	1.064
21.	A. Frazer Nash and L. P. Driscoll	747 c.c. Austin (S)	1,400.0	58.33	1.060
22.	J. Reeves and H. H. B. Beacon	747 c.c. Austin	1,205.8	50.24	1.058
23.	E. Burt and S. J. Burt	2,276 c.c. Talbot	1,608.9	67.04	1.024
24.	P. W. Marriage and H. J. Searle	747 c.c. Austin	1.140.6	47.54	1.001

Still running at the end of the 24 hours:—G. Field and D. Froy (4,467 c.c. Invicta), 1,190.8 miles; W. M. Couper and A. Bevan (1,954 c.c. Lagonda, S.), 1,462 miles; E. Farley and P. F. Parker (1,482 c.c. Alvis, S.), 1,279.3 miles; C. M. Harvey and H. J. Aldington (1,496 c.c. Frazer-Nash), 1,232.9 miles; M. C. Lewns and G. N. Torry (747 c.c. Austin), 1,101.3 miles.

CLASS RESULTS.

Class D (over 2,000 c.c. and up to 3,000 c.c.).

	Drivers.	Car.	m.p.h.
1.	T. E. Rose-Richards and J. R. Cobb	Talbot	79.29
2.	B. E. Lewis and J. S. Hindmarsh	Talbot	77.65
3.	A. O. Saunders-Davies and W. Y. Craig	Talbot	69.67
4.	E. Burt and S. J. Burt	Talbot	67.04

Class F (over 1,100 c.c. and up to 1,500 c.c.).

1.	A. C. Bertelli and J. Bezzant	Aston-Martin	74.65
2.	L. Cushman and R. C. Gallop	Aston-Martin	73.88

Class G (over 750 c.c. and up to 1,100 c.c.).

1.	A. F. Ashby and R. Pauling	Riley	64.14
2.	W. A. Cuthbert and H. V. Frazer	Riley	60.35
3.	H. Widengren and R. F. Oats	Maserati	64.14

Class H (over 750 c.c. and up to 1,100 c.c.).

1.	The Earl of March and C. S. Staniland	M.G. Midget	65.62
2.	R. Gibson and L. Fell	M.G. Midget	64.69
3.	H. C. Hamilton	M.G. Midget	63.21
4.	H. D. Parker and G. K. Cox	M.G. Midget	62.81
5.	N. Black and C. W. Fiennes	M.G. Midget	62.46

TEAM PRIZE.

M.G. Midget team entered by the Earl of March. The Earl of March and C. S. Staniland, 1,547.9 miles; H. D. Parker and G. K. Cox, 1,507.4 miles; N. Black and C. W. Fiennes, 1,498.9 miles.

COURTEOUS MOTORCYCLISTS.

AN example which might well be followed by many motorcyclists has been set by a Rugby rider who has lately been awarded the Triumph Goodwill Cup as being the most courteous rider in the club.

It is just over a year ago now that Lt.-Col. C. V. Holbrook, a director of the Triumph Company, presented a cup to the Rugby Motor Cycle Club. He offered the trophy not for best performance in a race or reliability trial, but as an award to the club member who, in the opinion of the judges, had done most to promote a spirit of goodwill amongst all other road users—in other words, who had used his machine in a manner likely to give the least cause of complaint to other road users, residents and pedestrians.

The offer was an original one, but it proved entirely successful. Riders proved to be so keen on securing the honour of being considered the most "courteous" that the officials had great difficulty in awarding the prize. The final decision was made during the course of a reliability run, when independent marshals took notes as to observance of the rules of the road, silence, and so on.

There is no denying that motorcyclists—not without cause, in many cases—are still unpopular with certain sections of the community, and this definite attempt to improve driving manners is most commendable.

PLUS!

QUALITY THAT

AS OLD AS THE INDUSTRY — Riley — AS MODERN AS THE HOUR

ENSURES PERFORMANCE

~ Riley service is also PLUS ~

PLUS · · ORGANISATION
PLUS · · INTEREST
PLUS · · ENTHUSIASM
PLUS · · AGENTS' FACILITIES
PLUS · · SPARE PART STOCKS
THROUGHOUT THE COUNTRY

All this has been brought about by an unflagging desire on the part of everyone concerned in the Service Organisation to further the interests of Riley owners. Owners have risen to the occasion and their reciprocal enthusiasm makes service a pleasure.

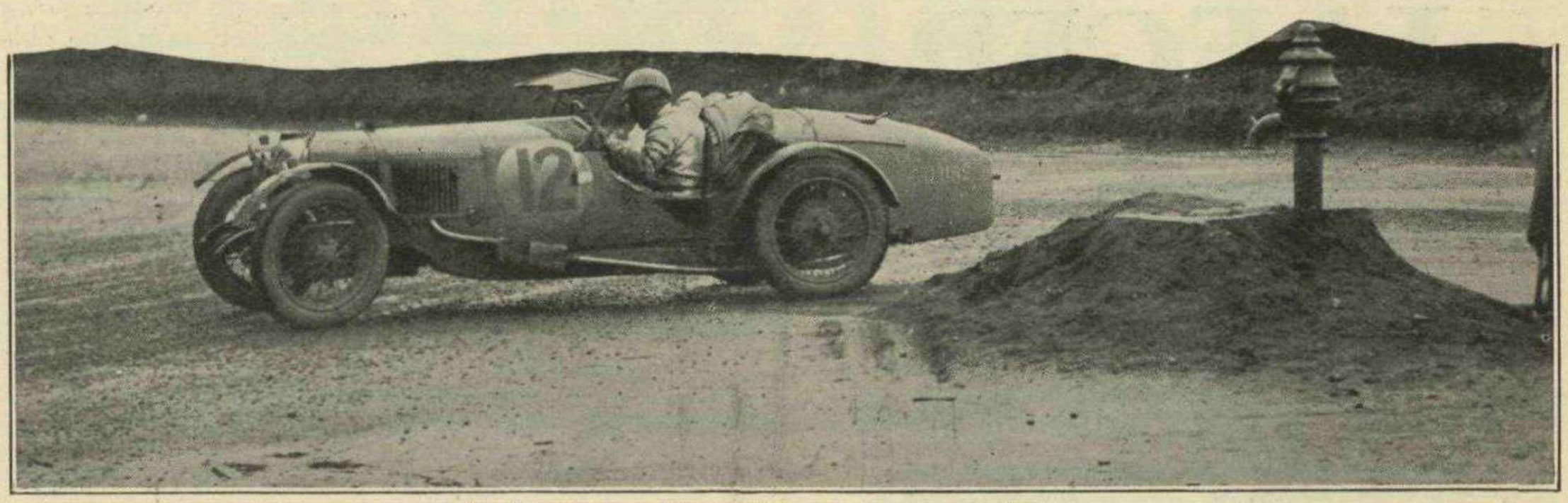
Conversions from STANDARD to SPORTS MODELS at Reasonable Charges

When in doubt or difficulty write—

SERVICE DEPARTMENT—RILEY (COVENTRY) LTD., COVENTRY

Thirty-Three Years of Car Building

HOW RILEYS HAVE PROGRESSED THROUGH THREE DECADES IN THE BRITISH AUTOMOBILE INDUSTRY.



Rileys have been consistent performers in post-war sporting events.

THERE often seems to be a tendency to imagine that anything which is really modern, especially among things mechanical, must be produced by some recently established concern. It is therefore not surprising to find that many motorists of today fail to realise that the Riley car which is so familiar to them in their travels, is produced by one of the oldest firms in the industry, a firm whose history actually goes back further than that of motoring itself.

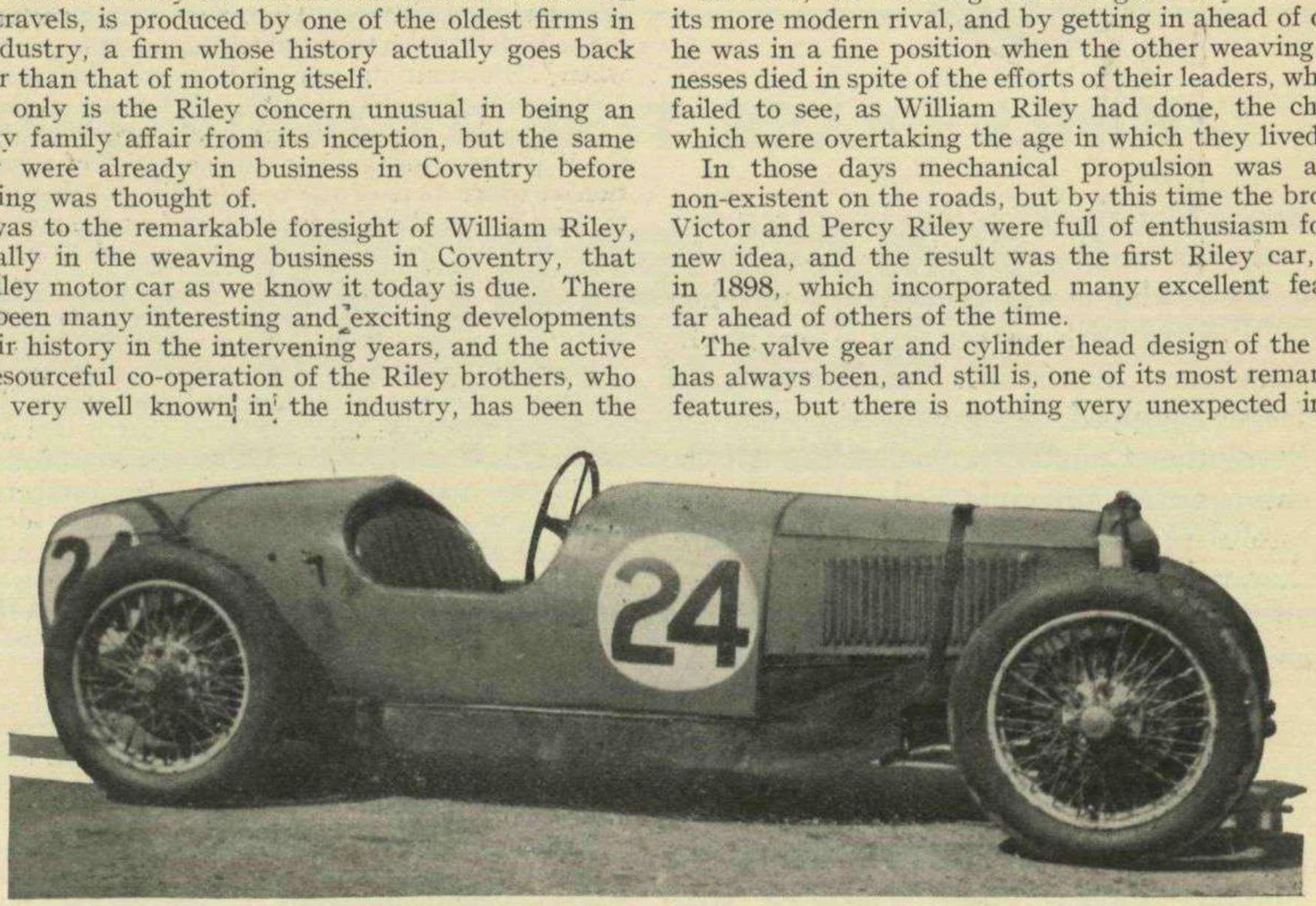
Not only is the Riley concern unusual in being an entirely family affair from its inception, but the same family were already in business in Coventry before motoring was thought of.

It was to the remarkable foresight of William Riley, originally in the weaving business in Coventry, that the Riley motor car as we know it today is due. There have been many interesting and exciting developments in their history in the intervening years, and the active and resourceful co-operation of the Riley brothers, who are so very well known in the industry, has been the main feature of the firm's development. It was, however, the fact that in 1890 William Riley foresaw the decline of the weaving industry in this country, that made him look round for other projects which his sons could carry on with more hope of success, and he started by concentrating on the cycle business.

In 1896, the weaving business gave way entirely to its more modern rival, and by getting in ahead of others he was in a fine position when the other weaving businesses died in spite of the efforts of their leaders, who had failed to see, as William Riley had done, the changes which were overtaking the age in which they lived.

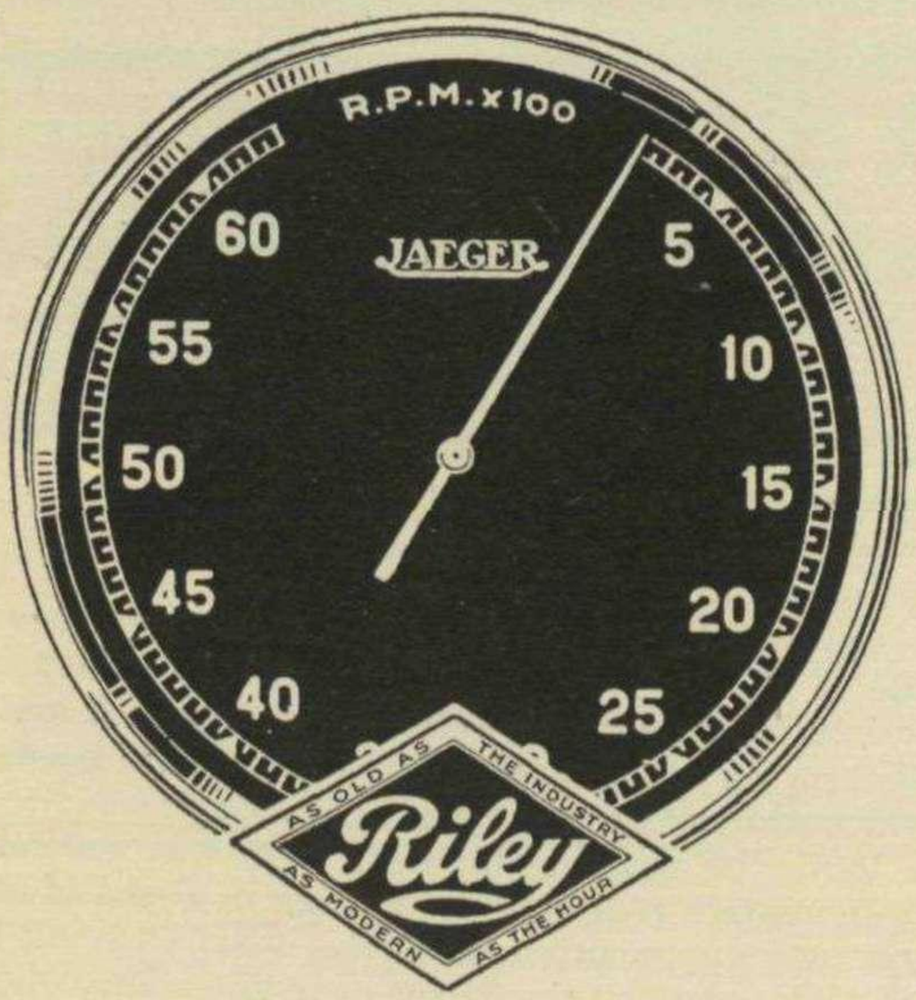
In those days mechanical propulsion was almost non-existent on the roads, but by this time the brothers Victor and Percy Riley were full of enthusiasm for the new idea, and the result was the first Riley car, built in 1898, which incorporated many excellent features far ahead of others of the time.

The valve gear and cylinder head design of the Riley has always been, and still is, one of its most remarkable features, but there is nothing very unexpected in this



A Riley "9" in racing guise—in this case A. F. Ashby's Brooklands car.

THOSE WHO KNOW FIT JAEGER



Racing Motorists know the value of accuracy —the real accuracy that leaves no room for doubt. That is why the majority pin their faith to JAEGER instruments. That is why Riley cars, like 68 other leading cars, are Jaeger equipped. Jaeger Speedometers and Revolution Counters are designed on the chronometric principle and adjusted with careful precision, made with infinite care, thoroughly tested and correctly fitted. Like all Jaeger instruments they are absolutely accurate and guaranteed trouble-free.

Write today for full catalogue :

ED. JAEGER (LONDON) LIMITED
CHRONOS WORKS, NORTH CIRCULAR ROAD
LONDON, N W.2 TEL. GLADSTONE 1136

when one considers that this firm was the first to employ mechanically operated valves in place of automatic, even the first Riley of 1898 being so fitted.

A long list of technical improvements of outstanding importance accompanied the development of this firm's vehicles, and gave ample proof of the enthusiasm and inventive skill of its makers. The cars changed from tricars to four wheelers of more conventional type, and in 1903 the Riley works were used to produce power units for other makes as well as their own, the chief model being an 8 h.p. water-cooled unit, which was employed widely and with great success. Proof of the capabilities of this engine from the point of view of wear, was later given by the discovery in 1913 of one of these units which was still in continuous use driving the plant of a foundry in Coventry.

The Riley brothers have been motorists from the very earliest days, and it is this which has contributed to greatly to the fact that their products have always been so well ahead of their time, for there is nothing to compete with practical enthusiasm and experience for the introduction of new ideas.

The principle of valve overlap was another of the features introduced by this concern, and the history of the firm from these early days through all the later developments, is a long list of similar innovations which cannot be set down here. One thing, however, which should be noted, is that one of the greatest boons to motoring, the invention of the detachable wheel, was developed independently by the Riley brothers and the Riley was the first car ever to have detachable wheels as part of the standard equipment.

Many interesting models were introduced prior to the War, and the 12/18 and 10 h.p. cars put up a performance in the 1909 Scottish trials, which has never been equalled, when J. Browning and Stanley Riley won their respective classes, and also every possible other award in the class.

New models in preparation in 1914 were cut short by the War and after the War came a period of reconstruction in which part of the new buildings being used for making War material were now used as the first part of the new Riley works, and the 11 h.p. and 12 h.p. Riley soon made their appearance. The " 12 " became the established favourite of many competition men, and its successes in trials gave it a great reputation. Many present day sporting motorists will have at one time or another owned one of the famous " Red-winger " sports models of this type, and will agree that it was a sports car very well ahead of its time in numerous features.

All this time, however, the Riley brothers were planning to introduce something nearer their ideal, and it was at about this time that foreign cars were making a complete monopoly of all big races in the 1,100 c.c. class. This fact may have further encouraged them to bring the new engine within this class, and finally the new model was ready for the public.

Never has a new car been such a surprise or been accorded such a unanimous welcome, or filled a bigger need. The Riley Nine set a new fashion in motoring, and one which has shown its soundness by the way in which it is still holding the field.

The success of the Riley Nine in open competition is now a matter of history. Both on road and track, in the hands of private owners and amateurs, it has proved itself supreme in its class. The Brooklands model has proved a firm favourite with racing men, and the long

(*continued on page 393*).

LUCAS
C·A·V - ROTAX
WORLD-WIDE
SERVICE
is at your disposal if you have a
RILEY CAR

❖ ❖ ❖

Behind LUCAS, C.A.V. and ROTAX Products there is a large and ever-growing world-wide Service Organization which gives specialized service on every unit of the equipment.

LIGHTING · STARTING · IGNITION · BATTERIES · ACCESSORIES

SERVICE DEPOTS

Belfast
Birmingham
Brighton
Bristol
Cardiff
Coventry
Dublin
Edinburgh
Glasgow
Leeds
Liverpool
London:
(Acton
Leyton
Wandsworth)
Manchester
Newcastle-on-Tyne

Official Battery Service Agents throughout country.

Agents and Service Depots throughout the World.

THE WORLD'S BEST BRAKE LININGS

DURON
REGISTERED
BRAKE LININGS

BRAKE LININGS LIMITED
BUXTON - - - - - DERBYSHIRE

MAKERS OF BETTER BRAKE LININGS

AS OLD AS THE INDUSTRY
Riley
AS MODERN AS THE HOUR

USE AND RECOMMEND EXCLUSIVELY

WAKEFIELD

CASTROL

GRADES

ENGINE
CASTROL XL

GEAR BOX AND REAR AXLE
CASTROL D

BROOKLANDS MODELS ENGINE, GEAR BOX AND REAR AXLE
CASTROL R

Please mention MOTOR SPORT when corresponding with advertisers.

THIRTY YEARS OF CAR BUILDING—continued.

list of victories culminated with the wonderful effort of Victor Gillow in last year's Irish Grand Prix, when he won the first day's race outright under difficult conditions by a drive which will always be remembered by those who witnessed it.

Always active believers in competition work as a means of testing out and proving their products, the Riley has a full racing programme for this year. In these days when we have fewer than ever British makes to contest foreign competition in the big races, it is good to see such a firm upholding our colours, and everyone will wish them every success again this season.

TRYING A "SECONDHANDER"

IV.—A RECONDITIONED RILEY NINE.

IT is not so many years ago that one heard a great deal of talk amongst motor traders about what became generally known as the "used car problem." It was a subject which was constantly debated and discussed by trade associations both in this country and America. Because practically every new car sale entailed a "trade in" of an old vehicle, whatever its condition and age, and an excessive allowance had to be made on it in part exchange, dealers found themselves overwhelmed with stocks of motorcars which atracted few buyers, and which they themselves did not want. And so they remained dusty, neglected and generally dilapidated, a constant burden and bugbear to the unfortunate dealer.

More recently, however, various firms have realised that to treat second handers as a necessary evil is an extremely short-sighted policy since the buying public are perfectly ready to purchase a used machine provided they can be assured that they are getting something sound and trustworthy. It is the fear of being "sold a pup" that has contributed largely to the problem of the used car.

One such concern which has tackled the matter in the right way is F. G. Smith (Motors) Ltd., of Goodmayes, Ilford. They are definitely specialists in second hand cars. Every vehicle, whether it is only shop-soiled or has done thousands of miles service, is subjected to a proper road test and careful scrutiny before going in the stock rooms. Engines, transmission and all important components are examined, and a large and competent workshops staff see that nothing faulty or worn is allowed to pass. To show that this reconditioning process is not merely superficial it may be mentioned that the re-boring of cylinders comes all in the day's work of this concern.

Finally, when the car is sold, the purchaser receives a written "same-as-makers" guarantee. Naturally, it would be unreasonable to expect the prices fixed by Messrs. Smith to be as low as one finds anywhere, in view of the work put into their cars beforehand; nevertheless, their prices are not excessive by any means.

Last month we paid a visit to their showrooms at Goodmayes, and were invited to walk round and choose any car we fancied from their stock. We selected a 4-seater Riley "9." Having filled the tank with petrol and checked the oil level we found the engine started at the first "blip" of the starter button. After our experience with many "bargains" we have tried in the past, this minor point of good behaviour appeared as a pleasant indication. We were further impressed, before driving away, by receiving no injunctions to "treat it gently, because such-and-such a thing wasn't quite right." And so we set off on a 200-miles test run. The Riley "9" engine has always been a powerful little unit, and this one was no exception. Moreover its valve gear was no noisier than one finds with a new model. A point which was noticeable, particularly in view of the fact that the car was a secondhander, was the remarkably good tick-over. The engine idled at a very low r.p.m., and fired perfectly evenly and with no semblance of lumpiness, both when it had just been started up and at the conclusion of a fast run over a period of about three hours. Further, this slow running, we found, was not obtained to the detriment of all-out speed or acceleration. There were no flat spots or spitting when one jammed the throttle open wide, and it was obvious that considerable care had been taken by Messrs. Smith in tuning the carburetter to get these results.

In the matter of maximum speed, we judged the car to be well up to the average, while the same remark applies to petrol consumption. The brakes were good and better adjusted than one sometimes finds with a brand new car, and the 4-speed gearbox, with constant mesh helical-teethed third speed would have satisfied the most fastidious. As far as the chassis was concerned we found only two points for criticism. One was that the clutch was far too fierce—a matter for adjustment only—while the back axle emitted a hum on the overrun. Otherwise the car performed perfectly satisfactorily, and was obviously several degrees better in general mechanical condition than the average secondhander of the same make, type and year.

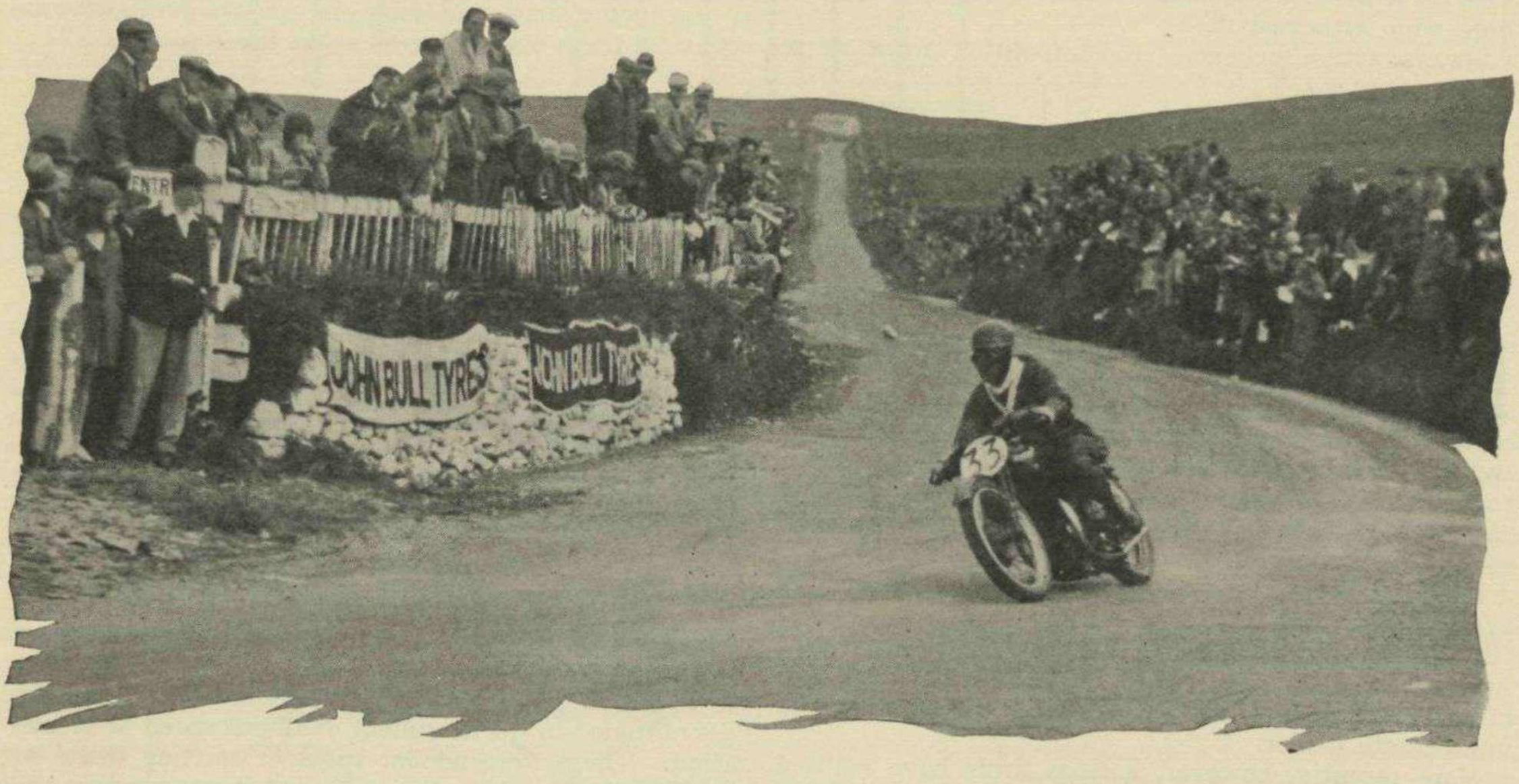
The finish of the Riley (blue with black wheels), would have been approved of by all but the proudest of the car-proud, and with the exception of the hood, which was a little shabby, the equipment, lighting, tyres, etc., were very good.

TOURING CLUB DE FRANCE MOTOR RALLY.

THE Touring Club de France is organising a Motor Rally for 14th June, 1931, in celebration of its annual Spring festivities, which will be more brilliant than usual this year on account of the International Colonial Exhibition.

British motorists, and particularly members of the A.A., are cordially invited to participate in this event. There will be two sections: the first a convergence by road on Paris, and the second, which begins on the morning of 14th June, an amusing clue hunt, under sealed directions, in the Paris district.

The A.C.U. Tourist Trophy



THERE is no more thrilling event available to the inhabitants of these islands than the A.C.U. Tourist Trophy Races. The struggles which have taken place over this famous course make these races something which every sporting motorist, whether normally addicted to two wheels or four, is eager to see if possible. Whatever difficulties may beset other sides of motor-racing, the T.T. in spite of rumours and arguments year after year, goes on with never diminished enthusiasm, and this year's event promises to be as close a struggle as ever.

A very encouraging feature of this year's event is the remarkable revival of interest in the Lightweight race. For the last few years this has always been somewhat of a lull in the week of the races, owing to the comparatively small entry, and many entrants were deterred by the fact that, although the cost of participating in this race was as high as the others, the resulting publicity and other benefits of a good performance were not so great. Against this was the fact that it was an easier event to win, but it looks as if this is not going to be the case this year. The entry of 43 is a guarantee that we shall have a really hotly contested race, while the very remarkable increase in the speed of 250 c.c. engines recently has entirely abolished any feeling that there may once have been that these little machines were too slow to be really exciting.

The new 250 c.c. Rudges have already proved themselves tremendously fast, and they have sufficient experience of the job to avoid the temptation of making them too fast. Foreign competition, in the form of the Italian Guzzi, has in previous years given us furiously to think in the matter of speed, and although the Italian engines have not contrived to finish ahead of us it has been a very near thing. This year the Rudges should be able to hold their own on sheer speed on the level, which in conjunction with the experience of their riders should give them a very enviable chance.

In the Senior Race the foreign element is even more marked, one of the most formidable entries being that of the F.N. ridden by Wal Handley. His wonderful ride to victory at 74 m.p.h. in last year's race, combined with other victories and even more impressive failures, has stamped him in the eyes of many as the greatest motor-cycle racer of the day. This entry will be watched with interest, but there are many British entries to be beaten before the Belgian firm can hope to walk away with the Trophy. The Raleighs are said to be extremely fast this year, and the terrifically powerful Rudge entry, with Graham Walker, Tyrrell-Smith, Ernie Nott, Jack Williams and many others, makes it very likely that their grand slam of last year may be repeated.

The Junior Race, the first of the actual races again includes the Rudge team, while the Velocettes, for so many years the outstanding performers in the Junior, are said to have found considerably increased speed. A.J.S. are another firm with a great T.T. reputation, and are usually in the running.

In a short review of the events it is impossible to give an account of the various machines, but the general trend of design shows that there are signs of the supercharger coming into more general use. Somerville Sikes has entered one of the new Ariel fours, and is having a supercharger fitted. This machine will certainly arouse much interest, but it is not fair to expect great things of it on its first appearance. Ariels are co-operating with Sikes in its preparation, but only as a works to a private owner. It is, therefore, entirely experimental, and a very sporting effort, and whatever happens to it on this occasion, the lessons learnt may prove later of the greatest value. The course itself is in better condition than ever, and several corners have been widened, so that speeds will be higher than ever before.

The dates of the Races are as follows :—
Junior Race—June 15th.
Lightweight Race—June 17th.
Senior Race—June 19th.

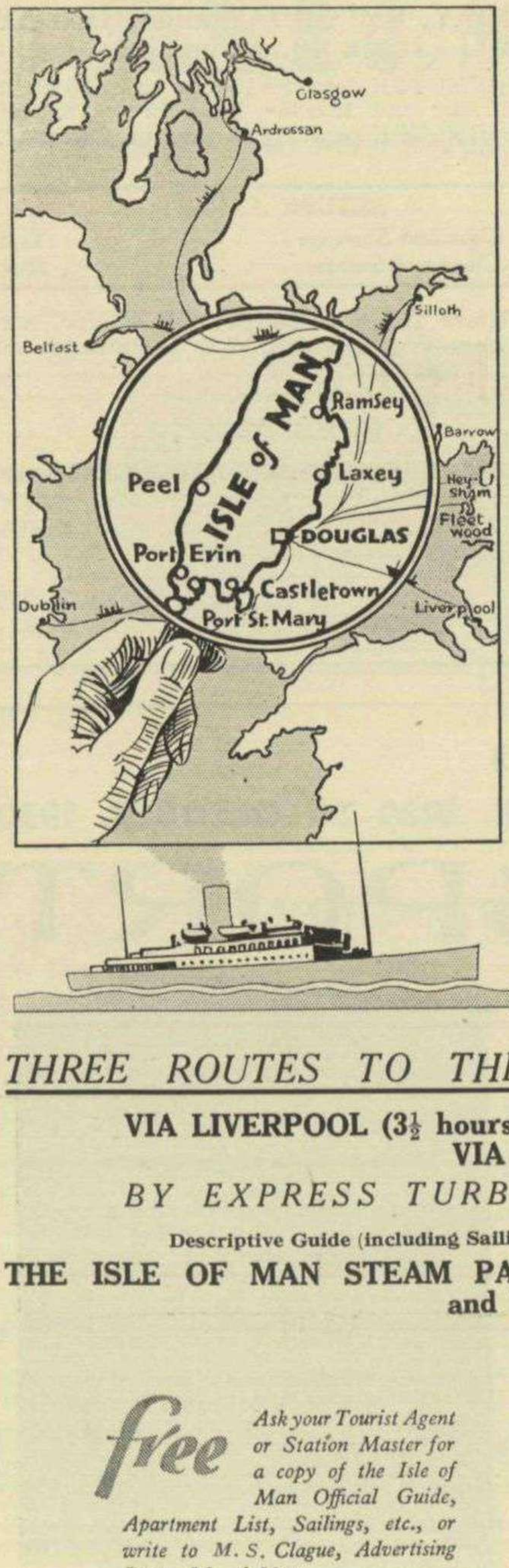
Last Year's Winners.

Senior Race.
1. *W. L. Handley (Rudge)*—74.24 m.p.h.
2. *G. W. Walker (Rudge)*—74.10 *m.p.h.*
3. *J. H. Simpson (Norton)*—72.70 *m.p.h.*

Junior Race.
1. *H. G. Tyrell-Smith (Rudge)*—71.08 *m.p.h.*
2. *G. E. Nott (Rudge)*—70.89 *m.p.h.*
3. *G. W. Walker (Rudge)*—70.77 *m.p.h.*

Lightweight Race.
1. *A. J. Guthrie (A.J.S.)*—64.71 *m.p.h.*
2. *C. W. Johnston (O.K. Supreme)*—64.07 *m.p.h.*
3. *C. S. Barrow (O.K. Supreme)*—63.54 *m.p.h.*

If you travelled Britain you couldn't find more variety



of scenery, amusements and facilities for sport than you can get in the Isle of Man. And all packed into a small compass. In addition to the T.T. Course, there are some 400 miles of roads for motoring, and the rates for transport of cars and cycles are moderate. Special facilities are offered during the period of the T.T. and Manx Grand Prix Races.

Book these dates

T.T. Races : June 15th, 17th & 19th

Manx Grand Prix : September 8th & 10th

and bring your cycle or car

THREE ROUTES TO THE ISLAND :

VIA LIVERPOOL (3½ hours sea passage) VIA FLEETWOOD (2¾ hours sea passage)
VIA HEYSHAM (2¾ hours sea passage)

BY EXPRESS TURBINE PASSENGER STEAMERS

Descriptive Guide (including Sailings and rates for conveyance of motor cars and cycles) from :—

THE ISLE OF MAN STEAM PACKET CO., LTD. (Incorptd. in I.O.M.) - DOUGLAS and Water Street, LIVERPOOL

free *Ask your Tourist Agent or Station Master for a copy of the Isle of Man Official Guide, Apartment List, Sailings, etc., or write to M. S. Clague, Advertising Dept., Isle of Man.*

Isle of Man *for* **HAPPY HOLIDAYS**

A.A. R.A.C. A.C.U.

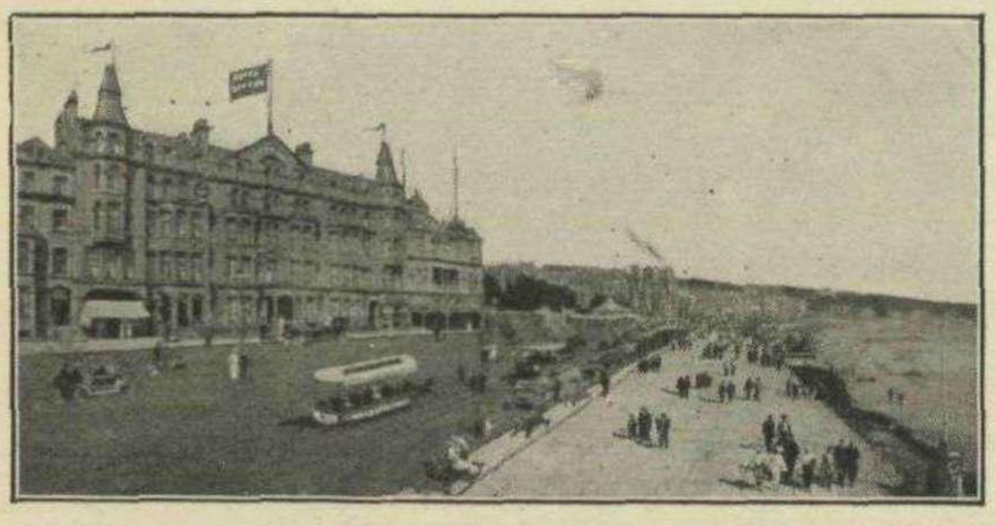
HOTEL SEFTON

A.A. R.A.C. A.C.U.

HOTEL SEFTON

Telegrams—Sefton, Douglas. **DOUGLAS** Phone—Douglas 498

(IN THE CENTRE OF THE SEA FRONT)



THE MOTORISTS' HOTEL IN MANXLAND

Accommodation for 200 Guests. Lift to all Floors. Orchestra. Garage. Garden. Tennis. Central for Golfers.

Specially reduced terms for 1931.

Free Garage for Visitors' Cars or Cycles.

Beautifully Illustrated Brochure with Tariff Post Free from the Manageress, Dept. G.

G.W.R

Tourist Trophy Races

ISLE OF MAN - JUNE 15, 17 & 19

Excursions to Douglas

AS UNDER:

FRIDAY, SATURDAY and MONDAY JUNE 12, 13 and 15

PADDINGTON depart 9.10 a.m. and 1.30 night on Friday and Monday, June 12 & 15, and PADDINGTON depart 9.10 a.m. on Saturday, June 13.

RETURN FARES:			
3rd Class and Steerage	...	...	45/6
3rd Class and Saloon	...	...	53/-

Holiday Return Tickets to Douglas (Isle of Man) are also given from all principal G.W.R. Stations on certain days each week.

SPECIAL ! !

CHEAP ONE DAY EXCURSIONS TO DOUGLAS, as under :

From CHESTER DISTRICT on June 14, 16 & 18
From GLOUCESTER, HEREFORD and Central WALES Districts on June 18th.

All information obtainable at G.W.R. Stations & Offices.
JAMES MILNE, General Manager.

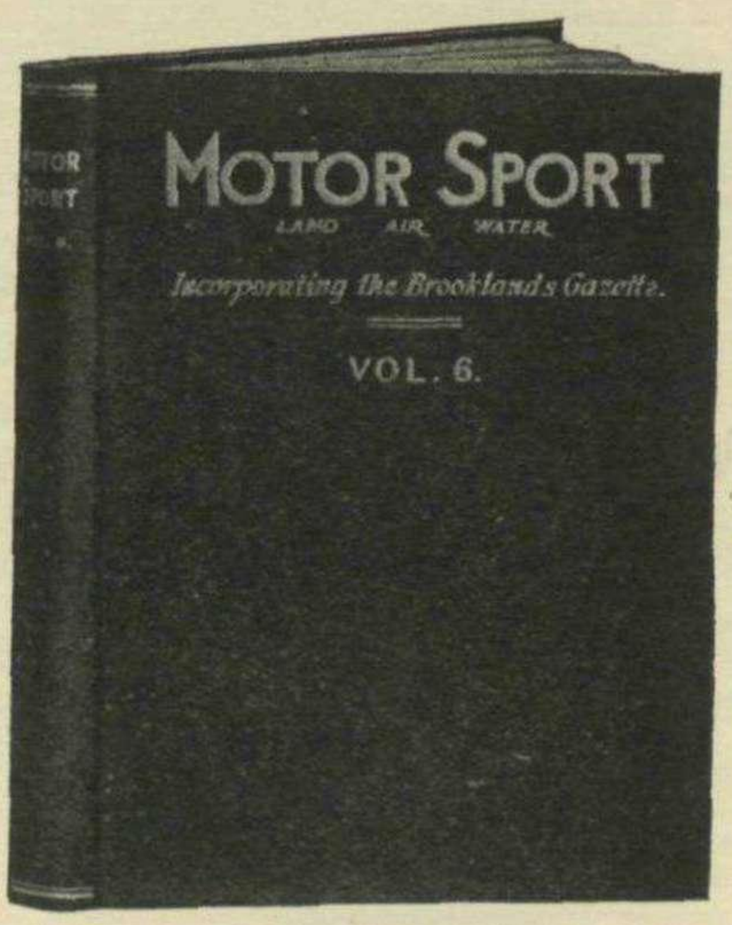
VOLUME 6

CONTAINING 12 ISSUES - - NOVEMBER, 1929 TO OCTOBER, 1930

MOTOR SPORT

AS ILLUSTRATION

15/- each (post free 15/9)



A FEW VOLUMES OF Nos. 2, 3 and 4 ARE STILL OBTAINABLE AT ONE GUINEA EACH

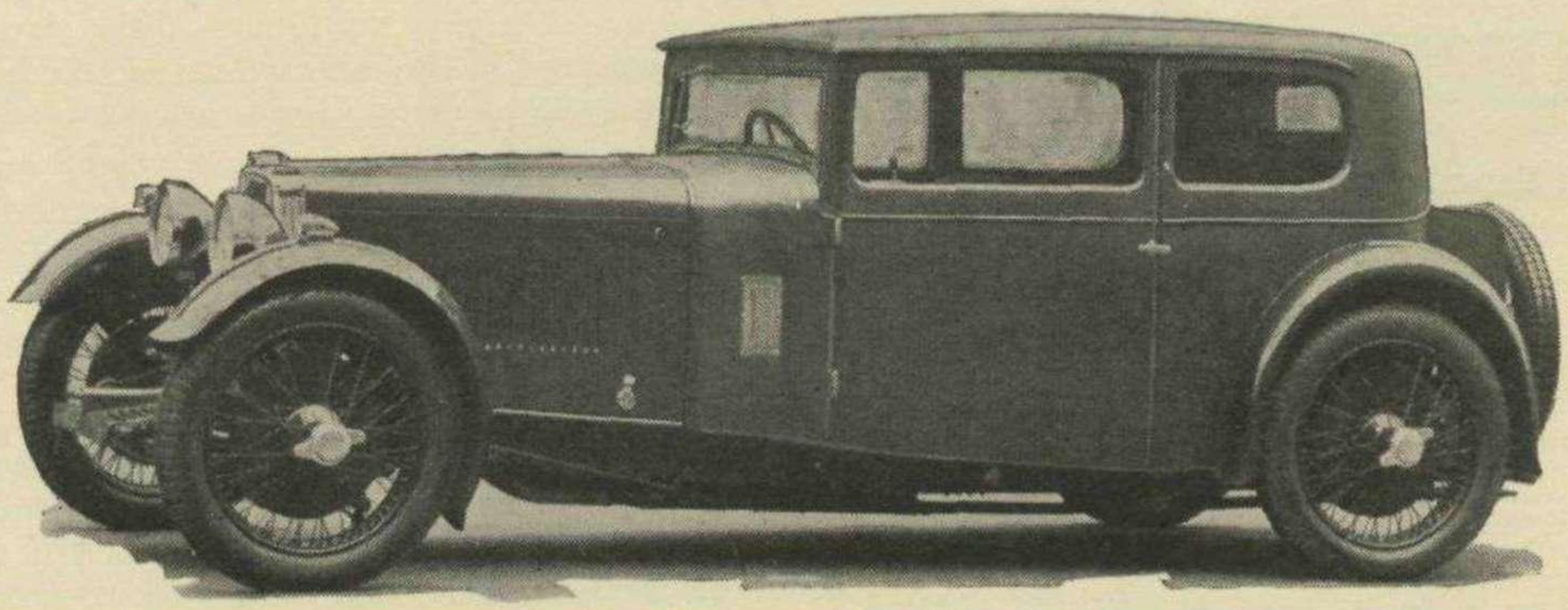
MOTOR SPORT (1929) LTD., 39, VICTORIA STREET, LONDON, S.W.1.

KENSINGTON-MOIR & STRAKER LTD.

LONDON'S LARGEST RETAIL AGENTS
FOR

ASTON MARTIN

THE CAR THAT IMPRESSES THE SEVEREST CRITICS



2-Door Saloon on Long Chassis

IMMEDIATE DELIVERY FROM STOCK
OF THE

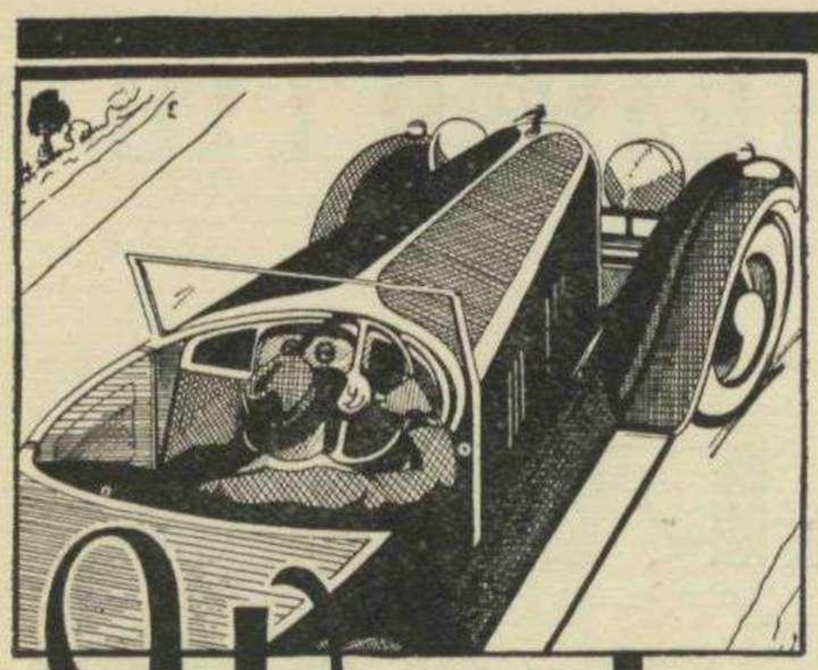
2 Litre LAGONDA Open Touring Car

PART EXCHANGES *EASY TERMS*

KENSINGTON-MOIR & STRAKER LTD.

23, GEORGE ST., HANOVER SQUARE,
LONDON, W.1

'Phone: MAYFAIR 1464-5 *'Grams: "SWIFTFLYT, WESDO, LONDON."*



Watch your ammeter

Watch the ammeter on your car—changes of speed, lights, stop signal, all register their effects—all indicate a change of the conditions under which your battery must work.

Even the average of these conditions is not the same from day to day. Your battery must therefore be large enough, flexible enough, to compensate for such variations.

At a low price, without sacrifice of Pertrix unswerving quality, you can now get a starting and lighting battery that you *can* trust to do the whole of its job faithfully and well, and one that will give you years of sterling service.

Your usual supplier will give you full particulars, or if you prefer, write direct to us.

Pertrix Batteries cost less

PERTRIX BATTERIES

STARTING—LIGHTING—IGNITION

"The Batteries you can trust"

Advt. of Britannia Batteries Ltd. Britannia House, 233 Shaftesbury Avenue, London, W.C.2. Works: Redditch
Telephone: Temple Bar 7971 (5 lines).
Telegrams: "Britanicus, Westcent, London."
M102

THE GRAND PRIX BORDINO

Victory for Achille Varzi on the new Bugatti

ACHILLE VARZI, the champion of Italy, driving one of the new Bugatti racers with the 2,300 c.c. double overhead camshaft engine won the seventh race over the Circuit of Alexandria, now known as the Grand Prix Bordino, which was run on Sunday, 26th April. Two other Bugattis driven by Minozzi and von Morgen were second and third with Count Castelbarco on a Maserati fourth, while in the 1,100 c.c. class victory went to Camotte on a Salmson. The opening stages of the race witnessed a terrific duel between Varzi and his late team-mate, Tazio Nuvolari, on one of the new 2,300 c.c. straight-eight Alfa-Romeo racers, and the race thus gave a foretaste of the struggles which may be expected in the later events of the season.

Fifty Competitors.

The entry list was a good one, some fifty participants having been secured. Besides Varzi the better known Bugattisti included von Morgen, Minozzi, Burggaller, d'Arnoux and Prince Leiningen, while against them were matched half a dozen Maseratis, which included Fagioli, Count Castelbarco, Ghersi, and Toti among their drivers, a couple of Italas and the new Alfa-Romeo. Whether or not the two chief champions would start was uncertain until the last minute, as Nuvolari's Alfa was only entered on the eve of the race, and Varzi also only collected his car from Molsheim the day before the event, and proceeded to Alexandria by road.

As soon as the start was given Varzi shot to the front, with Nuvolari hot on his heels. It is interesting to note that both these drivers have won the Circuit of Alexandria on previous occasions, and curiously enough Varzi was driving an Alfa-Romeo when he proved victorious last year, while Nuvolari drove a Bugatti when he won in 1929. On this occasion the French machine appeared to be slightly the faster car of the two, but for the first ten rounds of the thirty-five which constituted the race, Nuvolari clung close to Varzi's heels. Then when the French car had a lead of 33 seconds over its Italian rival Nuvolari disappeared from the race, and Varzi's lead seemed secure.

On the fifteenth lap Minozzi, driving one of the old type Bugatti racers worked his way up into second place and held it until the end of the race. In the 1,100 c.c. class only three cars finished and Camotte won fairly easily on the Salmson. The final result was as follows :—

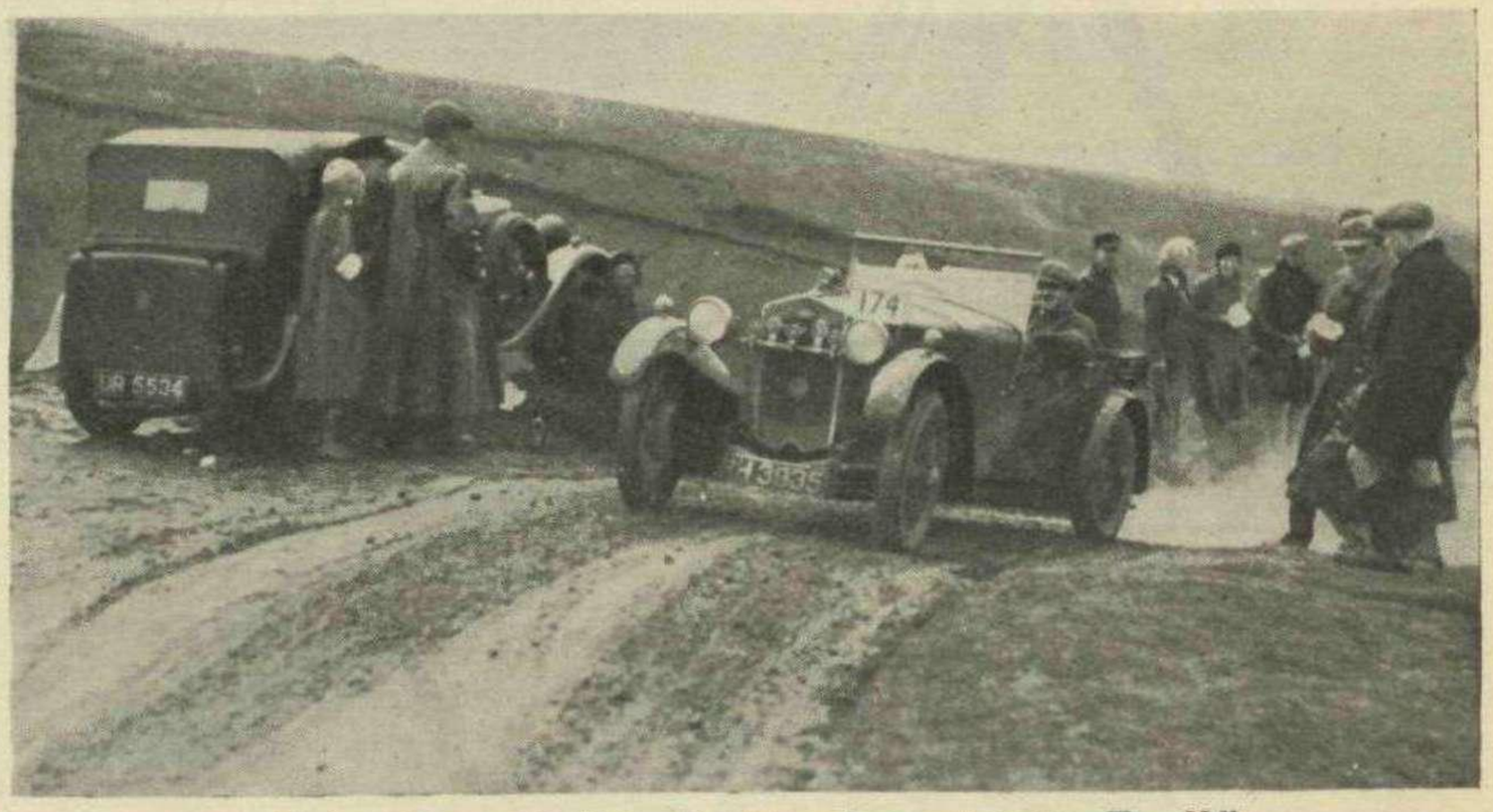
1. Varzi (Bugatti), 2h. 6m. 24 2/5 s. Average, 83.1 m.p.h. for 175 miles.
2. Minozzi (Bugatti), 2h. 8m. 46 1/5s.
3. von Morgen (Bugatti), 2h. 12m. 1s.
4. Count Castelbarco (Maserati), 2h. 12m. 15 3/5s.
5. Arcangeli (Alfa-Romeo), 2h. 17m. 7 4/5s.
6. Burggaller (Bugatti), 2h. 21m. 16 1/5s.
7. Fagioli (Maserati), 2h. 21m. 37 2/5s.

1100 c.c. CLASS.

1. Camotte (Salmson), 2h. 31m. 34s.
2. Benoit (Amilcar).
3. Carnaveli (Rally).

The London-Edinburgh Run

KEEN SUPPORT FOR M.C.C.'s FAMOUS ANNUAL TRIAL : : : PARK RASH PLUS MUD AND RAIN ACCOUNT FOR MANY FAILURES IN CAR CLASS.



Hopkins (Frazer-Nash) in the stop and re-start test on Tan Hill.

THIS year's Edinburgh, run on May 21st from the usual starting point at Wrotham Park, may be summed up in the words "Park Rash". This hill proved as difficult as ever and produced a large crop of failures. The M.C.C., however, are not the sort of people to make the same mistake twice, and they were quite prepared for failures, and the delay was comparatively small.

Middle Tongue, a new hill for this year, Askrigg and Stonesdale, proved fairly easy, but the heavy rain made the going over the moors fairly sticky. Having breakfasted at the Granby hotel, drivers were fortified for the ascent of Middle Tongue, and with few exceptions went up with ease. E. A. L. Midgeley's Ford is now making quite a habit of making star climbs and he was one of the best on this hill.

From there the route traversed the moors via Kettlewell to Park Rash, and here the fun started. A good crowd of spectators had assembled in spite of the unpromising weather, no doubt consoled by the fact that their discomfort would be as nothing to the anxiety of competitors in coming on the famous hill in the worst possible condition.

The system used to avoid congestion was that of sending the cars up at minute intervals, and in spite of the many failures, worked excellently. Most of these failures were such as to show that the hill was a very fair, if stiff test, and those cars which were properly handled and not suffering some sudden loss of horses could climb perfectly adequately. Many failures were due to obvious lack of experience of such conditions both in preparing the suspension of the car and in handling it when wheelspin sets in. Good climbs were made by Luizell (M.G. Midget), Strong (Standard Ensign), Sanderson's Riley, H. B. Browning (Hornet). The Fords, Rileys and Frazer-Nashes showed up well, while Haward (Rover Meteor) had ample power and climbed smoothly.

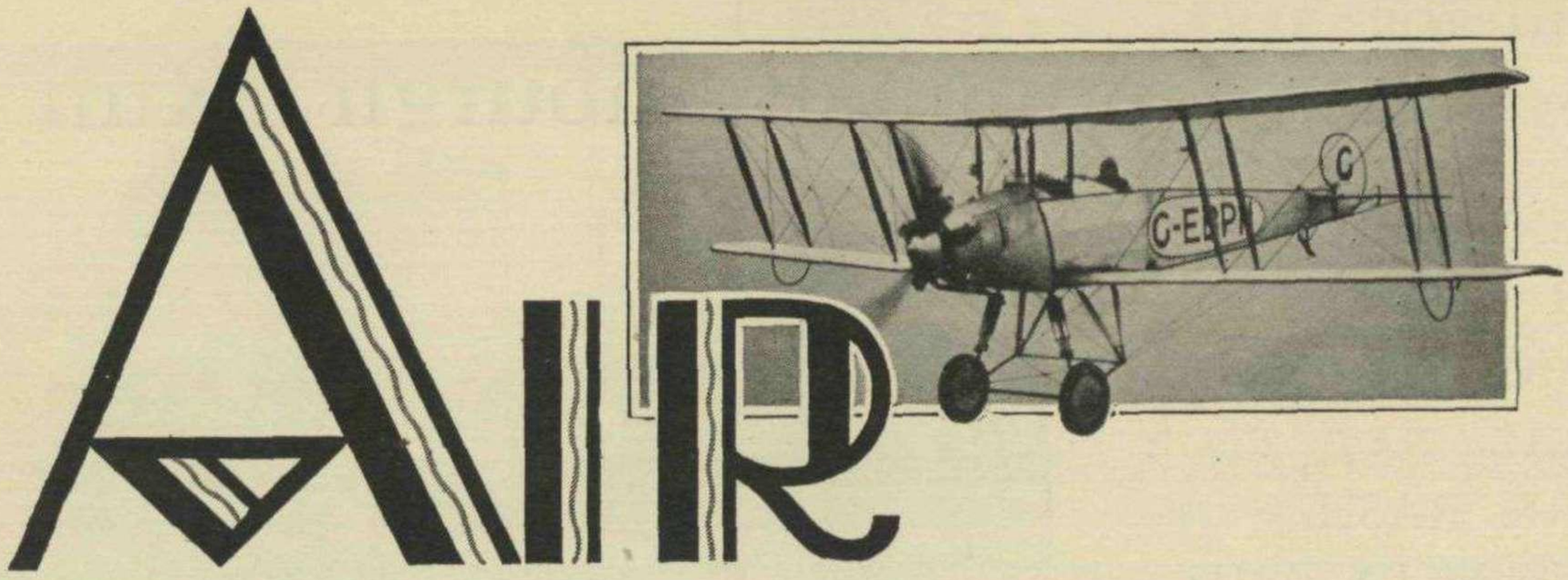


C. H. Mann (Lagonda) on Park Rash.

There was a certain amount of unofficial trouble on the Upper Rash, but when this was over competitors found Askrigg fairly easy. West Stonesdale followed, and the corners gave opportunity for neat handling in which the Talbot "90s", Fords and Lester Williams' supercharged Lagonda showed up particularly well.

The stop and restart on Tan Hill followed and the later drivers found the surface badly cut up, but the standard was generally good.

The following failed to finish :— D. Short (M.G.), R. Littlewood-Clarke (M.G.), R. Percival (M.G.), P. A. Tanebourne (Austin), J. Lees (Frazer-Nash), L. Goldsworthy (Lagonda), L. Fillmore (Riley), G. Harbin (Essex).



CLUB VISITS.

Gatwick—and the Surrey Aero Club.

THE progress which the past decade has brought about in aviation is not confined solely to the machines we fly. One finds changes for the better, an advance in practically every factor associated with flying.

Take aerodromes for example. In the old days, which were not really so very long ago, the average 'drome was exceeded in cheerlessness, discomfort, and an atmosphere of inhospitability only by a rural railway station on a wet night. Whether one arrived by air or by road, one grew to expect the same indifferent welcome flavoured or mingled with mud, dampness and soggy cinderpaths. If it was cold or wet, one chose either the draughty shelter of a canvas hangar or the fugginess of a wooden flight office. Even a telephone and a cup of tea were luxuries. Only the hard-boiled enthusiast can recollect such barbarism, and sigh, "Happy days!"

Times and things have changed. The people who are responsible for the various civilian aerodromes, or if you like, air parks about the country now realise that the flying sportsman asks for something more than that the ground shall be flat and smooth and that he shall find some sort of shelter for his machine for the night. And his demands, considering that this is 1931, for comfort, service and other normal amenities are not unreasonable.

Certainly, he will find his requirements well attended to at Gatwick where one of the most recent aerodromes and clubs are established. The aerodrome itself is owned by the Home Counties Aircraft Services, Ltd., and adjoins the well-known racecourse, being situated midway between London and Brighton. The London-Brighton railway line lies along the eastern boundary, and because of this it is one of the easiest aerodromes to find from the air. The approaches on all sides are good, and being some miles south of the Downs, and in flat open country, low-flying clouds and ground mists seldom envelop it. In fact, many pilots agree that Gatwick for this reason is far more convenient as an emergency landing ground in bad weather for machines on the London-Paris "corridor" than the official ground at Penshurst, which is established for that purpose.

For those who wish to reach it by road, it is equally accessible since it lies but 500 yards from the main road at Lowfield Heath. The aerodrome was officially opened last August; before it was purchased



An "Avian" and a "Moth" belonging to two members of the Surrey Aero Club at Gatwick.
[Motor Sport photograph.

GATWICK—AND THE SURREY AERO CLUB—continued.



Something like a clubhouse. This charming old building is the H.Q. of the Surrey Aero Club, and its attractiveness is further enhanced by the picturesque grounds surrounding it.

[*Motor Sport photograph*

by The Home Counties Aircraft Services it comprised a collection of fields, but after the necessary amount of work had been done in the way of removing hedges, trees, etc., and levelling, it has now been converted into a most excellent flying ground. Hangars have been erected, petrol storage tanks and pumps installed, and efforts are being continued to make it thoroughly up-to-date in every respect.

Turning to the social side of Gatwick it must be said that the Surrey Aero Club is unique. One of the principal attractions is the club's quarters. This consists of a magnificent 16th century manor house which remains in a remarkable state of preservation with its old oak beams and quaint floors and windows.

At the same time the premises have been fitted up with every modern convenience, while sleeping accommodation is available, and a well-equipped bar is included.

The house is surrounded by well-kept gardens in conjunction with lawns and an orchard. Additional attractions are to be found in a nine-hole golf course on the east side of the aerodrome, hard courts, and a swimming pool, which is now in course of construction.

The efficiency and thoroughness with which the social side of the club has been thus treated has been carried through the whole organisation at Gatwick. On the aerodrome there is a keenness which is very pleasing to meet, and proof that this is of practical form is to be found in the fact that although Home Counties Aircraft Services, Ltd., only started at Gatwick at the end of last summer, 16 pupils have already successfully passed their "A" Licence tests, while all but four of the "B" licence pilots turned out during 1930 were "Gatwick-trained." There is hangar accommodation for six aeroplanes and a number of private lock-up hangars are now being erected. Aeroplanes belonging to three private owners are kept there. There is a large stock of new and second hand Moth spares, and overhaul work of engines and aircraft is done by fully qualified Ground Engineers. During a certain period the concern is prepared to offer free housing and servicing for one year, to all purchasers of new aeroplanes.

Flying tuition is in the hands of Mr. R. B. Waters, managing director of the Company, and Flying Officer L. van Oppen, both of whom have had a wide experience as instructors on 504 Avros and D.H. "Moths." The course of training does not comprise merely the ordinary sort of flying necessary for the gaining of the "A" licence, but embraces Aerial Navigation, Meteorology, Rigging and Engines, and the methods used are carefully systemized and based on Service procedure, so that anyone desirous of doing so, and with the necessary ability may qualify for the Commercial Pilot's or "B" certificate.

It is not surprising that Gatwick, as it becomes more and more widely known, is steadily gaining in popularity as a venue and place of call for owner-pilots and others whose interests are centred on the sport of flying. Certainly the welcome which one receives there is an encouragement for one to call again.

There are three forms of membership available in the Surrey Aero Club—flying membership (for those who wish to have full use of the organisation's aircraft for tuition or to fly themselves), associate flying membership (for owners of aeroplanes who are afforded service and housing facilities) and non-flying members (for those who do not, for the time being, wish to aviate, but who are interested in flying. The annual subscriptions are as follow:—Flying member subscription, £5 5s.; associate member, £3 3s.; non-flying member, £2 2s. The entry fee in each case is £1 1s.

A "repeat order" has been received by The de Havilland Aircraft Company for the supply of two further Puss Moth cabin aeroplanes to Mr. Thomas Bata, "the uncrowned shoe-king of Europe," who virtually owns the town of Zlin, Czecho-Slovakia, where his gigantic factory turns out 100,000 pairs of boots and shoes every day. Until last year, Mr. Bata operated a fleet of out-of-date German machines, which he now proposes to replace entirely with British aircraft. His two new Puss Moths are to be provided with navigation lighting and flare equipment, which suggests that night flying is to be indulged in to enable his executives to cover his big market.

Mr. Bata's heart is very much in civil flying, and he states that his own use of the fast and economical type of 'plane is doing much to encourage private ownership.



SLIPSTREAMS

N.F.S. Pageant Programme.

NATIONAL Flying Services are now repeating their arrangements, which proved so successful last year, when they staged numerous pageants and meetings at the several aerodromes which they control in various parts of the country. The next one is due to take place on Sunday, 7th, at Hedon Aerodrome, Hull, and more than fifty machines are expected to attend.

The pageant will be opened by Sir Alan Cobham, and Lady Cobham will distribute the prizes.

The meeting will commence with an arrival competition, zero hour being 12.45 p.m. The first machine to cross a line drawn across the centre of the aerodrome after 12.45 will be the winner.

After the opening ceremony, there will be a " fly-past " of all the aeroplanes. These will be parked in a special machine park, where the public can inspect them after the pageant is over.

Flying Officer Johnson, a Royal Air Force instructor at the R.A.F. Central Flying School, Wittering, will give a demonstration on the " Lincock," the machine in which Flt.-Lieut. Atcherley put up such a fine show in the International Aerobatic Competition at Chicago last year, and Flying Officer Watt, another R.A.F. instructor will demonstrate the " Martlet," the small single-seater machine with a remarkable performance, which was described in MOTOR SPORT some months ago.

The Autogiro, in a new and improved form, will also be demonstrated.

Mr. George Murray, a graduate of the Brooklands School of Flying, and one of the best of our post-War stunt pilots, will give a display of inverted loops, spins and falling-leaf on his Gipsy Moth.

Mr. Murray is the representative of England in the International Aerobatic Competition which is being held at Berlin this summer.

The big " do " of the whole show will be Staniland on the Fairey " Firefly." Spectators will have the pleasure of seeing him performing aerobatics at 250 miles an hour.

The new " Civilian Coupe " cabin monoplane will also be flown.

A Club Members' Efficiency Competition, for the members of the Hull Aero Club, will be held, in which members will perform aerobatics.

New Brooklands Aerodrome.

As Weybridge habitués have probably heard, Brooklands, which has the distinction of being the first civil flying ground in England, is to be considerably enlarged and improved. The proprietors have decided to erect on the aerodrome a new reception station and club house, to be ready for occupation in October, 1931. The premises will provide restaurant, lounge, bars, observation and control towers and accommodation for executive staffs. These improvements will mark the beginning of extensive plans which have been drawn up to make Brooklands Aerodrome one of the most modern in the country. Certain low-lying ground is being taken in to improve the already good landing grounds and by reason of its situation within easy reach of London, a big future undoubtedly exists for Brooklands.

The Brooklands Aero Club was the first to be constituted outside the London area and its records go back to 1907, in which early days some of the most famous pioneers of air-development were to be found indulging in the most dangerous experiments with their weird aircraft. The Club, at the present time numbers many prominent racing drivers in its lists. Sir Malcolm Campbell, Mr. Kaye Don, George Eyston and many others, frequently avail themselves of the flying facilities offered, and the Club's planes are in great demand.

The annual subscription for associate membership is one guinea a year, with an entrance fee of 5s., but it is more than probable that these rates will be increased when the new club premises are available.

The Schneider Team.

Enthusiasts who may have felt anxious about the training of the team and preparation of machines for the Schneider Trophy Contest, which takes place in September, may now rest assured that everything is going along according to plan.

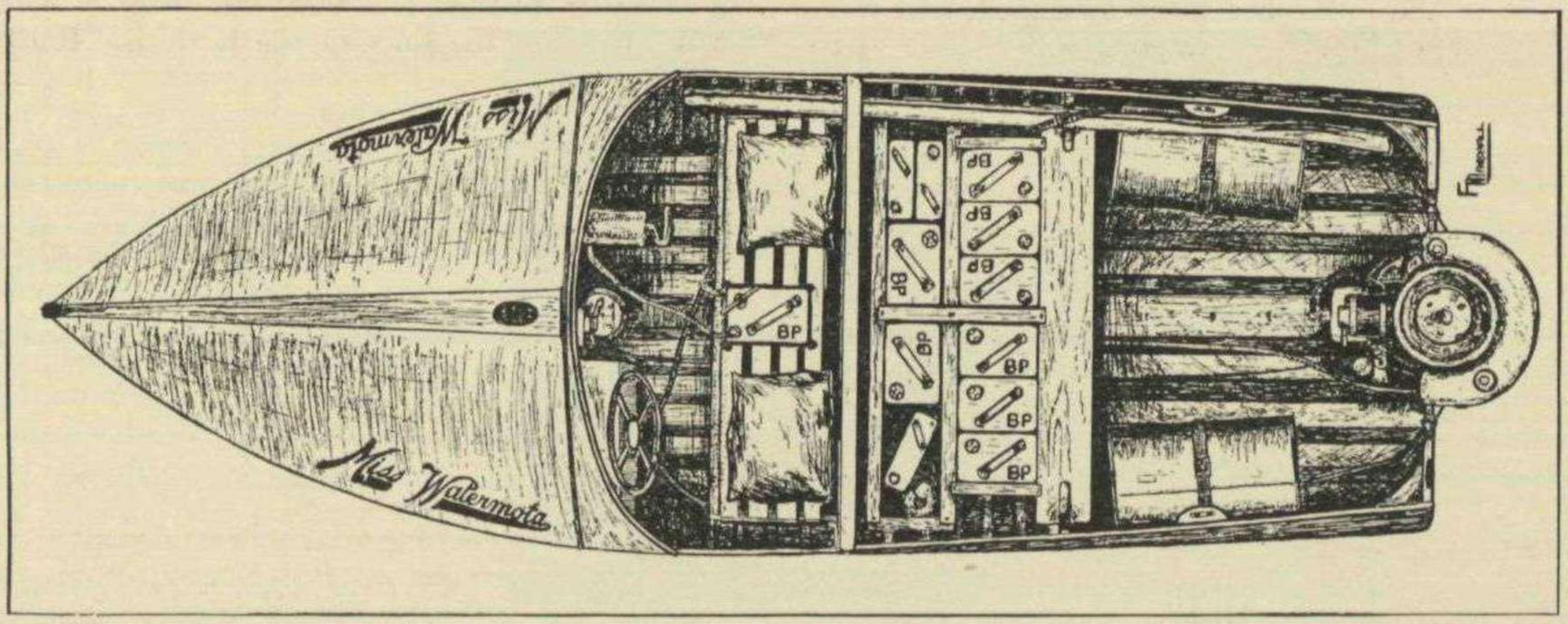
The team is now established at Calshot Air Base, and last month the first of the newly re-conditioned seaplanes—the Supermarine S.6.—was handed over. This machine was the actual winner of the race in 1929, when it was flown to victory by the late Flight-Lieut. H. R. D, Waghorn, A.F.C. Certain modifications—which remain strictly " hush-hush "—to both the airframe and Rolls-Royce engine have been carried out which has resulted in a considerable increase in the maximum speed. This 'plane together with a sister machine will be used for practice purposes. Meanwhile additional 1931 types are well in hand.

Hawks and His Travelair.

Captain Frank Hawks with his swift-moving Travelair monoplane continues to astonish Europeans with his series of high-speed hops from one county to another, and from place to place. Last month he flew to Berlin from Croydon in 2 hours 57 minutes, and then did the odd 160 miles to Hamburg in 58 minutes. After that he flew to Malmslaett aerodrome, in Sweden, in 1 hour 53 minutes. More recently Hawks has set up another unofficial record by going from Heston to Baldonnel, Ireland, in exactly 100 minutes.

" RUDDERBAR."

THE SPORT AFLOAT



The Watermota-engined Wood dinghy which recently gained prominence by its double cross-Channel trip. This sketch shows the general arrangement of the fuel tanks, buoyancy tanks, etc., installed specially for the attempt.

MOTORING on the road has been getting steadily cheaper during the last few years with the result that the number of cars registered each year is increasing at a rate alarming to the road authorities and argumentitively interesting to the experts who predict a saturation point not far distant. While, perhaps not agreeing with the experts, it is apparent that motoring is losing half its charm now that the roads are so crowded. The car in front may have won a Concours d'Elegance but to see the back of it for twenty miles out of London on route for the coast is as little clever as it is amusing considering there is a highway out of town that is always free from traffic congestion—in short, the Thames. Roads are useless without cars and it must be admitted that until quite recent times there was no small car of the water. This light car of the water is a speed dinghy engined by an outboard motor and while having many of the attributes of the light car such as ease of control, and a good turn of speed, these dinghies have now established a name for themselves amongst yachtsmen, as being good, sea-worthy boats. Speed and sea-worthiness in small craft were things seldom if ever combined by a boat builder of the old school. It only remains now for their general usefulness to become known to 'land lubber' public, and in this connection the trip accomplished by Miss Gladys Clements and Mr. Richard Cole, namely London—Brussels—London, is invaluable, and their outfit, a Watermota-engined Wood dinghy, here described may be taken as a typical example of 'sea-car.'

The Hull and Fittings.

The hull selected by Miss Clements was one built by Wood's, of Whitstable, and in this respect she was advised by Mr. Cole who it will be remembered, made a double Channel crossing in one of these boats just about a year ago. Wood's boats have distinguished themselves on more than one occasion when there has been any rough weather about, notable examples being the Cross Channel race and the last 100 miles race held at Tankerton. Yet in spite of being a good rough water boat, the Wood was sufficiently fast to lift the Yachting World Trophy at Poole last year, when the water was comparatively smooth.

Miss Watermota is 13 feet long with a 4ft. 6in. beam and weighs unladen about 170 lbs., which weight enables it to be quite easily man-handled, in and out of the water. The boat is decked for a third of the length, and as there is no superstructure under this deck one's knees are kept in the dry, and dry stowage is provided for suitcases and any other vulnerable equipment. The craft is controlled from the front seat in the manner of a car except that the controls are limited to two, steering wheel and throttle, and these are placed on the port side. The starboard side of the seat provided room for the "mechanic" whose job it was to see that the engine was running correctly and to pump up fuel from the auxiliary tanks. Other incidental jobs included acting as part-time navigator, second pilot, complete crew, longshoreman, engineer and boat repairer when an obstruction was hit at Ostend. On the floor-boards between the pilot and mechanic was fixed an ex-aeroplane compass. In this position it was well protected and could at the same be quite easily read as it was of the direct reading type. Ex-aeroplane compasses, which can be purchased very cheaply from the various disposal firms are just the kind of instrument required for outboard work, because the cavity is fitted completely with spirit and the bubbling common with the more ordinary spirit compass is entirely eliminated.

The only other fitment on the dash besides the wheel and throttle was a hand air pump for putting a pressure into the auxiliary fuel tank. The watch—or should it be chronometer?—was carried on the person, as it was found that if fixed on the dash it had soon to be re-classified as Class I ornaments.

The space between the fore and aft thwarts was occupied with specially built racks to accommodate the

THE SPORT AFLOAT—continued.

large supply of petrol and oil necessary, and any other such oddments such as spares, tools and oil measures. Right aft, one on each side, were strapped two empty five-gallon oil drums to serve as buoyancy tanks in the advent of the outfit becoming swamped, and with these tanks in position it was impossible for the boat to sink, no matter how full of water. The space between the buoyancy tanks was kept clear to enable easy access to the motor and to provide sufficient space for the motor to be lifted inboard, which was necessary on more than one occasion when a pin was sheared.

Should the motor have broken down rowing facilities were provided from the aft thwart, the rowlocks being placed above the buoyancy tanks. The oars were carried, well out of the way, down the starboard side of the boat and strapped to the aft thwart, but in this connection it was pointed out that they were not too easy of access and an additional paddle would have been appreciated.

The Power Unit.

From the description of the hull it may be the thought that the power unit must be something fairly big to push this boat with two people in, anything fast enough to justify the term speed dinghy, but such is not the case for the utility 4-11 h.p. Watermota engine is no larger than that of a medium sized motor-cycle. It only differed from standard in respect of its exhaust system which was unsilenced, for in Mr. Cole's opinion when well out at sea, it is far better to have one big noise than a host of little taps and drones which can be imagined as anything from big-end to overheating. The Watermota engine is a 350 c.c. single cylinder two-stroke, and develops its power at about 3,500 to 4,000 revs. per minute. This is, of course, high revving for a marine engine, but these engines have proved reliable in the majority of long distant events and being a two-stroke there are few moving parts to wear or break. The magneto is an ordinary standard motor-cycle M.L., and is driven by bevel gears direct from the crankshaft which are situated just under the flywheel. The carburettor is an Amal needle jet type, and is readily accessible when the motor is in position on the boat. A gear pump driven from the fore end of the propeller shaft attends to the water cooling and the stream of water is ejected in the normal manner through the silencer box. The propeller housing is a very fine piece of work and was designed on the lines of the airship R.100 by the Government National Physical Laboratory at Teddington. The common flywheel-rim cord starting was fitted, although an electric starting model is available, and Miss Clements says that never was more than one pull necessary to start the motor. A point rather uncommon in the average outboard motor is that the motor two-strokes down to very low revs. The only criticism that Miss Clements had against the motor was the constant pull to starboard on the steering wheel which is due to the torque of the motor. The consumption figures on petrol and oil were reported as quite above the average, nearly 18 miles to the gallon being obtained on the former.

A Watermota steering system was also used and as described in a previous issue of MOTOR SPORT, the use of pulleys and taut wires are obviated.

The Additional Fuel System.

I think a paragraph on the fuel system is indicated as it was of a rather novel character. An ordinary two-gallon petrol tin was fitted with a pipe lead from the bottom and a pressure tube connected to the air pump on the dash. A piece of metal bar was also soldered across the somewhat small cap to facilitate opening. The petrol pipe lead led direct up to the tank on the motor. Racks for petrol tins were arranged behind the fore thwart, and the special two-gallon tin which was fixed between pilot and mechanic on the seat was kept filled from the racks behind by the mechanic. The advantages of this system are that should the pump or pipe break the tank may readily be filled direct by hand, and also much less pumping at a time is required to raise a requisite pressure in the pressure tank. Of course it is obvious that this arrangement would not do on a motor with a large capacity.—F. M.



Mr. and Mrs. F. R. Storey ("See"-Sharland 350 c.c.) leading another competitor in the Poole "100."
[*Motor Sport photograph.*

The Poole "Hundred."

Italian's Success in Easy Victory.

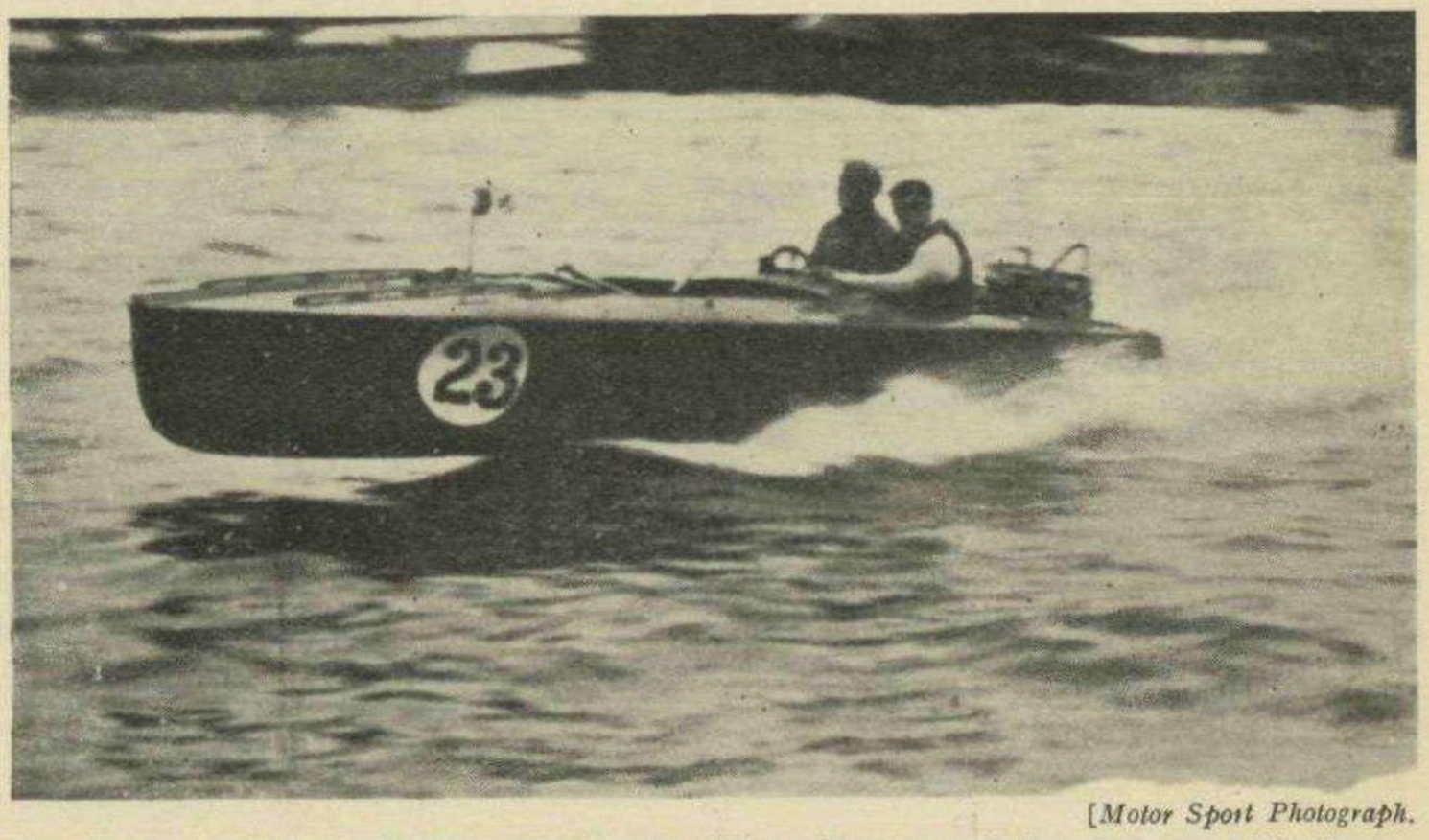
ON Saturday, May 23rd, the 100 miles race for the Trophy presented by our contemporary *The Yachting World*, was run off in Poole Harbour, over a lap of approximately 4 miles, with two hairpins and other more gradual turns. In spite of the appalling weather conditions the event was a great success, and the rather choppy sea in the outer harbour gave ample scope for testing the strength and seaworthiness of the hulls as well as the waterproofing of the engines.

The actual result was such an overwhelming victory for Cav. S. Salvi, that there was no actual thrill in the fight for the lead, but the race served the valuable purpose of developing the utility aspect of the outboard in combination with a useful speed, and those who failed this time will not fail to benefit by their troubles.

The actual performance of Cav. S. Salvi, in averaging 29.1 knots or approximately 33 m.p.h. for the 100 nautical miles, was one deserving of the highest praise. The engine ran faultlessly from start to finish and the hull, of the hard chine type was noticeably steady in the rough water. The only boat which might have seriously challenged the Italian entrant was Mr. Phil Turner's Min-in's Maid, powered with F class Elto. Unfortunately this craft split a plank in the bottom, and water poured through and soaked the contact breaker, and the boat had to withdraw.

The second boat home was W. G. Boyer with a C class Johnson on a Lee hull. He averaged 24 knots, and won the C class award. R. Wood was third on one of his father's well-known dinghies with a B. class Johnson, thereby winning his class.

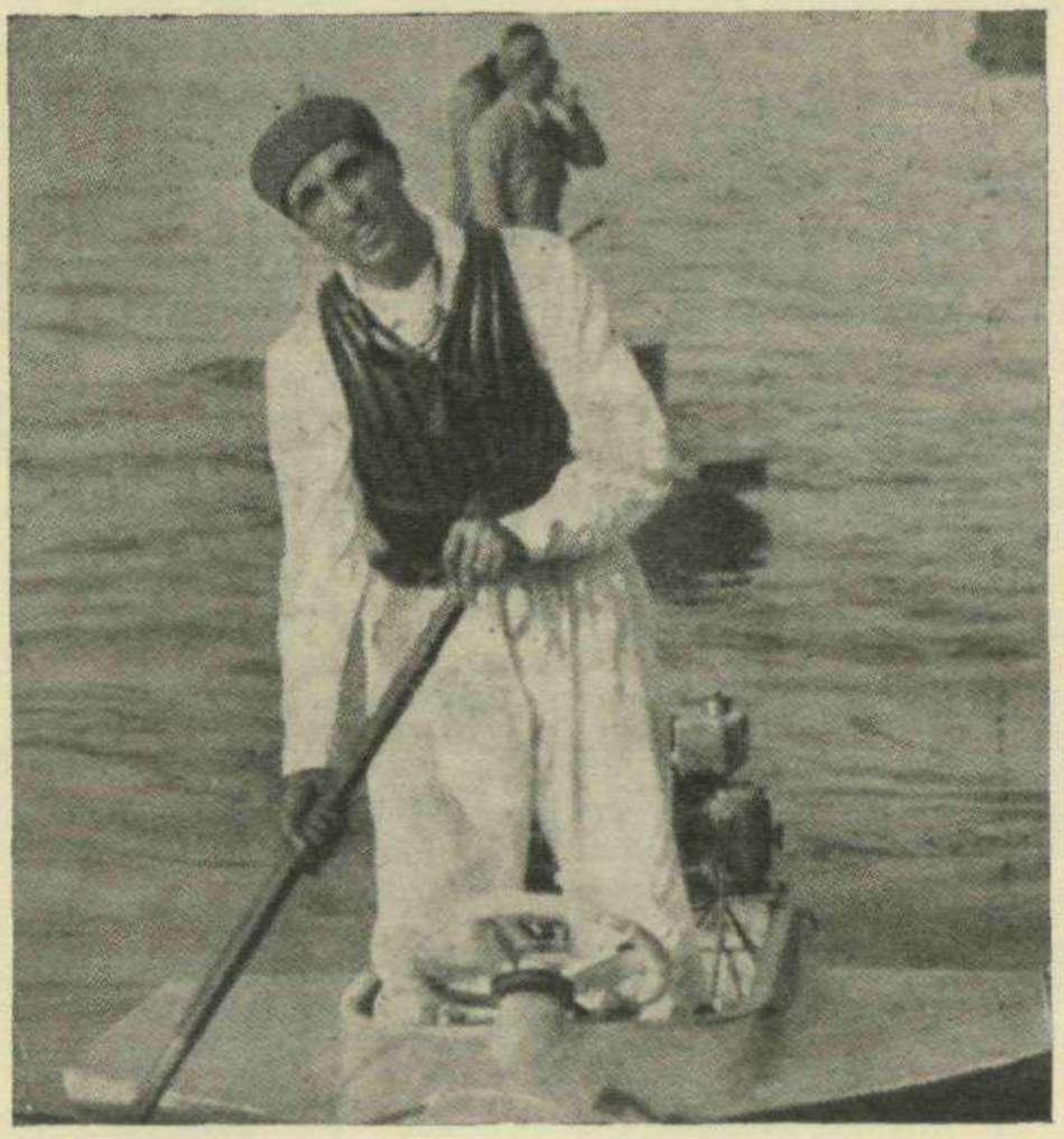
J. Palethorpe was in the running for third place but cut a buoy and was made to do an extra half lap and thus came in fourth. His Sharland engine ran well, as did all the Sharland engines. He also used a Wood hull. This is the first big event in which this British engine has appeared, and now that it has got over its teething troubles, we hope to see more of it in racing in the B class.



[*Motor Sport Photograph.*

Sig. Cav. Salvi in the Carlesi boat powered with a 977c.c. Laros, in which a clean pair of heels were shown to the rest of the competitors in the Poole "Hundred."

The organisation was excellent, but the "pit work" was distinctly hazy, as witness the driver who came in all unexpected, and being apparently *sans* pit attendants waited till someone came up and asked "Shell or Pratts?" Another boat produced a certain amount of excitement by the fact that the engine would not switch off and the boat rushed round in small circles while the driver swore long and heartily at the wretched mechanic, until the model eventually ceased action.



Not content with just breaking the world's outboard record Sig. Aldo Dacco apparently wishes to make the task of his rivals as hard as possible, for during the International meeting at Gardone last month he raised his own record from 52.7 m.p.h. to 54 m.p.h. in his Laros-engined Mariella hydroplane.

Salvi carried fuel for the whole distance and went through non-stop, which shows that the consumption of this unlimited class engine is better than many of its type. The carburetter used was a normal motorcycle type Amal on the Laros engine. Eight finished out of the 32 starters, which emphasises the very useful part which this race plays in developing reliability in detail. Most of the troubles were in minor points such as steering and other controls, hitting floating objects, etc. Altogether an excellent event, and one which we would like to see staged more often.

HERE and THERE

By "Camshaft"

ONE of the most surprising tests in the history of motor-cycling was brought to a successful conclusion on the 22nd May, when a British-built motorcycle and sidecar completed its 20th journey between Brooklands and Land's End.

The machine was one of the "all-enclosed" New Hudsons with a large touring sidecar attached. The test was carried out under the observation of Auto-Cycle Union officials, one of whom occupied the sidecar throughout. A London agent and three testers from the works in Birmingham drove the machine in spells of about eight hours each.

A remarkable feature of the test is that the engine was not stopped at all on nineteen out of the twenty trips between Brooklands and Land's End. It had been intended that twenty non-engine-stop runs should be made, but on the second run, when filling up with fuel at Salisbury in the middle of the night, the garage hand accidentally allowed the petrol to overflow. As a precaution against fire, the engine was stopped for two or three seconds, after which it was at once restarted.

Brooklands was selected as the starting point in order that the severe traffic of London might be avoided. The test began on the 11th of May at 8 a.m. and Land's End was reached at 7.30 p.m. The machine set off on its second run at 8 p.m., reaching Brooklands at 7.30 a.m. and so on. During many of the runs very heavy rain was encountered, but despite this, the traffic of the towns en route and the many hours of night driving, an average of 24 miles per hour was easily maintained throughout. The machine arrived dead on time at the conclusion of each trip.

The total mileage covered was 5,560, and the actual running time was 231 hours 40 minutes. It is estimated that the engine revolved over 25,000,000 times and that the piston actually travelled 3,123 miles in the cylinder. The machine was a 5.50 h.p. standard model side-valve, which sells to the public at just over £50. It was equipped with Dunlop tyres, and a Lucas electric lighting set, whilst Pratts petrol and Castrol XL oil were used.

The D'Annunzio Cup.

A striking recognition of Kaye Don's gallant effort to win the D'Annunzio Cup has been made by Signor Gabriele D'Annunzio, the donor of the Cup. Although no one won the trophy outright, D'Annunzio has decided to place it in the care of the Marine Motoring Association in England, where it will remain till the next regatta.

D'Annunzio's suggestion was made in a letter handed to Kaye Don just before he left for England.

"I was amazed at D'Annunzio's intelligent interest in Lord Wakefield's boat," Kaye Don said on his return to London. "He had an intimate grasp of the technical features of the boat and he spent an hour sitting in the cockpit, asking questions about the Rolls-Royce engines and about the various controls. He was particularly interested to learn that the engines are of the same type as those fitted in the seaplanes which beat Italy in the Schneider Trophy race in 1929.

"I am delighted at the sporting offer of D'Annunzio to let us have the Cup in England."

Tarring Again.

New road work has begun all over the country, and there will soon be the usual complaints from motorists about tar splashes and showers of loose gravel.

In order to reduce the discomfort to a minimum the Road Improvement Association has made a recommendation which motorists should bring to the notice of their local surveyors.

"Complaints have been received that there are certain areas that use the larger chippings on tarmacadam and similar roads, but omit to lightly roll them, with the result that the chippings are not pressed into the surface, and in consequence they are crushed by the passing traffic, shot into the channels, or otherwise rendered non-effective."

Rolling the chippings into the tar has also the effect, the Association says, of helping to make the roads skid-proof.



Motor Sport Classified Advertisement Section

HEAD OFFICES :

39, VICTORIA STREET,
LONDON, S.W.1

Telephone : VICTORIA 5218

Rates (prepaid) - 1/- per line (minimum 3 lines).

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

USED SPORTS CARS FOR SALE.

ALFA-ROMEO.

MAGNIFICENT example in absolutely new condition throughout, ALFA-ROMEO special twin-camshaft sports saloon, fitted with wonderful low sports Weymann body, 4 doors, 1929 series, first registered very late 1928, soft pneumatic upholstery, spring driving wheel, 5 nearly new Dunlops, Lucas's special headlights, chromium plating throughout, stone guard, close ratio, 4 speeds, Triplex, wire wheels, luggage grid, revolution counter, fullest equipment, unequalled lines, cost £1,000, approximate mileage 16,000, perfectly maintained car, phenomenal performance, 6 months' written guarantee, £385 ; terms, exchange. Taylor's for sports cars, Wheeler St., Birmingham. Northern 0447.

ALFA ROMEO, first registered Easter, 1929, 1½-litre twin camshaft model, with fabric sportsman coupé body, recently thoroughly overhauled and reconditioned, fitted with 5 new tyres, moderate mileage; £345.—Frank Waring, Ltd. 100, Great Portland St., W.1. Tel.: Museum 0947.

ALVIS.

STUPENDOUS bargain, Alvis super sports, 4-seater, late 1929, low fabric body, F.W.D. supercharged, 12 h.p.; two new India tyres, spring wheel, Eural horn, special headlights, radiator cowl, tonneau cover, revolution counter, mileage only 15,000, 85 m.p.h. complete all-weather. Wonderful condition throughout; six months written guarantee; costing £670, sacrifice 195 guineas. Taylor's, 280, Wheeler Street, Birmingham. Northern 0447.

USED SPORTS CARS FOR SALE (*continued*).

ALVIS.

330 Guineas.—1930 Alvis Silver Eagle Six super sports 2-seater, 3 carburetters, 6 wheels, black, cream. indistinguishable from new, written guarantee; exchanges, deferred.—Box No. 46, MOTOR SPORT (1929), LTD., 39, Victoria Street, London, S.W.1.

AUSTIN.

£145 late October. Unsupercharged Ulster T.T. model. Just been completely overhauled. Mileage about 6,000. Many useful extras. Perfect condition. Owner going abroad. Sane Court, Sane, near Birchington, Thanet.

ASTON MARTIN

KENSINGTON-MOIR AND STRAKER, LTD.,

IMMEDIATE delivery of all models. Part-exchange deals and hire purchase.

DEMONSTRATION runs any time, anywhere.

1930 2-seater, colour cream with dark brown wings, brown leather upholstery, in excellent condition, price £475.

23 GEORGE ST., Hanover Sq., W.1. Tel., Mayfair 1464-5.

Your used Sports Car will appeal to our readers——

ADVERTISE IT IN OUR CLASSIFIED SMALLS SECTION

AT **1/-** PER LINE

(minimum 3 lines)

USED SPORTS CARS FOR SALE (*continued*)

ASTON-MARTIN.

1931 ASTON-MARTIN 4-seater international sports, just registered, fully guaranteed, price £535. Taylor and Askew, 13 Weymouth Mews, Harley Street, W.1. Langham 3929.

BENTLEY.

1931 BENTLEY supercharged 4½ litre. Open 4 seater body, Vanden Plas, painted Le Mans green, Lucas P 80 headlamps, Zeiss spotlight, Unscratched. Only driven 2,000 miles. Cost £1,45 at Easter. Will accept £1,100. Apply, H.65, c/o Motor Sport (1929) Ltd., 39, Victoria Street, London, S.W.1.

BUGATTI.

READY for competition or fast touring, Grand Prix Bugatti, 1½ litre, 1928, cycle type mudguards, Triplex, Marchal headlights, radiator cowl, spring wheel, revolution counter, thermometer, Bonniksons time speedometer, spare oil tank, cellulose finish blue, cream wheels, engine recently dismantled and overhauled where required, approximate mileage 15,000, excellent tyres, whole car in magnificent condition throughout; carries six months written guarantee; very carefully maintained and nursed. One of the best conditioned Bugattis obtainable, £269. Taylor's, 280, Wheeler Street, Birmingham. Northern 0447.

1924 11.9 h.p. Brescia Bugatti 3-seater, very fast, recently rebored by Laystall; £35.—Apply Box No. 99, MOTOR SPORT (1929), LTD., 39, Victoria Street, S.W.1.

BUGATTI Special 8-cyl. 2-seater Sports, unregistered, and raced by Sir Malcolm Campbell; £395.—Apply Box No. 97, MOTOR SPORT (1929), LTD., 39, Victoria Street, S.W.1.

1929 1,500 c.c. Grand Prix Bugatti, left Bugatti works November, 1929, full touring equipment, only 7 months use, subject to any examination; price £195; part exchange any good sports car.—The Euston Car Supply Co., Ltd., 125-7, Euston Road. Museum 2357.

£45 BUGATTI 11.9 Brescia, smart all-weather body by Young's, gunmetal finish, completely overhauled last summer, battery replated, very good tyres. 18 Carlton Avenue, Wembley Park, or 'phone, Moore, Holborn 7254.

DELAGE.

SOMETHING Really Special.—Delage Super Sports, four seater DIS beautiful streamlined pointed tail, low built body, rear deck and separate windscreen, upholstery unsoiled, first registered April 1926, spring wheel, revolution counter, petrol gauge, driving switch, spotlight, bumpers, two spare wheels, six nearly new Dunlops, radiator guard, new battery, very small mileage, first class mechanical condition, originally cost £700. 85 m.p.h., 28 m.p.g. Six months written guarantee. 155 guineas. Taylor's, 280, Wheeler Street, Birmingham.

FRAZER-NASH.

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

Motor Sport Classified Advertisement Section—*continued.*

USED SPORTS CARS FOR SALE (*continued*).

FRAZER-NASH.

FRAZER-NASH, a special sports car, 1927 model completely rebuilt this year at a cost of over £100, lowered long chassis, special model, 10-gallon tank at rear, special wide front axle, Rudge hubs, cycle-type wings, with special guards, central gear change, full all-weather equipment, 3 new India tyres, painted black, green pneumatic upholstery, many awards in trials, including first on handicap in Lewes Speed Trials, 1931, speed 70-80 m.p.h., many extras, price £175. G.N., Ltd., 300, Balham High Road, S.W.17. Telephone, Battersea 0033.

INVICTA.

£1000 or nearest offer. New sports car bargain. Owner must sell immediately. Latest 100 m.p.h. INVICTA, with drop-head sportsman's coupé, full maker's guarantee, cost £1,250 complete, will accept nearest offer to £1,000. Can be seen at owner's agent, Philip Turner, Ltd., 26, St. James's St., S.W.1. 'Phone, Whitehall 8993-4-5.

PRIVATELY owned Aston-Martin 1½-litre, one previous owner, no mechanical wear as annual overhaul by makers; decarbonised; F.W.B.; 60 m.p.h. on third. £100. No reasonable offer refused.—Maxwell, Magdalene, Cambridge.

3 LITRE Invicta special fabric low built Sports Tourer, six wheels, close ratio four speeds, complete equipment, very late 1927, stored 1½ years, almost equals new, 85 m.p.h. £265. Six months written guarantee. Taylor's, 280, Wheeler Street, Birmingham.

RENAULT.

RENAULT Monasix Saloon (1930). 5-seater. Perfect condition. 10,000 miles. £110 or near offer.—166, MOTOR SPORT (1929) LTD., 39 Victoria Street, London, S.W.1.

RILEY

THOMSON AND TAYLOR, LTD.

1929 Mark IV tourer, special, reconditioned, fast, £155.

1929 Mark IV Brooklands Y.T. Model, colour grey, won two open events Brooklands this year, perfect condition, £350.

THOMSON AND TAYLOR (BROOKLANDS), LTD., Brooklands Track, Byfleet 520-1.

SALMSON

SALMSONS.—Vadum Co., specialists for Salmson value; A.A. or R.A.C. examination invited, all cars, 9.5 h.p., 35-40 m.p.g., insurance £1 0s. 6d.; deferred, exchanges. Open Saturdays.

85 Guineas.—Unique 1928 Grand Prix special streamline long-tail sports saloon, four speeds, ball-bearing crankshaft, F.W.B., twin overhead camshafts, really distinctive.

BELLEVUE GARAGE

AND SERVICE STATIONS LTD.

18 & 19 BELLEVUE ROAD, WANDSWORTH COMMON, S.W.17.

Manager: Mr. D. G. EVANS

Planned, constructed and fitted with every modern equipment in order to ensure efficient service for Sports car owners

Large Showroom. Breakdown Ambulance. Repairs, and High Efficiency Tuning.
Any make of Sports Car supplied. Inspection invited. *Telephone:* **BATTERSEA 0479**

USED SPORTS CARS FOR SALE (*continued*).

SALMSON

139 Guineas.—1930 (April) Grand Prix, metal body, large steering wheel, underslung rear axle, large F.W.B., taxed; bargain.

VADUM Co., 352, High Rd., Willesden Green, N.W.10. Willesden 2469.

S. LEWIS

Racing, Flying & Motor Clothing Fame

27 Carburton St., LONDON, W.1

'Phone: Museum **4793**

White Racing Suits, button front, all round belt	**22/6**
" " " fitted Zip front, all round belt	**27/6**
Unbleached Suits, Zip Fastener	**22/6**
Car Crash Helmets, our super quality, all colours	**42/-**
" " " cheaper quality	**32/-**
White Linen Helmets, perfect fitting	**8/6**
Racing Goggles, fitted Triplex Lenses, Rubber Eye Pads	**45/-**
Meyrowitz Goggles	**45/- and 85/-**
Aviation Mask Goggles, fitted Triplex Lenses	**16/-**
" " " Duplex Safety Lenses	**8/-**
F.W.T. Pattern Goggles, Clear Triplex Lenses	**13/-**
" " " Duplex Lenses ...	**6/-**
Racing Visors, any style made	**6/6**

TRADE SUPPLIED

We make Racing Suits in any Colours to own requirements for a few shillings extra

Actual Manufacturers

No connection with any other Firm.

CARAVANS.

RAVEN Caravans are the lightest, cheapest, most up to date and comfortable.

RAVEN Caravan designs are the result of years of practical use and experience.

RAVEN Caravans, 1931 models, fitted with bay windows, fitted sinks, wardrobes, interior-sprung mattresses.

RAVEN Caravans, Standard models from 8 ft. 2-berth Austin 7hp. model, £70, to 13ft. 3 room model for 13.9hp. at £175.

RAVEN Caravans. All models fully equipped with stove, oven, crockery and cutlery.

RAVEN Horse Box Trailer, £75; double box, £120. Lightest on the market.

RAVEN Trailers are fitted with balloon tyres, automatic brakes, spring tow bars.

RAVEN CARAVANS offer second-hand 1930 caravans at prices ranging from £35 upwards. All fully equipped, fully guaranteed and as new Only a few left.

RAVEN CARAVANS. Complete range of up-to-date caravan trailers for hire, 2-4 berths, 1-3 rooms, suitable for Austin 7hp. and Bentley, from 50s. per week.

RAVEN CARAVANS, 2 Ravenscourt Sq., Goldhawk Rd., Hammersmith. Riverside 0353. Write for catalogue, M.S. Hire-purchase terms.

TYRES

BULL'S. 'Phone, Temple Bar 1747. 'Grams, "Bulrublim, Westrand." Value! Economy!! Service!!! L. J. Bull (Director), connected with the trade since 1895. Tyres carriage paid against remittance or c.o.d. first passenger train. Fitted free in 5 minutes. You want the best tyres! We have them! India, Dunlop, Michelin, Goodyear, Pirelli, Avon, Davies, etc., etc. London distributors for the internationally famous Seiberling Super mileage tyres. Bull's tyres are "real" value.—Bull's Rubber Co. Ltd., 3, Upper Saint Martin's Lane, London, W.C.2.

CAR PAINTING

HILLSEN & Co. give your Sports Car some colour. Best work in cellulose or coachpaint at reasonable prices. Ask our representative to call and furnish estimate, or phone: Prim. 2907. 29, High Street, St. John's Wood, N.W.8.

D. GEORGE COLLINS, LTD.,

118 NEWGATE STREET, LONDON, E.C.1.

Works: Birmingham and Sheffield.

Manufacturers of Silver and Gold Trophies, Presentation Caskets and Keys, Cups, Medals, Spoons and Badges.

Coloured Artist's Sketches sent on request with quotations. :: Makers to the A.C.U. and many well-known Motor Associations and Outboard Motor Boat Clubs.

Telegrams: **"WORTHFUL, LONDON."** *Telephone:* **NATIONAL 1163**