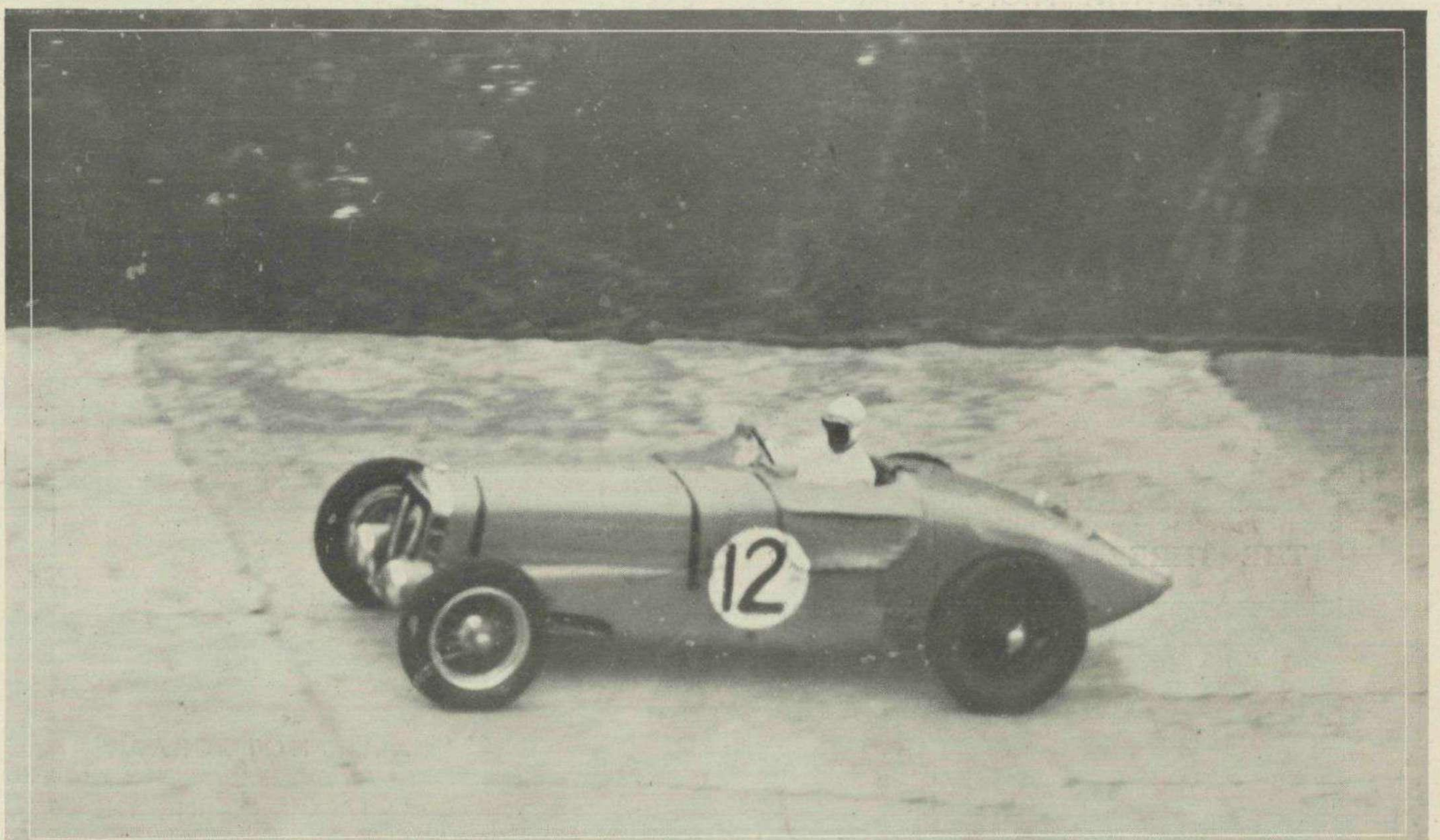
Vol. XIV. No. 10 **A Guide to the 1939 High Performance Cars** *October, 1938*

MOTOR SPORT

LAND - AIR - WATER

SIXPENCE MONTHLY



Louis Gerard (Delage) in the Dunlop Jubilee Cup Race. [*Motor Sport Photograph*



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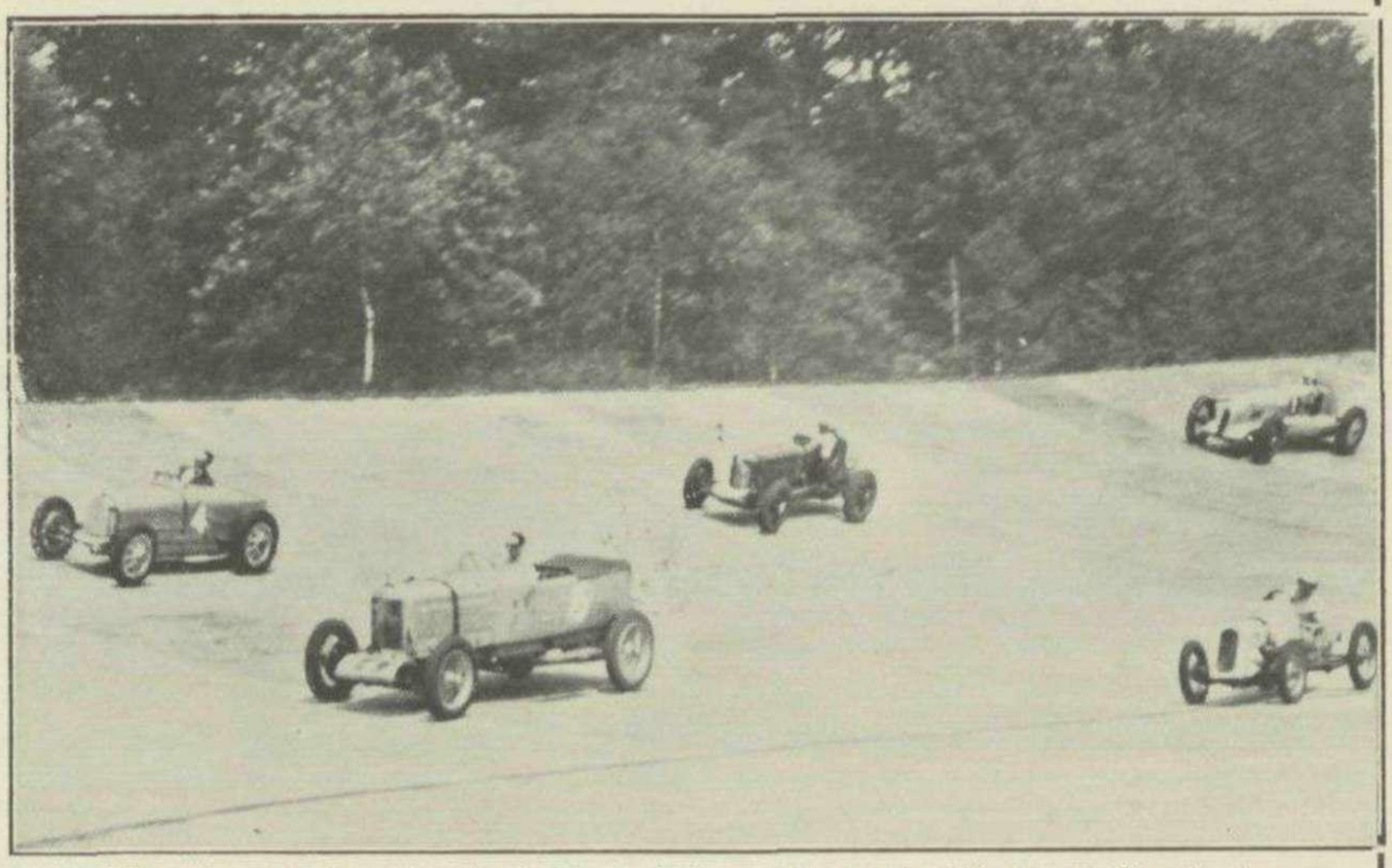
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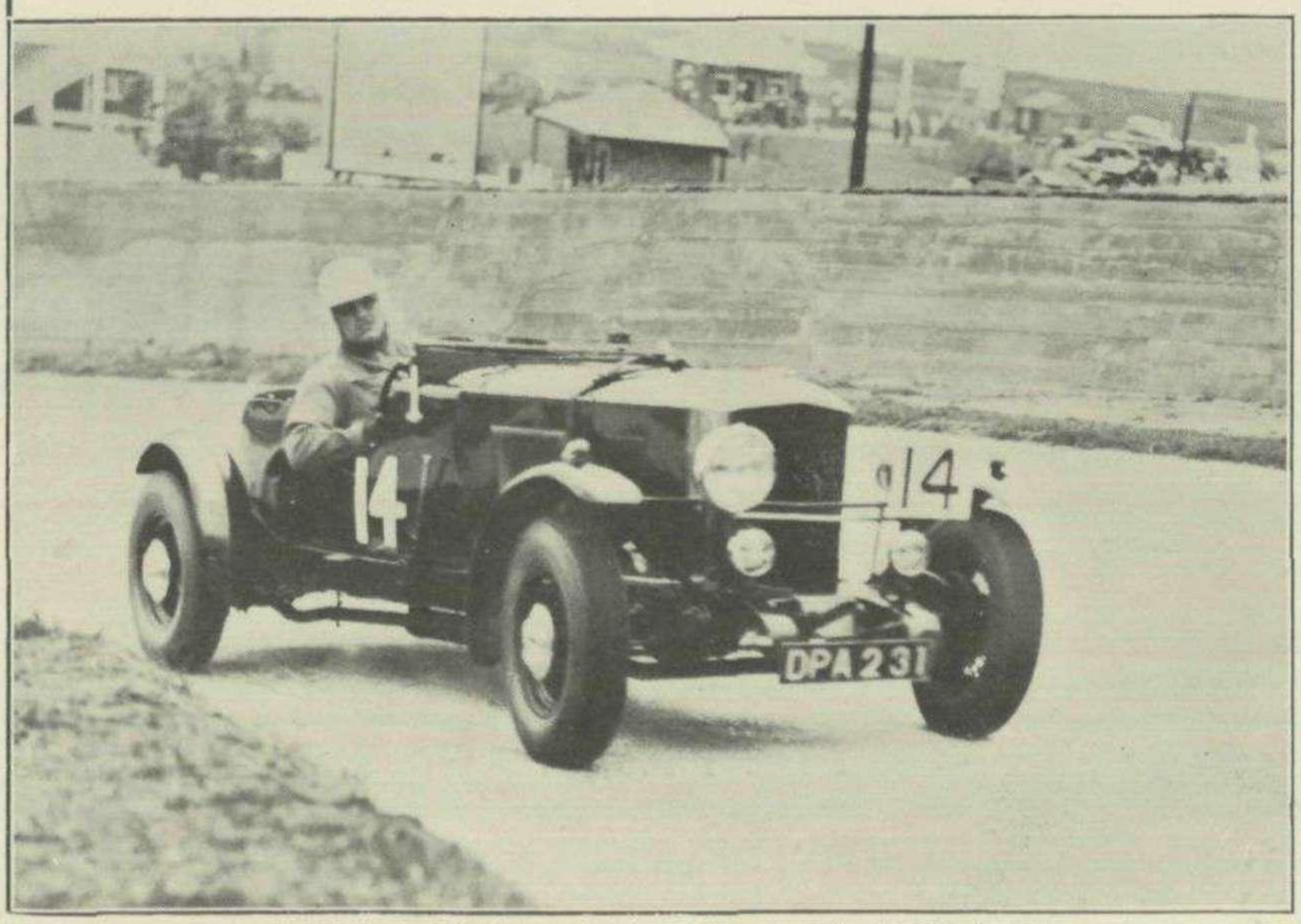
WE HAVE MANY PHOTOGRAPHS TAKEN THIS YEAR AT BROOKLANDS, CRYSTAL PALACE, SHELSLEY WALSH, LEWES, ETC., WHICH HAVE NOT APPEARED IN 'MOTOR SPORT." WRITE TO SEE IF WE HAVE A PHOTOGRAPH OF YOU.

THE B.A.R.C. AUGUST MEETING, 1938



A bunch on the banking in the Second August Long Handicap. C. Brackenbury (Bugatti), C. L. W. Barker (Sunbeam), R. L. Duller (Duesenberg), E. G. Brettell (Austin) and Oliver Bertram (Barnato-Hassan-Special).

THE THREE-HOUR SPORTS CAR RACE, 1938



C. Follett's Light Sports Railton at the Motor Bridge.

★

ALL PHOTOGRAPHS OBTAINABLE IN THE FOLLOWING SIZES :—

8" x 6" - - 2/– each

10" x 8" - - 3/– ,,

15" x 12" - - 7/6 ,,

(Cash with order)

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

READERS' SPARE PARTS FOR SALE AND WANTED

FOR SALE

Aluminium Ricardo cylinder head, from Austin 7...

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

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

,, cylinder head, intake manifold, with Zenith carburetter, wheels and tyres and 1928 normal Austin 7 gearbox...

,, 4-cyl. "Scintilla" Vertex Magneto in new condition.....

Austin (Ulster) Set of four aluminium mudguards...

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

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

Armstrong-Siddeley self-changing gearbox, complete with controls.....

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

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

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

,, ex-racing two-seater, converted to road use, complete with 1931 wings and running boards, one wing dented and split, requires welding, tail of body good, but several splits in the aluminium panels, no screen or seats.....

Batteries, 3 6-volt car .....

Body, Ulster Austin aluminium .....

Bosch headlamps, one pair, 12-volt .....

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

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

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

,, Model 36 H.K. Horizontal Flange. 2⅛" between centre of bolt holes. Right-hand float chamber.....

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

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

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

,, Zenith .....

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

,, Solex .....

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

,, Two Amal, off racing Austin.....

,, Two large-bore Zeniths, suit V. Twin; one Zenith for Austin 7, with intake manifold .....

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

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

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

,, 2 port, complete with rockers, etc., for 12 h.p. Meadows.....

,, for blown Lea-Francis, without valves and rocker gear.....

Delage engine 14 h.p. model D.I.S.S. Complete and in good condition.....

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

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

Engine : A.B.C. sports 1926, flat twin, with Fellowes magneto, twin Zenith carburetters and flywheel, clutch, need new big-end Would sell separately.....

,, Austin 7, 1930, less carburetter & manifold· Rebored, valve seats recut, new pistons, clutch timing, main bearings, crankshaft reground, new starter ring, big-ends remetalled.....

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

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

,, 1936/37 10 h.p. 2 only, 600×16 Dunlop Comp. tyres and tubes used once only.....

,, 2 only 600×16 Firestone covers, used once only .....

,, 2 only 600×16 Silver enamelled wheels.....

,, 1 only, standard size Firestone cover and tube

1 only, standard size, silver enamelled wheel

,, 1 rear seat swab, red leather, never used.....

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

Ford V8 two 600×16 wheels complete with 6.50×16 Dunlop sports covers and tubes and one 600×16 wheel complete with Goodyear G3 tyre and tube. With spare metal wheel cover of 1935 V8 coupe.....

Frazer-Nash Wheels. Differential, complete with pinion, steering box and wheel. Front axle and assembly (brakes, etc.). Prop. shaft. Crankshaft (reground). Clutch (complete).....

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

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

G.N. twin carburetters, twin magneto, aluminium body, and all spare fittings, good tyres.....

,, engine, special "Akela" type. 1,100 c.c., V-Twin, twin shaft drive O.H.C, M.L., magnetos. Engine perfect. All complete with engine bearers and Brooklands exhaust system.....

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

Lagonda 3-litre, all spares .....

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

,, pair large chromium plated headlamps, Lucas with twin electric dippers.....

,, pair Marchel 9 in., no dippers.....

Lancia Lambda 14 h.p. engine complete with dynamo and magneto (Maggnetti Marrelli) and springs, including two spare sets of piston rings, spare fan, spare valve springs, spare camshaft and camshaft driven wheel, spare rocker gear and cam followers, spare exhaust manifold, spare magneto and dynamo (needs rewinding).....

,, 4-speed gearbox with all fittings. Rear axle, one main leaf broken, shockers and axle, perfect.....

,, Nine wheels, 765×105, two good tyres. Bonnet, two good rear wings, spare drop arm and drag-link and steering arm, petrol tank and gauge fitted with extension for outside filler cap.....

,, Two cutouts (Marrelli) key and switch box (Marrelli), two 8 in. headlamps (Bosch), both mirrors silver plated giving parallel beam approx. 400 yards.....

,, Four 5 in. lamps, rear lamp, two wing lamps (Duco), two way dip switch, 3 switch arrangement for reverse light and horn.....

,, Hood and upholstery. Hood structure altered for lowseating position and lowered steering wheels—steering wheel with special bearing attachment—two steering boxes, dash board to fit altered steering and radiator distance. Hood needs recovering. Seat supports to fit Dunloppillo "Cinema" seats. Triplex glass windscreen (one panel cracked but rest O.K.) opens in halves—folds flat and adjustable to any angle. Scuttle extension for lowered steering and hood, four doors (one needs new hinges) seat squabs, spare set of brand new Ferodo M.R. brake linings .....

Lucas P100 headlamps, single reversed bulb type. Chromium and reflectors in good condition...

,, 12 v. Altette horn.....

,, F.T. 57 Passlite (chromium).....

,, ST 38a chromium stop tail lamp.....

M.G. J.2 brakes and cables, the set.....

,, 1933 radiator.....

,, Marles steering gear complete, spring wheel, needs two hemispheres.....

,, Set bottom timing wheels.....

,, Set (four) front hub bearings, new.....

Morris Minor front axle.....

Morris Minor, 1933, S.V. practically all parts including 3-speed gearbox .....

M.G. J.2. Rear main flange S/H.....

,, Set Aerolite pistons +10 S/H.....

,, 3 only Aerolite pistons +20 S/H.....

,, (Two) con rods (floating gudgeons) S/H.....

P. flywheel (lightened) as new.....

,, four-speed gearbox.....

,, handbrake and ratchet.....

M.G. Magna cylinder block and sump.....

M.G. Oil pump. Front timing casing. Distributor and starter. Bonnet. Set of con-rods. Set of pistons 20th over-size. Propellor shaft. Speedometer and rev. counter combined. Radiator complete with shell, and handbrake complete.....

M.G. Parts (Magnette). Rear wheel bearings, axle shafts, Bluemel's spring steering wheel (Marles column) set of con-rods, bearings and pistons (F. type Magna), brake drums, shoes and valve cover for F type, rear Hartford shockers, 12v. pressure pump, combined M.G. switch panel, ammeter and oil gauge, complete clutch and gearbox, with remote control for F type two fuse boxes and cut outs, Rudge hubs and hub-caps.....

M.G. P. Type 1934/5 Outside radiator honeycomb grill. Rudge 42 mm. N/S hub-cap, Ashby "Derrington" flare-screen. Radiator filler cap. Oil gauge, Aluminium fishtail, four K.L.G.s (831 R).....

,, pair of wings.....

,, P Type cylinder-head (new).....

Morgan bevel shaft, specially made in high tensile steel, almost guaranteed not to bend. Fit model about 1927.....

,, 4/4 1936/37. Two Dunlop sports competition tyres, 5.25×16, E.L.P. two-seater zip tonneau cover and fixings, green.....

New Zenith horizontal carburetter for 12 h.p.....

Norton motor-cycle, 1928 model 18, one new racing Hoffmann big end assembly complete, two used racing cams, one pair used racing roller cam—followers.....

Pistons, two new H.C. alloy.....

Radiator, Morris beehive.....

Rotex 8 in. dia. headlamps, chrome rimmed and fitted with chromium plated stone guards. Both lamps fitted Solenoid dippers.....

Saloon, Arrol Aster six-cylinder coachbuilt 1929, or parts .....

Salmson 3-speed gearbox.....

,, Solid back axle.....

,, Front axle .....

,, Transmission.....

,, Flywheel .....

,, Cylinder head.....

,, Wheels .....

,, Steering .....

,, Sump .....

,, Twin overhead camshaft.....

,, steering and universal, also reverse pinion...

SECONDHAND SPARE PARTS—continued

Seat covers and cushions.....

Silencer, Brooklands, large, suitable Bentley, unused

Six volt starter with Bendix pinion, for 1½-litre engine .....

Screen, two panel, safety glass, with frame. Supercharger, Powerplus No. 7 with horizontal carburetter.....

Singer "Junior" tourer, good condition. No back axle. Chassis suitable for a "special" .....

Speedometer, Smith's A type .....

Spotlight, new Stadium with mirror.....

Springs, special flattened rear, for Austin.....

Spring Steering Wheel, Ashby, as new, from 1934 Le Mans Aston-Martin.....

,, ,, Ashby, as new, from Railton 1934, Series II.....

Standard Big 9 1929 engine, clutch and gearbox, absolutely complete, but sump is damaged .....

Steering Gear, less wheel.....

Starter, Austin 7, complete. 6v. heavy starter, complete.....

Sunbeam 3-litre crankshaft, cylinder-block, pistons con-rods, camshafts, carburetter, magneto and starter.....

Supercharger, Marshall new, complete with all fittings, suitable for Ford Eight or Ten .....

Supercharger, Cozette No. 7 and fittings from hyper sports Lea-Francis.....

,, Murray Jamieson, off works s.v. racing Austin, only been used for a few short races and sprints. Will blow up to 12 lb. pressure.....

Centric supercharger and fittings for Ford Ten.....

,, Marshall, complete with fittings for Ford Eight or Ten. Only run 4,000 miles.....

Centric, from standard Austin Seven, complete with cylinder head bracket, makeshift induction pipe and self starting Solex carburetter, also 3 different diameters of blower pulleys, and one gallon oil tank for dashboard fitting.....

,, and fittings from 1935 PA type M.G. Midget, 2,000 miles only.....

Talbot "65" 4/5 seater, 2-door saloon. Spare parts available. Five wheels, chassis frame, front axle, back axle, set of springs, petrol tank, steering column, steering wheel, body and wings, dashboard, bonnet, set of lamps.....

Tyre, new, for Renault (13×45).....

Tyres, competition, Invicta tread, used once on Lancia Lambda, 780×150.....

,, one pair competition, 19x4.75.....

Tyres and Tubes 17×6.00 Dunlop "90" in good condition .....

30/98 Vauxhall, o.h.v. model, parts available.....

Wheels, racing, one set, 42 mm.....

,, 2 from M type M.G. 29-32 .....

,, set of five, 8.20×120, complete with tyres and tubes,.....

,, Disc. 710x90 covers suit A.C. hubs.....

Wheels, enamelled red, and free from rust. Hubs will fit any Bentley model.....

Windscreen with triplex for M.G. Midget M. type.....

Wings, pair of cycle.....

1930 Ulster Austin Seven unblown camshaft body, sports two or four-seater, complete suitable for Wolseley Hornet.....

WANTED

Amilcar, 9 h.p. differential (one from the saloon model but not from the sports two-seater, except the six-cylinder) .....

Austin, Ulster : Aero screen.....
Manifold .....
Remote control gear.....
Downdraught carburetter .....
Ulster body, any condition .....

Axle Shafts, special, for an "L" type M.G. back axle

,, casing and back brake plates for 1932 Aston-Martin .....

Body, lightweight, suitable for 1932 M.G. Midget.....

,, short 2/4-seater modern touring.....

,, single seater.....

Crankshaft (counter-balanced) for 1932 J.2 M.G....

Chrysler 75 redhead cylinder block.....

Cylinder Barrel (nearside) piston and connecting rod for a 1933 912 c.c. o.h.v. w.c. J.A.P. engine from a 1933 super sports Morgan three-wheeler.....

Chassis, late model Frazer-Nash, complete.....

,, light racing, complete, not over 9ft.....

Carburetters, two semi-downdraught, standard, or 1933, J4, Midget.....

,, Set of twin S.U. (racing), complete with manifold. Top feed 30 mm., suitable for Brooklands Riley 9 h. 1,100 c.c.

Cylinder, back block for a G.P. 1924 Sunbeam straight 8, or complete engine .....

Engine, Lagonda, 2-litre supercharged.....

Frazer-Nash front axle, suitable for Boulogne model, chains and sprockets .....

,, Outside exhaust manifold and piping for fitting to Meadows engine (three port) .....

,, T.T. replica body rear petrol tank, or similar two-seater complete.....

,, Stub axles, hub and brake gear.....

Gearbox, light, for special chassis.....

Headlamp, Lucas P.100, 12 volt.

Louvred Aluminium bonnet, 2′ 3″, rear 2′ 3″, front 18″ wide .....

Valve Cover for J.2 type Midget.....

O.H.V. O.M. engine, or conversion block etc., from s.v. to o.h.v.....

Morgan, 4-wheeler, Morgan conversion; complete car or conversion parts.....

M.G. J.2. type car hood.....

M.G. set of brakes.....

M.G. Midget, C type cylinder head complete with camshaft and vertical drive.....

Fold Flat windscreen for M.G. and Frazer-Nash.....

M.G. J.2 oil and radiator thermometer (dash-board type) and Tapley motor.....

Seats, bucket type.....

M.G. J.2. brake handle with ratchet complete.....

Set M.G. mudguards, similar to J2 but for "P" type. Outside exhaust and system or manifold for "P" M.G.....

Spring wheels.....

Gearbox, 4-speed, for a 1930 O.H.C. Morris Minor.....

Generator and battery charger of German make in aluminium .....

6-volt Battery, for motor cycle (Exide).....

,, for car (Exide).....

Boyd-Carpenter body, any condition.....

Brooklands Riley Engine .....

,, Series ,, with high lift cams and two carburetters .....

Spare Wheel for a 4.50×19 tyre, Frazer-Nash.....

Sturmey-Archer gearbox for Dunelt 250 c.c.....

Supercharger, Roots type, for 1936 six-cylinder Frazer-Nash, engine capacity 1,660 c.c., blower to give 5-6 lb.....

Instruction Book for M.G. Midget, 1930.....

Two twin port Meadows, 12 h.p. heads.....

Four con-rods steel, suitable for Meadows engine, Crown wheel and pinion. 10×47.....

Salmson. One hub puller and one cable adapter as used on the front end of the rear brake cables to attach to the levers on the foot brake camshaft. Suitable for a 1928 9.5 h.p. Salmson.....

Rev.-counter, for Type "C" M.G. Midget and drive

,, and water thermometer (dash board type) for an M.G. Type "N" Magnette .....

,, 3 in.

1,100 c.c. O.h.v., W.C., J.A.P. engine, suitable for 3 speed and reverse super-sports Morgan.

BOOK REVIEW

"Modern Boy's Book of Racing Cars."

The Amalgamated Press, Ltd. 4/-.

Racing needs all the support it can possibly muster, and anything that germinates interest in and fosters enthusiasm for racing is of unquestionable value to the future health of the Sport. Consequently, we can congratulate the Amalgamated Press Ltd. on the production of a book which cannot fail to arouse an intelligent interest in motor-racing amongst a large proportion of those who read it at a correctly receptive age.

Actually, apart from its very strong appeal to all schoolboys worthy of the name and those few schoolgirls who are lucky enough to possess a boy's mentality, this volume is of some interest to older mortals, though naturally the text is written to catch the schoolboy's imagination—and will certainly do so. And knowing something of magazine production, we congratulate the publishers on putting in so much at so low a price—the book runs to 160 large pages and averages about two large illustrations per page. Many of the photographs have appeared before, but it is pleasant to have them all in one volume, particularly the historic pictures and late shots of the German G.P. cars. The contributors include S. C. H. Davis, John Cobb, the late Eric Fernihough, Capt. Eyston, George Monkhouse, Alan Hess, W. Boddy and B. P. W. Twist. The subjects covered include British tracks, early races, close finishes, sprints, bad weather racing, mascots, the Formula, Monte Carlo Rally, the T.T., record work, cornering, American racing, Nurburg, motor-cycle racing, cinder-track racing, broadcasting a race, pit-work, Monaco, land speed record, Continental circuits, narrow escapes, Tripoli, road-speeds, the Bentley days, preparation, Le Mans, old cars, and short stories. Enough to educate any youngster. Inaccuracies seem few and far between, although Brooke's M.G. is credited with such awful distribution that "some cylinders were supplied with pure fuel and others with pure air." We like the way famous drivers get a page to themselves, film-star fashion: Seaman, "Bira," Von Brauchitsch, Chiron, Dixon, Mays, and Howe are so honoured. S. C. H. Davis writes of pit-work, the Monte Carlo, and the Bentley days, Eyston of record-breaking, Monkhouse of G.P. preparation and Cobb's contribution is called "Above the Safety Line"—an unfortunate caption, libellous to Brooklands. W. Boddy deals with narrow escapes and vintage cars. A book that is excellent value, and of value to the future of motor-racing.

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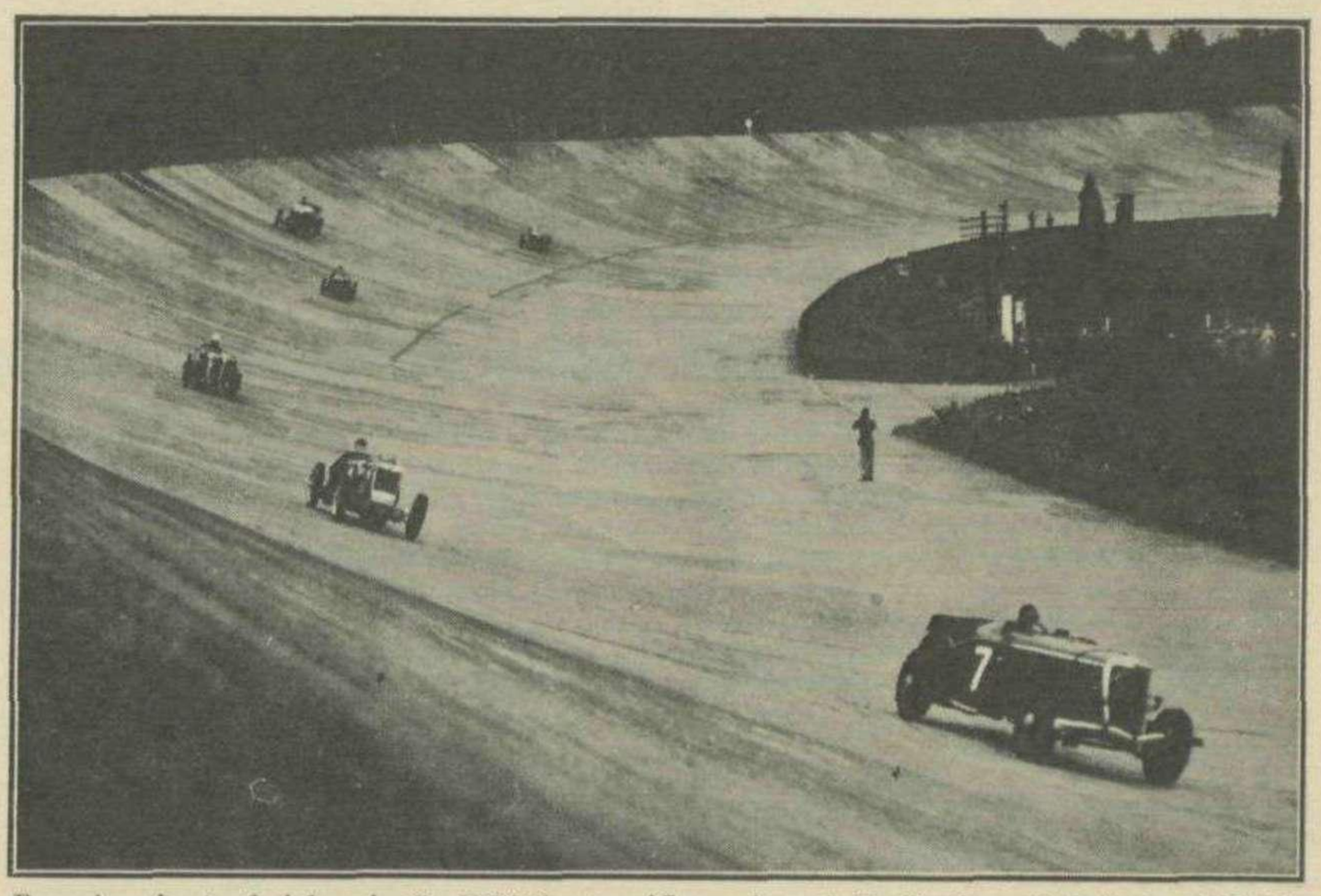
VERY SUCCESSFUL DUNLOP CELEBRATION BROOKLANDS MEETING

FAST OUTER-CIRCUIT RACE. AUSTIN AND E.R.A. WIN CAMPBELL TROPHY SCRATCH RACES. "BIRA" INVOLVED IN THREE-FOLD CRASH

IT was a very happy thought of the Dunlop Rubber Company Ltd. to celebrate their fiftieth anniversary by organising a great Jubilee Meeting at Brooklands. Entry fees of 3/- and 5/- respectively pulled in 297 entries, which were suitably weeded out to manageable proportions—even so, extra bays had to be prepared in the Paddock to house the full number of runners. A big marque was erected in which Dunlop's guests were lavishly entertained, and everyone of importance in motor-racing, as well as almost every famous racing-car, seemed to be present. Even then the threat of War could not be forgotten; paper sellers in the Paddock displayed placards, "France mobilises," and one could not fail to notice that Vickers had painted out most of their name on the sheds at the Fork.

The first race was a 9-mile outer-circuit handicap with a field of twelve. Michael Mays's Alvis soon overhauled Hughes's 30/98 Vauxhall, and after a lap Aldington's sports B.M.W. was in the lead. Hughes had trouble, the scratch Formula Delahaye, which in practice lapped at 127 m.p.h., was slow and Duller had a wild ride in the Duesenberg without crossing swords with "Ebby." Staniland was in the lead at the finish, winning at the excellent speed of 127.77 m.p.h. It was a good finish, for Humphreys came up very rapidly on the inside of the Railway Straight for second place, and Follett's Railton passed the other side of Aldington to take third place. Tommy Wisdom drove a stripped sports 4.3 Alvis and Hunter's Alta opened its head cowling.

Another 9-mile outer-circuit race followed, with Andrews's Balilla (old type) Fiat on limit and Dunham's fabric-bodied Speed Twenty Alvis on scratch. After a lap Tuson's racing, modern-type Balilla Fiat led from Andrews and Miss McOstrich's Frazer-Nash. Tuson built up a big lead and won at 89.07 m.p.h., but the rest were nicely bunched after two laps, with Whiddington's Jensen second and Russell-Roberts's M.G. third. In the run-in Dunham caught Roberts to take second place ahead of the M.G., passing inside coming off the banking. So we came to the 20-mile outer-circuit Dunlop Jubilee Cup Race. Once again, the *Bimotore* Alfa-Romeo was a non-runner, and Noble instead drove the Bowler-Hofman-Special, which is *sans* f.w.b. After a lap Wisdom's 4.3 Alvis led Elgood's Bentley and Charlie Dodson's 3½-litre Delahaye. These positions were unchanged for two laps, with Dodson closing on Elgood. Gerard was taking the Delage terribly high, and Brettell, with his new ex-Dr. Roth single-seater Talbot, was finding a light rear end exciting at speed. After four laps the three leading cars were running in a neat procession and Oliver Bertram, on the scratch Barnato-Hassan, was in ninth place, passing below Gerard on the Members' Banking. Another lap and Dodson was on Elgood's tail and Wisdom was third. Meanwhile Couper's wonderful stripped sports Talbot was working up steadily and it ran into first place to win at 119.86 m.p.h. Dodson overhauled Elgood for second place. Both the Formula Delahayes were a lap behind,



Running in to finish—A. S. Whittington (Jensen) and E. G. Russell-Roberts (M.G.), 4th and 3rd respectively in the Second Dunlop Outer Circuit Handicap.

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Dunlop Jubilee Meeting, The 347

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THE DUNLOP BROOKLANDS MEETING—continued

and Aldington, doing about 108 with the fully-equipped B.M.W., went high, so that Humphreys, whose special M.G. Midget was doing about 121, had difficulty in getting through—old bogy of outer-circuit racing.

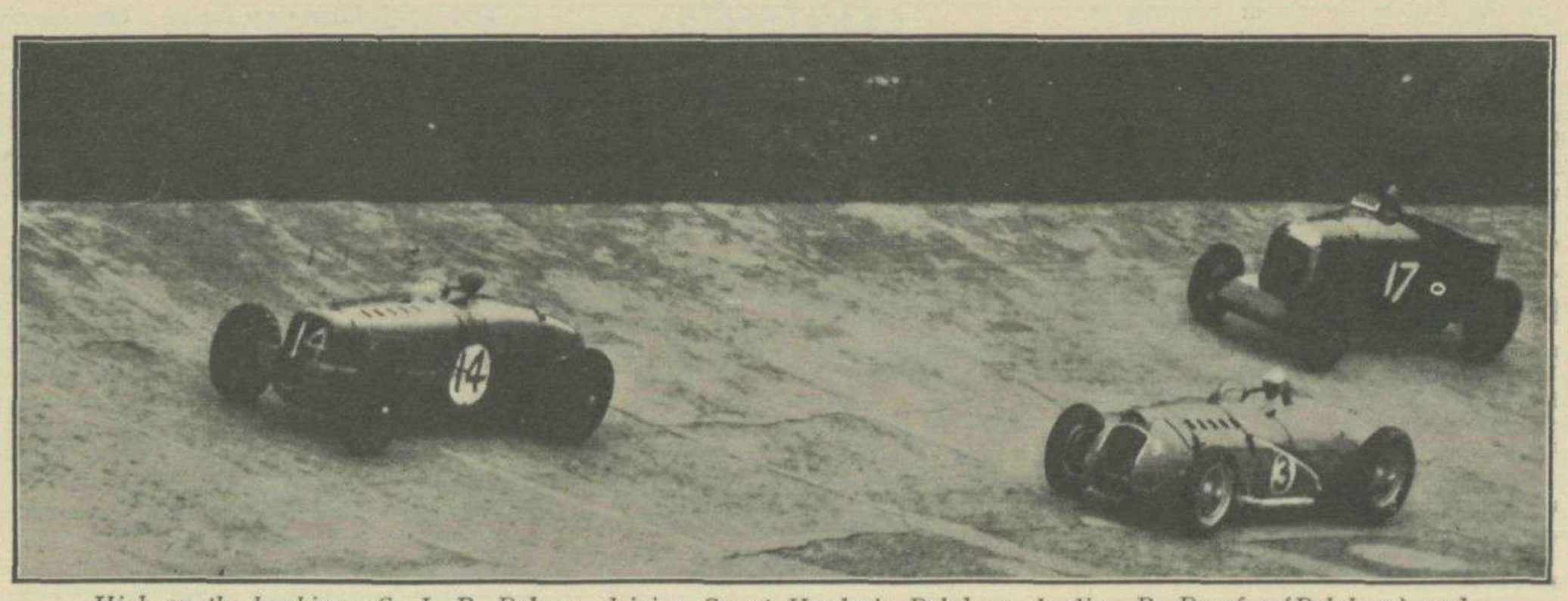
Another 9-mile outer-circuit race followed, with Baker-Carr's 6½-litre Bentley-Jackson on virtual scratch, as the *Bimotore* did not show up. Other non-starters were Brackenbury's Bugatti, Kennedy's 4½-litre Lagonda, Wilkinson's R-type M.G., Horsfall's Aston-Martin and Baker's Graham-Paige. Couper's Talbot ran again, with fresh rear covers fitted. After a lap Brooke's stubby Brooke-Special led from Courtney's Amilcar-Six and Brettell's Talbot. Courtney led next round and then after another lap the Bentley-Jackson passed on the inside to win from Couper's Talbot at 119.70 m.p.h., with Courtney third. A true outer-circuit car had won, and would have been faster still if Baker-Carr had not needed to cut out to pass slower stuff. Duller told us he literally had to brake hard several times for this reason, with the Duesenberg in the previous race. Dudley Froy retired the Bugatti-chassis two-stroke Jameson-Special (late Phœnix-Special) and Dodson's Delahaye sounded unwell. So, after excellent track racing, we moved to the Campbell road course. In the first 5-lap race, Baron's fully-equipped sports Alfa-Romeo, bearing a Continental registration, passed Miss Stanley-Turner's M.G. after a lap. Wakefield (E.R.A.) was on virtual scratch as Wimille's Alfa-Romeo did not run, and he started slowly. By the third lap Baron still led, with Ian Connell's E.R.A. second and Aitken's Maserati third. Ballamy was outclassed at the outset and his Bugatti now stopped on the Railway Straight emitting a smoke-screen which was the envy of all A.R.P. enthusiasts. On lap 4 Connell took the lead from Baron, and Wakefield came up in third place, the E.R.A. finally slipping through inside Baron at the Hill Bend, to challenge Connell's sister car. Then Connell's bad luck intruded, for the E.R.A. stopped half a lap from home, allowing Wakefield to win at 71.59 m.p.h., in front of Aitken's Maserati and Hanson's Maserati.

In the next 5-lap race Gordon Brettell's famous little Austin was only just started up in time but it beat Costello's Austin (once called "Mrs. Jo Jo") away, both cars being on the 10 sec. mark. After a lap Metcalfe, who used to drive the Abbott-Nash, led from Andrews, both handling old-type 995 c.c. Fiat Balillas, with Norton Bracey's blown M.G. third. Another lap and Hurst was in third place with the M.G. Magnette which John Dugdale used to drive. Hurst led after three laps, and Soames was second with Harmer's Type 37 Bugatti, which had an air-scoop to cool the sump—the announcer credited the entrant, Harmer, with driving. Hurst went on to victory, averaging 61.83 m.p.h. and Soames was second, with Tuson's Fiat Balilla third, while very close behind Tuson came Brettell's Austin. Costello was slow, likewise Hughes's 30/98 Vauxhall. Wright drove his Frazer-Nash, the body of which consists of a low rear fuel tank and a bucket seat. The seventh event was the 10-lap 23-mile Jubilee Scratch Race for cars up to 1,400 c.c.—which excluded 1½-litre E.R.A.s. Abecassis ran his Alta lined down to 1,386 c.c. The field started from opposite the Paddock and jostled round the hairpin into the road course. In this initial rush Nichols (M.G.) scored an advantage, but Appleton's Appleton-Special soon led from Hadley's Austin and Cuddon-Fletcher's M.G. Magnette. After a lap the leaders were Fletcher, Hadley and Appleton. Abecassis stopped by the pits and did not continue. Hadley had closed with Fletcher after two laps and then the M.G. slid round at the Hill Bend, Hadley slipping through to lead and the tiny Austin going beautifully. Fletcher restarted in second place and Appleton had trouble, so that after 4 laps Wilson's 1,090 c.c. E.R.A. was third. Hadley now led by the length of the Home Straight. The positions never changed and Hadley won at 67.17 m.p.h., Fletcher second and Wilson third. Towards the end the M.G. snaked most fearfully under braking. Noble's M.G. took a very high path at the Banking bend, Monkhouse's M.G. fell sick, retiring, Smith's M.G. fell out and Miss Turner's M.G. was lapped at the end.

Another 5-lap Campbell circuit race followed, in which Fane, as limit-man, with the sports B.M.W., led from Brooke's Brooke-Special and Dodson's Delahaye after one lap. A. F. Ashby's Alfa-Romeo was reaching a very high speed along the Railway Straight and, although cornered slowly, was playing with the field, moving from sixth to second place in 2 laps, so that on the fourth lap Fane just led from Ashby with Dodson third. The final lap left no doubt and Ashby came out ahead to win at 69.16 m.p.h. from Beadle's new 2-litre Alta and Cuddon-Fletcher's M.G. Lord Avebury's Alta was early in trouble, Vicentini was slow in his red Monza Alfa, and Fletcher's M.G. actually overhauled the Delahaye again along the Railway Straight after being passed.

Another race of this nature saw Michael May's old Alvis leading comfortably from Nichols's M.G. Midget after one lap, with Gammon's fully-equipped 2-litre sports Alta third. Gerard spun round at the Aerodrome Bend with the T.T. Delage and Staniland's Multi-Union had got well away from Howe's E.R.A., which was not any too well. Another lap and the E.R.A. was out, while Fay Taylour's 2.3-litre G.P. Bugatti was in third position. Gigi Platé's old Talbot-Platé seemed lacking in gee-gees, and May gave way to Nichols for the lead after 4 laps, with Charlie Martin in Watson's 2-litre Bugatti running third. Staniland's brakes seemed to be locking and on the final lap Nichols won a closely-fought race at 65.6 m.p.h., from Hadley's Austin and Martin's Bugatti, though the Bug. had pulled away from the Austin down the Railway Straight. On one lap Platé baulked Staniland at a corner while the flag marshal just looked on.

Thus we came to the last race, the 10-lap 23-mile Scratch Race for the big cars, run just as heavy rain commenced to fall, so that the Track was soon extremely slippery. Thirty-one cars were lined up in two rows before the Paddock and set to dash round the hairpin into the road course. Previously some drivers had



High on the banking—C. J. P. Dobson, driving Count Heyden's Delahaye, leading R. Dreyfus (Delahaye) and E. E. Elgood (Bentley) in the Dunlop Jubilee Cup Race.

THE DUNLOP BROOKLANDS MEETING—continued

expressed the opinion that the race should be run in heats and a final, as a fast car in the front row would score a considerable advantage over one in the back row—we believe positions were drawn from a hat. In any case, the congestion that resulted at the first, hairpin corner was not only pathetically circus-like, but it eliminated "Bira," Berg and Beadle—fortunately without personal injury of a serious nature, though "Bira" had to have his head stitched. He had led everyone in the 3-litre Maserati and turned left to find Berg's Maserati going straight on—doubtless Berg is accustomed to arrows indicating the location of corners. Berg's car struck the tail of "Bira's" and the bigger Maserati spun. In the ensuing scuffle Beadle's Alta smote the barriers and Ashby managed to hold a series of tail slides. "Bira's" car was very badly damaged about the tail and Berg's had the off front suspension wrecked. "Bira" walked disconcertedly in . . .

At first Staniland's Multi-Union led, with Mays's 2-litre E.R.A. in pursuit and Arthur Dobson's white E.R.A. third. As the rain got really bad Staniland was seen to be having a tussle with his car, and was not helped by a locking brake. After four laps Mays led, though giving way politely to Chris before passing. Wakefield was third and by the close of lap 5 was second, with Staniland next, sliding wildly, Dobson fourth, Dreyfus (Delahaye) fifth, Aitken (E.R.A.) sixth, and Martin's Bugatti seventh. Ashby's Alfa also slid noticeably. Dobson passed Staniland on lap six and then Wakefield actually passed Mays, to lead. But almost at once Mays's bigger E.R.A. repassed. So the order remained to the very dismal finish, save that with two laps to go Dreyfus also out-placed Staniland. The rain had affected the average, which was 64.77 m.p.h. Again Gerard spun round at the Aerodrome bend and this time the Delage left the road.

It had been a most excellent meeting, for which gratitude is due to Dunlops, especially from those who were so lavishly entertained in the special marquee. We hope the handicappers may be a little more lenient next year on the big outer-circuit cars, which now go so very rapidly and have a devil of a job passing other cars, yet which win so seldom. Staniland lapped at about 134 m.p.h. to win at over 127 m.p.h., but Bertram, lapping at over 143 m.p.h., very close to the absolute lap record, could do no better than fourth.

RESULTS

First Dunlop Outer Circuit Handicap (about 9 miles): 1, C. S. Staniland (2,946 c.c. Multi-Union S.), won by 3⅘s. at 127.77 m.p.h., h'cap 17s.; 2, W. E. Humphreys (747 c.c. M.G., S.), h'cap 43s.; 3, C. Follett (4,168 c.c. Railton), h'cap 64s.

Second Dunlop Outer Circuit Handicap (about 9 miles): 1, V. H. Tuson (1,090 c.c. Fiat) won by ⅘s. at 89.07 m.p.h., h'cap 57s.; 2, C. G. H. Dunham (2,511 c.c. Alvis), scratch; 3, E. G. Russell-Roberts (1,287 c.c. M.G.), h'cap 30s.

Dunlop Jubilee Cup Race (about 20 miles): 1, W. M. Couper (3,377 c.c. Talbot), won by ⅘s. at 119.86 m.p.h., h'cap 70s.; 2, C. J. P. Dodson (3,557 c.c. Delahaye), h'cap 89s.; 3, F. E. Elgood (4,487 c.c. Bentley), h'cap 98s.

Third Dunlop Outer Circuit Handicap (about 9 miles): 1, C. T. Baker-Carr (6,597 c.c. Bentley-Jackson), won by ⅘s. at 119.70 m.p.h., h'cap 9s.; 2, W. M. Couper (3,377 c.c. Talbot), h'cap 25s.; 3, P. Courtney (1,093 c.c. Amilcar), h'cap 57s.

First Dunlop Road Handicap (11.33 miles): 1, J. P. Wakefield (1,486 c.c. E.R.A., S.), won by 8⅘s. at 71.59 m.p.h., h'cap 15s.; 2, Hon. P. Aitken (1,494 c.c. Maserati, S.), h'cap 42s.; 3, R. L. Hanson (1,494 c.c. Maserati, S.), h'cap 37s.

Second Dunlop Road Handicap (11.33 miles): 1, A. H. B. Hurst (1,087 c.c. M.G.), won by 12s. at 61.83 m.p.h., h'cap 25s.; 2, M. S. Soames (1,496 c.c. Bugatti), h'cap 19s.; 3, V. H. Tuson (1,090 c.c. Fiat), h'cap 30s.

First Dunlop Jubilee Trophy Race (about 23 miles): 1, H. L. Hadley (744 c.c. Austin, S.), won by 13⅘s. at 67.17 m.p.h.; 2, A. Cuddon-Fletcher (1,387 c.c. M.G., S.); 3, N. G. Wilson (1,090 c.c. E.R.A., S.).

Third Dunlop Road Handicap (11.33 miles): 1, A. F. Ashby (2,992 c.c. Alfa-Romeo, S.), won by 4⅘s. at 69.16 m.p.h., h'cap 31s.; 2, A. H. Beadle (1,960 c.c. Alta, S.), h'cap 22s.; 3, A. Cuddon-Fletcher (1,387 c.c. M.G., S.), h'cap 36s.

Fourth Dunlop Road Handicap (11.33 miles): 1, I. H. Nickols (747 c.c. M.G., S.), won by 2s. at 65.60 m.p.h.; 2, H. L. Hadley (744 c.c. Austin, S.), h'cap 23s.; 3, C. E. C. Martin (1,990 c.c. Bugatti, S.), h'cap 32s.

Second Dunlop Jubilee Trophy Race (about 23 miles): 1, R. Mays (1,980 c.c. E.R.A., S.), won by 8⅘s. at 64.77 m.p.h.; 2, J. P. Wakefield (1,488 c.c. E.R.A., S.); 3, A. C. Dobson (1,488 c.c. E.R.A.,S.).

E.R.A. ESTABLISHES FASTEST TIME AT PRESCOTT

COURSE RECORD REMAINS UNBROKEN. THE SUMNER-J.A.P. CRASHES BADLY

LARGER crowds seem to assemble each time at Prescott, and the Bugatti Owners' Club's hill is certainly gaining in prestige. On Sunday, September 25th, a tendency to rain on the course prevented the record, held by Abecassis and his 1½-litre Alta, from falling, although spectators for the most part basked in sunshine which brought out the best in the beautiful surrounding scenery.

Fastest time of all was made by the new-comer, R. E. Ansell, who climbed in 48.91 secs. with his E.R.A.—1.06 secs. below the Alta's record. Ansell has every reason to be proud of his achievement and his future driving career will be closely followed. Abecassis managed second fastest time in 49.12 secs., G. B. Davis's 3,622 c.c. Triangle-Special was the quickest unblown car, in 54.31 secs., and C. I. Craig's Bugatti was fastest sports-car. Heal's 1910 Fiat won the veteran class from a 1912 8-litre Mercèdès driven by Clutton. Claridge took the 1½-litre sports class with his Frazer-Nash, in which category Miss Redfern's H.R.G. ran out of road. In the 3-litre sports class Bagratouni's wildly-sliding Alfa-Romeo beat the Bugs. and B.M.W.s. The Triangle-Special scored in the big sports class. Buckley's wonderful little Austin took the 750 c.c. racing-class in 52.37 secs., considerably below class-record time, and Ansell's E.R.A. won the 1½-litre class with fastest ascent of the day. Lord Avebury's old-type 2-litre Alta made an excellent climb to win the 2-litre racing-class in 49.81 secs., beating his own previous class record. In the big racing-class Craig's immaculate 3.3-litre G.P. Bugatti won in 50.0 secs.

In practice the Freikaiserwagen, driven by Joe Fry, hit the barriers at Orchard Corner, and damaged itself too seriously to compete; a pity, as it had unofficially beaten the Alta's absolute record at the August Vintage S.C.C. meeting. Symonds's M.G. again rolled over, Vaughan left the road in the Becke-Powerplus and poor Gerald Sumner hit the outside bank at the Esses with the V-twin shaft-drive Sumner-J.A.P., which then somersaulted twice across the road, flinging away its driver. Sumner staggered off the course and collapsed. He was removed to hospital with arms heavily bandaged and a report stated that no bones were broken but that he would need to be kept quiet for some time. He fortunately had on a crash hat, which shows how essential it is to visit "Uncle Lewis" before racing—and a crash hat seems as useful as an A.R.P. mask for what they tell us is coming . . . .

Of the runs we observed in the first half, Instone's Martyr, with megaphone exhaust, did 55.1 secs., Hunter's noisy Alta got up in 50.33 secs., in a series of controlled slides, Appleton blipped through the Esses, wheel-spin nicely controlled by twin rear tyres, to clock 53.2 secs., Hurst with the ex-Dugdale M.G. Magnette was slow, Woodall's Chatterbox failed to reach us, Rolt, tied into the Bugatti-motioned Phœnix-Special, made a great start and cornered sanely (56.85 secs.), Lloyd-Jones with the 1½-litre Triangle-Special missed a gear at the Esses, and Tommy Sulman's cinder-track Singer cornered with verve, tyres flexing and driver grapping controls, to record 57.3 secs. Marston's 2-litre Bugatti cornered well but mis-fired, Clark (Bugatti) held a slide nicely, Lord Avebury negotiated the Esses very well indeed, using twin rear tyres, Hampshire's Bugatti looked a trifle wild but was well held and sang a much appreciated Molsheim war-cry, Souter's Bugatti was notably rapid, and the fascinating Alsi-Capa, with six short exhaust stubs, slid about and mis-fired. Lemon-Burton cornered very neatly and Craig's 3.3-litre Bugatti shot flame from its exhaust on the overrun. Of the first ascents, Fane's "Shelsley" Frazer-Nash made fastest time in 49.43 secs.

Prescott closes down for 1938, but may figure in some of the Bugatti Owners' Club's trials this winter. The Club has had a wonderful first season there.

RESULTS

Fastest time of Day: R. E. Ansell (E.R.A., S.), 48.91s.
Second Fastest: G. E. Abecassis (Alta, S.), 49.12s.
Fastest Unsupercharged Car: K. W. Bear (Bugatti), 51.35s.
Fastest Sports-Car: G. Bagratouni (Alfa-Romeo, S.), 53.92s.

Class Winners

Class 1 (Veteran Cars): A. S. Heal (Fiat), 57.49s.
Class 2: (Sports-Cars up to 1,500 c.c.): Blown, C. W. P. Hampton (Mercedes-Benz, S.), 57.66s.; unblown, G. D. Claridge (Frazer-Nash), 56.61s.
Class 3 (Sports-Cars 1,501 to 3,000 c.c.): blown, G. Bagratouni (Alfa-Romeo, S.), 53.92s.; unblown, A. F. P. Fane (Frazer-Nash-B.M.W.), 54.91s.
Class 4 (Sports-Cars over 3,000 c.c.): blown, G. M. Crozier (L.M.B. V8, S.), 54.42s.; unblown, G. B. Davis (Triangle Special), 54.31s.
Class 5 (Racing-Cars up to 750 c.c.): C. D. Buckley (Austin, S.), 52.37s.
Class 6: (Racing-Cars 751 to 1,500 c.c.): R. E. Ansell (E.R.A., S.), 48.91s.
Class 7 (Racing-Cars 1,501 c.c. to 2,000 c.c.): Lord Avebury (Alta, S.), 49.81s.
Class 8 (Racing-Cars over 2,000 c.c.): C. I. Craig (Bugatti, S.), 50s.
Handicap (For cars of any capacity): S. H. Newsome (8S), actual time 55.85s., net time 43.90s.

AUTO-UNIONS' FIRST 1938 WIN

NUVOLARI SCORES A SURPRISING AND WELCOME VICTORY IN THE ITALIAN GRAND PRIX. FATAL ACCIDENT IN MILAN GRAND PRIX

THE glorious uncertainty of motor-racing was never demonstrated better than in the Italian Grand Prix of 1938. After a string of victories that had begun to verge on the monotonous, a sweeping success for the Mercédès-Benz team was confidently predicted. Lang had made the fastest time in practice, and there seemed no reason to suppose that the finishing order would be very different from that of any of the recent Grand Prix races in which the Stuttgart cars have been successful.

The weather was very unsettled during the practising periods before the race. The first two days were fine, then came a day of drenching rain, followed by unofficial practising in the wet on the Saturday, and a magnificent, hot day for the race itself. It was this wide variation in the temperature and humidity of the atmosphere which was blamed afterwards for the failure of the Mercédès cars in the race.

However, on every day the fastest times were put up by Mercédès drivers. The Auto-Unions made only brief appearances, and when they did so they seemed to be quite outclassed. The Maserati folk were dogged by ill-luck, and couldn't get their cars to shape properly, while Farina's new sixteen-cylinder Alfa-Romeo was obviously untried. "The Doctor" had a tremendous skid, involving several complete *tete-a-queues*, and finishing up against the straw bales with no damage done. The 1,500 c.c. Alfas were terrific in practice, being actually faster than Farina, while Arthur Dobson only arrived in time to join in the unofficial practising on Saturday. His misfortune was added to when he broke an oil pipe and his E.R.A. slung oil onto the track—a performance which is always regarded with the utmost distaste by drivers at Monza, where the terrible day when Campari, Borzacchini and Czaikowski all met their deaths from this cause will never be forgotten.

Signor Dino Alfieri, Italy's Propaganda Minister, kept the drivers and spectators waiting nearly half-an-hour beyond the scheduled starting time. Then he inspected the cars and spoke to all the drivers, nearly overlooking Dobson, who was tucked away in the last row. The latter, believing that when in Rome—or Milan—one should do as Rome does, gave a very brisk Fascist salute, which resulted in his getting a bigger cheer from the crowd than any of the local favourites.

When the flag fell, Dobson shot forward in his usual rapid style, only to break a half-shaft almost immediately, coming to a standstill right in front of the stands. Sommer streaked into the lead on one of the Alfas, but he then developed chronic mis-firing and was passed by Luigi Villoresi's Maserati. This position was held by Luigi for four laps, when he experienced engine-trouble, giving way to his brother, Emilio, who was driving an Alfa-Corse. Sommer kept on stopping for plugs, for which the little Alfa seems to have a voracious appetite, but in between whiles he put in the fastest lap of the race in 2 min. 42.6 secs., at a speed of 94.8 m.p.h. Emilio continued on his way for the rest of the twenty-five laps, running out a winner at 91.70 m.p.h. by one second from Severi on a sister car. Armand Hug, after being slowed by clutch-slip throughout the race, finished third, with Cortese (Maserati) and Bagliano (Maserati) fourth and fifth. Pietsch went very well until his retirement, lying third for some time. The fourth Alfa was driven—and very expertly—by our old friend Marinoni, who finally blew up near the finish. 'Twas said that he was testing certain modifications.

The end of the race was marred by the tragic accident to Marazza. This is what happened. Sommer's car caught fire just before the line, and the driver pulled up in a dense cloud of smoke. Behind him came Marazza, who apparently did not realise that the race was over and roared by at full speed. But the smoke was thicker than he thought, and he completely misjudged the Lesino corner. His Maserati spun round several times, turned over, and crashed into a tree, around which it became entwined. The unfortunate driver was impaled on a branch of the tree, which pierced one of his lungs, and he died in hospital during the following night. Marazza's death is deeply regretted in Italian motor-racing circles. His record to date had been first at Naples, second at Varese and third at Livorno, and he was generally considered to be one of Italy's most promising young drivers. What is more, he had an extremely likable personality.

The opening laps of the Italian Grand Prix showed that the moderate performances of the Auto-Unions in practice had been deceptive. Lang (Mercédès-Benz) managed to make the best of his front rank position to take the lead, but he was closely chased for several laps by Muller (Auto-Union), Seaman (Mercédès-Benz) and Nuvolari (Auto-Union). Caracciola, the Mercédès favourite, made his first error of judgment for many a year when he spun round twice on the second lap, charged the straw bales, and stopped his engine. (I believe the last time he went off the road was in the first season of Mercédès formula racing at Pescara.) Rudolf was not a bit dismayed, however, and calmly detached his steering wheel and hung it onto one of the driving mirrors. Then he pushed the car until it was going at a fair speed, hopped into the cockpit, fixed on the steering wheel, put the car in gear, let in the clutch—and was off once more.

It was not his lucky day, though, and the car then started to run very hot, probably due to the faulty carburation. At half distance he handed over to Von Brauchitsch at the refuel (the latter having already retired on the twentieth lap). Meanwhile Kautz had stopped on the second lap, followed by Seaman on the sixteenth. Seaman had passed the pits and was completing another lap slowly when he found that his machine was in flames. He drove towards some officials, who obviously wished he hadn't, for they did nothing, and after some palpitating minutes the fire went out of its own accord. Twenty minutes later a perspiring soldier arrived with a single Pyrene!

Lang was the next of the Mercédès drivers to go, and now only Caracciola's car was left in the race. Von Brauchitsch had soon got tired of having his feet roasted, and politely handed the car back to "Carratsch," who stuck it out and suffered a burnt foot for his pains.

Nuvolari was now in the lead, driving extremely well, followed at a short distance by Stuck and Muller, who quite definitely has a great future before him. Stuck retired on the forty-third lap, and it really looked as though Muller was at last going to have the success he has deserved all this season. But no, fate struck once more, and he had to retire with engine trouble two laps from the finish!

This allowed the plodding Farina to appear in the picture in second place, with the by now thoroughly grilled Caracciola third, and so they finished.

Nuvolari's victory, of course, was tremendously popular with the Italian crowd, but not quite so much, perhaps, as it would have been had he been driving an Italian car. However, half a loaf is better than no bread at all, so they gave him some really rousing cheers all round the course. Personally, we were immensely glad to see the Little Man scoring a Grand Prix win once more. It was quite like old times, except that he should have been handling a dark red Alfa!

There were several reflections to be made after this race. First of all, the Auto-Unions are apparently finding their real form at last. Secondly, Nuvolari has now mastered the different feel of the car to his satisfaction.. Thirdly, in Muller, Germany and Auto-Union have a man who I believe will be a second Rosemeyer. And finally even the most confirmed favourites, such as Mercédès-Benz were at the beginning of this race, can be upset by rapidly changing weather conditions.

RESULTS

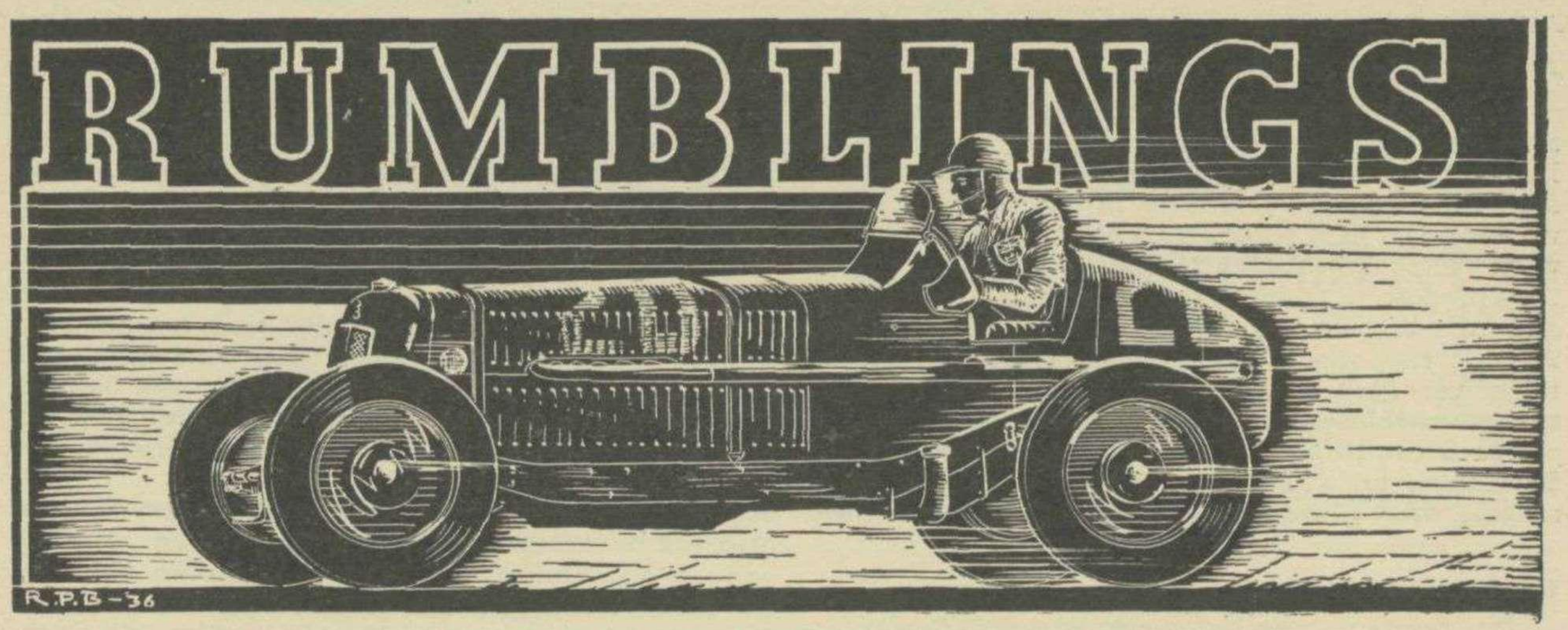
Milan Grand Prix

1. E. Villoresi (Alfa-Romeo), 175 kms. in 1h. 11m. 4s., speed 91.71 m.p.h.
2. Severi (Alfa-Romeo), 1h. 11m. 5s.
3. Hug (Maserati), 1h. 14m. 5s.
4. Cortese (Maserati), 1h. 14m. 33s.
5. Bagliano (Maserati), 1h. 16m. 35s.

Italian Grand Prix

1. Nuvolari (Auto-Union), 420 kms. in 2h. 41m. 49.6s., speed 96.76 m.p.h.
2. Farina (Alfa-Romeo), 2h. 45m. 16.6s.
3. Caracciola (Mercedes-Benz), 2h. 52m. 39.4s.

The rest flagged off.



Big Stuff

CECIL CLUTTON tells me the engine of his famous Itala came down for the first time in his experience before the Shelsley Meeting, because it was suffering a seized little-end. On rending the machinery asunder, the con-rods were seen to be offset by reason of huge kinks in their middles, the crankshaft webs to be of H-section, and the journals almost identical in diameter to Austin Seven pistons. The Itala's pistons dwarf even those out of a 30/98 Vauxhall, and have a great depth of skirt into the bargain—after the War, skirts of course became shorter. I only hope Sam will not be unnerved next time he drives the veteran, by thoughts of all this machinery threshing around before him!

Clutton would like to see a race for these old cars at Brooklands. So should I, and I suggested it to Mr. Bradley some moons ago. The answer was that they could not risk an accident, as the Press would at once pin on the old age of the competing car. But, now that every good sprint meeting has one pre-1915 class, perhaps we might agitate for just one lap, next year? Incidentally, Clutton has now improved on his Formula which the Vintage S.C.C. uses for this class at speed events. Post-war carburetters and aluminium pistons are now penalised 4 per cent. additional power, amongst other things. No wonder they are asking Cecil Choate, who usually scrutineers at Vintage S.C.C. meetings, to become an Honorary Member. While the spectators love to see the big cars in action, their owners compete seriously for awards under the Formula and not on speed alone. By the by, the rap about Motor Sport describing the Phœnix-Special as a machine which "should have been blushing under Nuffield Trophy honours" at Lewes, whereas consultation of the Calendar would have revealed that both events occurred at one and the same time (September Bulletin of Vintage S.C.C., page 19), really wasn't deserved. We thought the car was being run at Lewes *instead* of at Donington! The confusion arose because Dudley Froy and Tom Rolt both evolved Phœnix Specials. Froy has hastily changed the label on his. Rolt's car is a chain-drive job with blown Brescia Bugatti engine—which sounds a hectic enough experiment.

Politics

The question of whether or not the G.P. teams of Germany, Italy and France have, in the past, been in receipt of State subsidy is a most moot one. A friend of mine with a wide knowledge of European money matters avers that they have not. Now some further light is thrown on the matter by an interview with Count "Johnny" Lurani. Lurani said that the Alfa-Romeo concern gets no direct State subsidy, but that the Italian Government controls the factory, which turns out large numbers of aero-motors. In consequence, Alfa could spend large sums on racing and are, in fact, unbreakable so far as such expenditure is concerned. Maseratis, Lurani thinks, have not had more than £8,000, all told, in the form of subsidy.

In this country, of course, E.R.A. get no help at all from outsiders, barring about £125 handed in to date as a sign of enthusiasm by the E.R.A. Club. In the August issue of "Hearsay," organ of the E.R.A. Club, the Editorial concerned itself with the benefits conferred on utility cars by racing, and suggested that British family cars are too heavy and too floppily sprung. The ingenious suggestion was made that if the S.M.M.T. would make E.R.A. Ltd. the Industry's Research Department, making a grant to the Bourne concern, the British Motor Industry would, in return, gain a form of independent front suspension developed and tested by racing, besides valuable data concerning the use of light alloys, and world-wide propagation of prestige. This idea has much to recommend it, in spite of the existence of the I.A.E.'s static research station which already ministers to the Industry's needs. But the adoption of the suspension example to illustrate the possible benefits that might result is not without its humorous aspect, for one visualises all makes of British "death-boxes" in possession of identical front layouts (doubtless suitably disguised) to the design of our Continental friend, Dr. Porsche! Moreover, M.G., Riley and Alta might feel sore that their racing independent suspensions should not have landed a like money-bag.

RUMBLINGS—continued

A Suggestion of Our Own

And here is a suggestion of our own. Why not have a 1½-litre Championship Race run by the R.A.C. at Donington next year, so that we could meet first-class opposition from the Continent in the sphere in which we excel? E.R.A. has announced that no further work will be done on the 2½-litre Formula G.P. car, as they propose to concentrate on meeting the Maserati and Alfa-Romeo challenge in the 1½-litre category. A great race should result. Moreover, Mr. Craner might very well have his great race on a Sunday, so that we could rightly judge the peak race attendance of the Great British Public. This, of course, if the Formula is not changed next year, as is rumoured, making the 1½-litre race the big event in any case.

Correction

Our printers made a quite excusable error in "Rumblings" last month, when they made Bentle—a pre-war marque—read as Bentley. Unfortunately, of course, the Bentley was unknown in pre-war days. W. O. Bentley thought about his child while designing the B.R.1. and B.R.2 rotary aero-motors—about the last rotaries to go into production—during the War years. Work on the first 3-litre Bentley commenced on January 20th, 1919, in a quiet office at No. 16, Conduit Street, the staff consisting of "W.O." and his brother, "H.M.," the late F. T. Burgess, who designed the 1914 4¼-litre four-cylinder sixteen valve T.T. Humbers, and a few draughtsmen. All the construction work on that first car was carried out by specialist firms scattered all round the country. Beverley-Barnes, of course, did much of the engine work. At the 1919 Show a chassis was on view, and before the end of the year two experimental cars were out on test. The Cricklewood factory, however, did not open until 1921. In that year Clement raced a 3-litre at Brooklands, and a team of flat-radiator 3-litres lined up for the 1922 I.O.M. T.T. I believe that the first production car was sold to a Mr. Noel van Radtz and he promptly wrote in praise of it to one of the motor papers. When Rolls-Royce Ltd. decided to produce the 3½-litre Bentley, "W.O." undertook the task of designing the new chassis, which, although it had the same bore and stroke as the 20-25 Rolls-Royce, was actually a very different job, and an "over 90" car even with low axle-ratio and closed coachwork. W. O. Bentley's latest undertaking has been the design of the V12 Lagonda, in which work he has, I believe, been closely associated with Trescillian.

Chris Staniland

Although Chris Staniland has been racing motor-cycles and cars for season after season, his first big win on four wheels came when he won the recent Phoenix Park Scratch Race with W. C. Devereux's Multi-Union, driving a steady race to average 97.45 m.p.h. The Multi-Union is Staniland's old Alfa-Romeo, rebuilt with a new, very Mercédès-like body and having redesigned transmission incorporating parts made by Rolls-Royce. Staniland is a Flight-Lt. in the R.A.F. and test-pilot to Fairey Aviation.

A Remarkable Rumour

A rumour is going around that next year the International Formula will again be changed, and will comprise a 1½-litre capacity limit. Those who are hurling bricks at E.R.A. for not proceeding with a Formula car are told to wait and see . . . If there is any truth in this rumour that the Formula is to be changed next year, instead of for 1941, and if it does take the form of a 1½-litre capacity limit, independent drivers will rejoice, Britain will start with an advantage. Alfa-Romeo and Maserati will be well pleased that they have got new 1½-litres which are cracking, and Mercédès-Benz and Auto-Union will almost certainly come in. What a prospect! But so far no official confirmation is forthcoming. In any case, the 1½-litre class will be extremely interesting next season. E.R.A. will use six-cylinder Zoller-blown engines in the new low chassis intended for the 2½-litre G.P. engine. Maserati has the new four-cylinder sixteen-valve job and the six, now giving more power and with improved rear suspension. Alfa-Romeo has the already successful new straight-eight single blower *Alfettes*.

Odd Spots

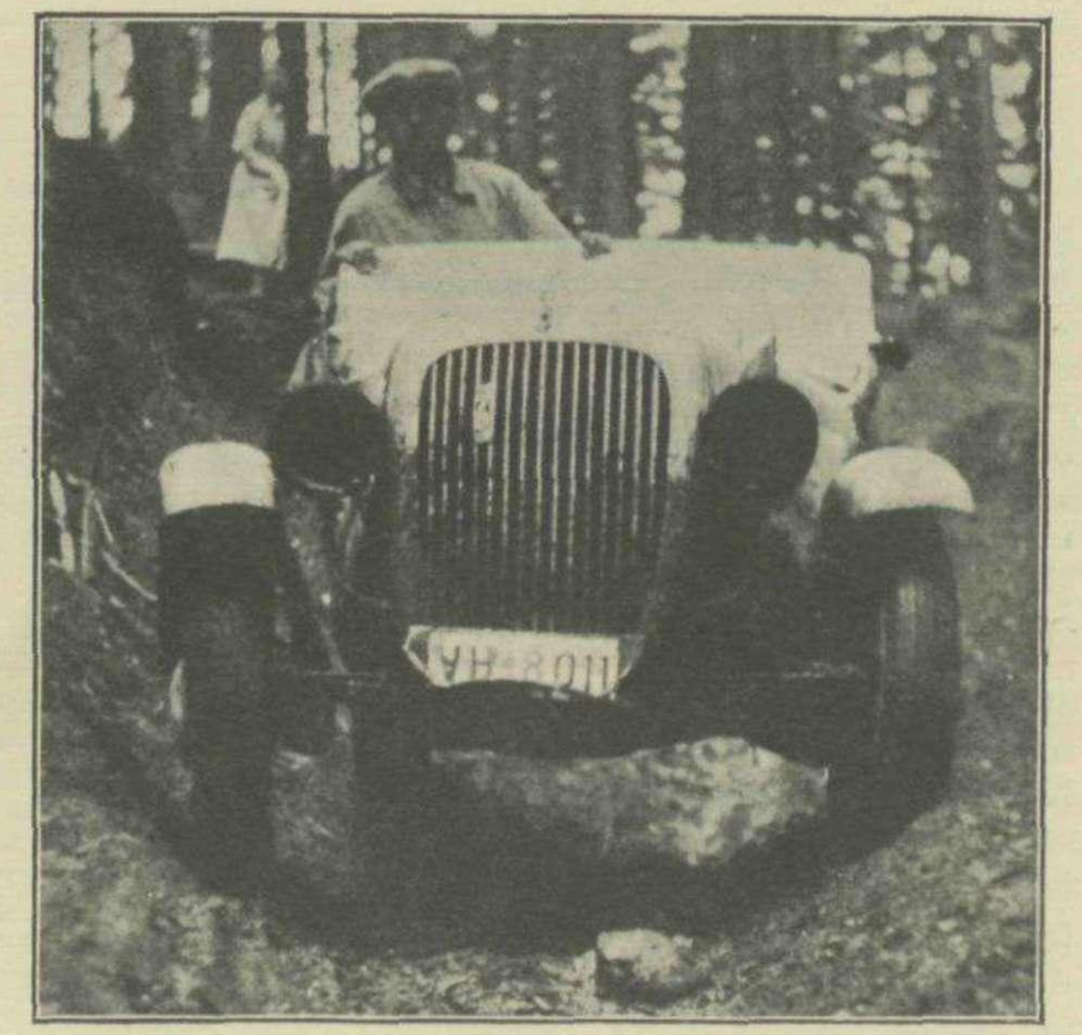
Congratulations and good wishes to Richard Seaman on his engagement to Fräulein Erica Popp of Munich, daughter of the Managing Director of B.M.W., which was announced on September 20th.

* * *

The Brooklands Meeting of October 15th will include the Championship Race over the Mountain Course.

* * *

T. P. Breen is a 14/40 Delage enthusiast and runs a very well-kept example as a personal car.



Bobby Kohlrausch's mechanic takes a look ahead to see what the future has in store. Judging by the present position of their Opel it is not too promising! The event was a recent German cross country trial.

A

BENTLEY

ANNOUNCEMENT

AN IMPROVED 4¼-LITRE CAR

WITH OVER-DRIVE GEARBOX

A number of important improvements have been effected in the 4¼ litre Bentley resulting in a car that is superior to its predecessor in MAXIMUM SPEED, GENERAL CONTROLLABILITY, ACCELERATION, SILENCE AND SMOOTHNESS

1 MAXIMUM SPEED—The provision of an over-drive gearbox enables a higher maximum speed to be attained without exceeding maximum engine revolutions.

2 CONTROLLABILITY—Steering of improved design, which is appreciably lighter to operate, coupled with the employment of larger tyres on smaller wheels, provides greater controllability under all conditions.

3 ACCELERATION—By reason of the modified gear ratios and slight engine modifications, acceleration is improved under certain conditions.

4 SILENCE AND SMOOTHNESS—The slower running engine under normal driving conditions, due to the use of the over-drive gear, coupled with the slight engine modifications, gives greater silence and smoothness.

5 OTHER FEATURES
Centralised chassis lubrication.
Automatic shock absorbers with over-riding hand control.
Improved illumination of instruments.

Chassis £1,150 Saloon £1,510 Coupé £1,535

Cars of this type will be on view at the Motor Exhibition at Earl's Court, October 13th—22nd

BENTLEY MOTORS (1931) LTD 16 CONDUIT STREET LONDON W1 TELEPHONE MAYFAIR 4412

THE DEVELOPMENT OF THE E.R.A.

AND SOME NOTES ON CHRONOLOGICAL DISTRIBUTION OF THE BOURNE MARQUE

UNDENIABLY, the British E.R.A. is supreme in the 1½-litre racing category. Now that the Alfa-Romeo concern is seeking to challenge the Bourne marque with the introduction of the straight-eight twin o.h. camshaft 1½-litre Alfas, and now that the new Grand Prix 2.2-litre E.R.A. is due to make its bow, it is worth while to trace the general development of the E.R.A., albeit there is much which cannot be told.

The very first E.R.A. made its appearance in 1934, following Humphrey Cook's big-hearted decision to finance the building of a team of English Racing Automobiles, and after Raymond Mays's successful showing with the white Riley Six—we well recall the appearance of the first green E.R.A. outside T. & T.'s at Brooklands one week-day afternoon. The engine was a 1½-litre based on the Riley unit, but with head and base modifications and higher-set camshafts, work for which Peter Bethron was responsible, and the half-elliptically sprung E.N.V. gearboxed chassis was designed by Reid A. Railton and built by Thompson and Taylor. Since the introduction of the first car, sixteen more E.R.A. racing-cars have been built, and of the total of seventeen, six were originally used as works cars. It will be remembered that the works used a 2-litre car for sprint work and used a 1,100 c.c. car in the International Trophy Race.

The first car of all (R1A) went to a French owner after a while, but was bought by the late Major Cotten at the end of 1936 and driven in the Vanderbilt Cup Race by Brian Lewis and Freddie Clifford. Later Bjornstad, the Norwegian driver, acquired it, changing its hue from blue to red. At the end of 1937 W. E. Humphreys bought it and is now rebuilding it.

The second car (R2A) was bought by Embiricos after the works dispensed with it, and in 1937 he fitted an Italian system of independent front wheel suspension. This year Ken Pollock bought the car and started racing it at the B.A.R.C. August Meeting, under the care of Ramponi.

The next car (R3A) became the property of L. Fontes but was resold to Norman Black and T. H. Wisdom in 1936 without being raced by Fontes. In 1937 Charlie Martin acquired it, painting its former green bodywork red. J. H. Bartlett now owns it. It won the 1,500 c.c. Avus race in 1937.

The fourth car was the first to be built for delivery to a private owner, being sold as a new car to Pat Fairfield (R4A), in April 1935. In 1936 Fairfield was invited to join the official E.R.A. team and changed his car's colour from white to green. At the end of last year N. G. Wilson bought the car, and the 1,100 c.c. alternative engine which Fairfield had for it, and painted it dark blue. The car won the 1935 Mannin Beg, Nuffield Trophy and Dieppe 1,500 c.c. races, and the 1937 Rand G.P. and South African G.P.

In 1935 E.R.A. introduced the B class cars, with additional bracing of the frame below the driving seat, and more flexible rear springs. The first of the B-series (R1B) was built for Dick Seaman and painted black. It won the Coppa Acerbo, Berne, and Masaryk 1,500 c.c. races, and in 1936, when Seaman revived the old 1½-litre Delage, Manby-Colegrave bought the car, painting it green. Last year Billy Cotton bought it and stabled it with Bellevue Garage, where minor modifications were made.

The next B-class car (R2B) was built for "B. Bira" and is the most successful E.R.A. yet, winning the Prince Rainier Cup, International Trophy and Picardy races in 1936, the I.O.M., London G.P. and Imperial Trophy races in 1937 and this year's Coronation Trophy and London G.P. This is "Romulus," built in 1935 and fitted with special De Ram shock-absorbers all round in 1937, rendering its road holding superior to that of other B-class E.R.A.s.

The third "B" car (R3B) was a 1936 works car and the late Marcel Lehoux lost his life in it in a bad smash at Deauville. It has never been rebuilt.

The next car of this series (R4B) was used as a works job, repainted black towards the end of the 1936 season. In 1937 it appeared as a C-type. The C-class cars have the Porsche-designed torsional independent front suspension, Lockheed hydraulic actuated Girling brakes and the huge Zoller vane-type blowers set behind the cylinder block and straddled by the driver's legs. Previously Murray-Jamieson Roots-type blowers had been used, designed by poor Murray-Jamieson, who later joined E.R.A. and was fatally injured in the last International Trophy Race when the Delage hit the spectators. For the 1938 season R4B was further modified, with Lockheed brakes having two leading shoes, short radius arms for the independent front suspension, Luvax piston-pattern hydraulic shock-absorbers and extensively-drilled side members. Renumbered as 4D, it won this year's Donington Coronation Trophy and Picardy G.P. and made best time at Shelsley.

The fifth "B" car (R5B) was built in 1936 for "Bira" and christened by Prince Chula "Remus." Last year Rolt bought it and with it recently smashed the Limerick course record very thoroughly. "Bira" won the 1,500 c.c. Albi G.P. with it in 1936.

The next "B" car (R6B) was supplied new to Dr. Benjafield and later in 1936 bought by Douglas Briault. In 1937 Ian Connell bought it and after a while experimented with twin chain-driven Arnott vane-type blowers, fitted by Carburetters Ltd., in place of the Murray-Jamieson Roots blower. For this season he replaced the original blower and painted the car black, making fastest time and course record at Syston.

The next car in the series (R7B) was built in 1936 for the master-driver, Arthur Dobson—his famous white car, the frame of which is now grey-hued; perhaps an indication of old age and a good omen, for we should like to see Dobson at the wheel of a "C" or "D"-class car.

Earl Howe had the next "B" car (R8B). It was built in 1936 but converted to a C-type in the winter of 1937-8. It won this year's Grosvenor G.P. D. H. Scribbans, almost a newcomer to racing, bought the next E.R.A. in 1936 (R9B). During the middle of 1937 a normal gearbox was substituted for the E.N.V. box. This year Ansell bought the car, on Scribbans's retirement from racing, and replaced the self-changing E.N.V. box. In 1936 Charlie Martin won the Nuffield Trophy Race with this car.

Peter Whitehead, that fiery young driver, bought the next car (R10B) and drove it in lots of big races, partnered by P. D. Walker. It won this year's Australian G.P. Reggie Tongue relieved Bourne of the next car, using it most in Continental races, though he ran at Brooklands two months ago. It won the 1936 Cork G.P. The next "B" car was a works team job, built in 1936 and in 1937 converted into a "C" car. At the end of 1937 it was bought for "Bira," painted blue and named "Hanuman," after a Siamese monkey-god, carrying this silver emblem, beautifully executed, on the scuttle. Tended by Shura, it won the Cork and the Nuffield Trophy races this year.

The latest car to be delivered is R14B, begun in 1936 and is owned by John Wakefield.

E.R.A. IDENTIFICATION CHART

Present Colour	Type		Present Driver	Special Features
"Bira" blue ...	C	1937	"B. Bira"	Called "Hanuman"
E.R.A. green ...	C	1937	Earl Howe	——
Black	4D	1938	Team Car	——
Blue Grey	B	1936	J. P. Wakefield	Zoller C type blower De Ram dampers
Green	B	1936	Hon. P. Aitken	——
Black	B	1936	P. Whitehead and P. Walker ...	——
Blue, red wheels ...	B	1936	R. E. Ansell	——
White, grey frame	B	1936	A. C. Dobson	——
Black	B	1936	I. Connell	——
Grey	B	1936	A. P. R. Rolt	Formerly called "Remus"
"Bira" blue ...	B	1935	"B. Bira"	"Romulus." De Ram dampers
Green	B	1935	Billy Cotton	Detail alterations
Dark blue	A	1935	N. G. Wilson	——
Red	A	1935	J. H. Bartlett	——
Grey	A	1934	C. Pollock	Has Italian independent front suspension
Red	A	1934	W. E. Humphreys	Being rebuilt

A "YOUNG CHARABANC"

MANY USES OF THE FORD V8 ESTATE CAR FOR THE SPORTING ENTHUSIAST

NEARLY all racing-drivers have to carry an enormous amount of equipment about with them to the various races, unless, if the race is at Brooklands, they are fortunate enough to have a shed at the track. Even then, the gear must be transported up to the pits, while means of transport will still be necessary for races at Donington or in other parts of the country.

The extreme example is that of the Mercédès-Benz Grand Prix *equipe*, which not only has a separate lorry to carry each car, together with its spares, but a complete travelling workshop as well besides numerous tenders and private cars to convey the various assistants and mechanics, quite apart from the drivers themselves. The modern Grand Prix *equipe*, travelling to a race, is like an army on the move.

Individual racing drivers cannot travel in such state, and they usually fall back upon some old and capacious machine in which to pack their spare wheels, tyres, fuel, and a mass of general equipment. Such objects are difficult to pack into any ordinary car, to make the best use of such space as is available, and there is rarely much room left for personal comfort. Furthermore, if an ordinary car is employed, as used by its owner for everyday journeys when not travelling to a race, it will rapidly be spoilt. The upholstery will be torn, and the interior will become unfit for general conveyance, apart from the undue load on the springs.

Lately a new type of machine has been developed, known as the utility or estate car, which is eminently suitable for transport of large quantities of equipment. One of the best known examples is the Ford V8, fitted with this special type of body. The Ford V8 with its ordinary touring types of body has already become very popular with drivers who also run a racing-car, and the latest examples on the utility or estate car chassis may be strongly recommended as even more suitable.

Reference has been made to the "utility" and the "estate" cars, and it is important to note that there is a distinct difference, though cars with bodies of this type are often generally referred to by the former title of "utility cars."

A difficulty arose when these cars were first brought out, as it was held in one court that they were commercial vehicles, and as such were subject to a general limit of 30 m.p.h., whether in a built-up area or not. Such a limitation, if generally enforced, would naturally be a great drawback, especially for their use by racing men.

However, the Minister of Transport recently made it quite clear, in answer to a specific question on this matter, that no hard and fast rule could be laid down, that a certain body style constituted a commercial vehicle, and that the definition lay rather in the purpose for which a vehicle was constructed. If, for instance, a vehicle was by its construction suited for carrying passengers, it could not be classed as a goods vehicle, no matter what the type of body.

Both the "utility" and the "estate" Ford V8s have a large body of hard maple, finished with spar varnish to enhance the natural grain. There are three rows of seats. In front, besides the driver, there is ample room for two other persons, and there is a door on each side for this compartment. Behind there is another seat for two persons, and behind that again, the rear seat will accommodate another three. The rear compartment, which is approximately 6 ft. in length, also has two separate doors, and there are safety glass windows all the way round.

The main differences between the "utility" and the "estate" types are that on the former the tail-board can be let down, and the middle and rear seats are quickly detachable. The utility car, which is thus more readily adaptable for carrying large loads, may thus be deemed to be a commercial vehicle, whereas the estate car, with fixed tail-board and seats, is a passenger-carrying vehicle, and not subject to the general 30 m.p.h. limit.

Though the seats are fixed in position—one could remove them if one had no objection to the commercial vehicle status and its limitations—the space available for carrying personal equipment is extremely large on the estate car. Besides all the gear necessary for a racing machine, one could almost certainly convey several mechanics as well in complete comfort.

This is really the point of the estate car, that in its springing and in its general comfort it handles exactly like an ordinary car. When one first sees the enormous space behind the driving seat, one may be a little alarmed, and fancy that some care would be necessary to avoid bumping the tail into obstructions.

On the occasion of the present test, however, the Ford V8 estate car was driven straight from the MOTOR SPORT offices through the thickest traffic of the Bank and the Mansion House, and through narrow City streets, without any undue precautions having to be taken, or any sense of unfamiliarity to be overcome. The writer has certainly handled a large number of private cars of widely different characteristics, but never before had driven a machine with so large a body—almost a "young charabanc." The ease of handling of the estate car was thus at once remarkable.

On the open road one gets another surprise. One might expect some difference in performance with so large a body behind one, but in actual fact the construction is so light that the car goes just like an ordinary V8—and there is no need to amplify that statement. Many owners of sporting machines were surprised when the big machine whistled by them, and hills were taken in its stride without faltering. On a long, deserted by-pass, quite level, a speed of 80 m.p.h. was actually attained! An average of 40 m.p.h. also became quite possible.

When corners were taken really fast, there was a slight amount of roll, but only if one drove the big estate car as one would a sports machine. At all ordinary speeds one could forget about the length of the body.

However, there is little need to stress the remarkable performance of the car, for performance is not the primary object of its construction. Its speedy capabilities may be noted merely because occasions often arise when, even with a load on board, one wishes to get to the scene of a race quickly. Preparation of the racing-car might have been delayed, leaving only a short space for practice, and the driver would need his mechanics and spares on the spot as rapidly as possible.



Accessibility for entering narrow gateways can be seen by this photograph of the Ford V8 Estate Car.

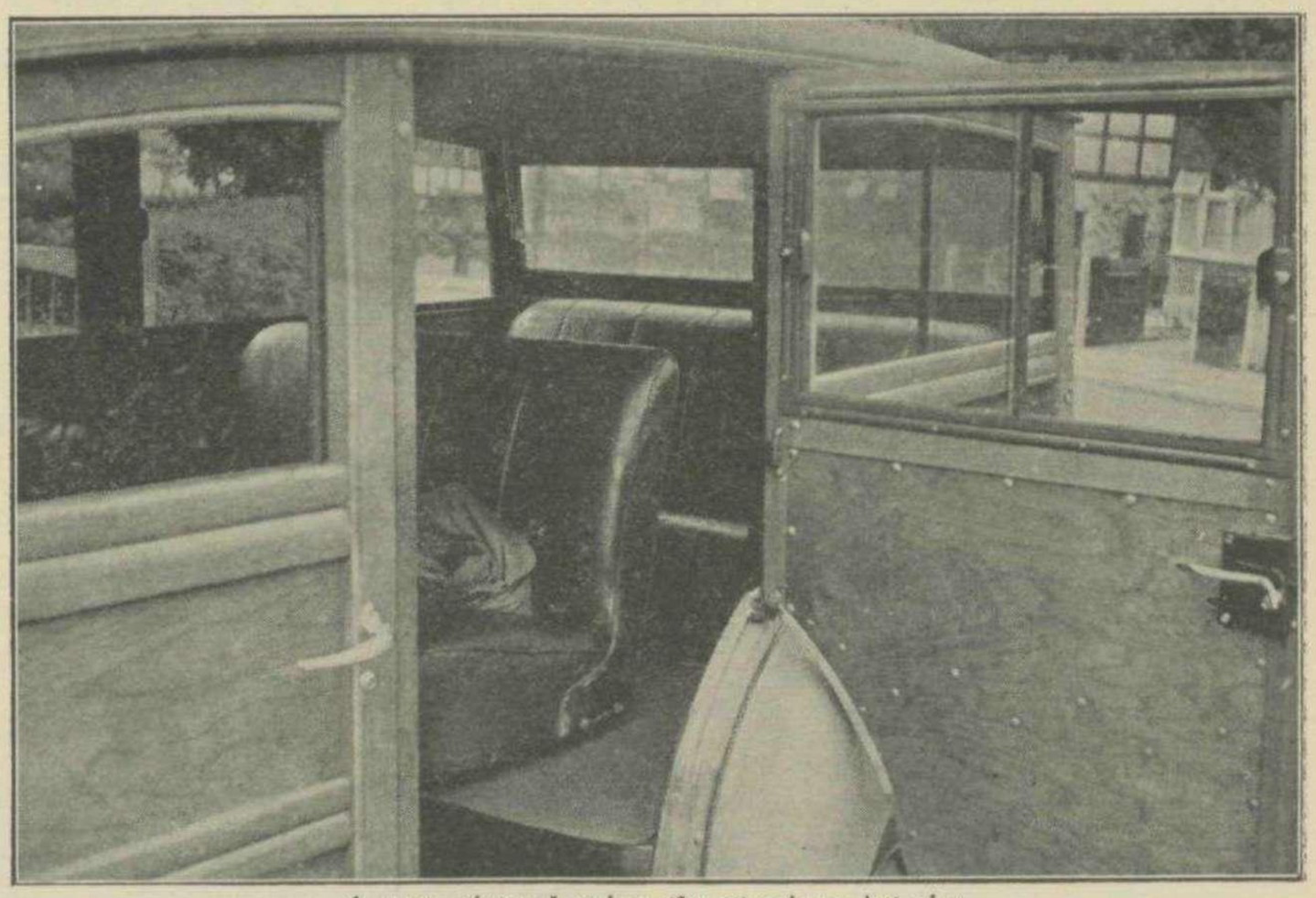
A "YOUNG CHARABANC"—continued

In this case an old, perhaps decrepit, tender would be at a disadvantage, whereas between, say, London and Donington the estate car could keep up as high an average as most sports-cars that one could mention.

On the occasion of the test the carrying powers of the car could scarcely be extended to the full, but its roomy body was utilised to convey all the electrical equipment necessary for the running of a big speed event. This comprised twelve reels holding three miles of heavy cable, a special apparatus for winding up the cable, two telephones, the electric timing gear itself, with its apparatus for the start and finish, and a number of other items, apart from personal luggage.

In spite of this load, there would still have been room for at least four passengers, without overcrowding. Never before, with an ordinary car, had the entire equipment mentioned above been loaded into a single machine, and even then, as much as could be carried had been packed most carefully, making use of every square inch of space, including even the front seat beside the driver. With the Ford estate car one could merely stack in the reels of cable, etc., placing them more or less haphazard, and still finding plenty of room to spare, while the front compartment remained quite empty.

Apart from uses connected with motor sport, the estate car, as its name implies, should prove most useful for many country purposes, such as fishing, hunting, or golf expeditions. A foursome party, complete with all their clubs and luggage, could be conveyed in comfort equal to that of an ordinary saloon car. It has a big ground clearance, and is built for travelling over rough, unmade surfaces. The cost of the estate car is £315.



A rear view showing the spacious interior.

A REBUILT BRESCIA BUGATTI

VINTAGE cars that have been rebuilt to a sound pitch of dependability obviously interest readers of MOTOR SPORT very considerably. Such a car is John Smyth's 1925 Brescia Bugatti. The first sixteen-valve Bugattis came to this country just after the War, and, expensive as they were, they commanded a steady sale to wealthy enthusiasts by reason of the then phenomenal maximum speed for a 1½-litre car of 63 m.p.h. The Brescia type was raced quite extensively in this country by Leon Cushman, Raymond Mays, B. S. Marshall and others. We believe that one of Mays's cars, with a special Villiers-designed camshaft, lapped Brooklands at over 100 m.p.h., and years later J. A. Robinson claimed a similar lap speed for his much-tuned Modified Brescia single-seater. But, in general, racing Brescias did around 85 to 90 m.p.h. and the sports version was quick if it exceeded 70 to 80 m.p.h., albeit the four-seater example road-tested by MOTOR SPORT about twelve years ago did 54 m.p.h. in second gear of its four-speed box. Smyth, who is a keen member of the Bugatti Owners' Club, bought his car from D. Robinson in September 1935. In Robinson's hands it had won the Brescia Cup at the B.O.C. Lewes Speed Trials. Smyth decided that the car's performance could be improved and that it must certainly be rendered more reliable, but he had no intention of modernising it to form a comparison with the small cars that please the sportsmen of to-day.

In January 1936 attention was given to the transmission, and the trouble of oil leaking onto the rear brakes was cured. The big-end bearings were also renewed and the rods correctly aligned. New Martlett pistons with Wellworthy rings were then fitted, bringing the compression-ratio up from 5.85 to 1 to 8.5 to 1. The single vertical Zenith carburetter was replaced by two 30 mm. Solex on a special manifold with ⅜" balance pipe. The body was recellulosed Bugatti blue and fitted with a high scuttle bearing twin aero screens. The seats are bare metal buckets and the G.P. tail houses the box of tools. From April to December the car was in regular use. About January 1937 the chassis was lowered 3" at the rear and new bushes fitted to the rear springs, while improved braking was obtained by using a new front axle with self-energising stoppers. To accommodate this axle the front springs were outrigged on special KE 805 steel pegs, and the car was now crab-tracked 12". Later similar brakes were fitted at the rear, and compensated actuation adopted from a crashed 2.3-litre Bugatti.

Work was next commenced on the engine. The valve seats were recut, valves refaced and the valve guide clearance reduced. Double aero valve springs of 130 lb. pressure were installed. A new valve timing was employed to suit the altered compression-ratio and induction layout, and a new Autopulse fuel pump was fitted in the tail, away from the ill effects of engine vibration.

New Rudge 42 mm. knock-on hubs were fitted and the car shod with new seventy-two spoke Dunlop racing wheels, with new Dunlop tubes and covers. New Young accumulators of 12 volt, 26 plate, 92 amp. hour type (combined) were fitted behind the seats. New lamps were fitted at the side and the headlamps lowered 9". Spring steel brackets were made for the cycle-pattern wings. Helped by his brother in the home garage, these alterations occupied Smyth for some seven months, working week-ends and three nights each week. Thereafter the car ran in a thoroughly satisfactory manner, never even oiling a plug in 6,000 miles driving. The brakes are now thoroughly efficient.

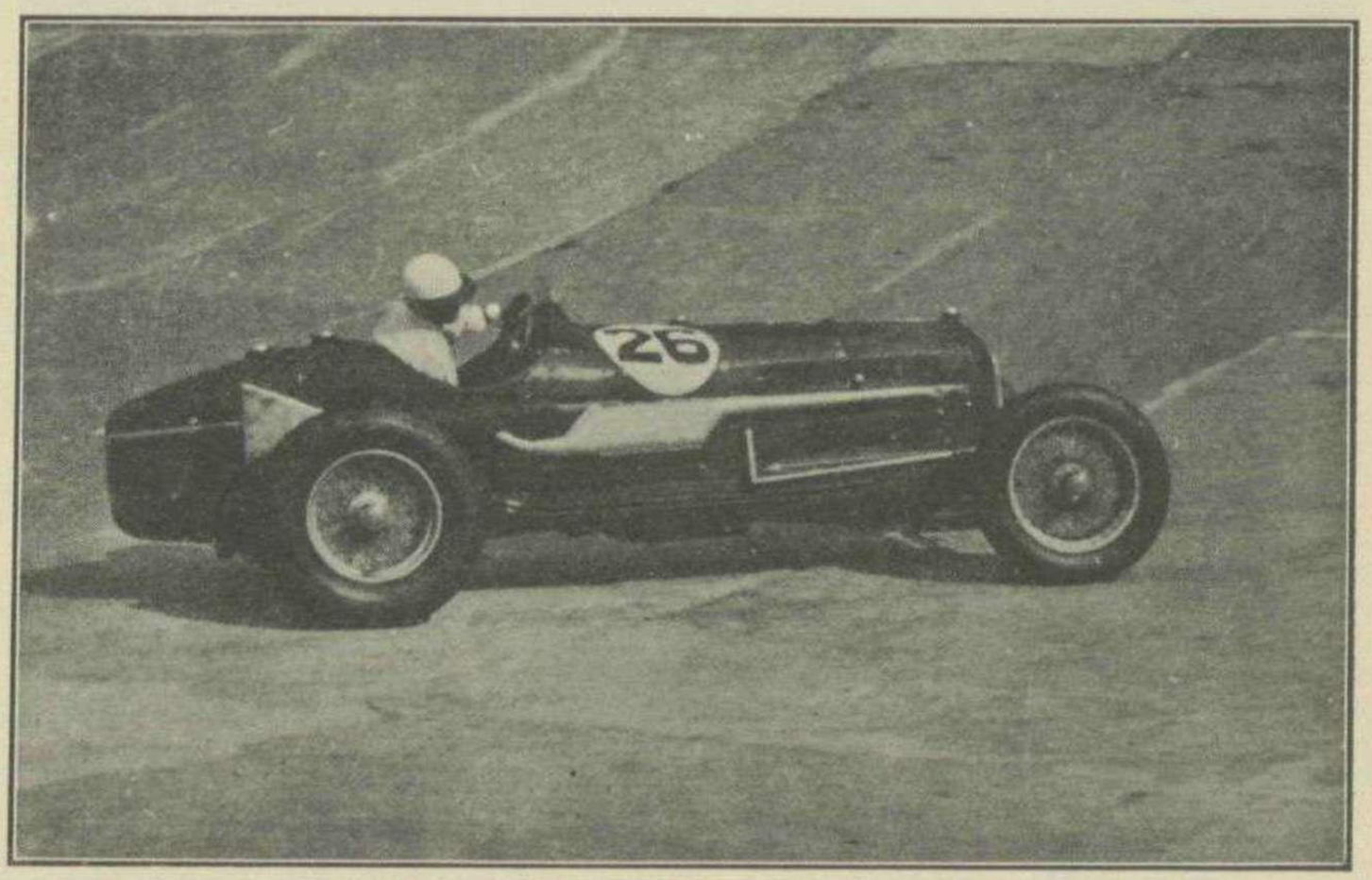
After a Lewes meeting the original rear axle sheared, and a new one was duly installed with 3.75 to 1 ratio, against the former ratio of 3.45 to 1. A Notex anti-dazzle lamp was tacked on to comply with the new lighting regulations. After the car had stood for six months it fired at the first depression of the starter button, the plugs being unchanged and the accumulators still holding charge. The Brescia now weighs 14½ cwt. and does 23 m.p.h. per 1,000 r.p.m. in top gear. The makers rev. limit was 3,800 r.p.m., but 4,800 r.p.m. has done no damage. Eighty per cent. Cleveland Discol and 20 per cent. pure benzole is used, and the plugs are Champion 13 for road work and Champion R1 for competition. Smyth uses Castrol "R" oil. He has certainly made an admirable job of his conversion, working entirely as an amateur and for a hobby. The Brescia deservedly won the Best Kept Car prize at this year's B.O.C. Prescott Rally. Fuller details of the modifications will appear in due course in "Bugantics."

"BIRA" WINS AGAIN

E.R.A.s DOMINATE THE B.R.D.C. ROAD-CIRCUIT RACE. POOR RAYMOND MAYS! TALBOT WINS OUTER-CIRCUIT RACE AT 111.17 M.P.H.

On September 17th we had two entirely new races at Brooklands, staged by the B.R.D.C. to replace the 500-Mile outer-circuit handicap. The first was a 50-mile outer-circuit handicap, handicapped B.A.R.C. fashion by "Ebby," and, although we have had such fifty-mile races before in earlier years, nowadays such an event is sterner stuff, run at a very high speed, with acute passing problems that call for a flag-marshal at the Fork, and with no time for any pit stops. The second race was a 192-mile handicap over the full Campbell road-circuit, but with the additional hazard of a fast bend, incorporated by letting the cars use the Byfleet instead of the Members' Banking, so that they came right handed into the Railway Straight to rejoin the road section. This is what the J.C.C. had not been allowed to do for the "200." The Campbell circuit is very hard on both engines and brakes and this fast bend was probably responsible for the large number of retirements. Sunny weather graced the practice period on most days of the week, and stayed for race-day. The crowd was noticeably larger than that which spectated at the "200" and, moreover, more Boy Scouts seemed to have accepted the B.R.D.C.'s invitation of free admission than did the schoolboys and girls invited by the J.C.C. to their big race—these efforts to show the rising generation what motor-racing is like are highly commendable.

On the Wednesday the centre of attraction was George Harvey-Noble and Peter Aitken's Bimotore Alfa-Romeo. George was somewhat interested to find it still unstable round the outside at 130 per, with tight shockers and as much air in the 7.00″×19″ covers as Freeman of Dunlop's would permit. Moreover, the Champion plugs needed frequent replacement and mis-firing, owing apparently to fuel starvation, set in at 4,500 r.p.m. along the Railway Straight. Noble said it would be nice to get more speed without using more revs. and said maybe they would with the scuttle ventilator open—a joke we assume was probably prompted by the enormous wind drag the driver must experience at Bimotore lap gaits, in spite of the small, erect screen. Saturday's race lost much of its interest when it was learned that Noble would not run, being handicapped too heavily to come through the field and wisely giving up a somewhat dangerous drive in consequence—we believe he would have had to lap at 144 m.p.h. to win. In practice he missed the big bump rather nicely, leaving it to Gordon Wilkins and a V12 Lagonda to remind us of its presence, but the Alfa-Romeo seemed to slide sideways up the Home Banking. The Hotchkiss, which Divo once drove in a "500," beautifully faired and with open-ended tail, was in R. R. Jackson's without much engine, but Mays had the 2-litre works E.R.A. cracking well, cornering at the fast bend so that the tyres protested and he had to cut out for the left sweep immediately afterwards. On the Thursday Arbuthnot and Gerard several times overshot the new bend, and never have we seen balder rear covers than those used on the Alfa. "Bira" created a sensation by coming unstuck at the new bend and smashing the E.R.A.s back axle. The car was loaded into the van and taken away and it was said that "Bira" would not run, as he was using the Murray-Jamieson blown "Romulus" and the axle from the Zoller-blown car is not, it was rumoured, interchangeable. Previously, Shura had said that they hoped to run through without a fuel stop. On the Friday, about ten minutes before the qualifying period expired, "Bira's" van rumbled into the Paddock and the repaired car went out. Certain people crowded round to discuss whether the same car was being used and it is believed that a protest would have been entered had this not been the case.



K. D. Evans (Alfa-Romeo) turns right onto the Members' Banking after leaving the Road Course

Disappointment was felt at the non-arrival of the Scuderia Ambrosiana Maseratis. The reason was said to be the political crisis and as Count Lurani is in this country and keen for his cars to run, this was probably true. However, on Friday the Austrian, Herbert Berg, arrived with his white Maserati Six, a charming German blond, and a mechanic with typical cap, faded blue overalls and earnest disposition. Ramponi was helping with Arbuthnot's Alfa but Rolt's mechanics seemed baffled by the E.R.A.'s carburation maladies.

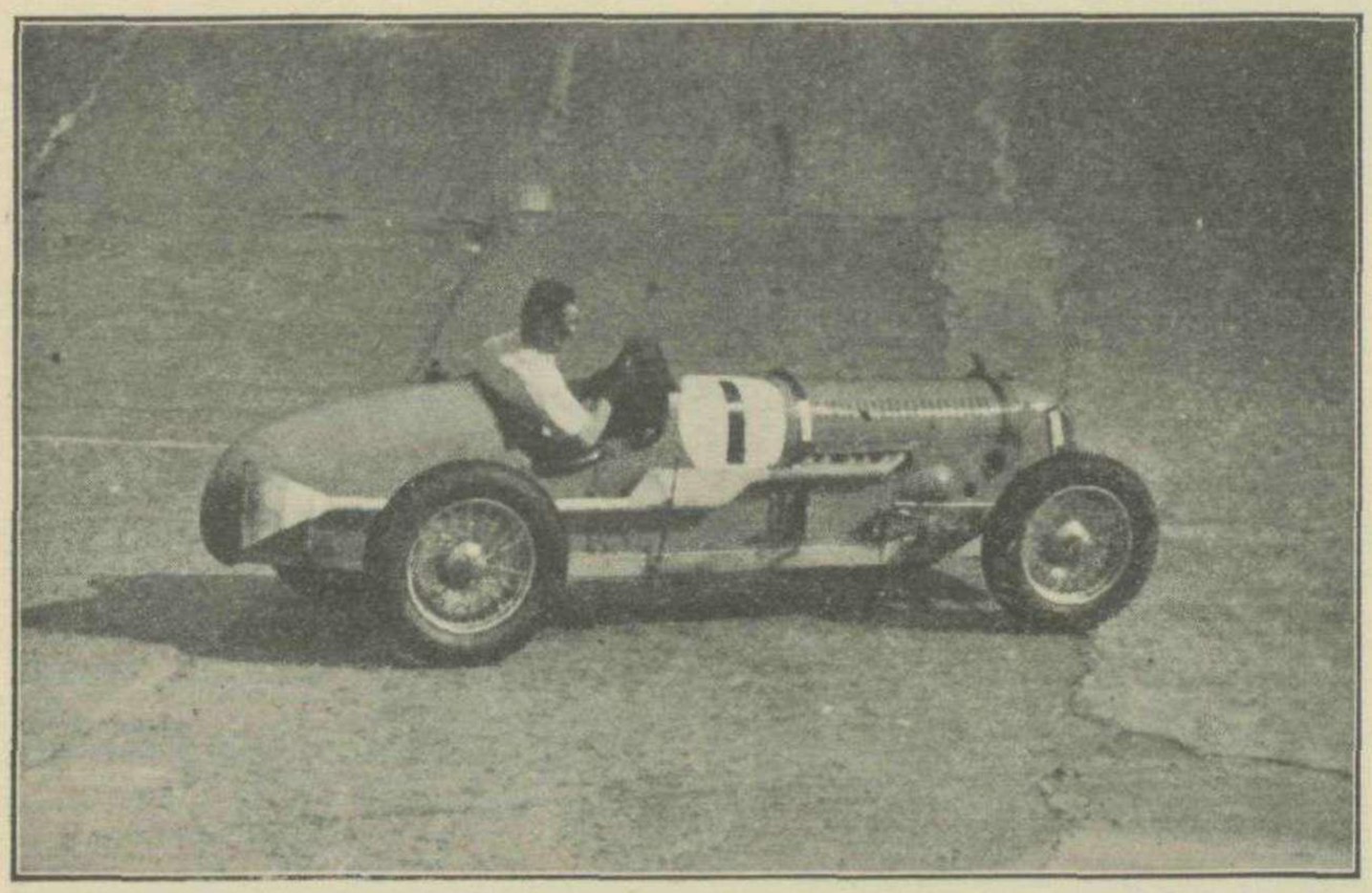
At 2 p.m. on the Saturday the 50-Mile Race commenced, with eight starters and Noble the only non-runner. The field comprised the Barnato-Hassan-Special, Charlie Dodson's sports Delahaye, the old 2-litre Hotchkiss, Elgood's "Baddeley Trophy" 4½-litre Bentley, Wooding's Talbot 95, Dunham's Speed Twenty Alvis with tank beside the driver and fabric racing body, Follett's sports Railton, and the old 5¼-litre Graham-Paige. Naturally, the sports jobs ran stripped. The Bentley-Jackson, Pacey-Hassan, Bowler-Hofman, Duesenberg and Napier-Railton would have added much to the race, but three of the former were being saved for Dunlop's Jubilee and Cobb was doing bigger work elsewhere. Follett was soon lapping at over 107 m.p.h., passing the Graham-Paige, which carried a passenger, and was later passed inside at the Fork by the Alvis. Later still the Graham-Paige and the Bentley, which had smoked in the early laps, both fell out. The Delahaye was doing around 117 m.p.h. and Oliver Bertram was doing stern stuff in a blustery wind at 134 m.p.h., passing below Elgood coming off the Members' Banking. Indeed all eyes followed the Barnato-Hassan-Special, which now lapped at 138.34, then at 140.29 m.p.h., raising a cloud of dust so close to the outer-edge did it go at the Fork. A blue flag waved at the Fork to appeal for a passage for Bertram. The Hotchkiss had never run well, but Wooding's Talbot got the lead right at the end, winning at 111.17 m.p.h. from the Railton, which averaged 107.8 m.p.h. Bertram eased to 132.8 m.p.h. for two laps and a faint trail of smoke seemed to rise from the cockpit. After some delay it was announced that he had taken third place at 133.58 m.p.h. from the Alvis, with the Delahaye fifth.

The big race was the 192-mile full road-course affair, handicapped on a group basis. 1,100 c.c. blown and 1½-litre unblown cars got 5 laps credit (78.26 m.p.h.), 1½-litres blown and 3¾-litres unblown 1 credit lap (83.9 m.p.h.) and over 1½-litres blown and over 3¾-litres unblown were on scratch (85.33 m.p.h.).

"BIRA" WINS AGAIN—continued

The actual speeds tallied very well. Some people dislike a handicap and it is true that even the new scoreboard on the Hill lags too much to make the race easy to follow. The International Trophy and "200" are better spectators' events, but the smaller cars must be fairly and scientifically treated at least once in a season, so enthusiasts excuse the B.R.D.C. for putting on Brooklands' only handicap long-distance racing-car event. An excellent entry came in, but some of the non-starters were disappointing. Everyone wanted to see Johnnie Wakefield driving, after his victory in the "200," but his E.R.A. had broken a piston, while Tongue wasn't ready, the Continentals, Teffe and Minetti hadn't come over, Mathieson's Darracq had caught fire and Lace was unable to obtain fuel for his Darracq. In the front rank, however, we had Mays (2-litre E.R.A.), Howe (1½-litre E.R.A.), Cotton (E.R.A.) and Evans (Alfa-Romeo), these drivers having been fastest in practice. Moreover, the Hon. Peter Aitken was handling Tongue's E.R.A. and everyone wondered if Abecassis would at last win a big race for Alta. Work was going on on the line to Smith's M.G., which had blown a gasket in practice, and Wilky. warmed up Cotton's E.R.A. Ramponi was seen to shake "Bira" by the hand, Gerard tried his brakes, and, as the flag fell, Dodson's Delahaye had still to be started. As they streamed off round the Hill bend Mays was seen to be ahead, and after a lap the leaders were Mays, "Bira," Evans, Connell, Cotton and Aitken, all E.R.A.s, save for the lone Bellevue Alfa. The next time round there was no difference. Almost at once Gerard's T.T. Delage was in, the driver was out, and the plugs were hauled out. After 2 laps Lord Avebury's Alta could go no farther. Rolt's E.R.A. was soon misfiring, and it had a complete change of plugs in 3 mins., the driver continuing without a helmet. Ian Connell now retired his E.R.A. and Rolt came in for carburation attention and brake adjustment, Gerard still strove with the Delage, examining the gas-factory, while Smith retired his M.G. owing to an untraceable malady. Cotton called for plugs and N. G. Wilson commenced the first of several stops, to change brake shoes. Cotton came home for more fresh plugs and Gerard sorted out jets.

Meanwhile, Mays set out to wash out his one lap handicap over the other E.R.A.s, and we timed him to lap at 84 m.p.h. Berg now retired with bad valves in the Maser. Wilson and Cotton both had sick cars, and Wilson had a plug change, a valve on the tank also being tightened. Then Percy Maclure, who had been extra busy on plugs and brakes and things during practice, coasted his Riley down the finishing straight with dead engine, to retire with engine trouble. By now the race was really settling down, and "Bira" led from Mays on handicap, by a bare 2 seconds or so. By 4 p.m. Cuddon-Fletcher's M.G. came up to third place on handicap, Howe falling down a place to fourth position, until the M.G. paused for a change of jet, so that the placings immediately reversed. Abecassis, who is keen to keep in the running for the B.R.D.C. Bonus Award, now went out because the Alta had trouble with its blower drive. Retirements were coming in furiously, for Arbuthnot's Alfa was out with engine trouble, Cotton's E.R.A. with a smashed piston, and Rolt's E.R.A., after losing two cogs, with general depression. Teddy Rayson with his old 4-cylinder Maserati put some fuel in, leaving the cockpit and changing his goggles, though it was a rapid stop. Wilson again came in, and sponged his face while the valves were examined and soon he was in again for fuel and more plugs. Evans's Alfa was out, Hanson had refuelled in 2 mins. dead, and Cuddon-Fletcher had a terrific refuel in 1 min., pumping up pressure furiously as he left the pit. Gerard's Delage went out with a broken rear axle—he drove the car down, so we hope the B.R.D.C. found him a lift to his hotel. At 4.30 p.m. things became most exciting, for Mays and "Bira" had both stopped—note that 1½-litre as well as 2-litre cars need tyres and fuel during a 200-mile race whereas in 1936 Seaman went non-stop this distance in his 1½-litre Delage. Mays stopped first, the fuel funnel was clumped over the tail wrong way round, whisked the other way, the engine stopped and fuel was thrown in while the off rear wheel was changed and Mays wiped his visor. There were cries of "oil, oil, oil!" that was seen to, and off went the 2-litre blue-green E.R.A. in about 55 secs., "Bira" now ahead of it. Then "Bira" came in for a change of both rear tyres and fuel, a beautifully done job, occupying 57⅗ secs. Mays led again. Meanwhile, as the crowd concentrated on the leaders, Howe came in for a lengthy pause, for plugs and much work on a fuel filter, and Fletcher changed another jet. This gave Aitken his chance, and he came up to third place, racing an E.R.A. for the first time. Early in the race Dodson had spun the Delahaye round at the Hill corner and now "Bira" similarly gyrated. The race was on, in earnest. Rayson now retired with supercharger trouble and Wilson again kept his pit busy. Aitken did his refuel in 1⅓ mins. By 54 laps Mays had wiped out his lap handicap and "Bira" and he were on the same lap. The bigger E.R.A. was gaining about 2 secs. per lap, having passed coming onto the road course. It repeatedly drew away round the Byfleet, but "Bira" closed on the wiggly section. Then, two laps before the finish, Mays's car banged as it left the Banking turn. Apprehensively it was watched all round the course. It still led next round, but was obviously slower. Then, near the end of the Byfleet, smoke gushed out, Mays dropped from the rim, and "Bira's" blue E.R.A. ran on to win yet another big race, at 83.41 m.p.h. Mays coasted in, both arms signalling his inability to motor fast, in second place, at 84.8 m.p.h.—truly foul luck that he wasn't the victor. Apparently the car lost all its water for 3 laps, but whether it finally succumbed to engine or gearbox trouble is not confirmed. Once again the Brooklands public had had a breath-taking finish. The Hon. Peter Aitken drove a fine race to finish third at 81.05 m.p.h., and Lord Howe was fourth at 80.25 m.p.h. There were twelve retirements. Gerard's Riley won the group A award; Howe the group B award. Prince Chula, "Bira's" entrant, won £250 and the "Wakefield" Trophy.



A. Cuddon-Fletcher (M.G.,s.), the first car to finish in the 1,100 c.c. class. He was placed seventh in the general classification at 77.78 m.p.h.

DO YOU WANT TO BUY A SECOND-HAND CAR?

Then turn to page 373

Letters from Readers

Sir,

From time to time, in your most excellent publication, there appear articles describing some rather famous or unusual car, aged or otherwise, which are greatly appreciated. With this in mind, it occurred to me that I know of a rather wonderful collection of machinery which may be of interest to your readers.

A few weeks ago, I went into a local garage, and, during the course of conversation with one of the salesmen, the late Parry Thomas cropped up as a topic. It was said that there was an old car of his "round the back." So round the back we went. And, after removing a somewhat dusty tarpaulin, he let me have a look-see. I am uncertain as to the exact vintage, but it was a Ford, the like of which I have not seen before. The compression was immense! Anyway, the machinery commenced at the fourth jerk, and it sounded businesslike. I was informed that the car had, in its hey-day, lapped Brooklands at something over 115 m.p.h. Can it be? I know Henry built one or two specials, but I don't ever remember hearing that Parry Thomas tried his hand at one.

I am, Yours etc.,
James Oag.

Lancs.

[If anyone is interested in seeing the car, we shall be pleased to give the address. It is in Lancashire—Ed.]

* * *

FUN FOR A FIVER

Sir,

Perhaps my experiences of a 1925 Morris Cowley two-seater may be of interest to your readers. I bought this car about three years ago for £7 10s. and covered over 12,000 miles of trouble free motoring during the ensuing twelve months. The only replacements required during this period were a battery, due to my own negligence, and a spare wheel and tyre, the original spare being stolen. The battery cost 7/6 and the spare wheel and almost brand new tyre cost £1, and this was the only expenditure required over the whole 12,000 miles running. I used the car every day to go to and from my business, summer and winter, wet or fine, and I never had one involuntary stop. She did around 50 m.p.h., and would cruise at about 40 m.p.h. all day, and oil consumption was practically negligible. She scuttled up hills and went round corners appreciably faster than most of the small "moderns," and I was genuinely sorry to part with her when the rear axle stripped, due to general hard driving and to towing several large cars over considerable distances. While not mechanically interesting or unique in the strictest sense of the word, she had genuine character, so necessary for real motoring enjoyment, and so deplorably lacking in modern mass produced contraptions.

I think it is rather a pity that you do not occasionally publish articles on the more potent and interesting types of motor-cycle, as for cheap sheer performance a motor-cycle has no equal. I am at present the proud owner of a 1924 model 18 Norton, being my second machine of this age and type, the performance of which is quite astonishing, considering the age and mechanical conditions of the machine.

I am, Yours etc.,
J. P. Harvey.

Surrey.

* * *

Sir,

I am contemplating constructing a light car for touring purposes, with good road holding and high power-weight ratio as the chief objects, and I have in mind utilising Morgan three-wheeler front suspension and a 1,100 c.c. J.A.P. or similar engine. I have no personal experience of either of these units and should be very glad if any of your readers would kindly tell me whether the former is likely to prove superior to the normal front axle layout, assuming that a good frame and steering box are used.

On the face of it the 10/40 J.A.P. appears to deserve a greater following if the 40 b.h.p. can be maintained without frequent attention. Are there any serious disadvantages with this engine? Can these engines be kept reasonably quiet, what m.p.g. could be expected and what are the normal maximum r.p.m.? Cost has to be watched carefully, and, consequently, a very high standard is not expected.

I am, Yours etc.,
G.E.M.

Thornton Heath,
Surrey.

* * *

Sir,

I was very interested in your article on Vintage cars in August issue. It is certainly astonishing how these old warriors last, and when you mention 40 m.p.h. on third with the A.B.C. one wonders just how much modern cars have improved in performance. Quite a number of elderly cars seem to find their way into East Suffolk, no doubt on account of lack of long steep hills. The winding and picturesque nature of our roads favours the type of driving that suits a "Vintagent." I have within the last few weeks noticed a Rolls-Royce Landaulet, black with yellow artillery wheels, bearing a CF (West Suffolk) registration and in new condition. A Palladium also in good order was seen at speed last week whilst a good Rover "Eight" flat-twin, a 14-40 Sunbeam and a 1907 type two-cylinder Swift in a marvellous state of preservation are in the district. The latter is I think stored in Woodbridge. It would be interesting to Motor Sport readers if owners of old types would give us their experiences, May I take this opportunity of thanking "Sunbeam Fan" for his details of 4-litre V12. Has he similar details of 2-litre?

I am, Yours etc.,
"Countryman."

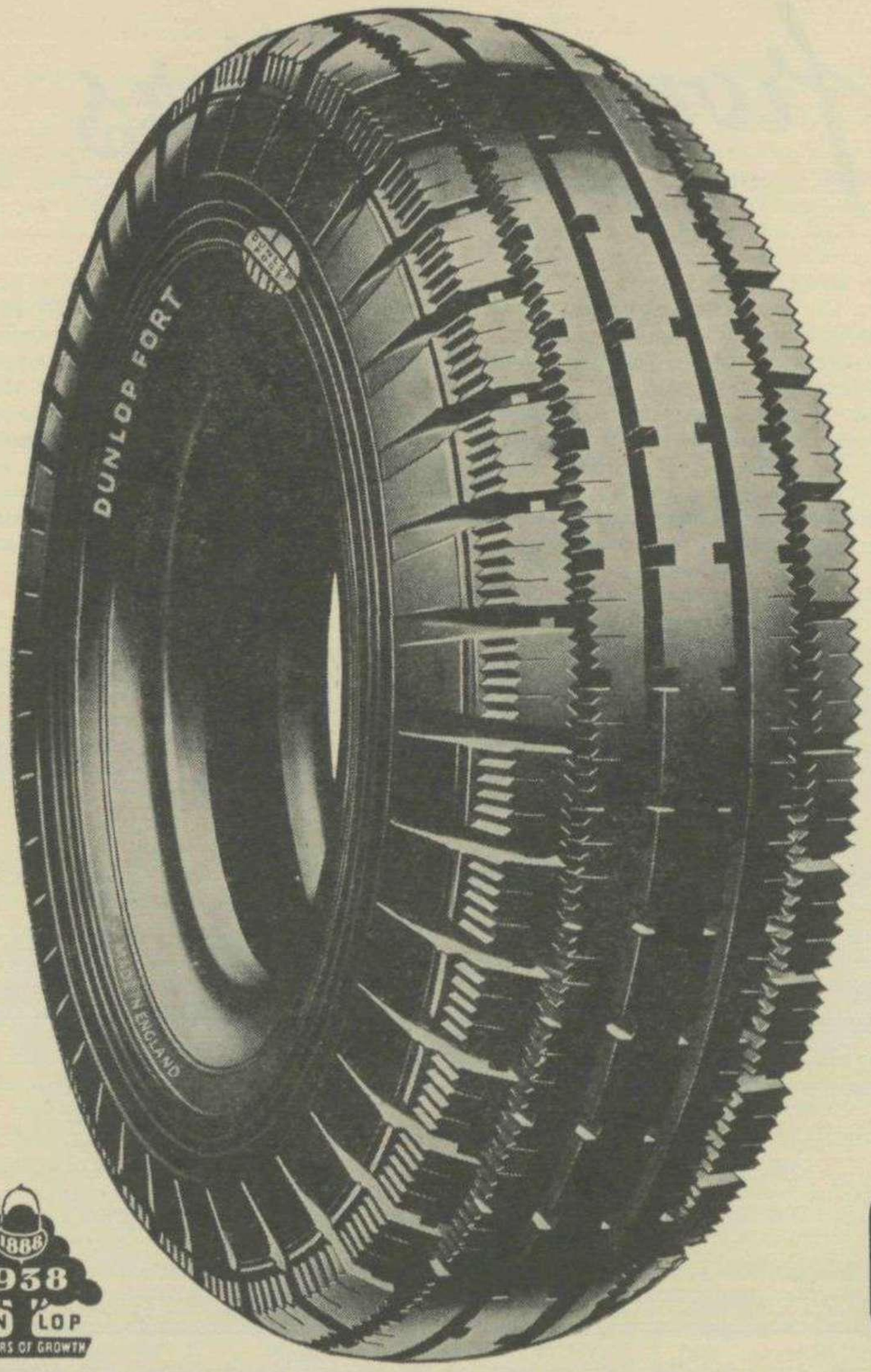
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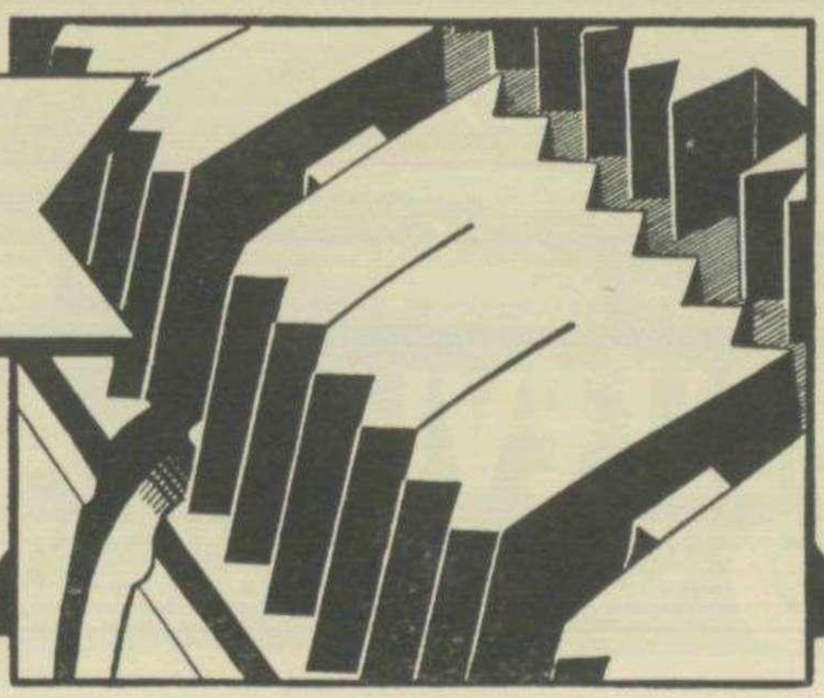
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8H/127 C.F.H.

Club News

SCOTTISH A.C.

We have always felt that there should be a few more antique cars tucked away in the wilds of Scotland and North Wales, even though all the pre-1905 examples have long since been unearthed from their resting places in this country and only change hands at exorbitant prices. Consequently, interest attaches to the Veteran Car Run from Edinburgh to Glasgow, put over last month by the Scottish A.C. in conjunction with the Empire Exhibition at Glasgow. The route avoided the main roads and was of fifty miles duration. Nineteen veterans started, the oldest an 1897 4½ h.p. Argyll, and seventeen finished the course. The retirements were a 1905 White steamer and a 1902 Arrol-Johnston. The run was open to cars of later than Veteran C.C. age, and amongst the runners were a 1900 Albion, a 1900 Panhard, a 1901 Albion, a 1901 Panhard, a 1902 Panhard, a 1903 Arrol-Johnston, a 1903 Peugeot, a 1904 Humber, a 1906 Albion, a 1908 Renault, a 1907 Darracq, a 1908 De Dion, a 1908 Renault, a 1900 De Dion tricycle, and a 1902 Cadillac. It is interesting that much practical enthusiasm has been shown in Ireland and Scotland over initial runs of this nature, yet when the Vintage S.C.C. attempted a rally for their members' more reliable already-taxed cars, only a few souls supported it. We should like to know whether all the cars in the recent Scottish run were taxed and insured, or whether Authority kindly failed to distinguish between ordinary number plates, limited Trade plates and full Trade plates.

VINTAGE S.C.C.

The Vintage S.C.C. has just issued another of its inimitable Bulletins, splendidly illustrated with photographs and excellent pen drawings. The contents include reports of Club meetings, at Donington, Lewes, and Prescott, the Northern Notes, Veteran Notes and Phœnix Notes, a description of the Lagonda-engined Barson-Special, a list of new members, and lots of general matter wherein one tastes Cecil Clutton's special brand of wit. Since May thirty-one new members have enrolled, of whom seven are associates, and the others number amongst them four 3-litre Bentleys, an M.G., three Delages, a Vernon-Derby, a 33-180 Mercédès-Benz, two Austin Sevens, an Alfa-Romeo, several Bugattis, a 2-litre Lagonda, an Amilcar, an Aston-Martin, a Salmson, a 1922 Sunbeam, two specials, and a 1914 6½-litre Peugeot. Boddy became a full member when he acquired his 1923 Rhode. Dick Nash has fitted a set of new cast-iron pistons to the big Lorraine, and it has just transpired that Clutton's Itala was driven by Cagno in the 1908 Dieppe G.P. and that it won the All-Comer's Plate Race of seven laps at Brooklands in 1910 at 97½ m.p.h., lapping at 102 m.p.h. In those days it carried a different body. The Itala which Pope drove in the 1906 St. Petersburgh-Moscow race has come to light in the Isle of Wight and has been visited by Heal and Clutton. Properly printed results of the August Prescott meeting have been issued. The Club will have participated in the United Hospitals Donington Meeting of October 8th and its next fixture is the Gloucestershire Trial of November 27th. All owners of pre-1931 cars may enrol. Membership costs 12/6 per annum ; associate membership 7/6 per annum, with an entry fee of 5/- in each instance.

Hon. Secretary : Tim Carson, " The Phœnix," Hartley Wintney, Hants.

INVICTA C.C.

The Committee has asked for a vote as to whether or not the Invicta Car Club should be absorbed by the Bugatti Owners' Club. The terms of such an absorption would be that the Bugatti Owners' Club take over all assets and liabilities as from January 1st, 1939. Present assets comprise approximately £25 in cash and thirty badges and liabilities an obligation to buy about £9 worth of badges already ordered. Members would pay a subscription rate of £1 1s. instead of the £3 3s. fee and £3 3s. subscription which non-Bugatti owners pay for B.O.C. privileges. This would be very nice for Invicta folk and doubtless lots of other small clubs would like a similar chance.

Some years ago a friend of ours, who had owned a Bugatti and two Aston-Martins, suggested that the B.O.C. should absorb the Aston-Martin Owners' Club, on the grounds that the A.M. is the English Bugatti. In those days the B.O.C. was not interested in any such amalgamation or absorption. It seems to us that Invicta folk will gain far more than the B.O.C. if the absorption goes through, quite apart from what one feels about the loss of the keenly enthusiastic tone in which Donald Monro conducted what was his own personal club. But Monro is nowadays too busy to edit " The Gauntlet," and altogether it appears that the short-lived Invicta C.C. must be absorbed or abandoned.

BUGATTI OWNERS' CLUB

The Club's next fixture is the well established Welsh Trial on October 23rd. The September issue of " Bugantics " contained a beautifully illustrated report of Prescott, the second part of R. L. de B. Walkerley's article on Grand Prix Racing under the old Formula, a humorous article, and a description of Col. Giles's latest Type 57S Bugatti " La Petite Sezanne." The new 57S is bodied like " Thérèse," weighs 27 cwt. 3 qrs., has perfect road-clinging qualities, and does 60, 80, 100 and 120 m.p.h. on the gears, while running down to under 10 m.p.h. in top. The engine gives some 180 b.h.p., and has a compression ratio of 10 to 1, and Col. Giles has done a 324-mile run in 5 hours 56 mins., putting 64.4 miles into one hour—and, as we know from personal experience, no driver takes greater notice of the legal limit in built-up areas or drives with a greater minimum of apparent haste. Club membership is £3 3s. entry fee and £3 3s. per annum subscription for non-Bugatti owners and £2 2s. entry fee and £2 2s. subscription for Bugatti owners, which permits of valuable Prescott privileges. Another issue of " Bugantics " is due next month and will contain another of Boddy's " Special Bugatti Types " articles.

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

FORD ENTHUSIASTS' CLUB

The Club had its own enclosures at Donington for both the T.T. and the Grand Prix. On September 18th the Club participated in the Kentish Border C.C. meeting at Brand's Hatch and several members attended. In the near future a novel social event will be held, plans are afoot for a very ambitious trial, and the Boxing Day Trial, one of the last trials under the old regime, will probably be held on private ground. It is possible that K. Hutchison will resign as joint secretary with Sydney Allard and that his place will be taken by W. Boddy.

Hon. Secretary : S. H. Allard, 15, Millbrooke Court, London, S.W.15.

THE HERTS COUNTY AUTO & AERO CLUB

Speed Trials were again held at Beechwood on Sunday, September 18th. Best time of the day was made by E. Winterbottom, who has mended his Alta's rear axle, and clocked 18.5 secs. Haesendonck's M.G. record of 19.5 secs. was smashed half-a-dozen times, Haesendonck himself clocking 18.9 secs. Wilkes's polished V-twin G.N. upheld G.N. tradition by losing both magnetos before it ran and seizing its transmission after it had run, but while in action it at least made best 1,100 c.c. time, in 19.4 secs. Several special Austins ran, of which Jarvis's did 19.6 secs., and covered a greater distance than the organisers stipulated, in a series of interesting slides. Miss Stanley-Turner graced the meeting with her PB M.G. and Dunham ran his Rover Sixteen in the saloon car class, which was won by F. S. Cotton's 4-litre Talbot-Darracq. J. E. Clowes and the

CLUB NEWS—continued

McEvoy-Special made best club-member's time, in 19.3 secs.—McEvoy, by the way, has been at Brooklands of late—*sans* beard.

CHILTERN CAR CLUB

There were thirteen starters for the Chiltern Hills Trial, held on 24th September, and they were dispatched from the Mill Stream, Amersham, at minute intervals, the first competitor being away at 3.15 p.m. The first observed section was a hundred yards acceleration test on Mop End Lane, which included a sharp corner. E. H. Goodenough (M.G.9 Supercharged) put up the fastest time of 13 secs., R. G. Bradshaw (M.G.10) was second with 14⅘ secs. and C. W. Taylor (M.G.10 Supercharged) third with 15⅕ secs.

The second test was a reversing movement on Featherbed Lane, where the extreme narrowness of the track put the larger cars at some disadvantage. E. H. Goodenough achieved 13⅖ secs., C. W. Taylor 14 secs. and C. B. Ballard (M.G.8) 14⅕ secs

Rignal was the first non-stop hill and only failed one car, and this was having chronic plug trouble. Then followed a timed road section to Tunnel Slide, on which two competitors lost marks for late arrival. Tunnel Slide did not stop a single car and the remaining non-stop hill, Jacob's Ladder, was no more successful. The failure of the non-stop sections was entirely due to extreme dryness of the course, which also had its effect on the special tests.

The last of these was a reversing test round an acute left-hand bend with bad camber, and took place at Heming's Farm. E. H. Goodenough was again the fastest with 31⅕ secs., C. B. Ballard second with 37⅗ secs. and C. W. Taylor third with 38 secs.

Three competitors lost marks for late arrival at the final control, where results were soon available. The Premier Award was won by E. H. Goodenough with 242⅖ marks, First Class Awards by C. W. Taylor with 232⅘ marks, R. G. Bradshaw with 231⅕ marks and S. M. Kent (Ford 8) with 226⅘ marks. Second Class Awards went to C. B. Ballard with 225⅗ marks, W. E. Edgar (Alvis 12/50) 224⅘ marks and R. Whitfield (Wolseley 12) with 224⅖ marks.

GENERAL NOTES

Well, we duly went again to the breaker's yard where you sound a big bulb-horn by way of gaining admittance, and demanded the Bebé Pug. First we were led through and over throngs of derelict cars to an ordinary small Peugeot, *circa* 1925, of which there are still a number in regular service. No, we said, we wanted a pre-war baby. Another detour through masses of mangled motor-cars and there, sure enough, it was. Very like a toy, it had a narrow body with a pointed tail which looked like the outer end of a 1920 G.N. touring body chopped off and put into place. Certainly our hopes that it was the car which Leno drove in the very first 200-Mile Race were dashed to the ground and we were not pleased to learn that so interned was the machine that it would be months before we could have it, anyway, and then not before we had parted with a fiver. Curiously, the little car had quite biggish boots, as distinct from those on another touring G.N. which O'Reilly has unearthed, which lives at "The Phœnix" and could, it appears, quite happily swop tyres with any man-size pedal-bicycle! Our spirits were somewhat re-elated, when, just as we were about to vacate the yard, we came upon a 13 h.p. pre-war two-seater Decauville, the licence of which proclaimed that it had been in use as late as 1929, and which announced the car's colour, accurately enough, in a single word: "drab." Then back to the Track to watch practice for the "200," when the enclosure that you reach by turning off the tunnel road just by Beart's tuning shed was very much appreciated. Not only do you get an excellent view of cars taking the turn from the Railway Straight onto the road circuit, which calls for some excitingly heavy braking, but the view as a whole is most picturesque, with the dull sweep of the Byfleet Banking backing the aerodrome, trains running past high on the embankment in the foreground, and the Members' Hill rising on the other flank, grass-grown and with the pine trees silhouetted against the afternoon sky. Curiously, a rapid run up to town and almost immediately back again to pick up a friend who was working on one of the racing cars proved thoroughly enjoyable, although the car was but a Standard Austin Seven, not capable of more than about 55 m.p.h. and with a hardly ideal driving position and a body now so much in need of repair that when a cyclist leant on its stern at some hostile traffic lamps—as cyclists will—the flexion sent the engine almost up to full revs.! There is a wealth of difference between pottering in a really rapid motor-car and undertaking an urgent journey, when time presses, in a car which is incapable of putting up a decent average unless humoured by its driver. Under such circumstances the Austin Seven is ever a fascinating proposition. Indeed, we bought one for ourselves shortly afterwards and promptly snapped the remote control gear-lever in the first mile's motoring, a happening somewhat embarrassing as it happened in Chiswick High Street and rendered the car quite unpushable as it was jambed in cog. Perhaps, however, not quite as embarrassing as the Rhode on its last real run, when it commenced instantly on the starter after weeks of idleness, as is its wont, and was duly filled up with quite expensive oil and fuel. Whereupon the starting handle fell out and the starter simultaneously ceased to function. Seeing no means of recovering the commodities just purchased, we refused to be defeated, and set off city-wards in the old car. Miraculously the engine did not stall once and we duly came home safely again through the busiest rush hour of the Moorgate traffic, the only incident occurring when a City policeman on point duty made himself look foolish by demanding that the "oil be turned off at once," because we were ejecting a slight haze during a traffic stop. We replied sweetly, when asked how we would like to sit behind it, that it would be much nicer than sitting behind one of the L.P.T.B.'s diesel-motored buses, and when the constable said he supposed the bores were bad we said, absolutely truthfully, oh no, but please the oil comes down past the valves. Whereat he let us go, and we were received gleefully at the other end of the crossing by his opposite number, who sought to add his meed of praise to what he thought had been a complimentary chat about our old motor.

To revert to the Austin, it had one amusing characteristic, namely, from the front, with Ulster-type axle, a tiny radiator from an Almack racing job, and cycle wings, it looked truly fierce, whereas from the rear the low and rather dumpy racing body looked a thorough homebuilt and "imitation racer." Now the writer likes nothing less than a vehicle of the latter sort, especially if its performance is unimpressive, but he consoled himself with the thought that at least passers-by would look keenly at his car and not until he had gone would their expressions turn to derision. Alas, one day a Salmson stopped alongside, looking quite the real thing and making less than half the noise, and beat us nicely away from some Belisha lamps. That, of course, finished it, and very soon the Austin will appear with a sober two-seater body possessed of lots of side curtains, a hood, screenwiper and other utility paraphernalia. Albeit the lower axles will be retained to afford reasonable powers of control. At first the engine would only run for a few seconds at a stretch, which we traced to a most imposing induction manifold, from which hung a Solex carburetter large enough for a 12/50 Alvis, and both arranged so that they could never get warm. A friend substituted another rather special manifold of less ambitious proportions and a little Zenith gas-producer, and off we went. Moreover, the exhaust note was immense, not only recalling the gallant exploits of the Ulster Austins in the T.T. and at Brooklands in the hands of the Earl of March and Sammy Davis, but being almost as potent as that of Hadley's car going up Shelsley. Quite why this should be so is as yet unexplained, as the 1930 type engine is standard save for an outside exhaust system, enlarged ports and a quick-opening camshaft—though stronger valve springs, an h.c. gasket and an alloy head will be added without delay. The little car had an excellent display of spirit and proved lots of fun to handle, even if one did have to search for spent matches with which to prop open the throttle when restarting on one's own, and if the wings did foul the tyres so that a front one burst, necessitating the use of very odd-size covers on the front wheels. The writer hopes to develop the Austin into quite a reasonable hack, able to hold 45 to 50 m.p.h. indefinitely on long runs while shutting up very snugly when required, which is so much more preferable to rushing about at sixty behind a lot of louvres, with rain and wind howling all around you—don't tell me that old age is leaving its mark after only twenty-five summers . . . .

Suddenly, in the midst of thinking and acting Austin, we realised that, somehow, we had never seen a T.T. and that on the morrow the 10th of the series

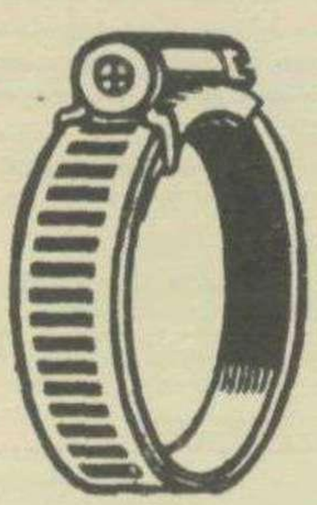
CLUB NEWS—continued

was being contested a mere 130 miles away at Donington Park. Luckily, a seat was forthcoming in the demonstrator two-seater V8 Allard-Special, even though that "seat" comprised the narrow luggage space behind the bucket seats occupied by Leslie and Mrs. Allard, in emphasis of which we still carry the bruises. Notwithstanding, it was a great day's motoring, with a 9 a.m. start, and a spirited duel with an Atalanta for a good deal of the run up—the Atalanta with the 3-valve engine, not the new V12, as was evident from the intruding note of high-efficiency machinery when our aggressor was idling. The run to Donington via Towcester and Hickley embraces excellent, fast and typically English roads and the Allard is no sluggard. Indeed, the speedometer, reputed to read considerably slow as special rear wheels were in use, lived in the "over eighties" for prolonged spells, and from the gale which dragged at our close-fitting flying hat, the gait was conceded to be around 90 m.p.h. Couple this with excellent road-clinging qualities, immense acceleration, and very smooth, silent functioning, and you realise why these Allard-Specials are becoming increasingly popular amongst those who favour modern high-performance cars. Incidentally, the telecontrol enables maximum comfort to be achieved under a variety of conditions and the bodywork is commendably well finished and rigid, though Allard was bewailing a slight tremor of the facia and hardly noticeable steering kick-back which, he says, has been eliminated from the latest model. Coming home, dusk fell early, bringing with it fitful rain storms, and, after a meal, we came down rapidly enough, leading for a while one of the Continental racing jobs, left hand drive, with very business-like crew and beautifully handled. Although we dallied quite a while after leaving the course at the conclusion of the race, we were right home in South London by 9.30 p.m.

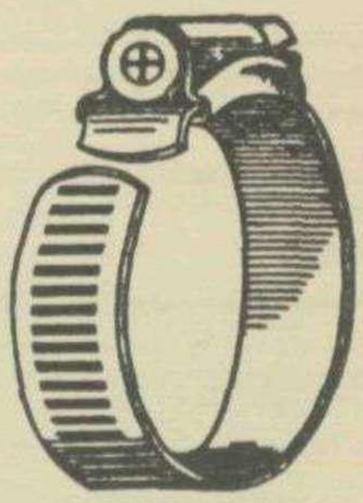
Then came some journeys to Brooklands to watch preparations for the B.R.D.C. Meeting, in the course of one of which we found Gerard on our tail at the conclusion of the Kingston By-Pass with the beautiful T.T. winning Delage, so that we were able to lead him to the Track via the twiggily route instead of straight on through Esher, which in our opinion is the better way and along which, on this auspicious occasion, the Opel saloon cornered as it has never been cornered before. The race itself was visited in the effortless comfort of an old model Ford V8 drop-head coupé, which made us think once again how very pleasant is V8 motoring and what wonderful value in the way of worry-free high performance Dagenham offers, albeit the ordinary V8 certainly cannot compete with an Allard Special in driving visibility, steering accuracy or absolute performance. The evening was spent watching an enthusiast rend asunder a Chummy Austin Seven body with the construction of a special in view and on the Sunday we were seized, at 6 p.m., with a sudden desire to do a longish flip in our own Austin. Years earlier we had located a 1904 single-lunger De Dion in a small Buckinghamshire village and had intended to negotiate with the owner at once. Somehow the chance to revisit the veteran never came, though every time we passed through the village anxious eyes were cast at the dump beside the small shed where the old car had lain. So now, at last, we left London, slumbering in the early evening of a September Sunday, to see if we could acquire this so desirable property. Alas, it had long since vanished, and we spent a miserable time coming home, a jet choked, no jet-key available, and the passenger rendered sick and ill at ease by the pungent exhaust fumes from the outside drainpipe. Even so, the time from Aylesbury to Marble Arch was equal to that which the writer reckoned to take over this journey on much hotter motors, in the days, adventurous days, when he was just feeling his feet as a sports-car driver. Next, it was Prescott Sunday once again, and this time we set off alone in the little sports Austin, not feeling too good about the rain, because we had been drenched to the skin very thoroughly coming up from Brooklands on the Saturday. Once again, a trouble-free run was not to be. First the throttle control came adrift, then a jet choked repeatedly, finally, we got lost, for Prescott approaches could be better indicated. A return in daylight seemed indicated, especially as there were unpleasant indications that one's own internal machinery was not too happy and running a temperature, as medical evidence subsequently proved to be correct. At first, all was well, and the run up through Burford to Witney was delightful, September sunshine brightening the cornfields and shadows painting weird pictures on the Cotswolds. But at Witney it tried to rain again, so that we were glad to crack in real earnest along the Oxford By-Pass, rendered steadily deaf by the metallic twang of the exhaust. Thereafter it was one long battle against choked jets and London was not made until nearly 11 p.m., the driver almost all in. Yet somehow we know we shall do it all again next time, and enjoy doing it, if circumstances permit.

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BRITAIN'S NEW RECORDS

CAPT. G. E. T. EYSTON AND J. R. COBB ON LAND, AND SIR MALCOLM CAMPBELL ON WATER

SELDOM in the history of the land speed record has so exciting a duel been waged as that which took place in Utah last month between Capt. G. E. T. Eyston and J. R. Cobb. Apart from the honour of holding the record itself—or rather, the record for the mile or kilometre, whichever happened to be the faster—there were two "landmarks" to be reached, 350 m.p.h. and six miles a minute, or 360 m.p.h.

Whereas George Eyston secured the major honour of bringing back to England the record, now standing at 357.5 m.p.h. for the flying mile, and on one run failed to achieve six miles a minute by only .4 m.p.h., John Cobb's was the distinction of being the first man to reach 350 m.p.h. on land.

The first round in the duel, when Eyston raised his own record of 312 m.p.h. to 345.5 m.p.h. for the mile (mean time 10.42 secs.) and 345.2 m.p.h. for the kilometre (mean time 6.48 secs.) was reported in last month's issue of MOTOR SPORT. The full times and speeds for the latest attempts by the two drivers are as under.

John Cobb made his attempt first, with the four-wheel-drive Railton, on September 15th :—

Flying Mile :		
Northward	10.19 secs.	353.3 m.p.h.
Southward	10.37 secs.	347.2 m.p.h.
Mean	10.28 secs.	350.2 m.p.h.

Flying Kilometre :		
Northward	6.34 secs.	352.8 m.p.h.
Southward	6.44 secs.	347.4 m.p.h.
Mean	6.39 secs.	350.1 m.p.h.

These records stood for one day only, for on September 16th George Eyston regained the honours with "Thunderbolt" :—

Flying Mile :		
Northward	10.10 secs.	356.4 m.p.h.
Southward	10.04 secs.	358.6 m.p.h.
Mean	10.07 secs.	357.5 m.p.h.

Flying Kilometre :		
Northward	6.30 secs.	355.1 m.p.h.
Southward	6.22 secs.	359.6 m.p.h.
Mean	6.26 secs.	357.3 m.p.h.

Eyston had gained another 12 m.p.h. since his first attempt this year by several modifications to "Thunderbolt." The most important of these was the removal of the radiator and the substitution of ice-tank cooling, a big change to carry out in the short space of three weeks. Eyston, however, is not only a great driver but a very capable designer and practical engineer as well.

The merit of this system of cooling, which could only be used for these short distance records, is that it enables a smooth unbroken nose to be used for the car, without the air disturbance caused by wind rushing through the radiator. John Cobb's Railton was already fitted with ice-tank cooling. The first driver to adopt it was the late Frank Lockhart, the American, for his black Hawk Stutz, with which he attacked the land speed record at Daytona in 1928.

This remarkable car had a sixteen-cylinder 3-litre supercharged engine, and weighed only a little over a ton. It may thus be regarded as a direct predecessor of the modern formula cars, especially as Lockhart actually attained 202 m.p.h. on one run—ten years ago! Lockhart never broke the land speed record, as he met with a fatal accident at Daytona beach, but the 1½-litre record of 164.01 m.p.h., which he set up in 1927 over the flying mile on the dry lake bed at Muroc, driving a Miller, still stands.

Another modification to "Thunderbolt" was the removal of the tail-fin. This is interesting, as George Eyston has hitherto been of the opinion that a tail-fin is of some value in securing directional stability at these very high speeds. The original 200 m.p.h. Sunbeam driven by the late Sir Henry Segrave had no tail-fin, but the big car got into several terrifying swerves, and it was thought that a fin, similar to the rudder-plane of an aeroplane, would help to keep a car straight.

Until the recent record attempts, all subsequent machines have had a fin, with the exception of Lockhart's Stutz and the crude three-engined Triplex, which, though it broke the record in 1928 at 207.552 m.p.h., driven by Ray Keech, had practically no body at all.

Cobb's Railton, with its exceptionally smooth body, the only excrescences on which are the cover for the driver's cockpit and the shields over the wheels, is not fitted with a fin. As long ago as 1933 Reid Railton, designer of this machine, stated in an article in a technical paper that he doubted the value of a tail-fin. In spite of this, he retained it on Sir Malcolm Campbell's series of "Blue Birds," for the general design of which Railton was responsible from 1931 onwards, though in "Blue Bird's" latest reconstruction, when in 1935 Sir Malcolm attained first 276.82 m.p.h. at Daytona and then 301.13 m.p.h. on the Salt Flats, the fin was much abbreviated.

Now it seems probable that the fin, which has even been fitted on various pseudo-sports cars, will disappear from the giant record-breakers. It not only constitutes additional weight, but tends to upset the flow of air round the streamlining of the tail.

The matter of weight is not so unimportant as one might imagine, considering the massive construction and huge engine power of these big machines. "Thunderbolt" weighs about six tons, and the Railton only a little over half that amount. However, owing to the fact that Eyston's car has eight wheels, and Cobb's the normal four, the former machine has actually less weight resting on each tyre than the latter.

Thus, after Cobb had left, it was actually possible for Eyston, on a final experimental run, to make use of some of the tyres which his rival had left behind, as the supply was running short. No further record resulted, as part of the body broke away and became entangled with the rear wheels, damaging the rear suspension and other parts of the car. "Thunderbolt" was travelling at full speed at the time, and Eyston had a lucky escape from disaster.

With George Eyston not yet home from the U.S.A. at the time of writing, speculation as to his future plans is fruitless. "Thunderbolt" has now travelled at over 300 m.p.h. fourteen times, including various trial runs, and it is thought that for his next attempt Eyston will either entirely reconstruct the machine, or build a new car. Cobb has also announced his intention of making a further attempt next year, and after the success of the four-wheel-drive fitted to the Railton, it seems likely that this form of transmission will at last come into its own.

When Sir Malcolm Campbell raised the record to 300 m.p.h., he announced he would make no further attempts unless the land speed record was threatened by a foreign driver. Eyston and Cobb have rendered this possibility sufficiently remote, and Sir Malcolm has been pursuing his endeavours to make the water speed record equally safe.

Just as interest in the land speed record really became general when Segrave first attained his epic 200 m.p.h., so it was the same driver who focused attention on water speed by his duel with Gar Wood, in which, at the very moment of his tragic accident at Lake Windermere in 1930, he emerged victorious.

Gar Wood subsequently found Kaye Don a serious competitor, but in 1932 the veteran American pilot established a new record at 124.86 m.p.h. This record stood until Sir Malcolm Campbell entered the lists, and last year recaptured the honour for Great Britain with a speed of 129.5 m.p.h. Thus for a brief period he held the fastest speeds ever recorded both on land and water, a joint distinction which he shares only with Sir Henry Segrave.

Now, by a curious coincidence, on the day following Eyston's new land speed record—though Sir Malcolm had been trying to set up new figures with his speedboat "Blue Bird" for some considerable period and at different venues—Sir Malcolm, at Lake Hallwil, in Switzerland, has raised the water speed record to 130.91 m.p.h.

In car records it is only the time that counts, and no definite margin of speed is necessary. On water, however, a speed has to be multiplied by 1.0075 before a record can be claimed. On the day of Sir Malcolm's successful attempt, in an earlier run he had recorded 129.72 m.p.h., which just failed to beat his own previous figure by a sufficient margin. His next run, however, gave him the water speed record, and thus on one element he is still supreme.

A GUIDE TO 1939 HIGH PERFORMANCE CARS

THIS LIST OF SPECIFICATIONS AND DATA HAS BEEN COMPILED TO ASSIST THE PROSPECTIVE PURCHASER OF A FAST CAR IN THE DIFFICULT MATTER OF CHOOSING HIS MOUNT FOR THE COMING SEASON

A.C.

British. A.C. (Acedes) Cars Ltd., Thames Ditton, Surrey.

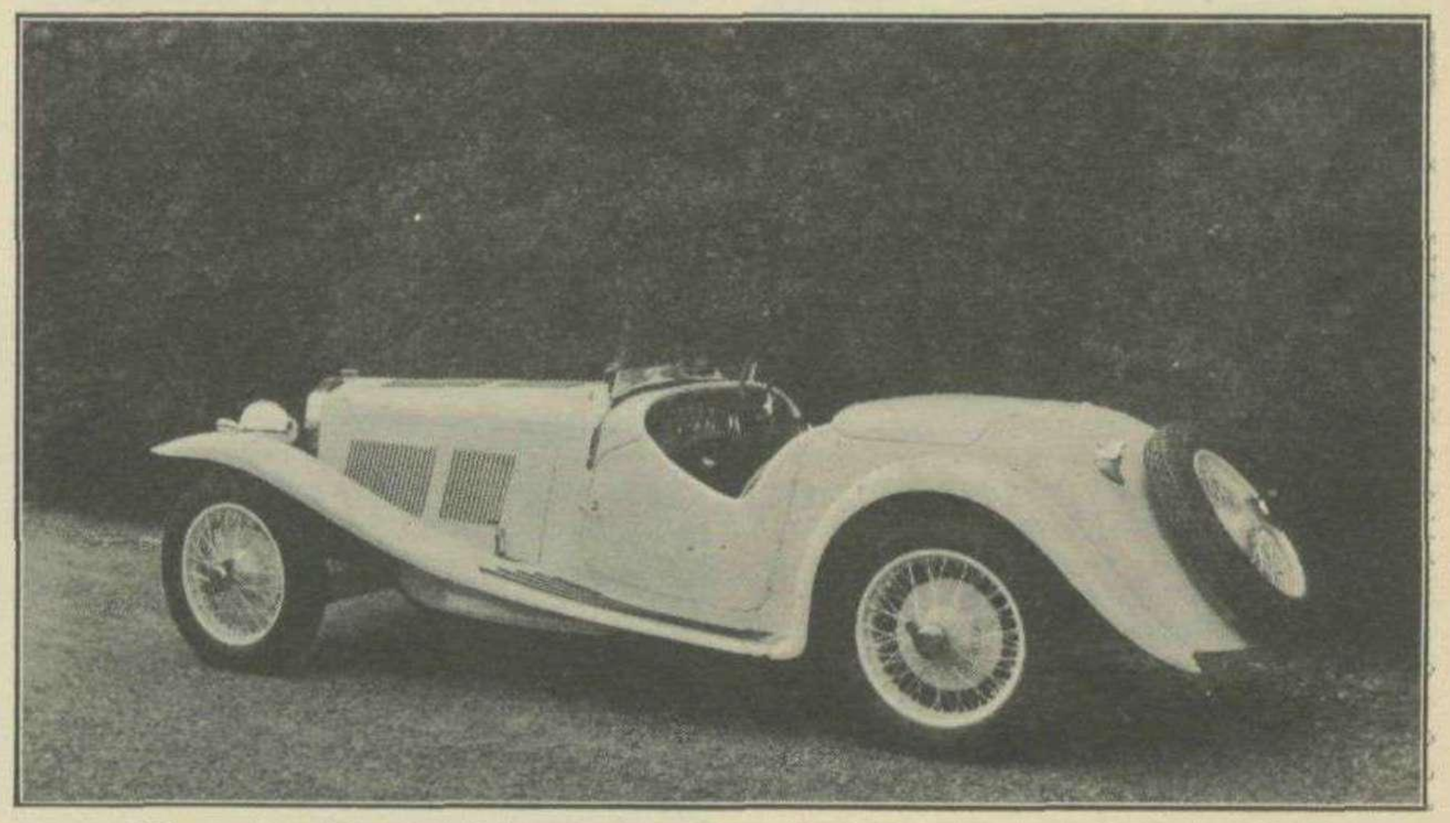
16/80 h.p. 6 cyl., 65×100, 1,991 c.c., 15.7 h.p. Tax £12. Overhead valves operated by eccentric base camshaft driven by silent chain. Comp. ratio 7½ to 1. 5 bearing crankshaft, 80 b.h.p. at 4,250 revs. Centrifugal water pump cooling. 3 S.U. carburetters. 3 point engine mounting, s.d.p. clutch. 4 speed gearbox, central control. Ratios 15.3, 8.96, 5.81, 4.25 to 1. Road speed at 1,000 r.p.m., 1st 5, 2nd 9.3, 3rd 14.4, 4th 19.74 m.p.h. Maximum speed, 1st 25, 2nd 43, 3rd 65, 4th 90 m.p.h. Open prop. shaft. Spiral bevel drive axle. ½-elliptic springs. Andre shock absorbers. Cam steering. Turning circle 34′. Bendix duo-servo brakes. Battery 12 v. 72 a.h. 17 gallon rear tank, pump feed. Wire wheels. Tyres 19×5.00. Wheelbase 8′ 10″. Track 4′ 2″. Ground clearance 7½″. Weight 21 cwt. Price £440 2-seater competition sports. 16/90 h.p. engine with Arnott supercharger available £56 extra.

16/60 h.p. 6 cyl., 65×100, 1,991 c.c., 15.7 h.p. Tax £12. Comp. ratio 6½ to 1. 5 bearing crankshaft. 70 b.h.p. at 4,250 revs. Centrifugal water pump cooling. 3 S.U. carburetters. 3 point engine mounting, single plate clutch. 4 speed gearbox, central control. Ratios 16.8, 9.8, 6.25, 4.6 to 1. Road speeds at 1,000 r.p.m., 1st 4.9, 2nd 8.5, 3rd 13.4, 4th 18 m.p.h. Maximum speeds: 1st 18, 2nd 35, 3rd 60, 4th 75 m.p.h. Open prop. shaft. Spiral bevel drive axle. ½-elliptic springs. Hartford friction shock absorbers. Worm steering. Turning circle 36′ 6″. Duo-servo brakes. Battery 12 v. 72 a.h. 10 gallon rear tank, pump feed. Consumption 22 m.p.g. Wire wheels. Tyres 29×5.00. Wheelbase 9′ 7″. Track 4′ 2″. Ground clearance 7½″. Weight 22½ cwt. Price £445.

The above is the specification for the coupe models. Alterations in the saloon models are as follows. Gear ratios: 17.1, 10.02, 6.5 and 4.75 to 1. Road speed at 1,000 r.p.m.: 1st 4.90, 2nd 8.36, 3rd 12.9, top 17.66 m.p.h. Turning circle 37′. Tyre size 17×5.50. 12 gallon rear rank. Weight 24½ cwt. Price £498. Wide Track 4-seater coupe £495.

With a six-cylinder single o.h. camshaft engine changed only in respect of details since the days when S. F. Edge controlled the destiny of this famous specialist concern, nevertheless the present A.C. achieves a very commendable power output and is a truly high performance car, of very handsome outline. The unblown Semmence-Special, with A.C. Six engine, has this season emphasised the potency of the unit. Detail improvements for 1939 include the larger fuel tank, lighter steering with adjustable column, larger radiator, and stabiliser for the front suspension, etc. A.C. has always made a feature of good coachwork and continues an extensive range, into which has been introduced a new 4/5-seater saloon and a new five-seater drophead coupé. The new saloon costs £498 and an Arnott-supercharged competition two-seater is a standard model at £496.

1½-litre Supercharged. 4 cyl., 68.75×100, 1,488 c.c. 12 h.p. Overhead twin camshafts. Comp. ratio 6 to 1. 3 bearing crankshaft. 140 b.h.p. at 5,800 revs. Pump cooling. One S.U. carburetter. Rigid engine mounting. E.N.V. self-changing gearbox. 4 speed. Ratios: 4.1, 5.2, 8 and 12 to 1. Maximum speed on gears: 1st 43, 2nd 65, 3rd 98, top 110. Open needle roller shaft transmission. Spiral bevel rear axle. Springs, front ½-elliptic, rear ½-elliptic. 30″ Luvax shock absorbers. Cam and lever steering. Turning circle 33′. Alta servo brakes. Battery 12 v. 72 a.h. Twin S.U. pumps. Consumption 18 to 22 m.p.g. Rear petrol tank. Capacity 12 gallons. Wire racing wheels. Tyre size 18×5.25. Wheelbase 8′. Track 4′ 2″. Ground clearance 7″. Weight of complete car 15¼ cwt. Price £575.



The two-seater competition sports A.C. which is priced at **£440** *for* **1939.**

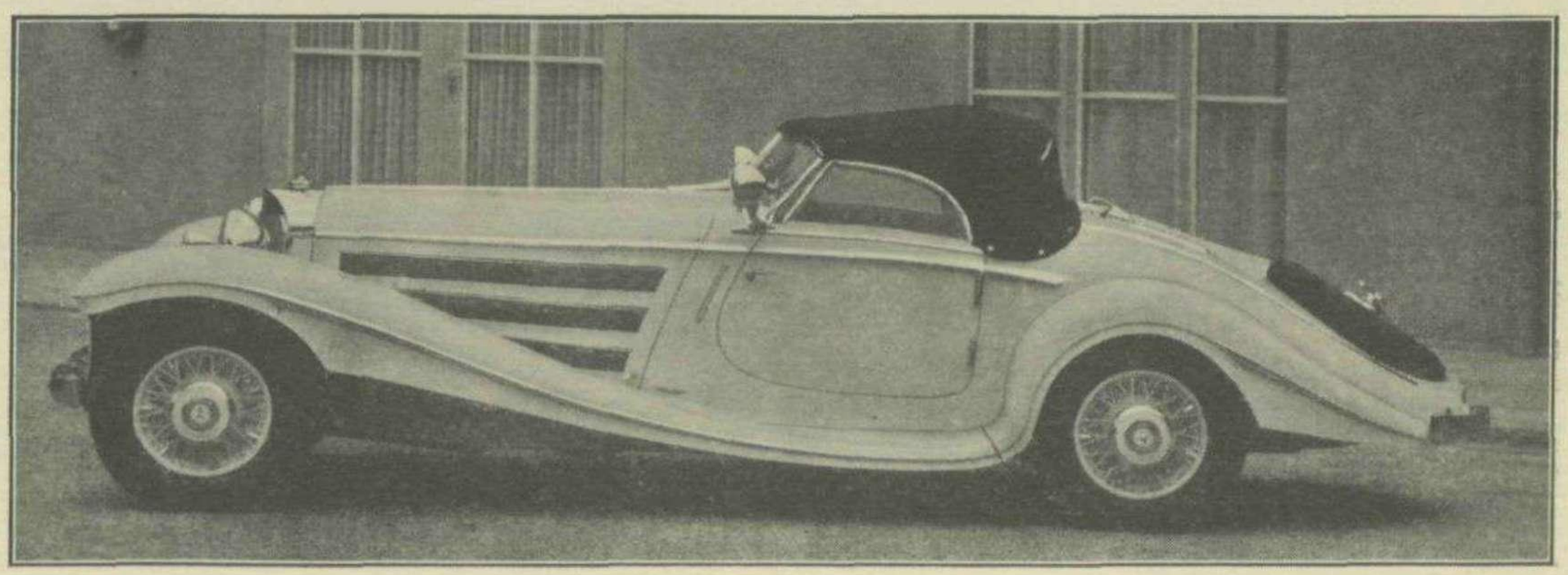
ALTA

British. Alta Car and Engineering Co., Ltd., Fullers Way, Kingston By-Pass, Surbiton.

1,074 c.c. Supercharged. 4-cyl., 60×95, 9 h.p. Tax £6 15 0. Comp. ratio 7 to 1. Overhead twin camshaft. 3 bearing crankshaft. 98 b.h.p. at 6,000 revs. Pump and radiator cooling. Carburetter, 1 S.U. Rigid engine mounting. E.N.V. Preselector 4 speed gearbox, central change. Ratios 4.6, 6.0, 9.2, 13.8 to 1. Maximum speeds: 1st 42, 2nd 65, 3rd 86, top 105. Hardy-Spicer propeller shaft. E.N.V. spiral bevel rear axle, straight bevel racing model. Springs, front ½-elliptic, rear ½-elliptic. Luvax shock asborbers. Cam and lever steering. Turning circle 33′. Alta Servo 12″ brakes. Battery 12 v. 72 a.h. Mechanical pump feed. Consumption supercharged 25 to 28 m.p.g. Rear petrol tank. Tyre size 5.25×18. Wheelbase 8′. Track 4′ 2″. Ground clearance 7″. Weight 15 cwt. approx. Price: £498.

2-litre Supercharged. Particulars as 1½-litre supercharged with the following exceptions. Bore 79, stroke 100, 1,960 c.c. 16 h.p. 160 b.h.p. at 5,500 r.p.m. Maximum speed 120 m.p.h. Consumption 17 to 20 m.p.g. Price £575.

1½-litre Independent Suspension Racing. Particulars as 1½-litre supercharged, with the following exceptions. 210 b.h.p. at 6,300 revs. One S.U. carburetter. Gear ratios, 4.1, 5.2, 7.5, 11.6 to 1. Maximum speeds on gears: 1st 50, 2nd 76, 3rd 108, top 135 m.p.h. Independent all round suspension. Turning circle 25′. Twin Tecalemit mechanical pumps. Consumption 6.5 m.p.g. Rear tank capacity 34 gallons.



The **540** *K Mercedes-Benz.*

A GUIDE TO **1939** *HIGH PERFORMANCE CARS—continued*

Tyre size 6.50×16 or 6.00×18. Wheelbase 8′ 4″. Track 4′ 4″. Weight of complete car 13¼ cwt. Price £1,250.

2-litre Independent Suspension Racing. Specification as 1½-litre independent suspension racing with following exceptions. Bore 79, stroke 100, 1,960 c.c. 16 h.p. 288 b.h.p. at maximum revs. Gear ratio, 3.7, 4.8, 6.9, 10.2 to 1. Maximum speeds on gears: 1st 56, 2nd 84, 3rd 115, top 148 m.p.h.

1½-litre Unsupercharged. 4 cyl., 68.75×100, 1,488 c.c. 12 h.p. Overhead twin camshaft. Comp. ratio 7.8 to 1. 3 bearing crankshaft. 80 b.h.p. at maximum revs. Pump and radiator cooling. 2 S.U. carburetters. Rigid engine mounting. E.N.V. self-changing gearbox. 4 speed. Ratios: 12.8, 8.6, 5.6, 4.3 to 1. Maximum speed on each gear: 1st 40, 2nd 60, 3rd 84, top 104. Open needle roller shaft transmission. Spiral bevel rear axle. Springs, front ½-elliptic, rear ½-elliptic. Luvax shock absorbers. Cam and lever steering. Turning circle 33′. Alta servo brakes. Battery 12 v. 72 a.h. Rear 12 gallon petrol tank. Wire centre lock wheels. Tyre sizes 18×5.25. Wheelbase 8′. Track 4′ 2″. Ground clearance 7″. Weight of complete car 15 cwt. Price £498.

2-litre Unsupercharged. As 1½-litre unsupercharged with the following exceptions. Bore 79, stroke 100. 1,960 c.c. 16 h.p. 105 b.h.p. at 5,300 revs.

The hand-built Alta of advanced design is finding an increasing number of friends since its latest racing successes. It is made in 1,100 c.c., 1½ and 2-litre forms, and all models have twin chain-driven o.h. camshafts, wet cylinder liners, light-alloy blocks, Wilson pre-selector gearboxes and quarter-elliptic rear springs. The latest model is a 1½-litre supercharged aluminium sports two-seater capable of 120 m.p.h., taxed at £9, pulling a 4 to 1 top gear, and priced at £575—one of the world's most potent production cars. Unblown, it costs £498.

ALVIS

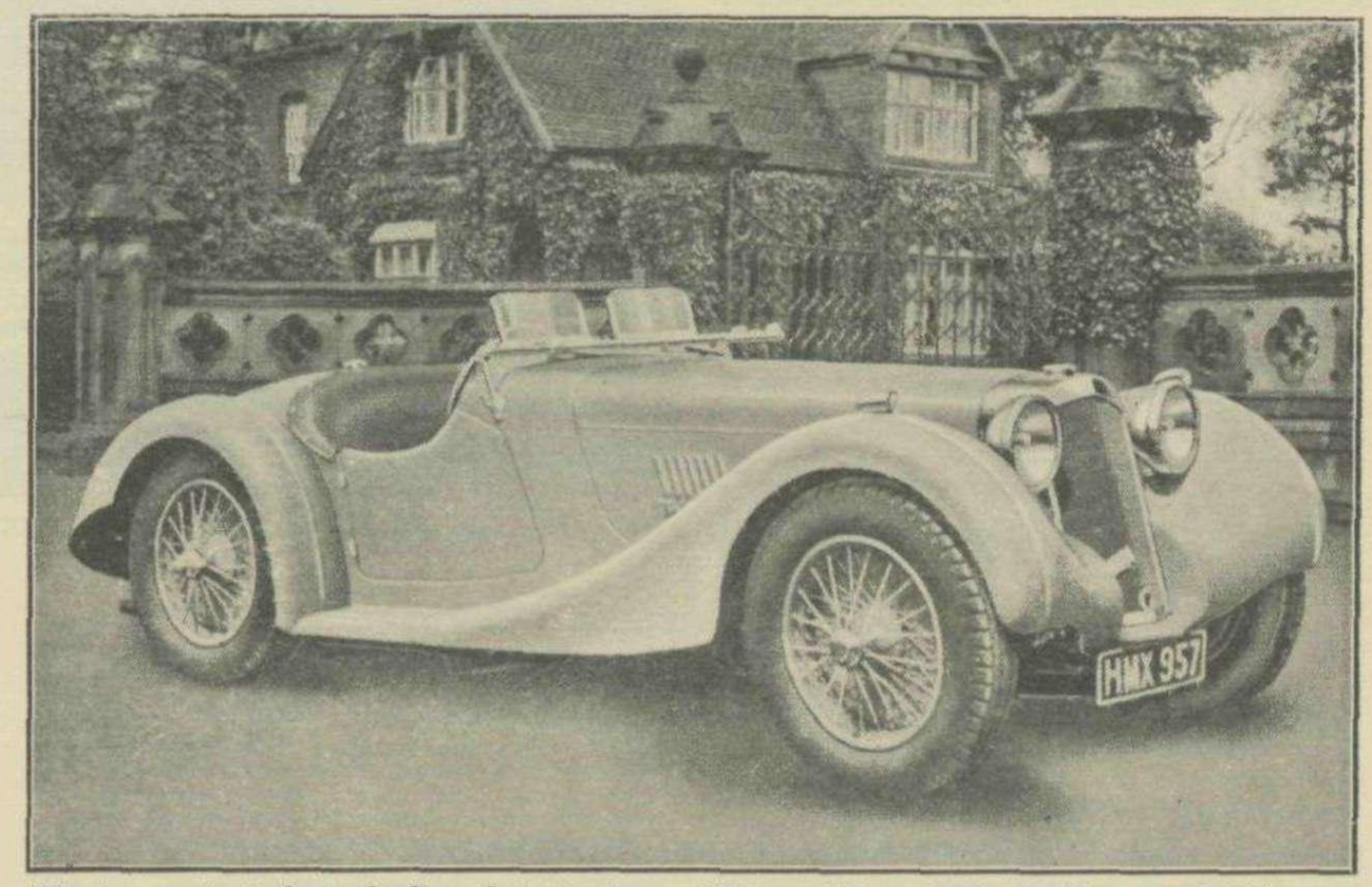
British. Alvis Ltd., Coventry.

12/70. 4 cyl., 73×110, 1,842 c.c., 13.22 h.p. 3 bearing crankshaft. Overhead valves, actuated by pushrods. Comp. ratio, 6.3 to 1. Pump and fan cooling. 1 S.U. carburetter. Rubber 3 point engine mounting. S.d.p. clutch. 4 speed gearbox, synchromesh 2nd, 3rd and top. Gear ratios, 1st 14.85, 2nd 9.65, 3rd 6.65, top 5.0 to 1. Maximum speed on each gear, 1st 25, 2nd 38, 3rd 56, top 75 m.p.h. Large tubular propeller shaft. Open propeller shaft. Semi-floating rear axle, with noiseless spiral bevel gears. Bendix brakes. Marles steering. Springs, ½-elliptic, front and rear. 11¼ gallon rear petrol tank. Hydraulic shock absorbers. 12 v. battery. Wire wheels. Tyres 5.50×17. Wheelbase 8′ 10″. Track 4′ 2″. Ground clearance 6½″. Price, £435. four-door saloon, drophead coupe £445.

Speed Twenty-Five. 6 cyl., 83×110, 3,571 c.c. 25.63 h.p. Tax £19 10 0. 7 bearing crankshaft. Overhead valves, actuated by push rods. Comp. ratio 6.35 to 1. 106 b.h.p. at 3,800 r.p.m. Pump and fan cooling. 3 S.U. carburetters. Flexible 3 point engine mounting. S.d.p. clutch. 4 speed all synchromesh gearbox. Ratios, 1st 12.95, 2nd 8.34, 3rd 5.90, top 4.11 to 1. Road speeds at 1,000 r.p.m., 1st 6.8, 2nd 10.6, 3rd 15, top 21.5 m.p.h. Maximum speeds, 1st 28, 2nd 44, 3rd 63, top 90 m.p.h. Open propeller shaft. Fully floating rear axle. Noiseless spiral bevel and gears. Springs, independent transverse at front, ½-elliptic at rear. Hydraulic shock absorbers. Independent steering. Alvis mechanical, servo assisted brakes. Turning circle 40′. 12 v. 70 a.h. battery. 17 gallon petrol tank. Consumption 16 to 20 m.p.g. Wire wheels. Tyres 5.5×19. Wheelbase 10′ 4″. Track 4′ 8″. Ground clearance 7″. Weight of complete car 33½ cwt. saloon. Prices, chassis £625, open sports tourer £735, drophead coupe £885, 4 light saloon £885.

4.3-litre. 6 cyl., 92×110, 4,387 c.c., 31.48 h.p. Tax £24. 7 bearing crankshaft. Overhead valves, actuated by push rods. Comp. ratio 6.25 to 1. 123 b.h.p. at 3,600 r.p.m. Pump and fan cooling. 3 S.U. carburetters. Flexible 3 point engine mounting. S.d.p. clutch. 4 speed, synchromesh gearbox. Ratios, 1st 12.95, 2nd 8.34, 3rd 5.90, top 4.11 to 1. Road speeds at 1,000 r.p.m., 1st 6.8, 2nd 10.6, 3rd 15, top 21.5. Maximum speeds, 1st 34, 2nd 49, 3rd 68, top 95 m.p.h. Large tubular propeller shaft, needle rollers. Fully floating rear axle, noiseless spiral bevel and gears. Springs, independent transverse at front, rear, semi-elliptic. Hydraulic shock absorbers. Independent steering. Alvis mechanical, servo-assisted brakes. Turning circle 40′. 12 v. battery. 19 gallon petrol tank. Consumption, 14 to 18 m.p.g. at 40 m.p.h. Knock-on wire wheels. Tyres 5.50×19. Wheelbase 10. 7″. Short wheelbase 10′ 4″. Track 4′ 8″. Ground clearance 7″. Weight, chassis 25½ cwt., standard saloon 34½ cwt. Prices, chassis £750, special short chassis sports tourer £995, four-seater drophead coupe £1,065. Mulliner four-door sports saloon £1,145, Van den Plas pillarless saloon £1,195.

The "**12-70**" four-cylinder saloon is a fast car of outstanding refinement, which has been further improved for 1939, particularly in respect of appearance, body details and luggage accommodation. The larger models retain the famous six-cylinder push-rod o.h.v. engines, transverse independent front suspension and all-synchromesh gearboxes, and represent British luxury-car engineering of a notably high standard. The 4.3-litre is a genuine 100 m.p.h. car, lapping Brooklands at



The two-seater 8 *foot wheelbased Atalanta. This model can be had either as a* 1½*-litre or* 2*-litre, supercharged or unsupercharged.*

115, stripped, at the recent Dunlop Meeting, and the new 3½-litre "Speed Twenty-Five" with stiffened chassis, dual exhaust system and new bodywork, exceeds 96 m.p.h. The tourers cost respectively £995 and £735.

ATALANTA

British. Atalanta Motors Ltd., London Road, Staines, Middlesex.

1½-litre. 4 cyl., 69×100, 1,496 c.c., 12 h.p. Tax £9. Fully counter balanced Nitralloy crankshaft. Comp. ratio 8 to 1. Pump and thermo cooling. 2 carburetters. 3 point rubber engine mounting. Borg and Beck clutch. Warner dual overdrive or Cotal gearbox. Maximum speed 90 m.p.h. Road speed at 1,000 r.p.m., top 20 m.p.h. Hardy-Spicer needle roller propeller shaft. Spiral bevel drive. Springs, double coil to each spring. Armstrong's shock absorbers. Bishop steering. 16″ electron brakes. Lockheed operated. Battery, 12 v. 22 gallon rear tank. Consumption 20 to 25 m.p.g. Rudge wheels 5.25×18. Dunlop tyres. Wheelbase 8′ or 9′. Track 4′ 5″. Ground clearance 7″. Weight 17 cwt. Price on demand.

2-litre. Specification as above with following exceptions. 75×113, 1,996 c.c., 14 h.p. Tax £10 10 0. Springs, independent on all four.

The Atalanta is a most advanced British design, which has been fully described in this paper. The chassis embodies independent suspension, not only of the front, but of all wheels, on a coil spring system. The smaller—1½ and 2-litre—engines have three valves per cylinder actuated by an o.h. camshaft and an Arnott supercharger which is under the control of the driver—a feature previously only applied by Mercédès-Benz and Stutz. Moreover, Cotal electric gearboxes are used. These smaller models are available with and without the blower installation and, in addition, there is a large car with Lincoln V12 engine and three-speed gearbox.

ASTON-MARTIN

British. Aston-Martin Ltd., Feltham, Middlesex.

4 cyl., 78×102, 1,950 c.c., 15.09 h.p. Tax £11 5 0. O.h.c. Comp. ratio 7.5 to 1. 3 bearing crankshaft. Pump and thermo-syphon cooling. 2 S.U. carburetters. 4 point rubber engine mounting. S.d.p. clutch. 4 speed gearbox. Synchromesh 2nd, 3rd and top. Central remote change. Ratios 16,8, 9.84, 6.4, 4.67 to 1. Road speed at 1,000 r.p.m.: 1st 4.82, 2nd 8.2, 3rd 12.6, top 17.3 m.p.h. Maximum speeds, 1st 24, 2nd 41, 3rd 63, top 86 m.p.h. Spiral bevel rear axle. ½-elliptic springs. Shock absorbers, front friction type, rear, hydraulic with override control. Cam type steering. Turning circle 43′ long wheel base, 38′ short chassis. Girling brakes. Battery 12 v. Rear tank, 14 gallons. 2 electric pumps. Consumption 23 to 25 m.p.g. Dunlop wire wheels. Tyres 5.25×17. Wheelbase 8′ 3″. L.W.B. 9′ 8″. Track 4′ 6½″. Ground clearance 6½″. Weight saloon 28 cwt. 2/4 seater 22½ cwt. Prices: £495 saloon, 2/4 seater £475.

Type "C" Speed Model. 4 cyl., 78×102, 1,950 c.c., 15.09 h.p. O.h.c. with rockers. Comp. ratio 8.2 to 1. 3 bearing crankshaft. Pump and thermo syphon cooling. 2 S.U. carburetters. 4 point rubber engine mounting. S.d.p. clutch. 4 speed gearbox. Ratios: 1st 11.38, 2nd 8.33, 3rd 6.11, top 4.44 to 1. Road speeds at 1,000 r.p.m., 1st 7.41, 2nd 10.12, 3rd 13.79, top 18.98 m.p.h. Maximum speeds on each gear, 1st 38.8, 2nd 52.5, 3rd 72.5, top 100 m.p.h. Central remote control change. Open propeller shaft. Spiral bevel rear axle. Springs ½-elliptics throughout. Front 29″, rear 44″. Friction type shock absorbers, front and rear. Turning circle 38′. Lockheed hydraulic brakes. 12 v. battery. 2 electric S.U. pumps. Consumption 27 m.p.g. 16 gallon rear tank. Wheels 18″×3.25. Tyres 18″×3.25. Wheelbase 8′ 6″. Track 4′ 6½″. Ground clearance 6½″. Price £775, complete with 2-seater all-metal streamlined body.



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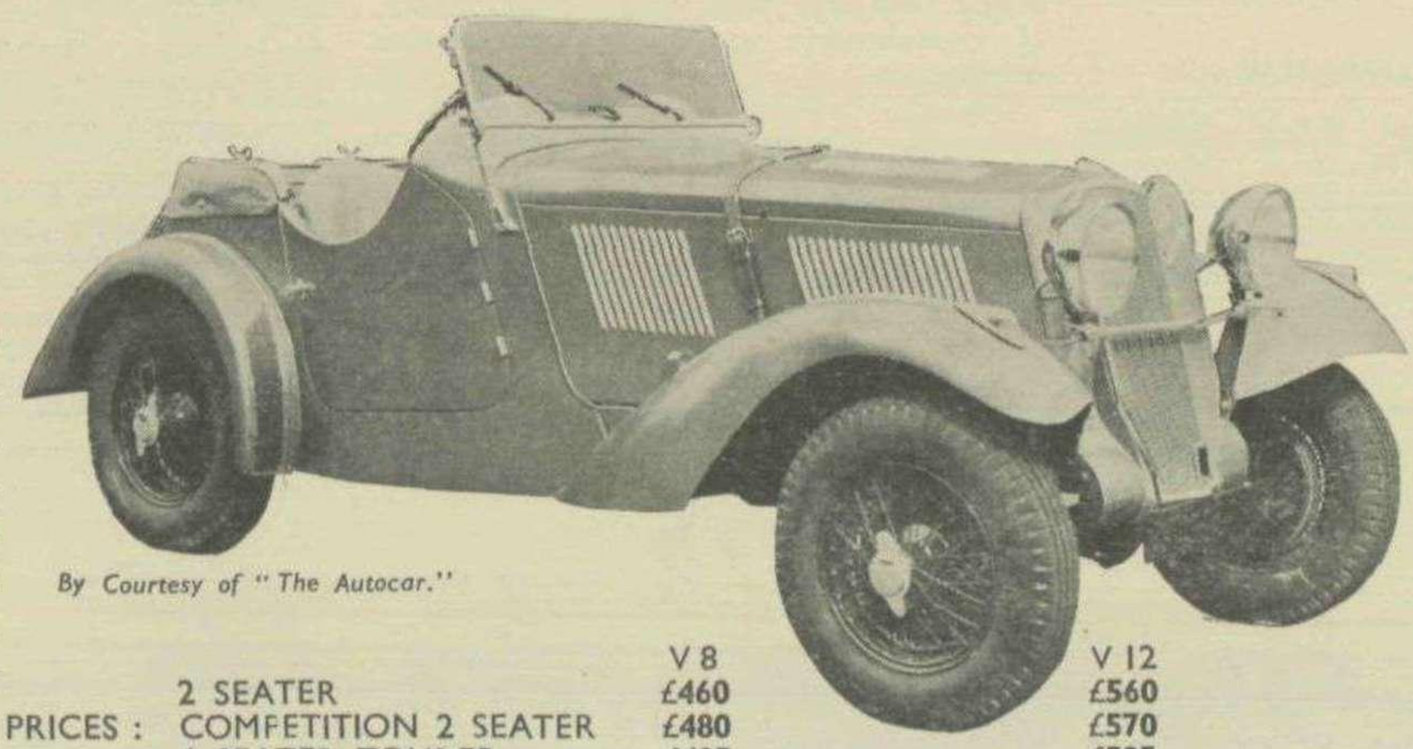
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We have now acquired the works and showrooms from a well-known Brixton and Streatham firm. The premises will be under the direction of Mr. S. H. Allard, the well-known Trials specialist and designer and builder of the famous Allard Special.

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A GUIDE TO **1939** *HIGH PERFORMANCE CARS—continued*

After building a 1½-litre from the time Bertelli designed the first of the new series—indeed the first A.M. of all, Lionel Martin's side-valve was a 1½-litre—the Aston-Martin people recently introduced a 2-litre. It is very much the sportsman's mount, offering all that is best of the old-school tradition, yet doing its job smoothly and easily and being of sound, modern conception. The £695 Short Speed Chassis does about 100 m.p.h.

BENTLEY

British. Bentley Motors (1931) *Ltd.*, 14, *Conduit Street, W.*1.

4¼-litre. 6 cyl., o.h.v. 88×114, 4,255 c.c. 29.4 h.p. Tax £22 10 0. 4 speed, synchromesh, 3rd and top gearbox. Overall gear ratios, 1st 11.30, 2nd 7.08, 3rd 5.10, top 4.10 to 1. Ratio on the overdrive 3.6 to 1. Speed 90 m.p.h. Knock-off wire wheels. Tyres 6.5×18. 12 v. battery. 18 gallon petrol tank. Consumption 17 m.p.g. Turning circle 40'. Ground clearance 6". Wheelbase 10' 6". Track 4' 8". Weight 33 cwt.

The six-cylinder 4¼-litre Bentley represents the very peak of British sports-car design and construction. The engine is of straightforward design, with push-rod o.h.v., yet it produces a maximum speed of over 90 m.p.h. from closed versions of the car, while working at all times in complete silence and remarkable smoothness. The normal half-elliptic suspension system, by reason of automatic damping and additional over-ride controls, provides both stability and comfortable riding at all speeds and loadings. The four-speed right-hand controlled synchromesh gearbox has one of the most pleasant gear-changes it has ever been our good fortune to handle. Like old wine partaken of last night, the modern Bentley represents speed and power unleashed as we moderns like these qualities unleashed, so that not only Rolls-Royce Ltd., but every British subject, can justifiably be proud of the 4¼-litre.

BROUGH SUPERIOR

British. Brough Superior Cars Ltd., Haydn Road, Nottingham.

3½-litre. 6 cyl., 76.2×127, 3,455 c.c., 21.6 h.p. Tax £16 10 0. 3 mains crankshaft. Comp. ratio 7 to 1. 107 b.h.p. at 4,000 r.p.m. Pressure pump circulation cooling. Dual intake-down-draught Carter carburetter. 3 point rubber engine mounting. S.d.p. clutch. 3 speed "synchro-shift" gearbox. Ratios, 1st 2.42, 2nd 1.6, high 1 to 1. Reverse 3.3 to 1. Maximum speeds, 1st 35, 2nd 55, top 95 m.p.h. Open propeller shaft, needle roller bearings on U joint. Semi-elliptic springs. Luvax shock absorbers. Variable pitch worm and sector steering. Servo brakes. Turning circle 38'. Battery 12 v. 12 gallon petrol tank. Consumption 18 to 20 m.p.g. Wire wheels. Tyres 16×6. Wheelbase 10'. Track 4' 10". Ground clearance 9". Weight 26½ cwt. Price £665. Drophead supercharged £755. "Alpine Grand Sports" 110 m.p.h. open four seater £845.

The Brough Superior, made by George Brough, whose motor-cycles are recognised as the finest two-wheelers in the world, is a very fine Anglo-American combination, available in both six and eight-cylinder form. The 3½-litre Alpine Grand Sports model is a particularly high-performance machine.

BRITISH SALMSON

*British. British Salmson Aero Engines Ltd., Raynes Park, London, S.W.*20.

20/90. 6 cyl., 75×98, 2,598 c.c., 20.8 h.p. Tax £15 15 0. 2 overhead camshafts. Comp. ratio 6.5 to 1. 4 bearing crankshaft. Thermo-syphon and fan cooling. 2 S.U. carburetters. Engine mounted on 5 point rubber. Borg and Beck single plate clutch. British Salmson 4 speed gearbox. synchromesh 3rd and 4th, central change. Ratios 13.2, 8.03, 4.67, 4.1 to 1. Road speeds at 1,000 r.p.m., 1st 5.5, 2nd 10, 3rd 14, 4th 20. Maximum speed, 90 m.p.h. Semi-floating rear axle. Springs, transverse front, ¼-elliptic independent rear. Front, British Salmson shock absorbers, Luvax rear. Turning circle 29'. Lockheed hydraulic brakes. Battery 12 v. 90 a.h. 11 gallon rear tank, pump feed. Consumption 20 m.p.g. Pressed steel wheels. Tyres 16×6.25. Wheelbase 9' 4¼". Track 4' 4½". in front, 4' 4¼" at rear. Ground clearance 7". Weight of complete car 25¾ cwt. Prices, £695, saloon or coupe. £645, 2-seater.

British-Salmson continue their range of high-grade hand-built cars of advanced design, with twin o.h.c. engines, importing French-built 14 and 18 h.p. models. The "Fourteen" and "Eighteen" represent excellent touring cars of real distinction and sporting properties, while the 20/90 h.p. six-cylinder car is a 90 m.p.h. machine with many refinements, of considerable appeal to competition drivers.

BUGATTI

French. Ettore Bugatti, 1-3, *Brixton Road, London, S.W.*9.

57C Supercharged. 8 cyl., 72×100, 3,250 c.c., 25.7 h.p. Tax £19 10 0. 6 bearing plain crankshaft. Overhead twin camshafts. Pump and fan cooling. Stromberg carburetter. Gearbox with rear axle. Central control. Ratios: 1st 11.6, 2nd 7.5, 3rd 5.37, 4th 4.17 to 1. ¾ floating rear axle. Open prop. shaft. ½-elliptic front springs, ¼-elliptic rear. Hydraulic shock absorbers. Internal expanding hydraulic brakes. Battery 12 v. 22 gallon rear tank. Consumption 17 m.p.g. Wire wheels. Tyres 5.50×18 front Wheelbase 10' 10". Track 4' 5". Ground clearance 6". Weight approximately 20 cwt. Price, chassis £745.

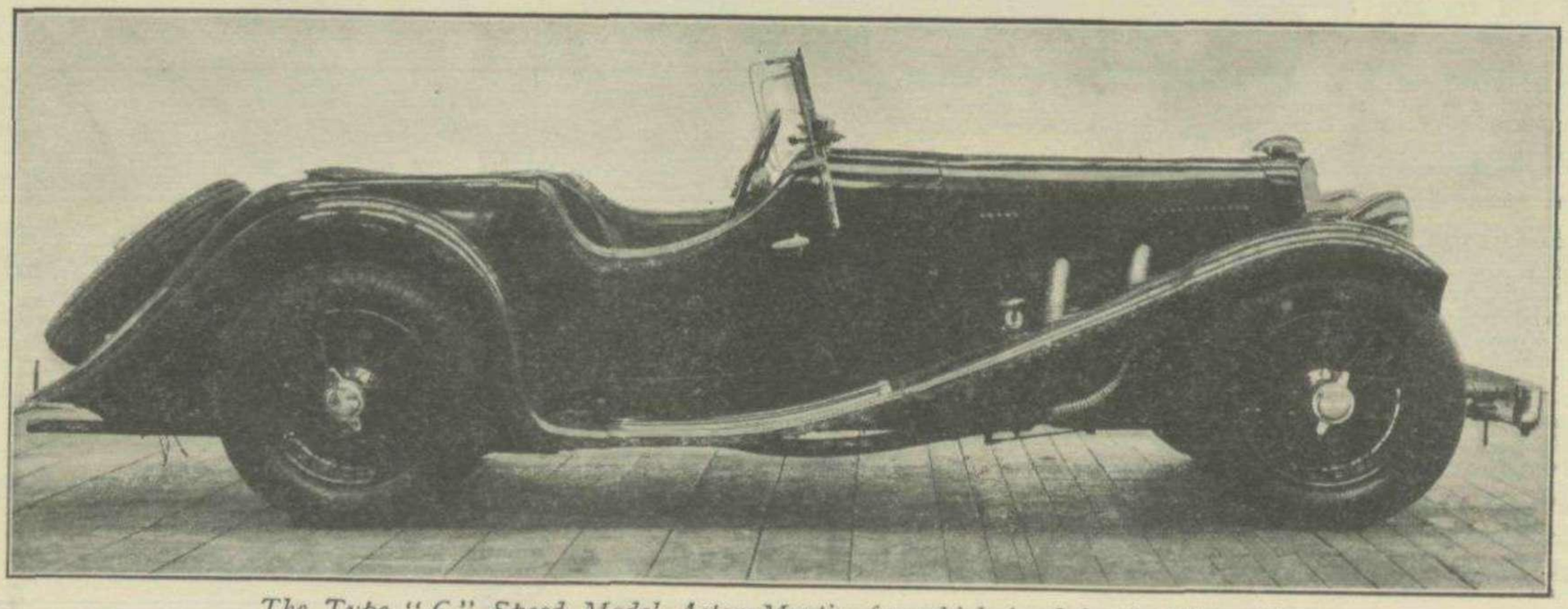
Type 57. Unsupercharged, 8 cyl., 72×100, 3,250 c.c., 25.7 h.p. Tax £19 10 0. 2 O.h.c. Comp. ratio 6.2 to 1. 130 b.h.p. at maximum revs. 6 bearing crankshaft. Pump and fan cooling. Stromberg carburetter. 3 point flexible engine mounting. Single Dry plate clutch. Gearbox central control. Ratios: 1st 11.6, 2nd 7.5, 3rd 5.37, top 4.17 to 1. Silent second, third and top gears. Open Carden shaft. ¾ floating rear axle. ½-elliptic front springs, ¼-elliptic rear. Hydraulic shock absorbers. Fixed steering. Turning circle, left 39', right 46'. Internal expanding, hydraulic brakes. 22 gallon rear tank. Battery 12 v. Consumption 17 m.p.g. Wire wheels. Tyres 5.50×18. Wheelbase 10' 10". Track 4' 5". Ground clearance 6". Chassis weight 20 cwt. Price: chassis £590.

The modern Type 57S Bugatti, with either blown or unblown 3.3-litre twin o.h. camshaft straight-eight engine, is one of the most remarkable high-performance cars in production. It is docile in traffic and silent throughout the speed range, yet is capable of speeds of around 120 m.p.h. in unblown form. Moreover, its normal system of suspension, de Ram damped, provides a degree of comfort and controllability unrivalled by any independently sprung chassis. The engine revs. to 5,500 r.p.m., gives about 180 b.h.p. and the chassis weight is just over 21 cwt.

B.S.A.

British. B.S.A. Ltd., Birmingham, 11.

Scout. 4 cyl., 63.5×95, 1,203 c.c., 10 h.p. Tax £7 10 0. 3 bearing crankshaft. Comp. ratio 6.5 to 1. 32 b.h.p. at 4,250 r.p.m. Thermo-syphon cooling. Solex downdraught F.H.G. 30 carburetter. Rubber engine mounting. Multiplate clutch. Dog type gearbox. Ratios: 1st 17.2, 2nd 7.8, top 5.2 to 1. Road speeds at 1,000 r.p.m.: 1st 4.32, 2nd 9.35, top 14.3 m.p.h. Maximum speeds: 1st 27, 2nd 52, top 65 to 70 m.p.h. Front wheel drive. Springs, front, 8 ¼-elliptic, rear 2 ¼-elliptic. Luvax hydraulic shock absorbers. Pinion and sector steering. Bendix brakes. Turning circle 40'. Lucas battery. 11 gallon rear petrol tank, 2-seater, 6½ gallon, 4-seater. Consumption 35 to 40 m.p.g. Tyre sizes 4.50×17. Wheelbase 7' 11½". Track 4'. Ground clearance 6". Weight 2-seater 13 cwt. 4-seater 14 cwt. saloon 16 cwt. Prices: 2-seater £168, 4-seater £176, saloon £196.



The Type "C" Speed Model Aston-Martin for which is claimed **100** *m.p.h.*

A GUIDE TO **1939** *HIGH PERFORMANCE CARS—continued*

DELAGE

French. University Motors Ltd., Stratton House, 80, Piccadilly, W.1.

D. 6.75. 6 cyl., 81×90.5, 2,800 c.c., 24.4 h.p. O.h.v. Comp. ratio 6 to 1. 4 bearing crankshaft. 85 b.h.p. at maximum revs. Pump and fan cooling. 1 S.U. carburetter on standard models. 3 S.U. on touring models. Rubber engine mounting. S.d.p. clutch. 4 speed Cotal electric gearbox. Ratios: 12.66, 9.08, 5.8, 4.18 to 1. Maximum speeds on each gear: 1st 25, 2nd 40, 3rd 68, top 86 m.p.h. Gear lever position under steering wheel. Tubular shaft, metal universal points, transmission. Semi-floating rear axle. Springs, independent in front, ½-elliptic rear. Houdaille hydraulic shock absorbers. Spring steering wheel. Turning circle 37'. Lockheed brakes. Battery 12 v. 85 a.h. Automatic pump. Consumption 18 m.p.g. Rear 18 gallon petrol tank. Steel spoke wheels. Tyres 5.50×17. Wheelbase 10' 4". Track, front 4' 6", rear 4' 9". Ground clearance 6". Weight of complete car, 29 cwt. Prices: chassis £475, £698 complete saloon.

D8. 120. 8 cyl., 84×107, 4,743 c.c., 35 h.p. O.h.v actuated by push rods. Comp. ratio 7.5 to 1. 5 bearing crankshaft. 120 b.h.p. at maximum revs. Pump and fan cooling. 1 Stromberg carburetter. Rubber engine mounting. S.d.p. clutch. 4 speed Cotal electric gearbox. Ratios, 11.8, 8.5, 5.43, 3.91 to 1. Maximum speed on each gear: 1st 30, 2nd 42, 3rd 72, top 98 m.p.h. Tubular shaft with metal universal joints. Semi floating rear axle. Springs, independent in front, ½-elliptics at rear. Houdaille hydraulic shock absorbers. Turning circle 46'. Lockheed hydraulic brakes. Battery 12 v. 85 a.h. Automatic fuel feed. Consumption 16 m.p.g. Rear 24 gallon petrol tank. Steel spoke wheels. Tyres 7.00×17. Wheelbase 10' 10". Track 4' 8", front, rear 4' 9". Ground clearance 9". Weight 38 cwt. Price: chassis £1,050.

The French Delage is held in high esteem amongst enthusiasts, particularly as L. Gerard won this year's T.T. with a six-cylinder example of the marque. The straight forward push-rod engines achieve a very high output in both six and eight-cylinder form, Cotal electric gearboxes are used and the complete cars have extremely distinguished lines.

FRAZER-NASH

British. A.F.N. Ltd., Falcon Works, London Road, Isleworth.

Falcon. 6 cyl., 65×96, 1,911 c.c., 15.71 h.p. Tax £12. Pushrod o.h.v. Comp. ratio 6.8 to 1. 4 bearing crankshaft. Pump and fan cooling. 3 Solex carburetters. S.d.p. clutch. Chain drive, right-hand gear-change. Ratios to choice—standard 3.8, 4.8, 7.0, and 11.6 to 1. Solid rear axle. ½-elliptic springs front and rear. Hartford Duplex shock absorbers. Frazer-Nash high-geared steering. Tubular clutch shaft with ball-centred Hardy joint—spiral bevels. Final drive by chains with dog clutch engagement. Turning circle 34'. 12" brake drums, mechanically operated. Battery 12 v. 75 a.h. 12 gallon rear tank, electric pump or hand feed. Racing wire wheels. Wheelbase 8' 6". Track, front 4', rear 3' 5". Price: alternative 4-cyl. o.h.v. 1,496 c.c. engine £425.

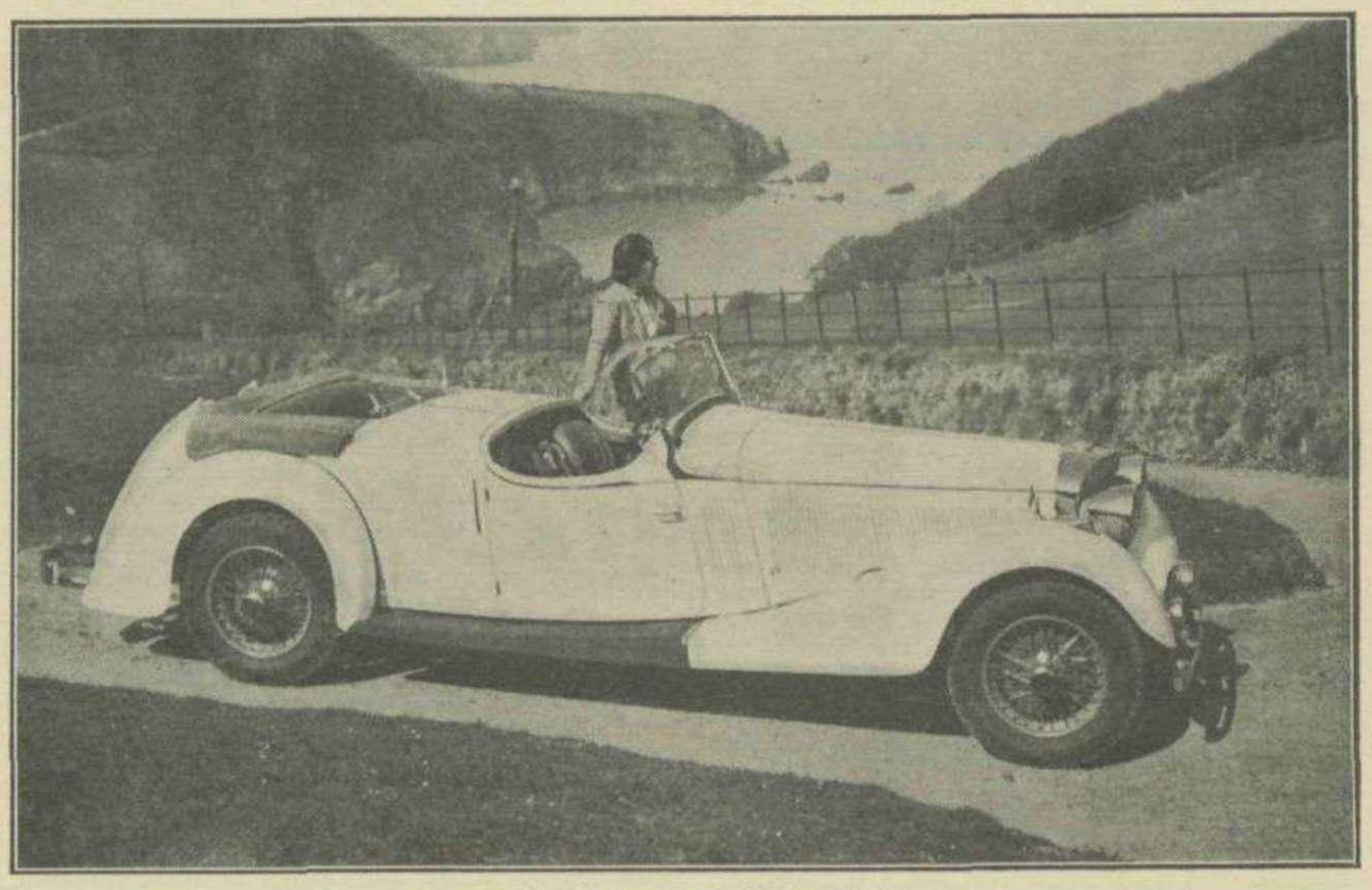
"Colmore" 3-4-seater. 6 cyl., 60×97, 1,657 c.c., 14 h.p. Tax £10 10 0. Twin overhead camshaft. 5 bearing crankshaft. 2 S.U. carburetters. 3 point cushioned engine mounting. S.d.p. clutch, right-hand gear-change. Chain drive. Solid rear axle. ½-elliptic springs, front and rear. Hartford duplex shock absorbers, front and rear. F.N. cam steering. 14" brake drums, cable operated. 12 gallon rear tank. Racing wire wheels. Track 4' front, 3' 5" rear. Price £550.

"Shelsley" Supercharged. 4 cyl., 69×100, 1,496 c.c., 12 h.p. Tax £9. Single overhead camshaft. 3 bearing crankshaft, water cooled. Twin superchargers with single large S.U. carburetter. S.d.p. clutch. Chain drive, right-hand gear-change. Solid rear axle. Hartford duplex shock absorbers. F.N. cam steering. Turning circle 34'. 14" brake drums. Bosch battery. 17 gallon rear petrol tank. Pressure and S.U. pump feed. Racing wire wheels. Tyres Dunlop Fort 90. Wheelbase 9'. Track, front 4', rear 3' 5". Price £750.

"Ulster 100." 4 cyl., 69×100, 1,496 c.c., 11.9 h.p. Tax £9. Single overhead camshaft. High compression racing pistons. 3 point suspension. Twin carburetters. Chain drive, right-hand gear-change. Ratios optional. Solid rear axle. ½-elliptic springs. 20 gallon rear petrol tank. Price £625.

Tourist Trophy Replica. 4 cyl., 69×100, 1,496 c.c., 11.9 h.p. Tax £9. Same engine specification as "Ulster 100" model. Wheelbase 9'. Track, front 4', rear 3' 5". Overall length 12' 3". Turning circle 34'. Weight approx. 16 cwt. Price £600.

Retaining the famous easy-change high-efficiency all-chain transmission, and very definitely a thoroughbred, all enthusiasts will rejoice that the Frazer-Nash is still with us in this age of standardisation. The "Falcon" model has a 2-litre push-rod o.h.v. six-cylinder engine, or may be had with a 1½-litre, four-cylinder power-unit. The famous



£645 — *The Jensen 3½-litre touring car.*

"Colmore" job is a twin o.h. camshaft six-cylinder, while the "Shelsley" model, which justifies its name as the single-seater, which is a production model, made a new Shelsley record last September, is a four-cylinder single o.h. camshaft job with twin superchargers. Other models are the "Ulster 100" and T.T. Replica cars, with unblown single o.h. camshaft four-cylinder engines. Specifications and equipment can be considerably varied at the time of ordering to suit clients' individual requirements.

Frazer-Nash—B.M.W. Type 34. 6 cyl., 58×94, 1,490 c.c., 12.51 h.p. Tax £9 15 0. Pushrod o h.v. Comp. ratio 5.6 to 1. 4 bearing crankshaft. Pump and fan cooling. Twin Solex carburetters. 4 point cushioned engine mounting. S.d.p. clutch, 4 speed synchromesh gearbox. Central change. Open prop. shaft. Spiral bevel rear axle. Springs, front independent, rear semi-elliptic. Independent high geared steering. Turning circle 29' 3". Internal expanding cable operated brakes. Consumption 30 m.p.g. Disc wheels. Tyres 5.25×16. Wheelbase 8'. Track, front 3' 10", rear 4'. 2". Ground clearance 8½". Weight 16 cwt. Price, foursome coupe, £375.

Frazer-Nash—B.M.W. Type 45. 6 cyl., 65×96, 1,911 c.c., 15.71 h.p. Tax £12. Pushrod o.h.v. Comp. ratio 5.6 to 1. 3 bearing crankshaft. Impeller pump and fan cooling. 2 Solex carburetters. 4 point cushioned engine mounting. S.d.p. clutch. 4 speed synchromesh gearbox, central change. Open prop. shaft. Spiral bevel rear axle. Springs, steering, etc. as Type 34. Price, Standard saloon £350, cabriolet saloon £375, 2-seater cabriolet £425.

Frazer-Nash—B.M.W. Type 55, 2-seater sports only. 3 carburetters, modified engine specification. Higher gear ratio—top 3.9 to 1. Comp. ratio 6.8 to 1. Ground clearance 8½". Weight 14¾ cwt. Price £475.

Frazer-Nash—B.M.W. Type 326. 16.2 h.p., 6 cyl., 1,971 c.c. S.d.p. clutch. 4 speed gearbox. Top 4.8 to 1. Freewheel 1st and 2nd. Synchromesh 3rd and top. Springs independent front, rear torsion bar. Rigid rear axle. Hydraulic brakes. Hydraulic shock absorbers. High geared steering. 12 gallon rear petrol tank. Long chassis 9' 6" wheelbase. Track, front 4' 4", rear 4' 7". Prices: 5-seater 4-door saloon £498, coachbuilt cabriolet £575.

Frazer-Nash—B.M.W. Type 335. 6 cyl., 82×110, 3,485 c.c., 25 h.p. O.h.v. Comp ratio 5.81 to 1. 4 speed synchromesh gearbox. Ratios: 1st 11.2, 2nd 6.2, 3rd 3.8, top 2.9 to 1. Speed 95 m.p.h. Suspension, independent front, rear axle, rigid, with torsion bar springing. Hydraulic brakes. 13 gallon rear petrol tank. Track, front 4' 3½", rear 4' 7". Wheelbase 9' 10". Weight 24 cwt. Price £750.

Frazer-Nash—B.M.W. Type 328. Sports 100 m.p.h. model. 6 cyl., 66×96, 1,971 c.c., 17 h.p. O.h.v. 100 b.h.p. at 4,800 r.p.m. 3 Solex downdraught carburetters. Camshaft driven by a silent running duplex roller chain. Valves push-rod operated from the camshaft. 4 bearing crankshaft. S.d.p. clutch. Hydraulic shock absorbers. Turning circle 29'. 4 speed gearbox. Gear Ratio, top 3.7 to 1. Tubular propeller shaft. Suspension, front independent, rear, ½-elliptic. Rack and pinion steering. 12 gallon rear petrol tank. Knock-off disc. wheels Tyres 5.25"×16". Track, front 3' 9½", rear 4' 2". Wheelbase 8'. Overall length 12' 9½". Overall width 5' 1". Ground clearance 8". Petrol consumption 22 m.p.g. Maximum speed—100 m.p.h. Price £695.

Combining remarkable road-clinging qualities with excellent all-round performance and very fine steering, the Frazer-Nash-B.M.W. is highly spoken of wherever motor-sportsmen meet, though, in reality, it is essentially a fast touring rather than a sports-car, and in consequence is notably dependable. In 1½ and 2-litre forms it is extremely popular while the Type 328 2-litre sports model, with push-rod operated o.h. valves inclined at 90°, is a genuine 100 m.p.h. motor-car of great appeal. One of these cars covered over 107 miles in an hour at Brooklands in the M.C.C. High Speed Trial this year, and they have performed outstandingly in trials and races all over the world.

A GUIDE TO **1939** *HIGH PERFORMANCE CARS—continued*

H.R.G.

British. H.R.G. Engineering Co. Ltd., Oakcroft Road, Kingston By-Pass, Tolworth, Surrey.

2-seater Sports. 4 cyl., 69×100, 1,497 c.c., 12 h.p. Tax £9. Special large diameter, balanced crankshaft. O.h.v. push rod. Comp. ratio 7½ to 1. B.h.p. at 4,800 revs. 58 b.h.p. Thermo-syphon cooling. Twin S.U. carburetters. Solid engine mounting. S.d.p. clutch. 4 speed gearbox, constant mesh, silent third. Ratios, 1st 14.88, 2nd 9.2, 3rd 5.56, top 4 to 1. Road speeds at 1,000 r.p.m., 1st 5, 2nd 10, 3rd 15, top 20 m.p.h. Maximum speeds, 1st 25, 2nd 40, 3rd 70, top 85 to 90 m.p.h. Open Hardy-Spicer propeller shaft. Spiral bevel drive, full differential. Springs, front ½-elliptic, rear semi-elliptic. Friction type shock absorbers. Marles Weller steering. Internal expanding brakes. Turning circle 32′. 2 6 v. batteries. S.U. petrol pump. 15 gallon petrol tank. Consumption 30 m.p.g. Wire racing type wheels. Tyres 4.75×17. Wheelbase 8′ 7″. Track, front 4′, rear 3′ 9″. Ground clearance 6″. Weight 14 cwt. Price £424 12 6. 2-seater coupe £485.

The H.R.G. is produced in small numbers, carefully assembled at the Tolworth factory, and is expressly intended to appeal to enthusiasts, being a car with excellent road-holding, immense acceleration, and a maximum speed of over 85 m.p.h. The latest models have rubber-mounted twin o.h.c. engines and synchromesh gearboxes and, apart from the very sporting open models, a stylish coupé has recently been added to the range.

JENSEN

British. Jensen Motors, West Bromwich.

3½-litre Short Chassis, 2/3-seater. 8 cyl., 77.78×95.25, 3,622 c.c., 30 h.p. S.v. push rods. Comp. ratio 6.3 to 1. 3 bearing crankshaft. Thermo syphon and pump cooling. 2 S.U. downdraught carburetters. 3 point flexible engine mounting. S.d.p. clutch. 3 speed gearbox, central change, synchromesh 2nd and 3rd. Pre-selective dual back axle ratio, 6 speeds. Maximum speeds on each gear, 1st 35 to 40, 2nd 65 to 70, top 95 to 100 m.p.h. Enclosed spiral bevel transmission. ¾ floating rear axle. Springs, full length underslung, transverse and semi-elliptic. Lucas shock absorbers. Burman Douglas steering. Turning circle 35′. Brakes, 4 wheel mechanical, servo assisted. Battery 12 v. Fuel feed, dual electric pumps. Consumption 20 m.p.g. 18 gallon rear tank. Rudge wire wheels. Tyres 6.00×17. Wheelbase 9′ 2″. Track 4′ 10″. Ground clearance 8″. Weight of car 21 cwt. Price £695.

4¼-litre Straight Eight. 8 cyl., 79.3×107.9, 4,205 c.c. 31.25 h.p. O.h.v., actuated by push rods. Comp. ratio 6.0 to 1. 9 bearing crankshaft. Thermo syphon and pump cooling. Two dual downdraught S.U. carburetters. 4 point flexible engine mounting. S.d.p. clutch. 3 speed central change gearbox, all ratios silent. 2nd and 3rd gears synchromesh and helical. Pre-selective dual back axles, 6 speeds. Maximum speeds on each gear, 1st 28, 2nd 55, top 95 m.p.h. Enclosed propeller shaft, spiral bevel. ¾ floating rear axle. Springs, independent front, underslung ½-elliptic transverse rear. Luvax shock absorbers. Burman Douglas steering. Turning circle 41′. Mechanical brakes, servo assisted. Battery 12v. Mechanical pump feed. Consumption 18 m.p.g. 19 gallon rear tank. Wire wheels. Tyres 6.50×16. Wheelbase 10′ 11″. Track 4′ 10″. Ground clearance 8½″. Weight 30 cwt. Price £845.

3½-litre Touring, 4/5-seater. Exactly as 3½-litre short chassis model with the exception of the following. Maximum speeds on each gear, 1st 30-35, 2nd 60-65, 3rd 90-95 m.p.h. Turning circle 43′. Weight 26½ cwt. Price £645.

The Jensen was formerly a specialised version of the famous Ford V8. It now appears as a 4½-litre straight-eight, developing 120 b.h.p. and able to run happily in the upper eighties. Twin 14 mm. plugs are fed by a dual ignition system and Lucas lighting is used. Independent suspension and an overdrive top gear, giving 6 speeds, are employed and the touring body is most striking.

LANCIA

Italian. Lancia (Wembley) Ltd., Alperton, near Wembley.

Aprilia. 4 cyl., 72×83, 1,352 c.c., 12.9 h.p. Tax £9 10 0. O.h.v. 3 main bearing crankshaft. Comp. ratio 5.75 to 1. 47 b.h.p. Pump and fan cooling. Zenith downdraught carburetter. S.d.p. clutch. 4 speed gearbox. Road speed at 1,000 r.p.m.: 1st 6¼, 2nd 9¼, 3rd 13¾, top 20 m.p.h. Maximum speeds: 1st 25, 2nd 37, 3rd 55, top 80 m.p.h. Tubular shaft with centric bearing and 3 fabric couplings. Hypoid Gleeson drive. Independent springing on all four wheels. Friction disc shock absorbers. Worm and sector steering. Lockheed brakes. Turning circle 30′. 6 v. ignition, lighting and starting system. 11 gallon petrol tank. Consumption 28 m.p.g. Disc wheels. Tyres 14×40 or 140×40. Wheelbase 9′. Ground clearance 7½″. Weight saloon 16¾ cwt. Price saloon £355. De Luxe saloon £375. Drophead coupe £395. Chassis £270.

The little 1.3-litre V four-cylinder Lancia "Aprilia" has won universal popularity in this country because of its wonderful steering and road-holding, maximum speed of 80 m.p.h., rapid acceleration and 30 m.p.g. fuel consumption. It achieves its performance by reason of low weight—literally you can "feel" its lightness—by the use of an efficient o.h.c. engine, and by airflow coachwork. The saloon is listed at £355 in pillarless form.

LEA-FRANCIS

British. Lea-Francis Engineering (1937) Ltd., Much Park Street, Coventry.

12 h.p. 4 cyl., 69×100, 1,496 c.c., 11.9 h.p. Tax £9. 3 bearing balanced crankshaft. Comp. ratio 6 to 1. 50 b.h.p. at 4,800 to 4,900 revs. Cooling, pump to head, thermo syphon to block. S.U. carburetter. 4 point engine mounting. 9″ S.d.p. clutch. 4 speed, synchromesh 2nd, 3rd, and top. Gearbox ratios: 3.94, 2.42, 1.45, 1 to 1. Axle, 5.25 to 1. Road speed at 1,000 r.p.m.: 1st 4, 2nd 7.3, 3rd 10.5, top 15.3 m.p.h. Maximum speeds: 1st 16, 2nd 30, 3rd 50, top 72 to 76 m.p.h. Open needle roller propeller shaft. Spiral bevel drive. ½-elliptic springs. Hydraulic shock absorbers. Burman Douglas steering. 13″ Girling brakes. Turning circle 37′. 12 v. battery. 11 gallon petrol tank. Consumption 26 to 30 m.p.g. Knock-on wire wheels. Tyres 17×5.25. Wheelbase 9′ 3″. Track 4′ 4″. Ground clearance 6½″. Weight 25 cwt.

14 h.p. 4 cyl., 72×100, 1,629 c.c., 12.9 h.p. Tax £9 15 0. 3 bearing balanced crankshaft. Comp. ratio 6.25 to 1. 56 b.h.p. at 4,800 to 4,900 revs. Specification as above with following exceptions. Road speed at 1,000 r.p.m.: 1st 4.2, 2nd 7.6, 3rd 11, top 16. Maximum speeds: 1st 16.8, 2nd 31.5, 3rd 52, top 75 to 80 m.p.h. Petrol consumption 24 to 29 m.p.g.

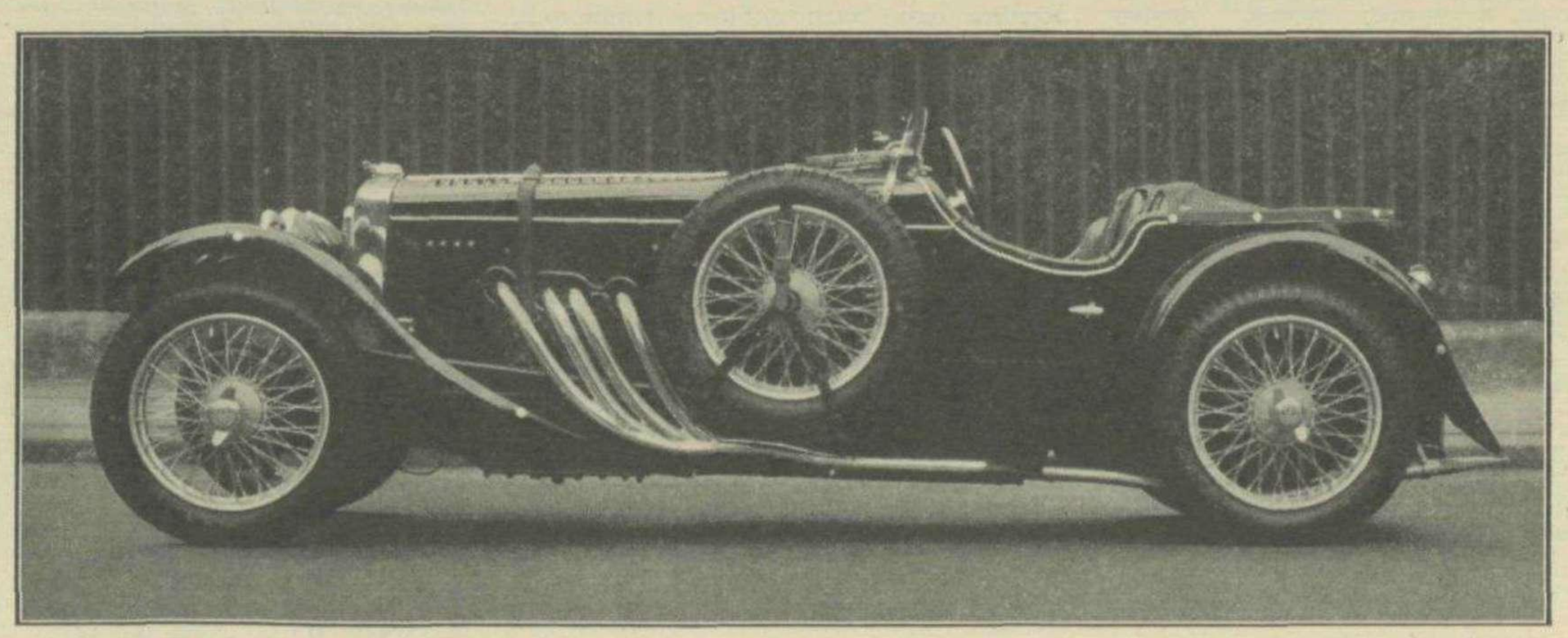
The Lea-Francis has returned to our midst this year as a fast, modern car, offering all those conveniences which the high-performance car-owner demands, and possessing, withall, a considerable degree of individuality. Already Charles Follett has won a Brooklands outer-circuit race with one of the new two-seaters.

MORGAN

British. Morgan Motor Co. Ltd., Pickersleigh Road, Malvern Link, Worcs.

Two-Seater 4/4. 4 cyl., 63×90, 1,122 c.c., 9.8 h.p. O.h.v. inlet side exhaust, push rod, valve position and operation. Comp. ratio 6.85 to 1. 3 bearing crankshaft. 36 b.h.p. at 4,500 r.p.m. Thermo syphon cooling. 1 Solex carburetter. Rigid engine mounting. Borg and Beck clutch. 4 speed synchromesh gearbox. Ratios: 19.30, 11.94, 6.70, 5 to 1. Maximum speeds on gears, 1st 21, 2nd 33, 3rd 59, top 78 m.p.h. Hardy-Spicer transmission. Spiral bevel rear axle. Springs: front, coil, rear, semi-elliptic. Shock absorbers. Front, hydraulic. Friction rear Burman Douglas steering. Turning circle 33′. Girling brakes. Battery 12 v. 57 a.h. Electric pump fuel feed. Consumption 35 to 40 m.p.g. 9 gallon rear petrol tank. Press steel wheels. Tyres 4.50×17. Wheelbase 7′ 8″. Track 3′ 9″. Ground clearance 6″. Weight of complete car 13¼ cwt. Price 190 gns.

Owing to pressure of space, this article will be concluded in the November issue.



The Frazer-Nash is still one of the cars for the enthusiast. They will still be continued to be built to order.

SECOND THOUGHTS ABOUT SHELSLEY

RAYMOND MAYS BREAKS THE RECORD AGAIN IN 57.87 SECS. MAGNIFICENT CLIMB BY BERT HADLEY

WHEN you come to think of it the most remarkable thing about Shelsley Walsh last month was the veritable monotony with which times of 45 seconds and under were recorded. The fact is, of course, that most of the Shelsley competitors are "regulars" who, in the passing of years, have acquired an accurate and comprehensive knowledge of every bump, curve, bend and idiosyncracy of the 1,000 yards hill.

From the spectators' point of view this is all rather disappointing. No longer is the famous "S" the scene of lurid broadsiding, with occasional charges into the bank. The most that happened last month was a mere grazing of the bank by Abecassis as he emerged from the bends. All the other drivers came round with no more than a slight swing of the tail.

But there is a compensation. Shelsley driving is now so uniformly good that the spectator can concentrate on those subtle differences which make no more than a second or so variation in the times of two competitors. How one driver may brake a little earlier than another; how the first one slides just a fraction too much as he takes the first bend of the "S," and similar niceties.

And that brings us automatically to the subject of Bert Hadley and his magnificent climbs in 40.49 and 40.05 secs., at the wheel of the little o.h.c. Austin. Here was driving which was utter perfection; a meteoric start, tremendous acceleration and accurate placing of the car on the fast lower swerves, braking which seemed almost suicidally late, a four-wheel slide round the first bend of the "S" without the slightest trace of tail wag or over-correction, a leap forward to the next bend, taken in a steady slide which left the car pointing dead straight for the finish. It was superb, and his course was exactly the same on both ascents—the hall-mark of the really first-class driver.

Mays's record run in 37.87 secs. was, of course, terrific. His 2-litre E.R.A. had a great deal more power underneath its bonnet than the little Austin, and this may have accounted for Mays's climbs appearing to be rather hectic. Obviously he must have the car under strict control—otherwise he would either charge off the road or else make a slower time—but he made one spectator, at least, hold his breath until he had got safely through the "S." Perhaps it is his habit of using short, sudden bursts of acceleration which always gives his climbs a rather unsteady appearance, or it may be that the smooth, regular slides of the Austin cannot be achieved on an E.R.A. But when all is said and done, the fact remains that Mays can be depended upon to get up Shelsley faster than anyone else, and that he never goes off the road. And that is all that really matters.

Charlie Dodson, although good to watch, was about 2 secs. down on Hadley, driving a similar car, while C. D. Buckley looked very competent on the side-valve Austin as he climbed in 43.07 secs. Mrs. Kay Petre could not get down to her record of 43.7 secs. on her s.v. Austin, her best time being 44.83 secs.

The 1,100 c.c. class was interesting, for it brought into opposition the normal racing-car, as represented by Cuddon-Fletcher's M.G., and the Appleton-Special, and various "Shelsley Specials" such as the Freikaiserwagen, the Martyr, the Wasp and the Carlmark-J.A.P. The result was a convincing win for the Fry cousins, who handled their Freikaiserwagen brilliantly. Joe did 42.86 secs. on his first run—his second was spoilt by mis-firing—while David did 42.70 secs. and 41.93 secs. Both drove with great calmness, which was assisted by the magnificent road-holding and weight-distribution of their machine. Cuddon-Fletcher recorded 43.97 and 43.28 secs., resorting to twin rear wheels. Appleton's car was not in good health, and crept up slowly in 57.38 secs., after which it retired. Instone's Martyr was beautifully turned out, but just failed to beat 45 secs., Carlmark's best (remember his car is unsupercharged) was 46.99 secs., and Moor's veteran Wasp failed on its first ascent.

The 1,500 c.c. battle suffered from the breakdown of Fane with his record-holding Frazer-Nash, which developed supercharger trouble just beyond the "S" on its first run. Barry Goodwin also failed on his first ascent, but on the second time of asking he made no mistake about it and roared up in 40.36 secs. His progress through the "S" was tremendous to behold, but he stuck to his guns well. R. E. Ansell drove the ex-Scribbans E.R.A. extremely well to score 42.78 secs. on his fastest run; Abecassis did not seem completely at home in clocking 44.14 secs.; but C. P. Vaughan was as consistent as ever on the Becke Powerplus when he got up in 43.87 secs. Best of the "unblowns" was G. L. Glegg's "Dorcas" (46.88 secs.) which had peculiarly flexible suspension.

Apart from Mays's record ascents (he also beat the previous record on his second climb), the outstanding performance in the 2-litre class was Lord Avebury's 41.39 secs. on his Alta; a very good show indeed, completely devoid of unnecessary fireworks. In the unsupercharged category there was terrific competition between Percy Maclure with his Riley and R. V. C. Bolster's curious vehicle, with four motor-cycle engines in "line ahead" formation. Bolster only made one run, in 43.40 secs., but it was just enough to beat Maclure's 43.41 secs. Both these times, of course, are astonishingly good for unblown machines, and yet they failed to stir any excitement in the blasé Shelsley crowd. The same thing could be said of Lemon Burton's consistent ascents in 43.0 and 43.09 secs. with his 2.3-litre Bugatti, which won the next class.

There was much speculation as to who would get the better of the Skinner-Bolster duel in Class 5. Here were two "specials," both of great interest but of completely different types, driven by men who know the hill as well as anybody. Bolster's car now looks almost unrecognisably respectable with its front works decently covered by a bonnet, but its designer has yet to conquer the problems of weight distribution and road-holding, in which matters he could learn much from the more successful "Shelsley Special" builders such as the Fry cousins, Carlmark and Instone. His times were 42.49 and 42.67 secs., very good in view of the terrifying propensity of his machine to deviate from the straight and narrow path. Skinner's attractive Hudson-engined Morris Minor was beautifully steady by contrast, and almost completely silent. The only sound was a squeal from the tyres on the corners and it clocked the most deceptive 41.22 secs. ever seen at Shelsley. Skinner's consistent driving was shown by a difference of only three-hundredths of a second in his two climbs. Charles Follett thoroughly deserved his prize for the fastest T.T.-type car, registering 44.57 and 44.40 secs. on his Railton, which emitted a weird haze which looked like steam but which was really oil, I believe.

Then came the heavy metal. Forrest Lycett got down to 44.50 secs. on his famous 8-litre Bentley, which is really good going for a car of its size and weight. In his capable hands the car looked as easy to handle as a seven-fifty. He was opposed by Anthony Heal, whose times with the 10-litre Fiat also counted for the special class for pre-1914 racing-cars. First time up the great red car was not functioning too evenly, time 54.92 secs., but on the next run all went well and the time was 49.17 secs. Heal manhandles his big mount splendidly, and once again it was noticeable how well it behaves in a slide—a tribute to its excellent weight distribution. The 22-litre Benz, another fiery red giant, seemed to and probably did occupy the whole attention of J. N. Morris and his passenger. If ever a car looked thoroughly cramped and uncomfortable on the narrow and twisty Shelsley road, the Benz did. On its first run it clocked 52.46 secs., but on the second climb it suddenly emitted clouds of blue smoke and stopped just beyond the line, time 59 secs. dead. A. A. F. Mills brought out a glorious old 1913 Mercédès of 8 litres capacity, resplendent with much brass-work. Its gear-ratios, however, seemed to be more suitable for a tree-lined Continental highway, and the best it could achieve was 65.77 secs.

The organisation seemed to tail off somewhat towards the end, the cars coming up at markedly longer intervals. However, announcers Hess and Findon were always ready to fill the breach with some brisk repartee, Hess's comments about the sawdust throwers and the man with the binoculars coming as bright moments in an afternoon of uneventfully excellent ascents.

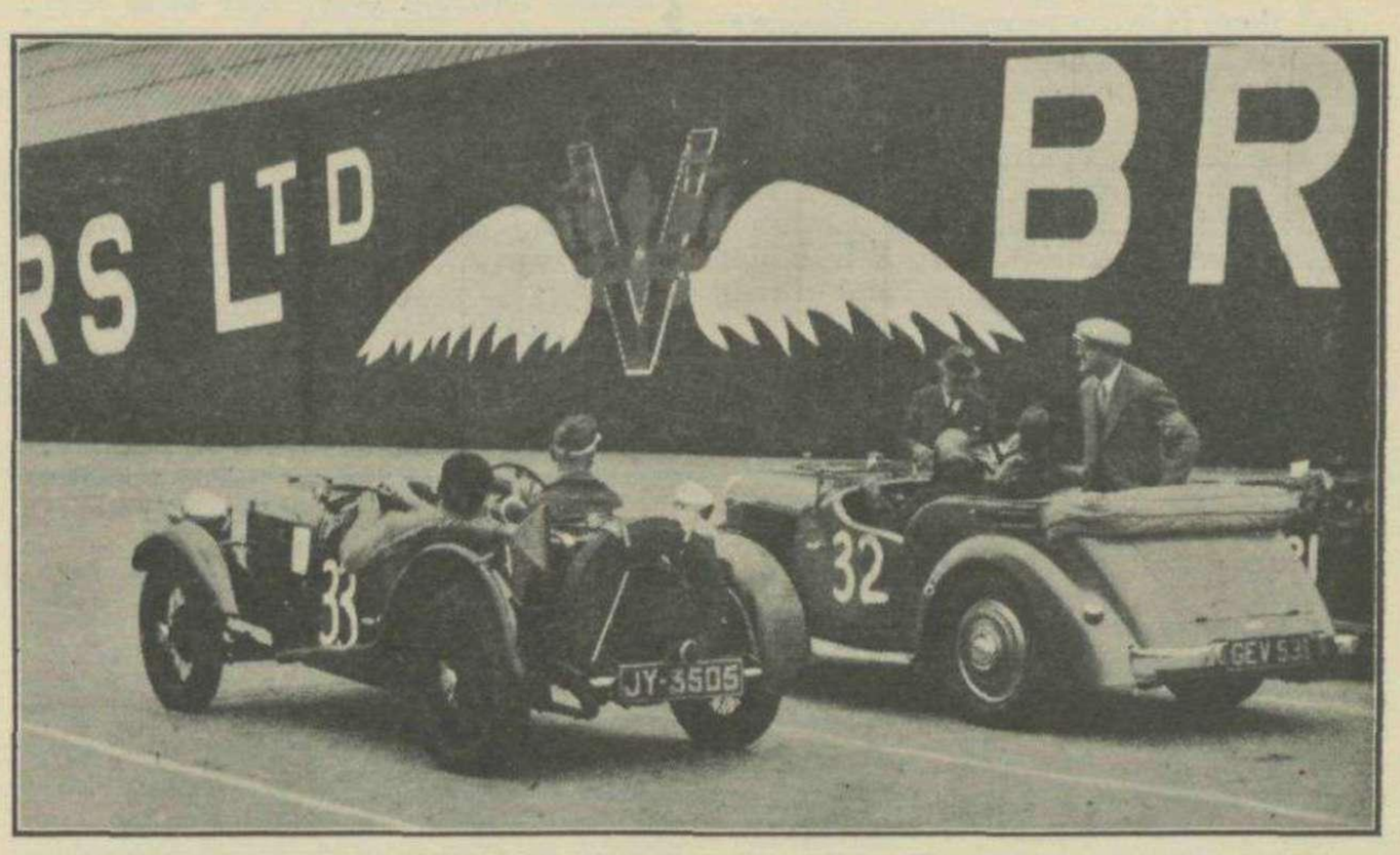
A VINTAGE DAY AT BROOKLANDS

ELGOOD'S 4½-LITRE BENTLEY AVERAGES 110.3 M.P.H. FOR AN HOUR DURING M.C.C. HIGH SPEED TRIALS. SIR LIONEL PHILLIPS'S LEYLAND-THOMAS DOES 106.7 M.P.H.

THIS year's M.C.C. Members' Day at Brooklands was a vintage day with a vengeance. Two one hour high-speed trials were held round the outer-circuit. These are extremely instructive events, offering excellent competition to ordinary owners. The cars need not be strictly standard, but as they have to run equipped with hood, wings, lamps, spare wheel and horn, and to carry a passenger, the purely racing element is successfully eliminated. Although competitors are required to beat the Club's set speeds and not one another, the whole thing becomes, in actual fact, very nearly a race. Of recent times additional interest has been lent by the existence of the Baddeley Trophy for the car covering the greatest mileage in excess of 100, during the hour run. Last year Elgood's Bentley and the Leyland Thomas tried hard for this award but were defeated by the weather conditions. This year these cars were again the lions of the meeting. It is highly interesting to note that whereas this year the J.C.C. only received forty-four entries for their Hour Trial with artificial corners, the M.C.C. got in fifty-seven entries for their simple outer-circuit runs and held two car trials, apart from the trial for motor-cycles.

In the first, all eyes were on Wooding's fast Talbot and Sir Lionel Phillips's huge black Leyland-Thomas, which latter car was exclusively written up in MOTOR SPORT last February. On acceleration the Talbot led, but soon the Leyland settled down to faster lappery. The driver scorned a helmet, and drove remarkably well, going close to the edge at times when overhauling slower stuff at the Fork, to raise a cloud of dust, but actually holding a lower course on the Members' Banking than Wooding. The old Leyland, virtually a 1920 design by the genius Parry Thomas, was most imposing as it thundered across the Fork, to hit a very nasty undulation each time it took the banking. The passenger seemed to have a tough ride, keeping both arms behind his head for a while and finally lying down to it. On one lap a length of rag flew from the Leyland's cockpit. After 20 mins. the Leyland was well out of sight of the Fork before the Talbot had left the Byfleet. Wooding was controlled by a time-keeper at the pits. The outcome was that the Leyland just lapped its rival and averaged 106.71 m.p.h. on a truly great run, as healthy as ever at the end. The Talbot, a "95" model which was once a saloon, did 103.22 m.p.h. and Bolton's open 3½-litre S.S. 100 managed 94.62 m.p.h. Of the others, Davis (T-M.G.) retired, Whiddington's Frazer-Nash-B.M.W. overheated somewhat, and Fotheringham-Parker's Ford V8 went splendidly. Smithies went round steadily in his 746 c.c. M.G., choosing a sane path at the Fork, and the tabulated results tell the high lights of the run.

For the second One Hour run a very big field lined up, with Aldington's white Type 328 B.M.W., Mrs. Aldy. as passenger, and Elgood's vintage 4½-litre Bentley anxious to take the honours from the old Leyland. The mass start was immense, and Elgood got past Aldy inside going onto the Members' Banking. Thereafter the Bentley, which had faired dumb-iron cover and pointed tail and no front brake drums, lapped a real racing pace, right on the rim of the banking. Aldy. held a lower, and rather slower, course, the B.M.W. running beautifully. Regrettably, Briggs's 4½-litre Lagonda was a non-starter. Bennett's blown 1½-litre Alta was noticeably fast, but Gerard's so-nearly-racing 1½-litre Riley, its crew in full kit, even to body belts, had two



P. Slade (*Singer* 9) *and H. J. Finden* (*Talbot* 10) *at the start of the* 2 *o'clock race.*

stops to change plugs, a trouble which slowed it last year. Johnson's blown PB M.G. mis-fired, Truett's S.S. 100 smoked, and Clare's PA M.G. lost its blower belt and toured. Burton's 3-litre Talbot was just a shade faster than Silcock's Jensen across the Fork, where Watson's new 12/70 Alvis slowly overhauled Andrews's T-M.G. Peter Clark was going nicely in the Le Mans H.R.G., Mrs. Clark wearing a smart helmet and visor. The Ford V8 engined L.N. Special, with neat cloth cockpit panels, was very rapid, though it boiled at the end, and Goodall's 4/4 Morgan, its crew in crash-hats as a sop to tri-car times, slowed after 40 mins. running. Whalley's Ford V8 saloon went great guns, but Ripley's S.S. saloon wasn't much slower. Tyrer's Rover saloon was highly impressive, and Jacobs, who rode Singer motor-bicycles at Brooklands before the War, was lapping steadily in his slightly non-standard open 1½-litre M.G., protected by Lambert aero-screens. Perring, wearing a rugger scrum cap for some unaccountable reason, eventually heard his blown Talbot Ten making queer sounds, and the Jensen retired because a discarded fan tail punctured its fuel tank. Towards the end it became a question of whether Elgood could lap the B.M.W. and this he just did, the Bentley roaring round with valances vibrating and light scintillating from its polished tail. The average was 110.3 m.p.h., a wonderful show, conclusively winning the Baddeley Trophy, and very much faster than the previous best hour run by a sports-car, when Hess's T.T. Lagonda did 104.4 m.p.h. under R.A.C. observation, a recreation upon which the R.A.C. now frown. The other Premier Award winners deserve equal honours.

There was also a series of one-lap and two-lap races, of which the most impressive was that won by R. D. Gregory's 6½-litre Bentley saloon which, with its screen wide open and its rear window removed, thundered round from scratch to win the fifth two-lap event from Peter Clark's H.R.G., at 86.62 m.p.h. Then there were flying lap trials, in which Crozier's L.M.B. V8, zip-fasteners done up, made best time at 96.71 m.p.h.—very quick indeed.

These High Speed Trials are excellent events, and we commend them to amateur enthusiasts and builders of "specials" as something at which to aim next year—those who have recently written to us bewailing the lack of events in which they can participate seem to have overlooked these hour runs, and the equally excellent club days at Donington; they at least stand a sporting chance of going home in their own cars after these meetings, which is so much less likely to be the case after a full-distance amateurs' road-race.

Continental Notes and News

By AUSLANDER

Here's News

The News of the Month, I think, is contained in a letter I have received from a reader of this paper who has himself performed on road and track with some success. His letter records a conversation he had recently with Hans Stuck, during which the latter revealed that the Auto-Union designed to attack Eyston's absolute speed record is nearly completed. Apparently the car will be of normal dimensions, weighing about 1,700 kilos, or roughly 34 hundredweight. He did not disclose the size of the engine, but said that it develops 3,000 h.p. Stuck will drive the car, and appears to be quite confident that he will take the record. The attempt will take place, of course, on the special stretch of *Reichsautobahn* which is now almost finished, fifteen miles long and over a hundred feet wide.

The same combination, Stuck and Auto-Union, will also be seen in action next year in an attempt to beat Sir Malcolm Campbell's water-speed record of 130 m.p.h., made with the Rolls-Royce engined "Blue Bird" recently at Lake Halwill, hear Zurich. He added that Mercédès-Benz are fitting an engine into a special boat for international races.

Stuck, of course, has been practising the different art of handling a motor-boat for some time on Lake Zurich, where he has a villa. The driver of the Mercédès-Benz boat has not yet been nominated.

And Now for 1939

While the whole of Paris was holding its breath in almost fatalistic anticipation of the worst, the members of the International Sporting Commission sat down and calmly worked out the programme of international Grand Prix races for next season.

The results of their deliberations are that Indianapolis will be held on May 30th, the Belgian Grand Prix on June 25th, the French Grand Prix on July 9th, the German Grand Prix on July 23rd, the Swiss Grand Prix on August 20th, the Tourist Trophy on September 2nd, and the Italian Grand Prix on September 10th. They also accorded international status to the South African Grand Prix on January 2nd, the Cork races on April 21st-22nd, the Cairo Rally on April 29th, the Elaintarhanajo Djurgardslopet on May 7th (of course you know where that is, don't you?), the Feleac Hill Climb on June 4th, the Circuit de Villa Real on June 18th, the Masaryk Grand Prix on September 24th, and the Rio de Janeiro Grand Prix on October 8th.

The first list is made up of the big events to be held in each country, run by the national clubs, while the second will be added to before the list closes towards the end of the year. By that time it will, of course, include such events as the Coppa Acerbo, Coppa Ciano, Donington Grand Prix, and various races at Brooklands and Crystal Palace given international status, as well as Tripoli, etc.

The French, having been instrumental in bringing about the existing formula, are now trying to get it altered. As many people (including your correspondent) pointed out in the first place, the unsupercharged 4½-litre car has no chance against the 3-litre blown machine, and the idea is to think of some means of putting the two on a more even footing. Just how this can be done it is difficult to see. Obviously the Germans, having spent vast sums of money in building their new cars, are not going to agree to any alteration in the formula which will cause them to modify their cars in an expensive way, and I rather doubt whether anything will come of the French move.

Incidentally, on whose behalf the French Club is acting is somewhat obscure. As I have already hinted, it is doubtful whether the Ecurie Bleue will be racing Delahayes next year, and M. Lago has already decided that his unblown cars have no chance in Grand Prix racing. His new 3-litre sixteen-cylinder Talbot is being built to formula, and will therefore not require any assistance from a revision of the rules.

From all accounts, the sixteen-cylinder Alfa-Romeo is now reaching a pitch of development when it should be able to challenge the Germans for sheer speed and acceleration. It has been generally assumed that its power output was 340 b.h.p. at 7,000 r.p.m., but I am given to understand that this now reads 400 b.h.p. at 8,000 r.p.m. With Farina and Wimille as their leading drivers, the Alfa Corse should have a good season in 1939. No one would welcome some really stiff opposition more than the Germans, who are quite weary of scoring hollow victories.

The 1,500 c.c. Position

Unless unforeseen circumstances intervene, 1939 is going to be a bumper year for 1,500 c.c. racing. The new Alfa has put an entirely different complexion on events for cars of this category, especially as I believe it is going to be available for private buyers. There is already talk of Louis Chiron running a couple of them in partnership with an un-named driver, while one well known English driver, at least, has been in direct negotiation with the factory. Then there is the possibility of the Ecurie Bleue entering the 1,500 c.c. field. Maseratis, too, have hopes of their latest and greatest machine of this size, so with Works teams of both these makes and independents as well the prospects of some rousing Anglo-Continental duels are distinctly good. It is to be hoped, however, that the E.R.A. team and the numerous independent drivers of this make will continue, and even extend their Continental activities.

An Italian Complaint

Indeed, there were some hard things said about British 1,500 c.c. drivers at Monza. Good starting money was offered to British drivers to take part in the 1,500 c.c. event, but only Arthur Dobson accepted. The Italians understand that it is difficult for them to take part in their home events at Brooklands, Donington and Crystal Palace, and still find time to race abroad, but they argue that Italian drivers manage to visit England, so why not vice-versa? It was even stated that the Works E.R.A. team has never raced in Italy, which Italians consider to be the home of 1,500 c.c. racing. Perhaps some English reader would give me confirmation or otherwise of this, as I am writing these notes without access to my records.

Anyway, the Italians were looking forward to a good scrap between their own Alfas and Maseratis and the British E.R.A. team, backed up by independents, and they were extremely disappointed when only Dobson's by-no-means new car turned up.

Milan Highlight

Dick Seaman and Erika Popp giving a masterly display of the "Lambeth Walk" to a spell-bound audience at the Ambassador's.

Paris Douze Heures

The veteran Andre Morel and the youthful Rene Lebegue formed an irresistible combination at the wheel of a 3½-litre Darracq in the recent Paris 12-Hour Sports-Car Race. Their speed was 75.69 m.p.h., and comfortably beat the second finishers, Villeneuve and Biolay on a Delahaye. The ladies, represented by Mmes. Rouault and Itier, driving another Delahaye, were third.

British Rileys driven by Frenchmen won the 1,500 c.c. class.

RESULTS

Over 3-litres: 1, Le Begue-Morel (Darracq), 75.69 m.p.h.; 2, Villeneuve-Biolay (Delahaye); 3, Mme. Itier-Mme. Rouault (Delahaye).
3-litres: 1, Mestivier-Mme. Roux (Amilcar), 61.98 m.p.h.
2-litres: 1, Haeberle-Glockner (Hanomag Diesel), 52.58 m.p.h.
1,500 c.c.: 1, Ferry-Noireaux (Riley), 59.67 m.p.h.; 2, Vernet-De Bodard (Riley).
1,100 c.c.: 1, Mollinari-Allain (Simca-Fiat), 60.57 m.p.h.
750 c.c.: 1, Lapchin-Plantivaux (Simca-Fiat), 52.72 m.p.h.

Alfas Fail at Modena

The Circuit of Modena was quite a sensational affair. This is the home-town of the Alfa Corse, and a sweeping victory for the new 1,500 c.c. Alfa-Romeos was predicted. But it didn't turn out that way. The winner, after 55 hectic two-mile laps of "round the houses" circuit, was Francesco Cortese, driving a "Works" Maserati. Second came Armand Hug, the Swiss driver of a Maserati, who always seems to be in the first three these days, and third was the Englishman, Arthur Dobson, who thus atoned for his unfortunate retirement at Monza.

The race was run at a furious pace at the start, which caused fifteen of the nineteen starters to retire, including the complete team of Alfas.

RESULT

1. Cortese (Maserati), 1h. 43m. 54.6s., 63.08 m.p.h.
2. Hug (Maserati), 54 laps.
3. Dobson (E.R.A.), 52 laps.
4. Plate (Maserati), 48 laps.

LUCAS EQUIPMENT FOR 1939

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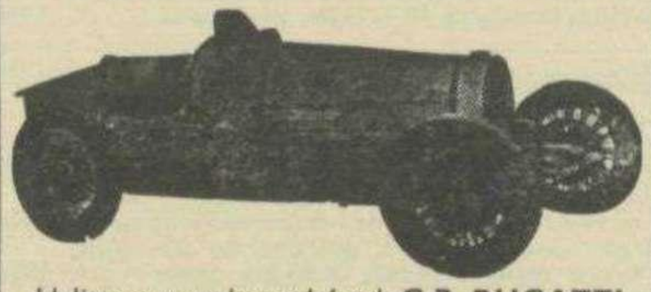
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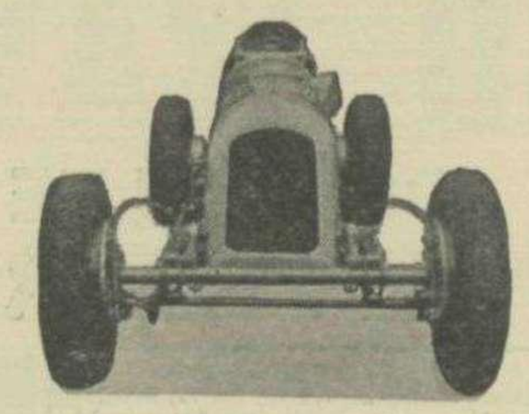
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Crash helmet, special line, painted any colour 24/-
Discounts to all racing drivers.
Any of these can be specially made to your own requirements, no extra cost. Why pay high prices when you can buy direct from the manufacturers?

RACING VISORS

Racing visors to be worn with crash helmet
Large size 8/6
Medium size 7/6
Visors for sports-cars 7/6, 8/6

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Best quality white drill racing suits, unshrinkable material, zip front, button ankles and cuffs 27/6
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White racing suits, lightweight material 22/6, 18/6
Unbleached racing suits, zip front... ... 18/6
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Racing suit in Grenfell, colours, black, white, green, red, navy, maroon, Bugatti blue, Cambridge blue, Oxford blue, zip front, sleeves, legs and pockets 65/-
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Triplex Model C.3 ... ... 10/6
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Luxor goggles, No. 6, curved lenses ... 85/-
Luxor goggles, No. 6, Meyflex lenses ... 45/-
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Rubber ponchos, rubber neck 39/6
Black or fawn twill coats, will wear for years 42/-
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Also in white drill 7/6

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In Grenfell cloth, any colour 10/-
In white drill, perfect fitting 7/6

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A SELECTION OF MOTOR SPORT ROAD TESTS

THAT HAVE APPEARED IN PAST ISSUES

Make of Car	Issue
A.B.C. 11 h.p. 2-cyl., 2-seater	Feb. 1926
A.C. 2-litre, short-chassis, 15.7 h.p. 2-seater	July 1936
A.C. 2-litre, 16.40 h.p., 3-seater	Oct. 1927
A.C. 2-litre, 16.66 h.p., 2-seater	March 1926
A.C. 2-litre, 16.66 h.p., 4-seater	June 1934
Alfa-Romeo 1½-litre supercharged 6-cyl. Charles 2-seater (1929)	March 1934
Alfa-Romeo 1¾-litre supercharged 8-cyl. "Zagato" 2-seater (1932)	July 1934
Alfa-Romeo 2.3-litre supercharged 8-cyl. 'Zagato" 2-seater (1933)	Aug. 1936
Alfa-Romeo 2.3-litre supercharged 8-cyl. 4-seater (1931)	Aug. 1932
Alvis 11.9 h.p., 4-cyl., "Firefly" saloon	Feb. 1933
Alvis 4-cyl., 12.60 h.p., 2-seater	July 1931
Alvis 6-cyl., "Silver Eagle" 4-seater coupe (1929)	Aug. 1931
Alvis 6-cyl., "Silver Eagle" 4-seater	June 1930
Alvis 3½-litre saloon	Feb. 1936
Alvis Speed Twenty Vanden Plas saloon	Feb. 1935
Alvis Speed Twenty Charlesworth saloon	Feb. 1934
Alvis Speed Twenty 4-seater	June 1932
Ansaldo 2-litre, 4-cyl., o.h.c., 4-str.	Sept. 1924
Armstrong-Siddeley 20 h.p., 6-cyl., 4-seater	July 1933
Aston-Martin Mark II, 11.9 h.p., 2-4-seater	Jan. 1935
Aston-Martin Ulster 11.9 h.p., T.T. 2-seater	Oct. 1935
Aston-Martin Le Mans 11.9 h.p., 2-4-seater	June 1933
Aston-Martin International 11.9 h.p., 4-seater	Aug. 1932
Aston-Martin T.T., 11.9 h.p., racing 2-seater	Dec. 1931
Aston-Martin 11.9 h.p., 2-seater	Jan. 1930
Auburn 30 h.p., 8-cyl. supercharged 2-seater	June 1935
Austin Seven Boyd Carpenter 2-str.	Sept. 1930
Austin Seven "65" 2-seater	Jan. 1934
BENTLEY 3½-litre, 6-cyl., Vanden Plas, 4-seater	Nov. 1933
Bentley 4½-litre, 6-cyl., Park Ward saloon	June 1936
Bentley 6½-litre, 6-cyl., long-chassis saloon (1928)	Dec. 1936
Bugatti 11.9 h.p., Modified Brescia 4-seater	Aug. 1925
Bugatti 1½-litre, 4-cyl., Type 37 G.P. 2-seater	Sept. 1926
Bugatti 3.3-litre 8-cyl., Type 57 saloon	May 1934
Bugatti 2.3-litre 8-cyl., Type 55, supercharged, 2-seater	July 1932
Bugatti 2.3-litre, 8-cyl., Type 43, supercharged 4-seater (1930)	Dec. 1932
Bugatti 2.3-litre 8-cyl., Type 43, supercharged 4-seater	May 1930
Bugatti 3-litre, 8-cyl., Type 44, saloon	July 1928
DARRACQ 12.32 h.p., Weymann saloon	Sept. 1924
Delage 14 h.p., 2-litre, 2-3-seater	June 1927
Delage 8-cyl., sports saloon	April 1930
Delahaye 3.5-litre "Coupe des Alps" drop-head coupe	Aug. 1936
Derby 16 h.p., 6-cyl., 2-str. (1930)	Oct. 1932
FRAZER-NASH-B.M.W., 2-litre, Type 45, saloon	Feb. 1937
Frazer-Nash-B.M.W., 2-litre, Type 55, 2-seater	Nov. 1935
Frazer-Nash 6-cyl., 1½-litre (Blackburn) 2-seater	July 1933
Frazer-Nash 4-cyl., 1½-litre T.T. Replica push-rod o.h.v. 2-3-str.	Nov. 1931
H.E. 16.60 h.p., 6-cyl., 4-seater	Feb. 1930
LAGONDA 2-litre 4-cyl., twin o.h.c. 4-seater	Jan.-Feb. 1928
Lagonda 2-litre, 4-cyl., twin o.h.c. supercharged 4-seater	Oct. 1930
Lagonda 4½-litre, 4-seater	May 1936
Lagonda 4½-litre Rapide 4-seater	May 1935
Lagonda 4½-litre, 4-seater	Jan. 1934
Lagonda Rapier 10 h.p., 4-seater	Sept. 1934
Lagonda 16.80 h.p., 6-cyl., 4-seater	Jan. 1933
Lagonda 3-litre, 6-cyl., 4-seater	March 1932
Lagonda 2-litre, 4-cyl., twin o.h.c., 4-seater (1928)	March 1931
Lancia Augusta 11.9 h.p., saloon	Sept. 1934
Lancia Astura, 25 h.p., 8-cyl., James Young saloon	Nov. 1932
Lancia Dilambda 31 h.p., 8-cyl., saloon	Dec. 1930
Lea-Francis 1½-litre supercharged T.T. 2-seater (1929)	June 1934
Lea-Francis 1½-litre supercharged special T.T. 2-seater	Sept. 1933
Lea-Francis 1½-litre supercharged "Hyper" 4-seater	Aug. 1930
MERCEDES-BENZ Type 540K, 5.4-litre, 8-cyl., supercharged, 2-str.	April 1937
Mercedes-Benz Type 500, 5-litre, 8-cyl., supercharged, 2-seater	Nov. 1934
Mercedes-Benz 12.40 h.p., supercharged 2-seater	June 1925
Mercedes-Benz 36.220 h.p. supercharged, 2-4-seater	April 1928
Mercedes-Benz 33.180 h.p., supercharged, 4-seater	Aug. 1927
M.G., 6-cyl., Mark I, 4-seater	May 1931
M.G. Midget Jarvis 3-4-seater	Jan. 1931
M.G. Magna, 12 h.p., Abbey 4-seater	Feb. 1932
M.G. Magna, "L" 2-seater	Nov. 1933
M.G. Midget "P" 2-seater	Aug. 1934
M.G. Midget "J3" supercharged, 2-seater	May 1933
M.G. Midget 750 c.c. Montlhery supercharged 2-seater (1931)	May 1932
M.G. Six Mark I, saloon	Aug. 1930
M.G. Midget Double-Twelve racing 2-seater	June 1930 & Aug. 1930
M.G. Midget "J1" 850 c.c. 2-str.	Sept. 1932
M.G. Magnette "N" 4-seater	Feb. 1935
M.G. Midget "PB" 2-seater	April 1936
M.G. 14/40 4-cyl., 3-speed, 4-seater	Oct. 1925
M.G. Midget "T" 2-seater	Jan. 1937
M.G. 14/40 h.p., 4-cyl., super-sports, 2-seater	May 1927
RAILTON Terraplane 4-seater	Oct. 1934
Railton Light Sports tourer	Dec. 1935
Riley Nine "Gamecock" 2-seater	March 1932
Riley Nine "Monaco-Special," two-carb. saloon	March 1931
Riley Nine, 4-seater	June 1931
SINGER 1½-litre, 6-cyl., Le Mans 2-seater	March 1935
Singer Nine, 4-seater	March 1933
Squire 1½-litre, 4-cyl., 2-seater	Aug. 1935
S.S. I special-bodied 2-seater (1933)	Feb. 1934
S.S. I coupe	June 1933
S.S. II coupe	May 1932
Steyr Type XII, 14.35 h.p., Weymann saloon	Aug.-Sept. 1928
Stutz "Black Hawk" supercharged 4-seater	Jan. 1930
Stutz 5-litre, 8-cyl., 4-seater	Dec. 1927
Sunbeam 3-litre, 6-cyl. (twin o.h.c.) fabric saloon	Nov. 1927
Sunbeam 6-cyl., 21 h.p. (push-rod) Speed Six saloon	Dec. 1933
TALBOT "90" Brooklands-bodied 2-4-seater	April 1931
Talbot "105" sports saloon	April 1934
Talbot 3½-litre saloon	March 1936
Talbot Ten "Rally" 4-str.	Oct.-Nov. 1936
Talbot "105" Vanden Plas 4-str.	Nov. 1932
Talbot "90" 4-seater	Nov. 1930
Tatra 4-cyl., 1,154 c.c., coupe	Dec. 1932
Terraplane, 8-cyl., 29 h.p., 4-str.	July 1935
Triumph 2-litre "Vitesse Six saloon	April 1935
Triumph 10 h.p. "Gloria Southern Cross" 2-seater	June 1935
Triumph 10 h.p. "Gloria saloon	Jan. 1934
Triumph Nine "Southern Cross" 4-seater	June 1932
Triumph Eight "Gnat" 2-seater	Aug. 1931
Triumph Eight, supercharged 2-str.	Dec. 1929
VALE-SPECIAL 832 c.c. 2-seater	Aug. 1933
Vauxhall 30/98 O.E. 4-seater (1925)	Jan. 1936
Vauxhall 30/98 O.E. 4-seater (1924)	Dec. 1930
Vauxhall 20/60 .p. Velox" saloon	May 1929
Vauxhall 20/60 h.p. "Hurlingham" 2-seater	Feb. 1930
Vauxhall 17 h.p., 6-cyl., "Cadet" saloon	Sept. 1931
Vauxhall 14 h.p. "Stratford" 4-str.	Sept. 1933
WINDSOR 4-cyl., 11 h.p. "Special" 2-3-seater	Nov. 1926
Wolseley Hornet Swallow 2-seater (1933)	April 1934
Wolseley Hornet E.W. "Daytona-Special" 4-seater	May 1932
Wolseley Hornet (12.08 h.p.) saloon	Sept. 1930

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