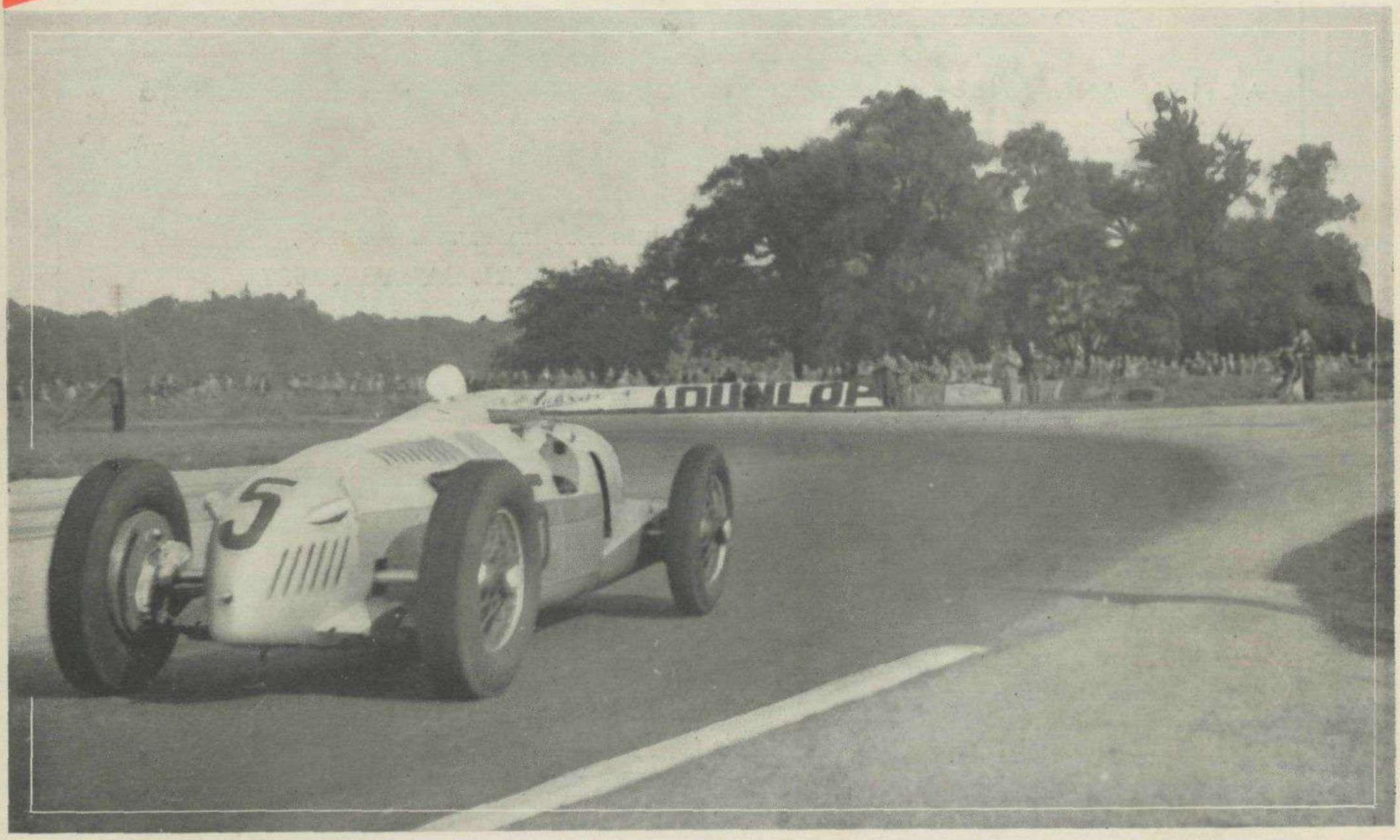
Vol. XIII. No. 13 **The Motor Races of 1937** *December, 1937*

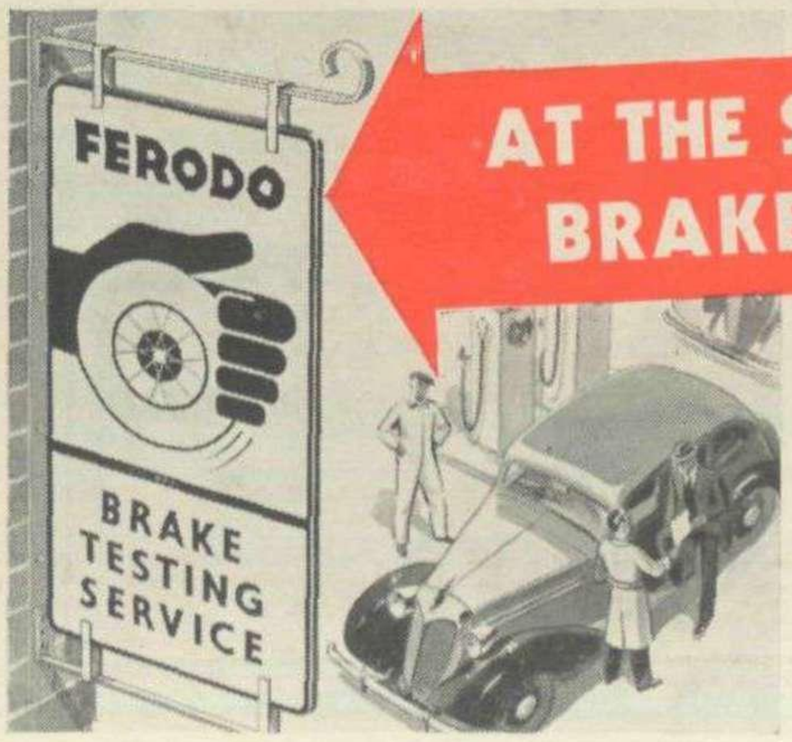
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The Donington Grand Prix—B. Rosemeyer at Red Gate Corner [*Motor Sport Photograph*



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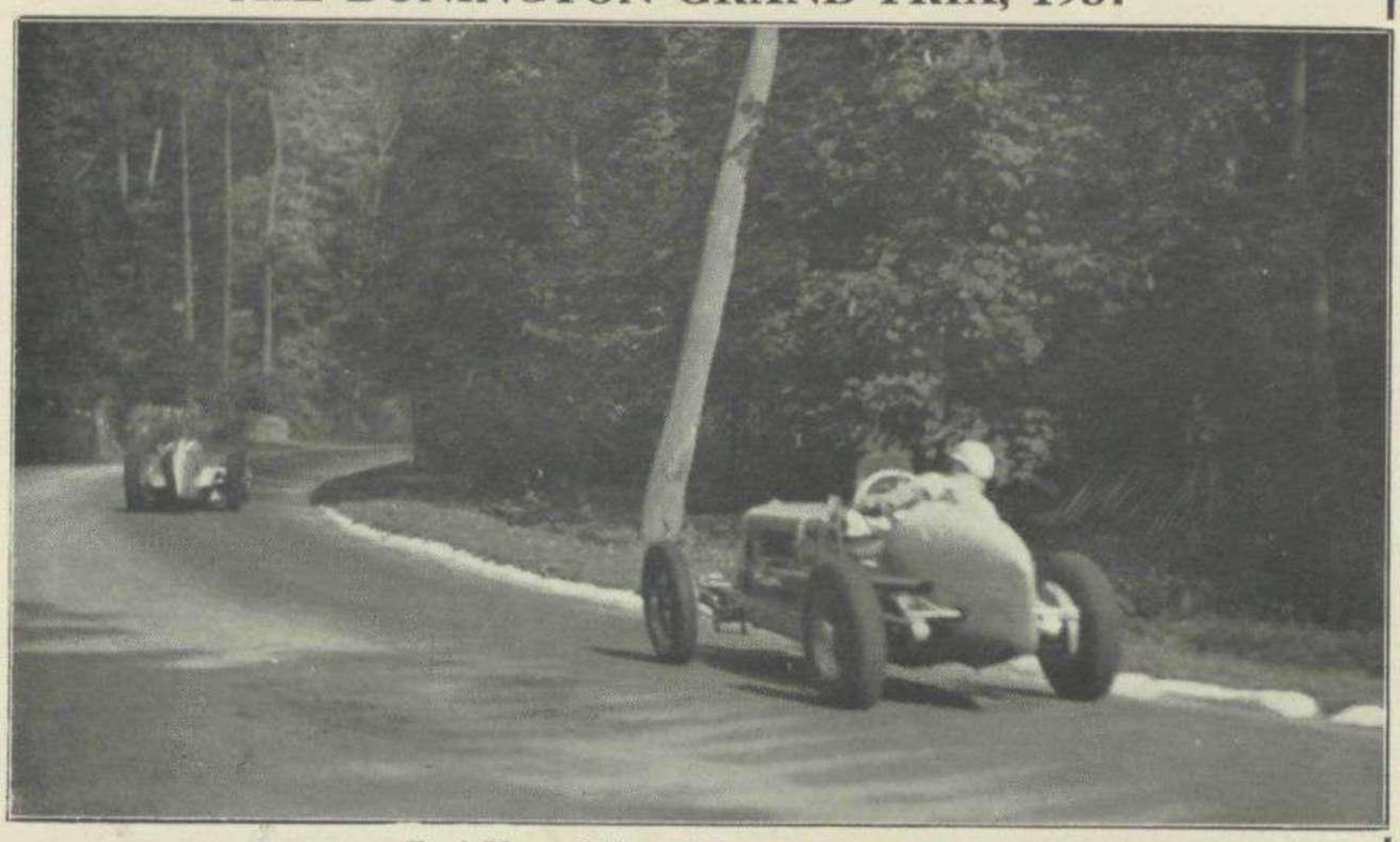
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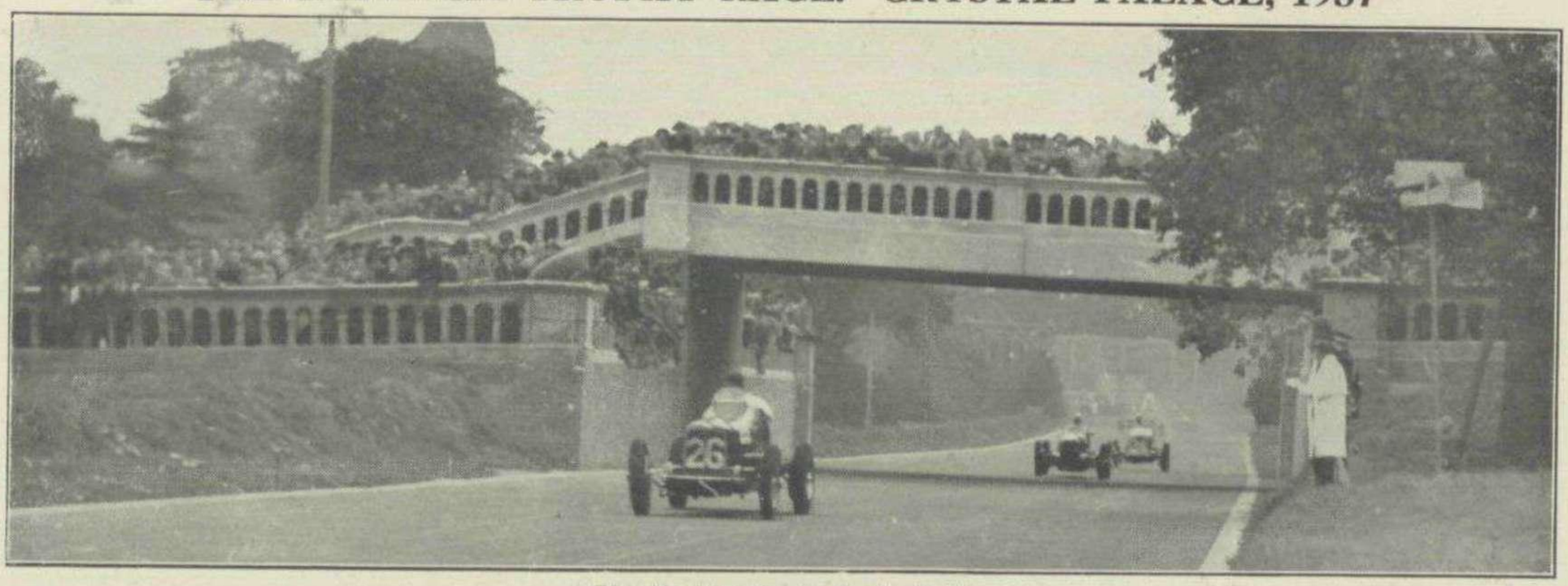
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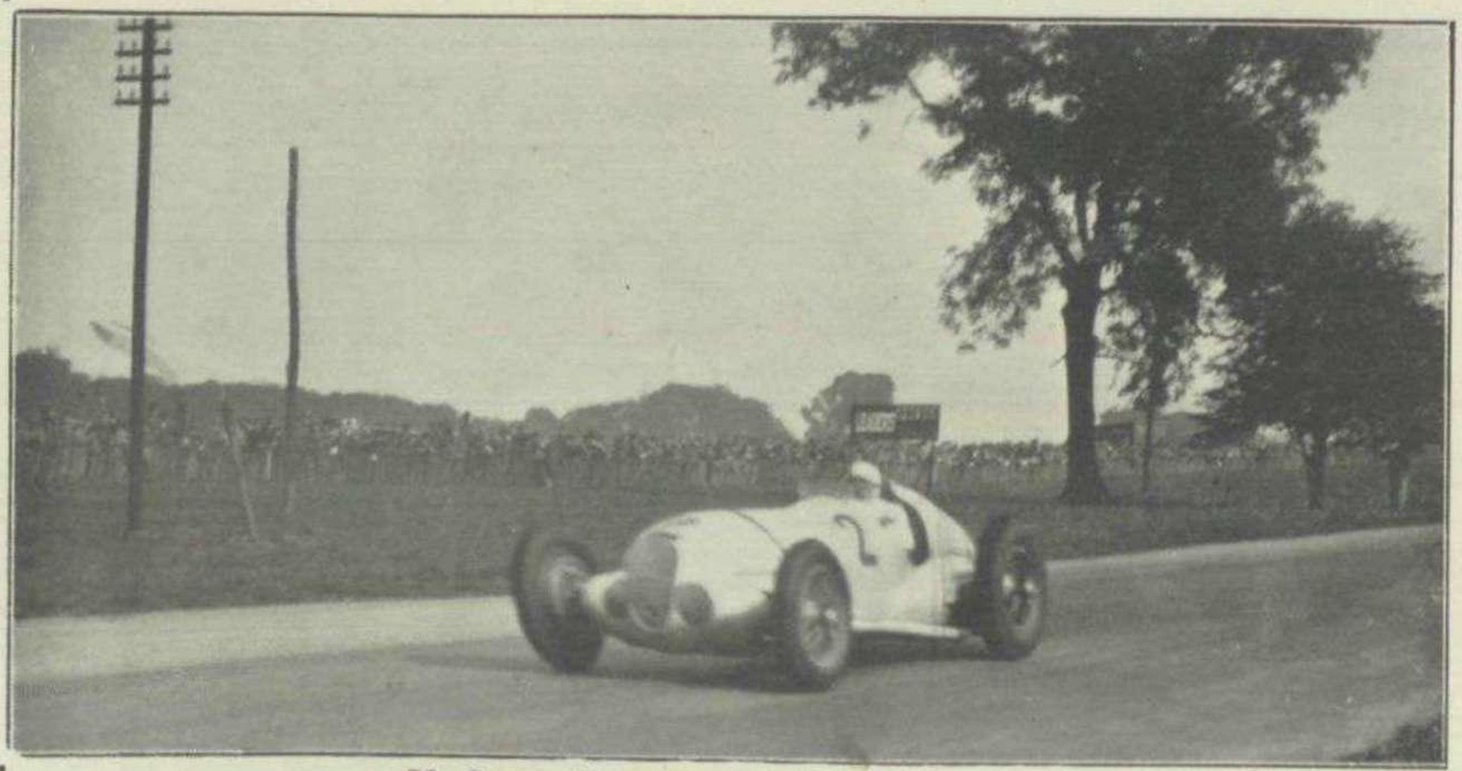
Earl Howe follows M. von Brauchitsch.

THE IMPERIAL TROPHY RACE. CRYSTAL PALACE, 1937



Charlie Martin leads the field.

THE DONINGTON GRAND PRIX, 1937



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

★

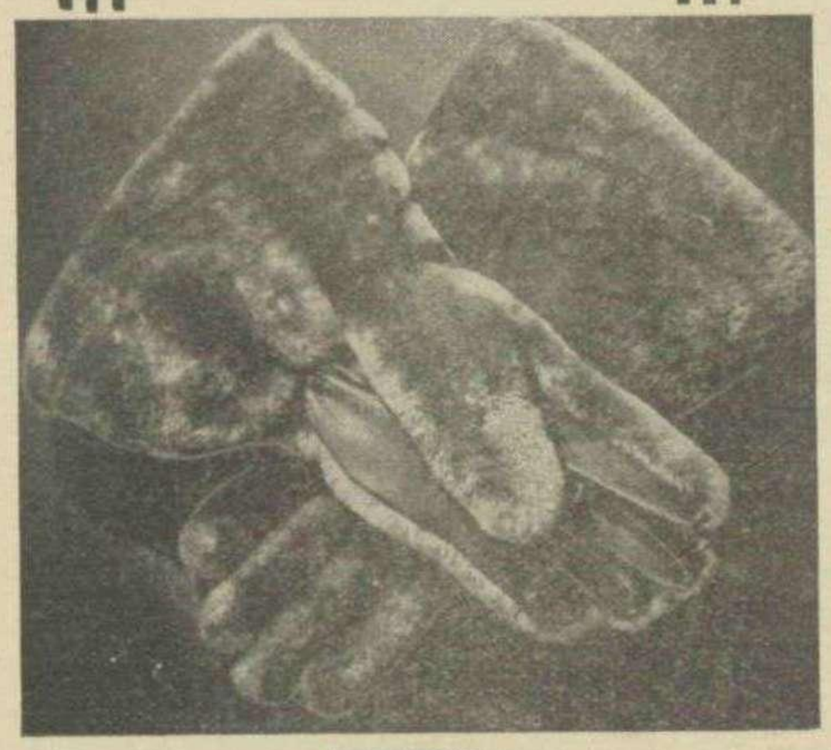
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,, Brescia engine. 1½-litre, rebored, overhauled, fitted new pistons, bearings etc., has two carburetters, starter, distributor and clutch.....
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,, for Ford V8.....
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,, Model 36 H.K. Horizontal Flange. 2 5/16" between centre of bolt holes. Right-hand float chamber.....
,, (Two) Zenith N type Horizontal 36 m.m. top feed float chambers.....
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,, 26 m.m. triple diffused .....
Connecting Rods (tubular), Laystall for Austin Seven, size big ends 1⅛".....
Cozette supercharger, No. 9 (clockwise) complete with drive suitable for s.v. Anzani engine.....
Dunlop Competition tyres, tubes and wheels (interchangeable), nearly new, suitable for Ford Eight or Ten.....
Crankshaft, rear half of a two-piece Laystall, size of journals 1⅛".....
Engine : Anzani s.v. 1931, max. revs. 4,500 in top, 5,000 through the gears. 69×100, 1,496 c.c., 11.9 h.p., 57 b.h.p. Rebored and new pistons fitted, copperised head. Comp. ratio 7½ to 1. New Zenith type 36 V.H. carburetter fitted, together with an outside exhaust system. Engine mountings, standard Frazer-Nash. .....
Blackburn V. Twin, 750 c.c. engine, all ready to fit to G.N. chassis. No magneto or carburetter.....
G.N. full o.h.v. push-rod, 1,100 c.c. with many spares. Low compression pistons, and one high compression piston. Special large roller main bearings, high lift cams, drilled oilways, etc., in bits. Fellows magneto and single Zenith carburetter...
1,500 c.c. s.v. Anzani, complete with magneto, dynamo, and starting motor, overhauled and in very good condition. Cylinder liners are fitted.....
1,500 c.c. o.h.v. Meadows (push-rod) in pieces .....
1,100 c.c. o.h.v. Salmson, complete with clutch and gearbox.....
Zenith carburetter type 36 V.H., special exhaust system.....
1,089 c.c. Riley engine, fitted special Ashby pattern magnesium electron pistons with rings. Comp. ratio 7.25 to 1, lightened flywheel, clutch, Duplex valve springs, twin S.U. carburetters and manifold. (No magneto, dynamo or starter). Suitable for a light chassis.....
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1923/4 Aston-Martin, side valve, engine (fixed head) special lightened con-rods, new pistons. (No flywheel, magneto or carburetter) .....
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One E.N.V. Wilson preselector gearbox, Type 110. Ratios 3.5 to 1, 2.25 to 1, top direct reverse 3.5 to 1. Also bell housing to suit No. 5 S.A.E. Flange unused. Chassis frame with 40" rear springs, unused.....
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Several cylinder blocks for various type of Anzani s.v. engines.....
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Several V type windscreens.....
Several folding windscreens.....
Several spring spoke steering wheels, with centre boss to fit 1" diam. shaft
One Frazer-Nash 3/4-seater body, complete with windscreen and seats.....
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Four sprockets for four gears.....
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,, twin cylinder o.h.v. push-rod engine.....
,, chassis, equipped with high compression Morris Cowley engine and specially tuned. Would sell separately.....
Gearbox, four-speed, off 1934 Wolseley Hornet.
,, front axle, steering box, wheels, countershafts, radius rods and sprockets.....
,, engine 90° V twin, 1,100 c.c. Two plugs per cylinder. Push-rod o.h.v., not quite complete .....
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Lea-Francis, 1929 12/40. Complete set of gears, two axle shafts, differential with crown and pinion, clutch plate, lined, steering box, complete with wheel and controls, front brake drums, road springs, front and rear.....
,, 1930 hyper model (parts available), rebored cylinder block, pistons (30 thou.), new con-rods and big ends, cylinder head and valves. Wheels. Differential, complete with pinion, steering box and wheel. Front axle and assembly (brakes, etc.). Prop. shaft. Crankshaft (reground). Clutch (complete) .....
,, (supercharged) 1930 Weymann four-seater coupe. Built for the Monte Carlo Rally. Crashed during demonstration run. Mechanical parts, axle beam, brake drums, steering rods, etc., renewed. Chassis perfect. Body practically completely rebuilt, except rearside door and glass panels. Owner unable to finish. Two spare wheels and two new tyres.....
M.G. J.R. Racing, crankshaft (only used in one short race) crankshaft (used for two seasons), cylinder head complete with valves, springs, camshaft and all valve gear, etc. Three connecting rods, piston, front main bearing housing, one rear bell housing, dynamo, starter, flywheel, sump, valve cover, water pump (complete), distributor (complete), set of front timing gears, induction pipe, exhaust manifold, water manifold, B. R. 12 coil, set of clutch plates, oil filler body, and various oil pipes, all these parts can be sold separately.....
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Vauxhall 30/98 o.h.v. engine and chassis. (All parts except crown wheel and pinion).....
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Wheel, one wire (ex Le Mans Singer). Wheel in perfect condition, just been celiulosed.....

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A TEST IN DIFFICULT CONDITIONS OF THE 3½-LITRE DELAHAYE

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The car tested on the present occasion was the 26.25 h.p. 3½-litre Competition model, fitted with an English drop-head foursome coupé body. Unfortunately throughout the duration of a long and varied test, the weather conditions were uniformly bad. Mid-December is not the best of times to attempt to use a potential 100 m.p.h. performance to the full, for rain, fog, snow, and icy roads all imposed a handicap. Thunder and hail were practically the only kinds of bad weather not experienced!

These weather conditions, however, did at any rate serve to bring out the qualities of the car as a touring machine. In fog one was able to open the screen, and the driving position allowed a clear view of both wings, while the double-filament Marchal headlamps (fitted with tinted bulbs) gave a low, wide beam when dipped, without any of the upward rays that distract a driver.

During the test the car was driven all night on one occasion, when the temperature was below freezing point. Inside the car, however, there were no draughts, and it was comfortingly warm even though the driver did not close the off-side window, nor wear gloves at any time. Trials enthusiasts know how cold it can be just before dawn in December, even on many fully enclosed saloon cars.

During this night run the roads were in places sheeted with ice, so that on dismounting it was difficult to stand up. The Delahaye showed no tendency for skidding even at a speed somewhat in excess of that employed by other drivers encountered during the run. On ice any car will skid, given the opportunity, so perhaps it would be more correct to state that the firm, high-geared steering



The 3½-litre Delahaye. A thoroughbred car with an outstanding performance.

CONTENTS

Delahaye, The 3½-litre 491
Rumblings 493
Where is George? 497
Motor Races of 1937 499
Book Review—The Monte Carlo Rally 501
Club News 502
Cambridge Win at Last 507
Tuning the Riley 509
Veteran Car Run to Brighton 512
Letters from Readers 515
On the Influence of Slime-Storming 517
Sprint Results of 1937 521
Effect of National Conditions on Design, The 522
Flower of the Gloucester, The 523

enabled the driver to check easily any incipient slides.

It was interesting that the car was fitted with a Cotal magnetic gearbox. This is an optional extra at a cost of £43, the alternative being a straightforward four-speed gearbox, not of synchromesh type. There is no doubt that the magnetic box is most fascinating. The change-speed lever, or rather switch, is mounted on the steering column just below the driver's left hand. It has a little gate, and all that one has to do is to flick it across into the next position, without using the clutch at all. The change then takes place instantaneously. A considerate driver will ease the throttle, or accelerate the engine as required, when changing up or down, but this is not necessary.

The clutch is only used for starting off. There is an auxiliary gear lever, which has three positions—forward, for the four forward gears, neutral, and backward, for the reverse gears. The same gears in the magnetic box are thus

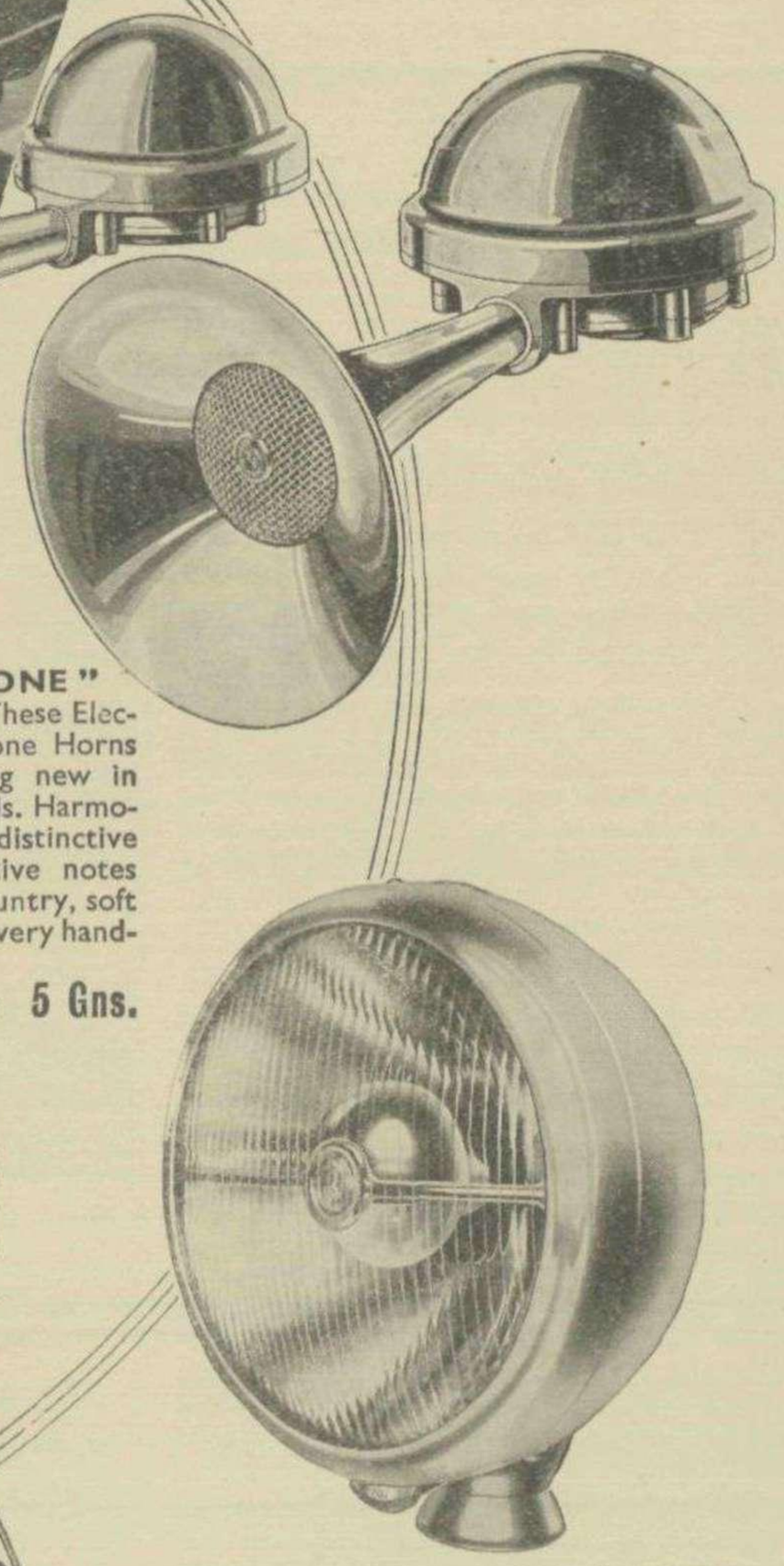
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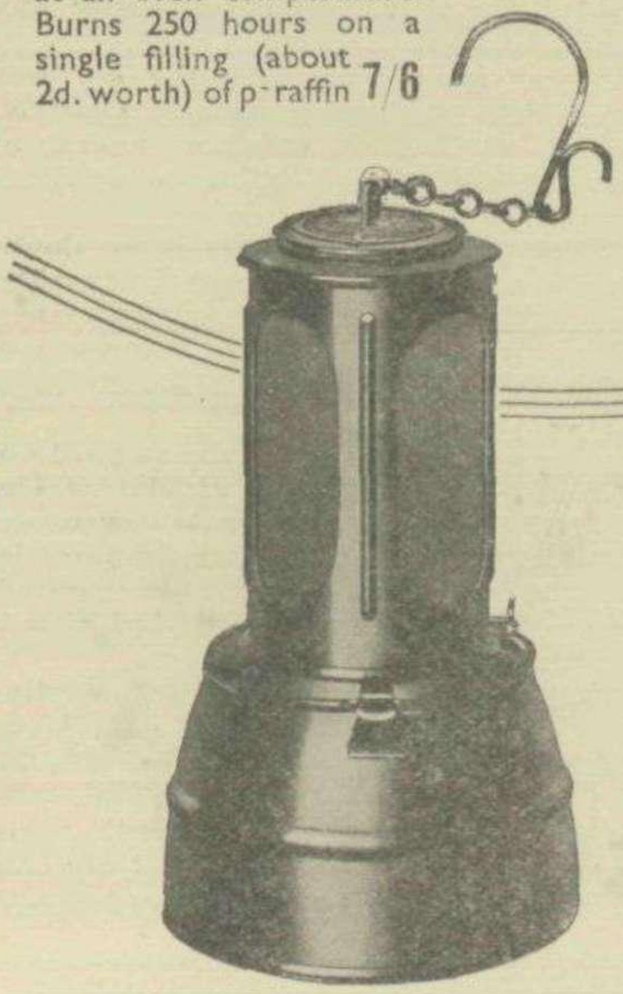
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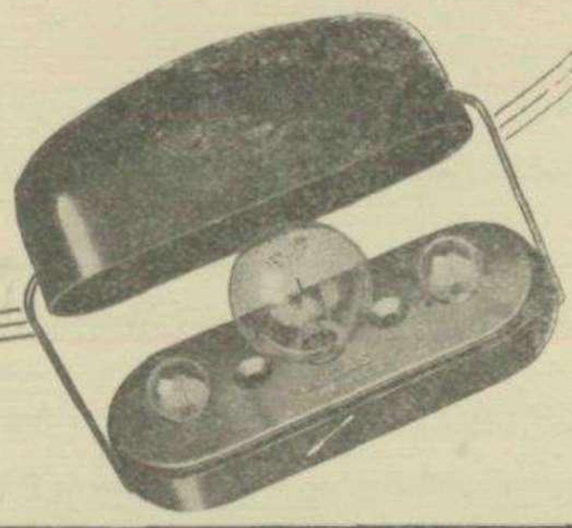
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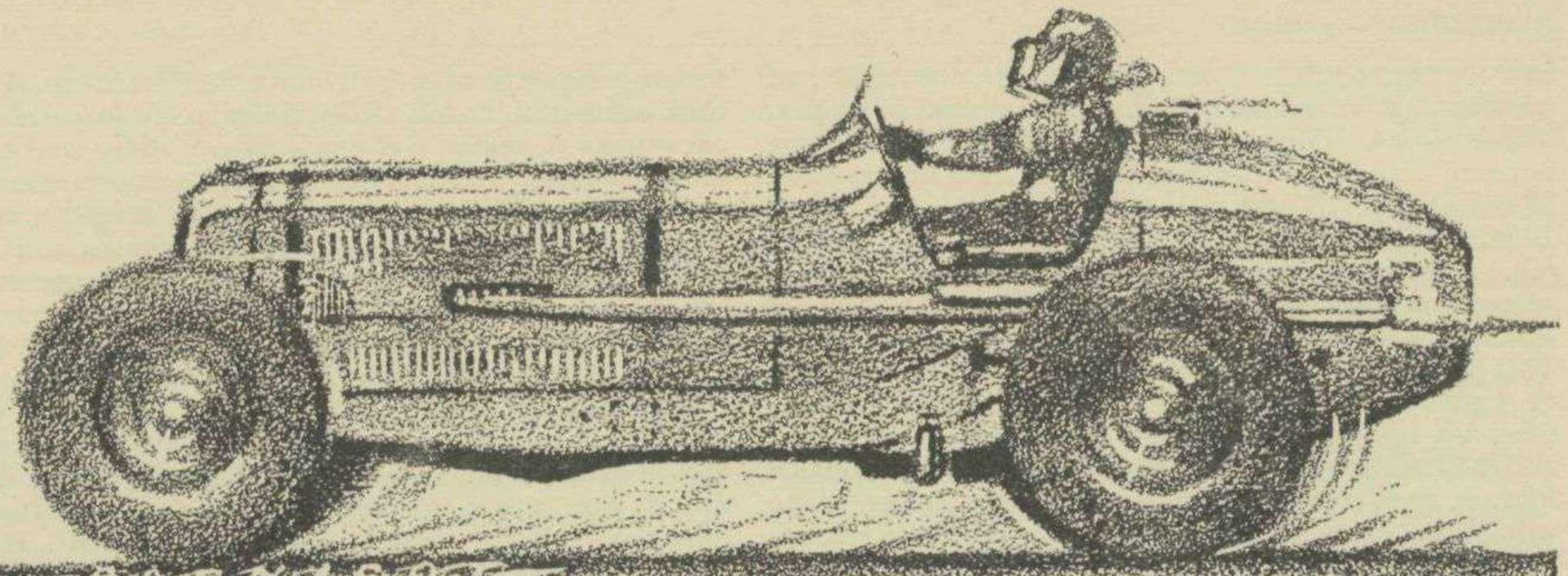


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RUMBLINGS

A Promising Hill-Climb Venue

IT seems that next season the shortage of speed hill-climb venues may be augmented by the advent of Prescott, which estate is now the property of the Bugatti Owners' Club. It will be recalled that about two years ago the Club planned to make Dancer's End a first-class hill-climb venue, and obtained approval from the landowner, Alan P. Good. Unfortunately, the noise nuisance, which is a disease not unknown to motor-race course promoters, broke out and the project was reluctantly abandoned, although the Berkhamsted and District M.C. continue to hold their occasional meetings at Dancer's End apparently unmolested. But the Council of the Bugatti Owners' Club lay low and said practically nothin', and now it has been able to announce the purchase of Prescott House, situated in beautiful country close to Cleeve Hill, only five miles from Cheltenham and ninety miles from London. There it is proposed to build a first-class hill-climb course, at which it is hoped that two open and one Club meeting will be possible next season. It is also hoped that the house within the grounds may be converted into a small but convenient country club, and that, apart from being a useful centre from which to tour the beautiful Cotswold country surrounding, it will also form an admirable finishing point for the Club's Opening Rally, Honiton Rally and Welsh Trial. The present plans aim at a course of 1,000 yards (almost as long as Shelsley), with a hair-pin bend and two other acute bends on an average gradient of 1 in 20. The width would be 15 ft., and 20 ft. at the corners, and there would be a return road from the finish to the Paddock. The house is built of mature Cotswold stone, with an old weathered stone roof, and is surrounded by rose-beds and well-kept lawns and magnificent old trees, enclosed by enormous yew hedges. The stone outhouses have oak doors with wrought-iron strap hinges, and over the end stable is the Cipher and Coronet of Edward, Earl of Ellenborough, who owned the property up to 1871. The dining-room is oak-panelled and the drawing-room runs the whole length of the house and commands a magnificent view over the Cotswolds. There is a dairy in what was once an old chapel and two stone cottages near the house.

It certainly seems that the Bugatti Owners' Club has something very attractive to offer its members and prospective members, and that Prescott is likely to become oue of our greatest speed hill-climb venues and country motor-sporting centres. The total sum needed for reconstruction is £4,500, to realise which an issue is being made of £5 debentures carrying 4½ per cent. per annum interest. We *wish* this ambitious undertaking well, because courses where real speed hill-climbs in the good old style can be held are few and far between ; and, moreover, we are very fond of the Cotswold country. Those interested are urged to support the scheme at once, so that work can commence early, for however promising the plans, postponement for over a year from the time of announcement would do no good at all.

Formula Cars

Interest in the new Grand Prix cars grows daily and it does seem as if we shall soon be back in the palmy days when there is a whole host of new G.P. cars and when rumours and facts concerning their construction are freely bandied about long before race-day. Mercédès-Benz apparently have a blown 3-litre engine undergoing bench-tests and hope to complete the car by the end of the year. The chassis is expected to follow 1937 design, perhaps with offset transmission, as on the latest 12-cylinder cars, to permit lower seating. Auto-Union will build a blown 3-litre, rumoured strongly to be rear-engined, von Eberhorst agreeing that this type stands the best chance under the new formula, and they will, like Mercs., also have unblown 4½-litre cars, said to be 24-cylinder jobs. Delahaye will have unblown V12 4½-litre cars of the kind already in existence, with box-section chassis, front transverse leaf-spring independent suspension, overslung half-elliptic rear suspension, and single-seater bodywork. The engine has two plugs per cylinder supplied by twin magnetos, and it

RUMBLINGS—continued

is very interesting that four valves are used per cylinder, a reversion to a once-popular practice. Three Solex downdraught carburetters feed via exposed pipes, the twin fuel pumps being at the front of the engine. These cars will be used by the Ecurie Blue, a private stable. Bugatti will race his new twin o.h. camshaft unblown 4½-litre, with conventional suspension and well-faired bodywork. M. Lago, of Talbots, is known to have a design for a blown 3-litre V16, and Maserati is said to have an improved chassis in hand, to take the existing supercharged, twin-cam, V8 type of engine. M. Jano having left Alfas, and the Italian company having severed connection with Ferrari, their racing future is uncertain, but everyone will hope to see Formula Alfas running next season. Great Britain will be represented by the E.R.A., either modified Zoller-blown 2-litres, or a new 3-litre. The appearance of the marque, no matter what its fortunes, should seal the popularity of the new sports E.R.A. soon to be announced. Then Bugatti has a blown 3-litre, which Wimille will probably be testing at Montlhèry by now. Fiat may race indirectly, Isotta-Fraschini or Fiat may have Jano's services, and the Ferrari stable is working on a new car designed by Bazzi, who was Jano's right-hand man. Mercédès-Benz and Auto-Union are expected to do their preliminary testing at Monza this year. All intensely interesting. If we do not have another war . . . The 1938 Formula races are as follows :—Tunis G.P., May 8th ; Tripoli G.P., May 15th ; Indianapolis 500, U.S.A., May 30th ; Eifelrennen, June 12th ; Hungarian G.P., June 19th ; French G.P., Rheims, July 3rd ; Vanderbilt Cup, U.S.A., July 4th ; Monaco G.P., Aug. 7th ; Coppa Acerbo, Aug. 14th ; Swiss G.P., Aug. 21st ; Italian G.P., Sept. 11th ; Masaryk G.P., Sept. 25th. The Donington G.P. on October 1st may be a *Formula Libre* event ; Craner has not finally decided. The German G.P. is definitely to be a *Formula Libre* race.

So far as drivers are concerned, Monneret and Loyer, the French racing motor-cyclists, have been tried out at Montlhèry on a Delahaye by Louis Chiron.

The Value of the Rally

F. L. M. Harris, Secretary of the M.G. C.C., has recently attacked the organisers of the Monte Carlo Rally, and has suggested that they have set out to exclude the true sporting motorist in order that trade-owned barouches of concours type may figure more prominently in the results. That seems a cruel judgment. The Trade is allowed to enter for the Monte Carlo Rally, just as it is allowed to put up teams of special small sports cars against private owners in club-organised trials. But the regulations for next year's Rally, prohibiting open bodywork and superchargers, at least aim at attracting fairly normal cars, and thereby allow ordinary mortals a better chance of success than before. More than that, the final test has been modified to prohibit advantage being taken of freak fittings, and freak cars. If certain entrants go to the expense of having non-standard bodywork of wafer-thin aluminium, you can hardly blame the organisers, nor can you expect them to stipulate absolute standard cars when organisers ever since motor-competitions began have said that to ensure that catalogue models really do compete in catalogue-car events is asking too much of any judge and panel of scrutineers. Mr. Harris further suggests that the great winter Rally is just a rather stupid way of focusing attention on de-frosting apparatus and non-skid chains. He must have forgotten the innumerable lessons learned, and remembered, by all who have to prepare chassis, and prepare or construct coachwork, for this classic event. Electrical systems have improved from lessons so learned, likewise the location of tool-kits and the popularity of one-shot chassis lubrication and built-in jacks. Moreover, the results of the Rally are a sure guide to car stamina and performance qualities. If he doesn't believe that, let Mr. Harris ask himself how many cars fail on hills in our own " Edinburgh " trial that they would have climbed before making the long run up to those hills. In contrast, the Monte Carlo organisers ask you to drive 2,300 miles at a stiff average, cover the last 680 miles at over 31 m.p.h., including the climb of the Col. de la Croix Haute, and then take part in eliminating tests calling for excellent acceleration and good braking. We imagine the M.G. Car Co. Ltd. would be very pleased to see their cars do well in this contest. Entries close on December 24th, at 1,000 francs for light cars, 1,250 francs for large cars, half fees returnable to non-starters. British enthusiasts should note that this time John o'Groats is a favoured starting-point. They can make out ordinary cheques in francs and obtain all particulars from the International

"DICING WITH DEATH"

BY

NEVIL LLOYD

with illustrations by GEORGE LANE

This is one of those books that should be bought without delay, read carefully with spotlessly clean hands and passed on to a motoring friend or fiend for Christmas. It is amusingly illustrated throughout by George Lane, who has done full justice to the witty text . . . . will be appreciated by all motoring fiends, and contains much to recommend it to the ordinary reader.
—*The Granta.*

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RUMBLINGS—continued

Sporting Club, Monte Carlo. Up to now the entries include: Mme. Cornelius (D.K.W.), Gastonides and Van Hunt (Riley), Dr. van Eijk (Lincoln Zephyr), Westerman and Smalt (Ford), Bakker Schut (Ford), Mutsaerta (Ford), Van Strien (Ford), Trevoux (Hotchkiss), dos Santos (Lancia), and Dr. Sifflet (——). Hurry up, Britain!

Irish Motor-Racing Politics

The Ulster A.C. is very concerned over the loss of the T.T. This club was formed to promote race events, and it is believed that this year the Club account is likely to show a deficit for the first time in five years, ascribable to the loss of the T.T. A Committee was recently appointed, composed of Messrs. W. W. M'Leod, C. G. Neill, H. A. Bryson and Capt. J. W. Thomson, to endeavour to bring back the T.T. to Ulster, full support having been assured by the Trustees of the Ulster Race Fund. The R.A.C. has pronounced the Ards circuit impossible, in view of increased building on the circuit and its passage through Newtownards and Comber. The Carryduff-Saintfield circuit is impossible because the three-mile stretch out of Saintfield village would require widening and resurfacing, at a cost of at least £20,000, and, furthermore, it could not be remade before 1939. The Ulster G.P. motor-cycle course is a possibility, if sanction could be obtained to close the roads for longer than the three days at present allowed. There is another course between Glengormley and Templepatrick, but it is devoid of contours and an abundance of curves, which, so far as race circuits are concerned, is a disadvantage. Another circuit is that north of Lisburn, of 9½ miles and very fast. The Ulster A.C. will endeavour to interest the R.A.C. in these circuits and approach the Antrim C.C. and the Government for sanctions. All this raises a pretty problem, because Donington deserves the 1938 race if it wants to have it, the R.A.C. rather favours the I.O.M., and Ireland should have some reward for its keenness to have the T.T. and its recognition of the value of the race to Ulster. Perhaps, after all, the R.A.C. has been wise to hint at the possibility of holding over our most important sports car-race until difficulties relating to its organisation disperse. Meanwhile, the Ulster A.C. has appointed another committee to investigate the possibilities of obtaining its own club premises in Ulster, which is deemed necessary to sustain interest in club motoring, which has threatened to decline since the loss of the T.T.

An analysis in the "Ulster Motoring Review" discloses that Irish race-entries have declined from 131 in 1934 to 120 in 1937, after peaking at 174 in 1936. This decline is attributed to abandonment of the Limerick race, late arrangements for the Ballyclare race, owing to change of course, the institution of a class handicap at Cork, and the fact that one of the Phœnix Park races was changed to a scratch race, together with loss of cross channel entries on account of activities at Donington, Brooklands, and the Crystal Palace. It appears that a director of the Irish Hospitals Trust is putting up £5,000 for the 1938 Cork race, but apparently that sum has been paid to the Cork and D. M.C. and not to the Irish Motor-Racing Club, and neither body had confirmed the rumour by last month. If the aim is to obtain Continental entries, the sooner the money is allocated the better it will be.

Both Sides of the Picture

When I met him at Brooklands the other day, Waddy was feeling rather bitter because his Fuzzi had been excluded from a road-circuit race at the closing B.A.R.C. Meeting, when Miss Richmond was to have driven it, by order of the scrutineers. Waddy was apparently given no definite reason for his car's exclusion and was subsequently told that if reasons were to be given a fee would be payable to the Brooklands scrutineer. Now, on the face of it, that gives rise to unpleasantness, or would do if one did not know Mr. Percy Bradley or Hugh McConnell. Knowing these gentlemen, there can be no question of a plot to obtain additional fees in return for telling a race-entrant in what way his car is unsafe. It all amounts to the fact that the scrutineer, whose experience of cars presented for racing is unique, knows almost at once whether or not a car is safe. In most cases he can point out his reason or reasons for exclusion, and does so. But sometimes a case may arise when he knows a car to be unsuited to the race in question on a combination of causes. In cases of this nature it is often advisable to exclude the car without detailing his findings and conclusions. That is a scrutineer's privilege and to act in this way casts no reflection on his abilities and efficiency.

The matter of a fee being due before his reasons are stated then resolves into the scrutineer acting as a consulting engineer and examining the car to give an engineer's report as to what must be done before he can pass this particular car. As such an examination occupies an expert's valuable time, just as it would that of an outside consulting engineer, the scrutineer is entitled to his fee. The difficulty arises in convincing the unfortunate entrant, who has lost his entry fee and has a temporarily useless car, that a car can be fairly condemned as unsafe during an examination that is yet too brief to disclose in detail all the modifications necessary to render the car safe to race. Yet common sense must show that this can be so. For example, a car may have much of its weight in the wrong place, and prove unstable under braking or when accelerating, which is sufficient reason for exclusion, but how the components must be rearranged, or whether alteration of wheelbase and track alone, can render it safe, is a matter for an expert's considered attention. Again, a braking system may be quite obviously liable to cable breakage, yet no one would expect a scrutineer, with much work to do, to say exactly how much of the layout needed redesigning and, especially as engineers, like doctors, do not always agree, a scrutineer would be justified in such a case in keeping his reason for exclusion to himself. Percy Bradley is as helpful a Clerk of the Course as anyone could wish. So we hope Waddy will overcome those weaknesses of Fuzzi's that are deemed to hold in jeopardy the safety-factor at Brooklands, and pay his entry-fee to the B.A.R.C. like a man again next year. We sincerely sympathise with Joan and Waddy in

RUMBLINGS—continued

this disappointment, rendered all the more bitter because Fuzzi is Waddy's own handiwork and he believes it to be constructionally beyond reproach.

Fred Dixon's Theories

Freddie Dixon has released some of his proposals for a 12-litre car to break the world's flying mile and kilometre records, standing to the credit of George Eyston at over 311 m.p.h. Dixon would employ a 24-cylinder wobble-plate engine, working on the two-stroke cycle. He would blow this engine moderately and install it in a four-wheel drive, all-independently sprung frame of tubular-backbone construction. Four wheel steering of highly unconventional layout and progressively self-locking differentials are contemplated. The body would be dart-shaped, with the driving compartment ahead of the front axle, and a frontal area of only 4 square feet. Such a record attempt would be extremely interesting and of great value to British prestige if successful, but, though we in no way doubt Dixon's abilities, it would seem that a vast amount of untrodden ground is evidenced by the designs and that much experimental work would form an expensive preliminary. Dixon is anxious to hear from persons who would assist financially in his scheme, but, while we have a motoring public which would feel aghast if asked to contribute one pound a year to a British Grand Prix team, one can only suggest that, should such persons be forthcoming, Dixon's luck can be said to be phenomenal.

Odd Spots

The Veteran Car Club, feeling that the happenings amongst their 200 or more members receive insufficient attention, will commence next month the issue of a club magazine.

* * *

R. G. J. Nash has been importing more pre-war aeroplanes to Brooklands from France, including a Gordon Bennett racing Bleriot.

* * *

The announcement last month, in the article "In Gay Paris," that the M.G. C.C. ran a special trip to the exhibition, was rather premature, as this expedition was abandoned from lack of support.

* * *

Andrew Leitch entered an interesting newcomer in the Veteran Run, in the form of a 1900 Begot and Mazurie.

* * *

We know of an early Brush car, largely in pieces, that is for sale.

* * *

K. N. Hutchison's well known Ford V8 Special, which has been very successful in recent trials, is now for sale. Is Hutch getting an Allard-Special ?

* * *

The Mechanics' Club will hold another dinner on January 15th, at the Wharncliffe Rooms.

* * *

Mrs. Kay Petre is making a remarkable recovery from her Brooklands accident.

The Austin "Grasshopper" trials cars are apparently using the racing s.v. engines and it is said that they can beat special trials Ford V8s in acceleration over a quarter-mile. New Riley and Austin sports models are rumoured to be on the way.

* * *

Owen Nares, the actor, has taken delivery of a new Chrysler.

* * *

Rumour has it that the new V12 Lagonda has achieved 106 m.p.h. on test, with limousine bodywork.

* * *

The twelfth Mille Miglia is being enthusiastically organised by Count Mazotti. The course will be much the same as before, entries will be divided into blown and unblown car classes, and the date is April 3rd, 1938. Alfa-Romeo, Delahaye, Talbot and Maserati are probable starters in this great sports-car road race. There is 200,000 lire in prize-money.

* * *

In view of the recent correspondence in MOTOR SPORT on the subject of steam cars, it is interesting to note that Abner Doble, the famous steam-car engineer, stated recently in "The Autocar" that ". . . to produce such a car, and to market it successfully, requires intelligent executive ability and much money."

* * *

Contrary to what we said last month, it appears that the Southsea M.C. will have the use of their speed-trial course again next year, probably in much improved form. This club has recently been re-organised and has ambitious plans for the future.

* * *

Lunch is now served daily at the Motor Sports Club at 1/6 per head to members and friends, Sundays excepted.

* * *

Interest is lent to the Ford Enthusiasts' Club Xmas Trial as S. H. Allard and K. N. Hutchison are the organisers in chief, taking a hand in organising an event of the kind they so greatly enjoy as competitors. Entries close on December 20th.

* * *

H.R.H. Prince Pratap-Singh has taken delivery of a Phantom III Rolls-Royce with Windover coach-work upholstered in leopard skin.

* * *

Nuvolari, Varzi, Brivio, Pintacuda, Trossi, Tardini, and Fagioli have been declared first rank drivers for 1938 by the R.A.C.I.

* * *

The Kentish Border C.C. obtained an entry of seventy for their recent Sporting Trial, which rather sets a standard for the smaller clubs.

* * *

Sam Clutton's antique Itala was recently involved in a garage fire, but was fortunately rescued with blistered paintwork the only damage.

WHERE'S GEORGE ?

FINAL TRIUMPH OF G. E. T. EYSTON ON THE BONNEVILLE SALT FLATS. "THUNDERBOLT" REACHES 319 M.P.H.

WHERE'S George ? At one moment he was at one end of a measured kilometre on the Bonneville Salt Flats, Utah, U.S.A. Seven seconds later he was at the other end, having travelled in his "Thunderbolt" at no less than 319.11 m.p.h. Then he was back again, this time averaging 305.59 m.p.h. A new world's land speed record had been set up, the mean of the two runs representing 312.20 m.p.h. !

Only slightly slower were the speeds over the measured mile. In one direction Eyston averaged 317.74 m.p.h., and in the other 305.34 m.p.h., giving a mean speed over this distance of 311.42 m.p.h.

The record runs took place in the early morning, and the light was by no means good. So dark was it, in fact, that Capt. Eyston on one of his runs was unable to note the distinguishing marks at the start of the measured distance, but had in any case, after a flying start of about five miles, attained sufficient speed for the record. He was further handicapped by his goggles blowing out of place just as he entered the measured distance on his fastest run. Quite unperturbed, Eyston removed one hand from the wheel at 320 m.p.h., and pulled the goggles straight again.

The surface at the Salt Flats has not this year been at its best. It is only for a few months during the year that the surface is ever really dry, and this year the water took longer than usual after the seasonal rains to evaporate. In consequence, Eyston had some poor conditions to overcome, especially on his earlier test runs. On the day of the record he was fortunate in finding the surface a little drier, after a short spell of fine weather, but it was not as good as one has reason to expect at this time of the year.

The whole record was a fight against time, for it must be appreciated that the "Thunderbolt" incorporated many novel features of design, and there had been no opportunity to test the car as a complete unit before leaving England. Eyston arrived at the Salt Flats at the beginning of October, and found the salt crust still too soft to support his seven-ton car.

It was not until October 28th that a test run was possible over the ten-mile course, and on this occasion 309.6 m.p.h. was attained in one direction—a speed well above the old record set up by Sir Malcolm Campbell at 301.13 m.p.h. On the return run, however, the clutch gave trouble, and no time was recorded.

While this trouble was being attended to, George Eyston took out his other car, "Speed of the Wind," and using a circular course instead of the straight eleven miles traversed by the "Thunderbolt," captured several long-distance records, including the world's 12-hour record at 163.68 m.p.h.

On November 6th, "Thunderbolt" was ready again, and this time reached 310.685 m.p.h. But again the terrific power from the two Rolls-Royce engines was too much for the clutch. The clutch was of interesting design, which must not be condemned merely through failure in initial experiments. The power was first transmitted by friction plates, which, after the principle of a synchromesh gear, synchronised the speeds of the clutch shaft and the crankshaft, and allowed spring-loaded dogs to engage and give the effect of a solid drive.



Captain G. E. T. Eyston.

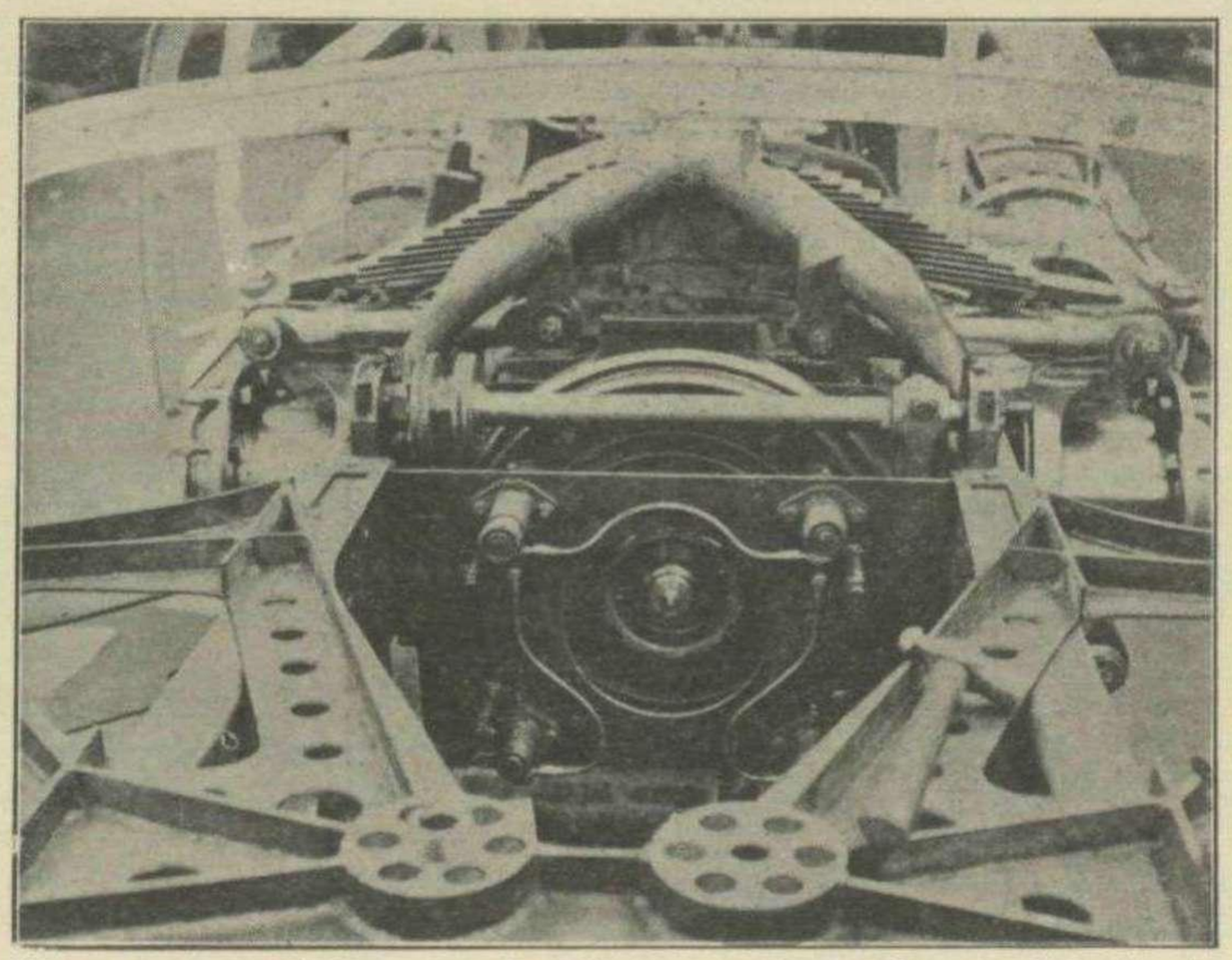
The trouble was not occurring in the friction part of the clutch, where the Ferodo linings stood up well, but in the rest of the novel principle involved. Capt. Eyston, who, while the car was being built at the Bean works at Tipton, Staffs., had personally supervised the whole operation, now showed his mettle as a designer, as well as a driver, by sitting down and redesigning the clutch. The drawings were rushed off by aeroplane, and new parts were made. On the final runs, when the world's record was broken no further trouble was experienced.

The car itself was built in under seven months. Its two supercharged Rolls-Royce engines, of Schneider Trophy type, have a total capacity of over 73 litres, and develop 5,000 h.p. The engines are set side by side amidships, and there is a three-speed gearbox. Eyston attained 100 m.p.h. in bottom gear, and accelerated up to 220 m.p.h. before changing into top !

Although the car is a six-wheeler, only the rear pair of wheels are driven. Both pairs of front wheels, however, are connected to the steering, while the driver sits just in front of the engines. All six wheels are independently sprung. The steering gear was of Burman-Douglas type, and the steering layout was built by the Wolseley company. The road springs were made by Jonas Woodhead, the well known Leeds firm which has supplied so many racing drivers. Andre shock absorbers were used, and Moseley Float-on-Air upholstery.

The tyre manufacturers deserve especial credit. It is only by the unflagging research of the Dunlop technicians that such speeds have become possible at all, one must remember that this is only the second time that the Salt Flats have been used for the land speed record, and that fresh calculations were necessary on the change-over from Daytona Sands to Utah, with a surface of an entirely different character. So great is the centrifugal force at 320 m.p.h. at the tyre diameter increases by no less than 1¼ in. ! For this reason extremely thin treads are necessary, or the rubber would be flung right off.

In spite of the five mile stretches for acceleration before entering the measured distance and for pulling up, both these operations require great skill, with the gigantic forces involved. It will be remembered when the late Sir Henry Segrave attained 200 m.p.h. for the first time, the brake shoes actually melted, and Sir Henry had to run into the sea to pull up. It is estimated that the stored energy to be dissipated at the end of



The complete rear brake mounted on the transmission at the rear of the chassis.

WHERE'S GEORGE ?—continued

each run, converted into heat, would be enough to raise one cwt. of water from freezing to boiling point in 40 seconds.

The air brakes originally designed for the car were not used, and Eyston relied upon the friction brakes alone. These were of interesting design, for instead of the usual internal expanding type, disc brakes, similar to a plate clutch, were used. None of the brakes was on the wheels, for in order to keep the unsprung weight as low as possible, cardan shafts ran from the second pair of front wheels to the centre of the chassis, just in front of the driver's seat ; while, at the rear, the brakes were mounted on the end of the propeller shaft, *behind* the rear axle.

The brake operation was on the Lockheed hydraulic system, the stationary friction plates were manufactured by Borg and Beck, while the rotating spinners, also made by Borg and Beck, were lined with Ferodo, in which firm's laboratories the whole brake layout was tested. It was found that temperatures between 800 and 1,000 F. were developed, which means that the braking surfaces actually reached dull red heat.

Special B.P. Ethyl was used for the record, and the two engines burnt eight gallons a minute ! It is fortunate that at maximum speed Capt. Eyston took only just over 11 secs. to cover a mile ! The oil was Castrol, circulated by the pump on each engine at the rate of eight gallons a minute. Some ingenious person has also calculated that at 310 m.p.h a cylinder wall area of 2½ acres per minute had to be covered by lubricant.

Forty-eight Lodge sparking plugs, and B.T.H. magnetos, supplied the ignition. The delicate instruments needed were by Smith and Negretti and Zambra, and, as in previous record attempts, a T.T.N. steering stabiliser was fitted. The body, interesting in that all wheels were totally enclosed, as on the original 200 m.p.h. Sunbeam, was made of Birmabright metal, to Capt. Eyston's own design.

Eyston is expected back in England on the Aquitania, arriving on December 14th.

THE NEXT R. A. C. RALLY

BLACKPOOL THE VENUE

THE 1938 R.A.C Rally will be the seventh of the series and Blackpool has been chosen as the venue. Blackpool has much to commend it and it certainly knows how to entertain competitors and has had previous experience of rallies, though, as a young lady enthusiast whom we met at Southport reminded us, you can soon have too much of the famous Lancashire seaside town.

As before there will be a road section of 1,000 miles and there will be five starting places, *provisionally* selected as London, Leamington, Stirling, Harrogate, and Torquay. One very good point is that stiffer routes will be used ; previously the Welsh itinerary alone has presented a reasonable mileage of tough going. Against this, however, there is to be a compulsory stop on the second night, so that competitors will be on the road very little longer at a stretch than is the case in M.C.C. trials—i.e., noon Tuesday until Wednesday night—which detracts considerably from the adventure-aspect, for, in the past, whatever was said beforehand, when starting time arrived there *was* something enthralling about two nights and almost two days on the road. The new rule may be wise from the safety viewpoint although, as the time spent behind the wheel by any one driver was already limited, it should not have been necessary. Perhaps widespread disregard for this driving-period ruling in the past has made the new arrangement desirable, but unkind people will undoubtedly point out that the Wednesday night's stop will cost money and perhaps give rise to more smashed hotel fittings and furniture than before. We imagine that cars will be under official observation during this enforced stop. The 1938 Rally, therefore, comprises a run about as strenuous as an M.C.C. trial (for most competitors in these trials remain up all the preceding afternoon, even if not driving their cars) *followed* by a 200 mile drive on the Thursday to Blackpool. On arrival there will be a test of acceleration and braking and as this is announced as primarily a test of *cars* we hope the distances between obstacles, or the timed *sections*, will be of reasonable length. Further, secret tests will be held on the Friday and, here again, we hope they will be either driving-tests or car-performance tests and not a confused mixture of both. We had some observation on this aspect of the Rally in our report of the last R.A.C. event at Hastings in the issue for April, 1937. The Coachwork Competition will be under amended ruling, in conjunction with the S.M.M.T. Regulations were issued last month. The Rally classes are : up to 10 h.p. open ; up to 10 h.p. closed ; 10 to 15 h.p. open ; 10 to 15 h.p. closed ; over 15 h.p. open and over 15 h.p. closed.

We have always believed that there is a definite place in the scheme of things for the Rally and that it constitutes worth-while adventure and would, given sensible concluding tests, be quite a good means of car-judging. Actually, were we drawing up the conditions we should dispatch competitors on the Tuesday morning and send them via the most difficult possible routes to a private drive where all would be timed over a standing quarter-mile and then dispatched on their night drive over different routes to a common bit of hilly country where, on the Wednesday morning, a clean climb of one stiff gradient and a clean restart on another would be required. They would then go on a common route to Brooklands for a *speed and second* acceleration test on the Wednesday evening, running through the night and following morning to a concluding venue in difficult approaching country some 250 miles distant. On arrival cars would be parked under official control and, without attention, would be asked to do easy-starting, slow-running and, to amuse those who are experts at throwing motors around, a driving test, all on the Friday. But the last named would involve reaching speeds up to 70 m.p.h., to show up weaknesses in brakes, steering and transmission, etc. We should not worry about dented wings. However, one can hardly expect the R.A.C. to do all that, and we hope the 1938 Rally, as they present it, will attract excellent entries. We believe that certain trials enthusiasts had thought of approaching the R.A.C. and suggesting a three days' trial in the Highlands to replace the 1938 Rally, the idea being that many prospective entrants could not afford the time and/or expense of competing in two events a year, entailing five days away from business or home. We like the idea of a big Scottish multi-day trial but it has to be remembered that the Rally attracts a considerable number of non-trials folk every year, and that the R.A.C. puts it on for its touring and social, as well as for its competitive, appeal. A trial should not be allowed to replace it. The date of the 1938 Rally is April 26th-30th.

It appears that the schedule for the first part of the Rally will be in the neighbourhood of 25 to 27 m.p.h., but that that for the final 200 miles may be stiffer. It will be interesting to see whether the Wednesday's night halt is at a communal centre, or separate for each starting point. If the former, accommodation in one town will have to be found for some 500 persons, if entries are up to this year's standard, and there will be the additional disadvantage that a very large number of cars will be running over the same route of 200 miles to the finish. In the last R.A.C. Rally 192 cars started and 184 finished the road-section.

POCKET MOVING PICTURES OF WORLD'S FASTEST CAR

OFFER TO "MOTOR SPORT" READERS

By means of a new pocket cinema device Capt. George Eyston's "*Thunderbolt*" can be seen hurtling across the Utah Salt Flats to capture the World's Land Speed Record. An actual moving picture of the record run is seen by flicking the pages of a booklet with the thumb.

The film needed to produce the device is now on the way from Utah and the "flicker" should be ready for distribution to the public within a month. The publishers—C. C. Wakefield & Co., Cheapside, London, E.C.2, have made a generous offer. Any reader of MOTOR SPORT writing direct to them will be sent a free copy of this unusual souvenir.

THE MOTOR RACES OF 1937

DATE	RACE AND DISTANCE	CIRCUIT AND DISTANCE	FIRST	SECOND	THIRD	WINNER'S TIME	WINNER'S SPEED
						H. M. S.	M.P.H.
Jan. 1	S. African G.P. 212 miles	E. London, S. Africa	P. G. Fairfield (E.R.A.)	B. Meyer (Riley)	F. Chiappini (Riley)	2 13 37	89.17
„ 16	Grosvenor G.P. 212 miles	Cape Town, S. Africa	E. Von Delius (Auto-Union)	B. Rosemeyer (Auto-Union)	Earl Howe (E.R.A.)	2 31 14	80.37
„ 30	Rand G.P. 169 miles	Johannesburg, S. Africa	P. G. Fairfield (E.R.A.)	Earl Howe (E.R.A.)	J. M. McNicol (M.G.)	2 55 32	53.43
Feb. 14	Swedish G.P.		E. Bjornstad (Alfa-Romeo)	I. Connell (E.R.A.)	A. Patama (Ford) and A. Sundstedt (Bugatti)	22 54	75.00
Mar. 1	Pau G.P. 172 miles	Pau	J. P. Wimille (Bugatti)	R. Sommer (Darracq)	R. Dreyfus (Delahaye)	2 41 14	51.52
Apr. 4	Mille Miglia 1,004 miles	Italy	C. Pintacuda-Mambelli (Alfa-Romeo)	G. Farina-Meazza (Alfa-Romeo)	Schell & Carriere (Delahaye)	14 17 32	71.3
„ 10	British Empire Trophy Race—204 miles	Donington 2¼ miles	R. Mays (E.R.A.)	P. Maclure (Riley)	P. D. Walker (E.R.A.)		62.96
„ 18	Circuit of Turin 109 miles	Italy	A. Brivio (Alfa-Romeo)	G. Farina (Alfa-Romeo)	F. Trossi (Alfa-Romeo)	1 52 30	58.18
„ 24	Coronation Trophy 60 miles	Crystal Palace 2 miles	P. G. Fairfield (E.R.A.)	A. C. Dobson (E.R.A.)	R. Hanson (Maserati)	1 7 8.8	53.77
„ 25	Naples Circuit 128 miles	Naples	G. Farina (Alfa-Romeo)	C. Biondetti (Alfa-Romeo)	E. Villoresi (Alfa-Romeo)	2 4 28.8	61.3
May 1	Campbell Trophy 220 miles	Brooklands Road Circuit 2 miles	"B. Bira" (Maserati)	E. K. Rayson (Maserati)	A. Powys-Lybbe (Alfa-Romeo)	3 16 52.6	69.06
„ 2	Agro Pontino Circuit	Italy	G. Lurani (Alfa-Romeo)	G. Dusnet (Alfa-Romeo)	B. Mussolini (Alfa-Romeo)	1 36 54	92.87
„ 9	Tripoli G.P. 326 miles	Tripoli	H. Lang (Mercedes-Benz)	B. Rosemeyer (Auto-Union)	E. Von Delius (Auto-Union)	2 27 57.6	134.42
„ 9	1,500 c.c. Class 278 miles	Tripoli	1,500 c.c. Class R. Dreyfus (Maserati)	1,500 c.c. Class F. Cortese (Maserati)	1,500 c.c. Class G. Severi (Maserati)	2 33 55.7	107.9
„ 12	Coronation Trophy 100 miles	Donington Park 2¼ miles	C. Goodacre (Austin)	C. E. C. Martin (Alfa-Romeo)	P. G. Fairfield (E.R.A.)	1 39 11	61.66
„ 15	Southport 50 miles		J. W. Burnand (J.W.B.)	H. Hargreaves (Salmson)	G. Highley (M.G.)	51 27	58.31
„ 16	G.P. de Frontieres 135 miles	Chimay, Belgium	H. Ruesch (Alfa-Romeo)	Legat (Bugatti)	Bouillin (Bugatti)	49 49	81.65
„ 16	Tunis G.P. 237 miles	Tunis	R. Sommer (Darracq)	R. Dreyfus (Delahaye)	L. Schell (Delahaye)	2 1 41	92.65
„ 16	Finnish G.P. 50 km.	Djwgard Park	H. Ruesch (Alfa-Romeo)	K. Ebb (Mercedes-Benz)	E. Bjornstad (E.R.A.)	27 53.7	68.67
„ 16-17	Bol d'Or (1,100 c.c. class) 1,666.5 km.	France	Horvilleur (Amilcar)			—	43.40
„ 22	Cork Race 201 miles	Cork	H. B. Prestwich (M.G. Magnette)	A. Powys-Lybbe (Alfa-Romeo)	C. E. C. Martin (Alfa-Romeo)	2 25 32	76.33
„ 23	Targa Florio 196 miles	Palermo, Sicily 3½ miles	G. Severi (Maserati)	G. Lurani (Maserati)	E. Bianco (Maserati)	2 55 49	66.00
„ 23	Bone Circuit 119 miles	Algiers 1 mile approx.	J. P. Wimille (Bugatti)	J. Paul (Delahaye)	R. Carriere (Delahaye)	1 54 39	62.09
„ 30	Avusrennen 96 miles	Avus Track 12 miles	H. Lang (Mercedes-Benz)	E. Von Delius (Auto-Union)	R. Hasse (Auto-Union)	35 32.2	162.61
„ 30	Avusrennen (1,500 c.c. class) 84 miles	Avus Track 12 miles	C. E. C. Martin (E.R.A.)	G. Plate (Maserati)	E. Teagus (Maserati)	42 13	119.67
„ 30	Superba Circuit 15 km.	Genoa	F. Trossi (Alfa-Romeo)	M. Tadini (Alfa-Romeo)	E. Villoresi (Alfa-Romeo)	1 32 27.2	61.00
„ 30	Bucharest G.P. 82 miles	Roumania	H. Ruesch (Alfa-Romeo)	Carriani (Duesenberg)		1 15 20	81.94
„ 31	Indianapolis 500 miles	Indianapolis	Wilbur Shaw (Gilmore Special)	R. Hepburn (Hamilton-Harris Special)	Ted Horn (Miller-Hartz Special)	4 24 7.8	113.5
June 3	R.A.C. International Race—200 miles	I.O.M.	"B. Bira" (E.R.A.)	R. Mays (E.R.A.)	P. G. Fairfield (E.R.A.)	2 45 34	70.69
„ 6	Rio de Janeiro G.P. 174 miles	Brazil	C. Pintacuda (Alfa-Romeo)	H. Stuck (Auto-Union)	A. Brivio (Alfa-Romeo)	3 22 6	51.1
„ 6	Marseilles Sports-Car Race—1 hour	Miramas 3 miles	R. Sommer (Darracq)	G. Comotti (Darracq)	A. Divo (Darracq)	1 0 4	112.74
„ 12	Nuffield Trophy Race—155 miles	Donington Park	P. G. Fairfield (E.R.A.)	A. C. Dobson (E.R.A.)	R. Mays (E.R.A.)	—	65.89
„ 12	Junior Trophy Race 25 miles	Donington Park	H. L. Hadley (Austin, S.)	C. L. Goodacre (Austin, S.)	P. Maclure (Riley)	—	61.24
„ 13	Florence G.P. 231 kms.	Florence	R. Dreyfus (Maserati)	F. Trossi (Maserati)	E. Bianco (Maserati)	2 3 0	70.55
„ 13	Eifelrennen 140 miles	Nurburg Ring 14 miles	B. Rosemeyer (Auto-Union)	R. Caracciola (Mercedes-Benz)	Von Brauchitsch (Mercedes-Benz)	1 42 11	82.9
„ 19	Ulster Trophy Race	Ballyclare 4 miles	R. Campbell (Morgan)	J. R. Weir (M.G. Magnette)	H. B. Prestwich (M.G. Magnette)	2 9 30	53.73
„ 19-20	24 Hours G.P. of Endurance 2,041 miles	Le Mans	P. J. Wimille-R. Benoist (Bugatti)	J. Paul-M. Mongin (Delahaye)	R. Dreyfus-H. Stoffel (Delahaye)	24 0 0	85.07
„ 20	Milan Circuit (over 1,500 c.c.)—98 miles	Milan	T. Nuvolari (Alfa-Romeo)	G. Farina (Alfa-Romeo)	H. Ruesch (Alfa-Romeo)	1 37 15	64.00
„ 26	L.C.C. Relay Race 250 miles	Brooklands 2¾ miles	Lord Austin's Team, drivers: H. L. Hadley, C. L. Goodacre and Mrs. K. Petre (Austin's)	E. J. Haesendonck's Team, drivers: S. C. Haesendonck (M.G.) E. J. Haesendonck (M.G.) and F. A. Thatcher (M.G.)	J. O. C. Samuel's Team, drivers: J. O. C. Samuel, G. D. Claridge and A. S. Whiddington (Frazer-Nashes)	3 1 56	105.63
„ 27	Picardy G.P. 91 miles	Peronne	R. Mays (E.R.A.)	R. Dreyfus (Maserati)	J. P. Wakefield (Maserati)	59 47.6	91.3
July 4	French G.P. 311 miles	Montlhery	L. Chiron (Darracq)	G. Comotti (Darracq)	A. Divo (Darracq)	3 46 6.6	82.47
„ 4	Coupe de la Commission Sportive 187 miles	Montlhery	A. C. Dobson (Riley)	Contet (Riley)	Forestier (Riley)	2 39 32.5	70.13
„ 5	Pan American Cup Race 300 miles	Roosevelt Speedway	B. Rosemeyer (Auto-Union)	R. Seaman (Mercedes-Benz)	R. Mays (Alfa-Romeo)	3 38 0	82.5
„ 11	Belgian G.P.	Spa Francorchamp	R. Hasse (Auto-Union)	H. Stuck (Auto-Union)	H. Lang (Mercedes-Benz)	3 1 22	104.43

THE MOTOR RACES OF 1937—continued

DATE	RACE AND DISTANCE	CIRCUIT AND DISTANCE	FIRST	SECOND	THIRD	WINNER'S TIME	WINNER'S SPEED
„ 11	G.P. d'Albigeois 110 miles	Albi 8.9 kms.	H. W. Cook-R. Mays (E.R.A.)	C. E. C. Martin (E.R.A.)	R. E. Tongue (E.R.A.)	2 26 42	90.5
„ 17	London G.P.	Crystal Palace	"B. Bira" (E.R.A.)	I. F. Connell (E.R.A.)	P. Maclure (Riley)	33 3.7	54.36
„ 18	Marne G.P.	Rheims	J. P. Wimille (Bugatti)	A. Divo (Darracq)	R. le Begue (Delahaye)	3 23 58.2	90.1
„ 24	Twelve Hours Race 691.59 miles	Donington	"B. Bira" and H. G. Dobbs (Delahaye)	C. Paul and C. Brackenbury (Riley)	F. R. Gerard and A. D. Bateman (Riley)	24 0 0	57.63
„ 25	German G.P. 312 miles	Nurburg Ring 22.8 kms.	R. Caracciola (Mercedes-Benz)	M. von Brauchitsch (Mercedes-Benz)	B. Rosemeyer (Auto-Union)	3 46 0.1	82.7
„ 25	San Remo 30 miles		A. Varzi (Maserati)	P. Dusio (Maserati)	G. Rocco (Maserati)	34 39.3	60.00
„ 25	Vila Real G.P. 216 kms.	Portugal	V. Sameiro (Alfa-Romeo)	A. Powys-Lybbe (Alfa-Romeo)	B. Lopes (Alfa-Romeo)	1 59 54.6	68.05
Aug. 2	Leinster Trophy Race	Ireland	D. C. McCracken (Morgan)	R. D. Cox (M.G.)	D. Yule (C.M.V. Special)	2 2 15	61.95
„ 2	International Trophy	Brooklands Road Circuit—3.369 miles	R. Mays (E.R.A.)	J. P. Wakefield (Maserati)	W. E. Cotton (M.G.)	2 27 23	82.30
„ 7	Prince Rainer Cup	Monaco	Schell (Delahaye)	Paul (Delahaye)	Gerard (Delage)	36 57.6	51.3
„ 8	Monaco G.P. 198 miles	Monte Carlo	M. Von Brauchitsch (Mercedes-Benz)	R. Caracciola (Mercedes-Benz)	C. Kautz (Mercedes-Benz)	3 7 23.9	63.27
„ 13	Targa Abruzzo (Over 1,500 c.c.) 653.325 kms.	Italy	F. Cortese (Alfa-Romeo)	S. del Pero (Alfa-Romeo)	R. Balestrero (Alfa-Romeo)	6 0 0	67.66
„ 14	Crystal Palace Cup	Crystal Palace 2 miles	H. L. Hadley (Austin)	"B. Bira" (Maserati)	R. Parnell (M.G. Magnette)	36 7.5	49.83
„ 15	Acerbo Cup 412 kms.	Italy	B. Rosemeyer (Auto-Union)	M. Von Brauchitsch (Mercedes-Benz)	H. Muller (Auto-Union)	2 55 39	88.12
„ 15	Estoril G.P. 84 kms.		M. de Oliveira (Ford V8)	B. Lopes (Alfa-Romeo)	J. Monte Real (Bugatti)	49 47.1	60.62
„ 22	Swiss G.P. 227 miles	Bremgarten	R. Caracciola (Mercedes-Benz)	H. Lang (Mercedes-Benz)	M. Von Brauchitsch (Mercedes-Benz)	2 17 39	99.3
„ 22	Berne G.P. 96 miles	Bremgarten	A. C. Dobson (E.R.A.)	R. Mays (E.R.A.)	"B. Bira" (E.R.A.)	1 9 5.6	87.5
„ 28	J.C.C. 200 miles	Donington	A. C. Dobson (E.R.A.)	"B. Bira" (Maserati)	P. N. Whitehead (E.R.A.)	2 49 12.4	69.67
Sept. 4	R.A.C. T.T. Race 312 miles	Donington Park 3 miles	G. Comotti (Darracq)	R. le Begue (Darracq)	"B. Bira" (Frazer-Nash-B.M.W.)	5 2 10	68.7
„ 11	Phœnix Park Races 100 mile Handicap Race	Phœnix Park	D. Yule (C.M.Y.)	"B. Bira" (Maserati)	I. H. Nickols (M.G.)	57 42	78.04
„ 11	100 mile 1,500 c.c. Scr. Race	Phœnix Park	R. Mays (E.R.A.)	J. P. Wakefield (Maserati)	W. E. Cotton (E.R.A.)	59 38.2	102.90
„ 12	Italian G.P. 360 kms.	Monza	R. Caracciola (Mercedes-Benz)	H. Lang (Mercedes-Benz)	B. Rosemeyer (Auto-Union)	2 44 54	81.5
„ 19	B.R.D.C. "500" 500 kms.	Brooklands	J. Cobb and O. Bertram (Napier Railton)	C. J. P. Dobson (Riley)	P. Maclure (Riley)	2 28 24.4	127.05
„ 19	Lucca Circuit 73 miles	Lucca	F. Trossi (Maserati)	L. Villoresi (Maserati)	Rocco (Maserati)	1 30 40.4	58.31
„ 26	Masaryk G.P. 271 miles	Czechoslovakia	R. Caracciola (Mercedes-Benz)	M. Von Brauchitsch (Mercedes-Benz)	H. Muller-B. Rosemeyer (Auto-Union)	3 9 25.3	86
„ 26	Brno G.P. 91 miles		L. Villoresi (Maserati)	C. E. C. Martin (E.R.A.)	L. Hartmann (Maserati)	1 10 19.9	77.6
Oct. 2	Donington G.P.	Donington Park	B. Rosemeyer (Auto-Union)	M. Von Brauchitsch (Mercedes-Benz)	R. Caracciola (Mercedes-Benz)	3 1 2.2	82.86
„ 9	Imperial Trophy 30 miles	Crystal Palace 2 miles	"B. Bira" (E.R.A.)	A. C. Dobson (E.R.A.)	C. L. Goodacre (Austin)	31 58.5	57.80

THE PRINCIPAL B.A.R.C. RACES

DATE	RACE	DISTANCE	FIRST	SECOND	THIRD	WINNER'S SPEED
March 29	Broadcast Trophy	29 miles	J. Cobb (Napier-Railton)	A. P. Hamilton (Alfa-Romeo)	C. Mervyn-White (Bugatti)	136.03
May 17	Coronation Race for "The Gold Star" Trophy	20 miles	C. T. Baker-Carr (Bentley)	W. H. Couper (Talbot)	J. Cobb (Napier-Railton)	112.05
May 17	Coronation Mountain Handicap	12 miles	J. O. Samuel (Frazer-Nash)	"B. Bira" (E.R.A.)	E. W. H. Dobson (Maserati)	64.02
July 10	National Race	14 miles	H. Hadley (Austin)	A. C. Dobson (E.R.A.)	T. B. Cholmondeley-Tapper (Maserati)	68.70
Oct. 16	"Siam" Challenge Trophy	12 miles	R. Mays (E.R.A.)	P. D. Walker (E.R.A.)	J. P. Wakefield (Maserati)	80.08
Oct. 16	Mountain Championship	12 miles	H. Ruesch (Alfa-Romeo)	K. D. Evans (Alfa-Romeo)	J. H. Bartlett (Alta)	80.41

A Merry Christmas to all our Readers

BOOK REVIEW

MONTE CARLO RALLY

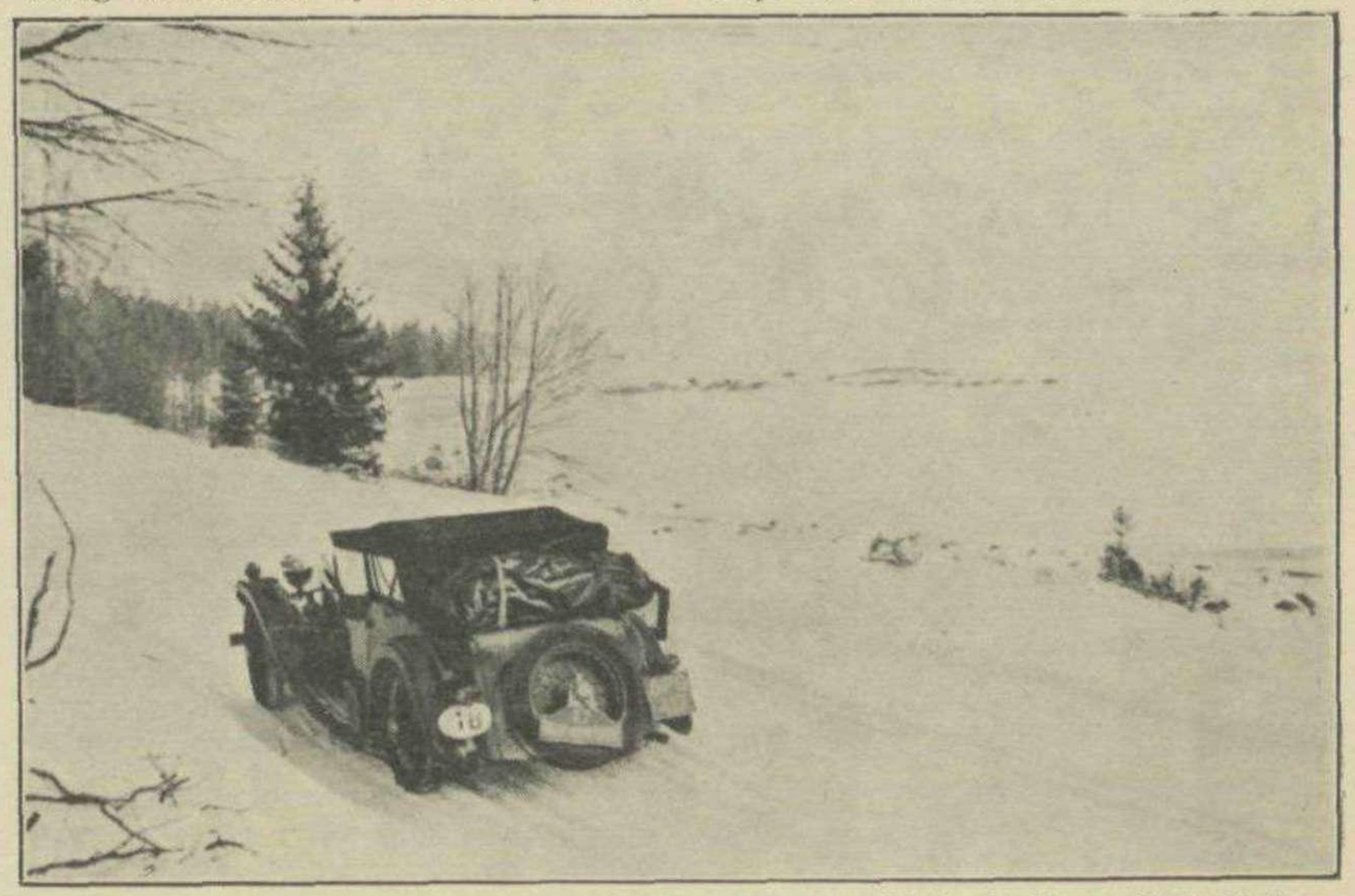
BY

H. E. SYMONS

(Methuen & Co. 8/6)

We need offer no apology for belatedly reviewing this book, which was published early in 1936, because it is an excellent work which can profitably be read or re-read at the prese it time, particularly as a stimulant to those fortunate mortals who will be embarking on the great Rally next month.

Humphrey Symons describes his attempts at success in the Monte Carlo Rally from 1929 to 1936; success came in the latter year when he started from Athens with a Wolseley 25 saloon and put up the best performance of any British closed car, besides winning the Grand Prix d'Honneur in the Comfort Competition and the Engine Appearance Prize. In previous Rallies Symons had had varied experience. In 1929 he went from John o'Groats with Les Cozens and J. A. Joyce in a Sunbeam 20, finishing successfully; in 1930 he accompanied Les Cozens, Andy Nolan and Major Johnstone from John o'Groats in a Sunbeam, again reaching the finish. In 1931 Symons drove a Sunbeam in company with H. B. Browing and Lionel Martin, again making John o'Groats his starting point, finishing and getting fourth prize in the Comfort Competition. 1932 saw Symons starting from Umea with Norman Garrard and "Bummer" Scott in a Sunbeam "25" limousine, taking the Grand Prix de Comfort. Tallinn was Symons's starting place in 1933 with a Speed Model Sunbeam, partnered by Penn-Hughes and George Hill. The differential gave out some eight miles beyond Poedu, in Roumania, and the car had to be pulled out of a snowdrift by seven pairs of oxen. Symons nearly succumbed to the cold and the Sunbeam went home by train, though the author still got to Monte-Carlo—by Orient Express. There was then a Balkan reconnaissance with Ridley and de Clifford in a 4½-litre Lagonda. In 1934 Symons went from Athens in an Essex Terraplane with Hill and Murray-Scott, finally retiring near the Castania Pass with axle trouble hastened by a serious smash on the outward journey. In 1935 Symons took a supercharged N-type M.G. Magnette two-seater from Umea with Kimbell of M.G.s, finishing well and then being placed ninety-sixth on account of steering failure in the final tests. In 1936 Symons had his successful trip in the Wolseley and thereafter wrote his book, which is one of the most entertaining motoring classics I have read. From the foregoing it will be seen that he is fully qualified to write of the great winter event, and he writes of the adventures experienced on the drives to the starting points, as well as of the Rally itself. Symons writes exceedingly well, so that his description of scenes met *en route* and his ready appreciation of the dramatic make this a book of great appeal to those who always have, and who probably always will, regard the Rally as a race, indulged in by mad but harmless men. More than that, this work represents to the true enthusiast a really worth-while account of a driver's experiences in the Rally, fit to rank alongside the classics on motor-racing contributed by Charles Jarrott, Tim Birkin, Segrave and Davis. Technicalities are included, unsimplified for the benefit of casual readers. Personalities are shown in a dozen unexpected lights. And Symons is at times a harsh critic of men and machines. We have appreciated from reading his book how very severe are the conditions met with from the European starting places. Not only ice, snow, fog and rain, but unmade roads, unbridged rivers, mud-tracks and floods are commonly encountered. Even the road from John o'Groats to Glasgow is practically impassable under certain weather conditions. Yet combined with these freak conditions, the Monte Carlo Rally embraces high averages over normal roads which bring out the very best qualities in a car, and give it its high appeal. Although Symons has made nearly as many expeditions on "stunt" trips into the Sahara, with Morris, Wolseley, Rolls-Royce and Ford cars, he only once makes passing reference to them in this book, devoting all its 286 pages to the Rally. He certainly does not overlook the human side and tells excitingly of encounters by male crews with queer ladies in many queer places. The book is admirably illustrated with clear photographs. It should be a source of great pleasure to anyone who will shortly be going on his first Rally, it should teach and stimulate all who are reviving enthusiasm to commence another Rally, and it should be read by all enthusiasts who set any store by motoring literature.



Just one idea of the severe conditions that have to be met with in the Monte Carlo Rally.

Although we personally prefer a competition of the nature of the Rally to a lone-hand stunt run, Symons's very great descriptive powers make one await anxiously his promised book on his African drives. It is of interest that this year, after "Monte Carlo Rally" was written, he did not enter, but Symons is likely to figure amongst the starters next January. If he does he will be a factor to reckon against, as he is extremely determined, very experienced and particularly fit. It will be interesting to see whether any manufacturer secures his services this time, in what promises to be one of the most interesting Monte Carlo Rallies of the series. In the meantime—read his book!

THE MERCEDES-BENZ MAXIMUM-READING SPEEDOMETER

Mercédès-Benz used an interesting maximum-reading electrically-recording speedometer during the recent record attacks at Frankfort, built into the cockpit on the near side of the driver. This speedometer was used for scientific observation in connection with the record runs, but how valuable it might prove during a race, to a team-manager who suspects one of his drivers of habitual over-revving! Or an additional maximum-recording needle on an ordinary speedometer might suffice to bring guilty parties to book, and would probably have been even more useful in the days when racing-engines were more sensitive than now to over-revving. This reminds us of another ingenious idea once suggested to us, namely a mild shocking coil in the steering-wheel rim, energised by a contact at the maximum safe rev.-limit on the rev.-counter dial. The idea was that a driver would then get instant warning of over-revving without having to watch the dial, which might be useful in sprint work, provided the shock did not weld the driver's hands to his wheel!

Club News

M.C.C.

Regulations are not out for the 1938 "Exeter," first of the series of those excellent M.C.C. trials which combine long mileage (for those who wish) with sensible hills of the not-too-slimy variety. The now prevalent method of using three different starting points will be used, these being London, Stratford-on-Avon, and Exeter. Competitors converge at Exeter. Locked axles will be barred. Special efforts will be made to keep the schedule and to this end those who drive modern motors with fancy frontworks are required to provide special provision for tow-rope attachment—to which nasty-minded folk will retort that these are just the cars that will need it. Entries must be in by December 13th and entrants must be members of the M.C.C., for which motor-cycle ownership is not necessary. The date of the trial is January 7th-8th. This time the finish will be at the Grand Hotel, Bournemouth. These M.C.C. classic trials are very fine sport and adventure, they constitute an excellent holiday week-end, and those who drive good cars will get their fair mead of publicity. Full details from "Jackie" Masters, The Motor-cycling Club, 22, Norland Square, London, W.11.

CEMIAN M.C.

The Cemian M.C. President's Cup Trial was run over a long route in the West Country to fairly close time limits, and attracted twenty competitors who enjoyed fine, dry conditions. Shillingstone Hill caused eight failures, Knowle Lane proved very easy, and Meerhay only stopped four cars. There were two special tests, an acceleration test over the sensible distance of 100 yards of Ibberton's stony grade, in which best time was made by F. Beare's Aston-Martin, and a reversing test on muddy ground, in which D. P. Kirkman's cut-down 12-50 Alvis was outstanding. F. Beare's Aston-Martin took the President's Cup, H. Rose (Ford V8 Special) the Committee Cup for visitors, and four competitors collected first-class awards, including K. Hutchison (Ford V8 Special), and C. S. Dewey (Riley).

CHILTERN M.C.

A very interesting and ambitious trial is being arranged for January 29th-30th, 1938. It will start and finish at Amersham Bucks, and embrace a route of some 300 miles. Numerous controls will have to be passed through *en route* and during the road section there will be two Rally-type tests—of a sensible nature, we hope—with another test of this sort to be performed at the finish. There will be six classes: 1-litre open cars, 1-litre closed cars, 1½-litre open cars, 1½-litre closed cars, over 1½-litre open cars and over 1½-litre closed cars. This event should attract a good entry and, if a closed event, should materially increase the Club's membership.

SCOTTISH SPORTING C.C.

Sixty-five competitors took part in the Anniversary Run held last month to commemorate the founding of the Club. An easy trials course was used, to encourage newcomers, and "knobblies" were banned. Bardowie Hill caused only one failure, and the driving test on Blairskaith was simple but tackled very sedately by many drivers. Good showing was made by Norman Gibson (Riley), J. Lambie (twin-gearbox Morris Eight), John Archer (Riley Sprite), and Keith Elliot (T-type M.G.). Elliot (M.G.) and W. K. Stewart (M.G.) performed outstandingly in the second driving test and in the test at Stoney Moolin fastest time of all was made by W. G. R. Watson (Ford V8), who had to serve up his stuff in darkness. Other excellent driving displays were made by Jack Playfair (Frazer-Nash-B.M.W.), J. P. Miller (Ford), R. Mickel (Wolseley), H. Gibbon (Rover) and Hamish Weir (Ford). The Chairman's Cup for best performance went to J. H. Blyth, who drove an Austin Seven. Murray Frame (Singer) won the under 1½-litre section and J. G. R. Watson (Ford V8) was victorious in the big car class. The respective runners-up were J. M. Archer (Riley Sprite), H. J. Stewart (T-type M.G.) and R. M. S. Brown (Frazer-Nash), J. P. Miller (Ford V8). The Team Award went to the Blyth-Gibson-Watson (Austin-Riley-Ford) team.

The Club contemplates holding more standard-tyre trials in the future. Their annual dinner and dance will be held at the Central Hotel, Glasgow, on December 17th.

S.U.N.B.A.C.

The Sutton Coldfield and N. Birmingham A.C. became revolutionary last month and staged their classic Vesey Trial in new territory in the Black Mountains, and on a Sunday. Forty started and twenty finished with clean sheets. In the Brentwardine stop and go test six drivers lost marks. C. Goodacre (Austin Seven), W. J. Green (P.B. M.G.), J. B. Carr (4½-litre Bentley), and B. B. Phillips (Austin Seven) were excellent performers. Pont-y-Weston failed thirteen competitors including F. D. Gilson whose imposing Allard-Special failed right at the end of the observed section. Cusop Dingle resulted in four failures, Lower Cefn in one, and everyone climbed Shaw's Farm. Hill Lane was in great fettle, with its cobble stone surface covered in mud, and it failed nine cars. Hadley's Austin Seven suffered from locking brakes and failed. He was similarly hampered in the subsequent driving-test, in which C. D. Buckley (Austin Seven) managed 16⅘ secs., beaten by W. J. Green's P.B. M.G. in 15⅗ secs.—both cars had blowers. J. F. A. Clough's 1½-litre Riley clocked 15⅘ secs. The outcome of all this was that Green's P.B. M.G. won the Vesey Cup, Clough's Riley the Carless Cup and Buckley's Austin Seven the Watson-Gwynne Bowl. The Team Prize went to the N. V. Terry, A. G. Imhof, J. F. A. Clough (B.M.W.-M.G.-Riley) team.

THE MOTOR SPORTS CLUB

The Motor Sports Club—the sporting motorists' town club—is flourishing and prospective members should remember that the list is limited to 200. The annual subscription is 10/-, or 5/- for persons residing fifty miles from Charing Cross.

Already several important meetings have been held at the premises, notably the discussion on Paul Hardy's suggested Greater London M.C. on November 30th and the M.G. C.C. Film Show given by George Tuck on December 1st. Particulars from: The Hon. Secretary, The Motor Sports Club, Grand Buildings, Trafalgar Square, W.C.2.

B.O.C.

The Bugatti Owners' Club held a very successful social meeting, arranged by A. F. Walsham on September 12th, and repeated their annual Welsh Trial on October 24th, when twelve started, ten finished, and Walsham (2.3 Type 43 Bugatti) won the Premier Award and Giles Challenge Trophy. The Night Trial was held on November 20th-21st. The Club has acquired its own country estate at Prescott, near Cheltenham, where a country club may be established and where it is hoped to hold two Shelsley-like open speed hill-climbs and a closed club climb next season. Many people will undoubtedly hasten to join the Club to enjoy what promises to be quite unique facilities in this direction. New members elected recently number seven. The November issue of "Bugantics," beautifully produced, reflects the prestige of the Club. It is a Special Prescott Number running to 36 pages and contains an article by "J.D.A." on English Hill-Climbs (not entirely accurate, but extremely good reading), and a description of Prescott, as well as an absorbing article on "Bugattis I Have Owned," by Tim Rose-Richards (his first was a 1921 Brescia), an amusing account of the Bugatti instruction book by "Elgy," reports of Lewes and the Welsh Trial, and some notes on a French owner's Type 43 by W. Boddy. C. I. Craig has purchased the Type 57S coupé shown at Earl's Court and owns, in addition, a 4.9-litre and a Type 55.

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

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CLUB NEWS—continued

FORD ENTHUSIASTS' CLUB

A trial will be held on December 27th under R.A.C. Closed Invitation Permit No. A 404, for which the N.W. London M.C., West Hants & Dorset M.C., Kentish Border C.C., United Hospitals & U.L.M.C., and Southsea M.C. have accepted. The start will be from Petersfield Market Square at 11 a.m. and after the finish competitors will assemble at the Royal Huts Hotel, Hindhead. There will be stiff hills, divided into sections, and a marking system will be used. An acceleration test will decide ties. There will be five classes, for 8, 10, and over 10 h.p. Ford cars, other cars under 1½-litres and other cars over 1½-litres, blown cars to run in the next higher class, and special Fords in the general categories. Fifty bonus marks will be given if non-competition covers are used, but "knobblies" are advised and solid axles are permitted in the general category. Entry fees will be 10/- for members of invited clubs, 7/6 for Ford Club full members, and 5/- for teams of two. Closing date first post December 20th. Team entries up to starting time. First and second class awards will be given in each class, as well as a Premier for each class and an award will be made for the most meritorious performance as a whole. The route will be about 50 miles. This trial is being largely organised by the well known trials drivers, S. H. Allard and K. N. Hutchison, assisted by Messrs. Fry, Canham, White and Boddy. Offers of marshalling assistance will be appreciated. Mr. Gardner has been elected Vice-President of the Club and Mr. Fry as Chairman. A dance for social members will probably be arranged at the Millbrooke Dining Club on January 6th, when a film-show will most likely be included. Full particulars of the trial can be obtained from S. H. Allard, to whom entries should be sent. His address is: 15, Millbrooke Court, Putney, London, S.W.15.

VINTAGE S.C.C.

Membership of this classical body continues to increase rapidly and now exceeds 250. Nineteen members were elected between September and the end of October, of whom nine are associates, and the remainder own between them two Speed Six Bentleys, two 4½-litre Bentleys, two 2-litre Lagondas, a 3-litre Alfa-Romeo, a Lambda Lancia, a 30/98 Vauxhall, a Rover Twelve, and an Allen-Special—all, of course, pre 1931. The November Bulletin, printed on art paper and illustrated, includes a report of the Croydon Speed Trials and Winterslow Rally, Veteran Notes, some delightful Odds and Ends and an equally delightful Editorial, and an article on Bentleys at Brooklands by W. Boddy. We feel that the verse by Colin Nicholson deserves a wider public than that afforded it by the Bulletin:—

"Nash and Godfrey hated cogs,
Built a car with chains and dogs,
And it works—but would it, if,
They had built it with a dif?"

John Seth-Smith is now treasurer, and M. W. B. May has been elected to join Forrest Lycett and Lt.-Col. J. Clutton as Vice-Presidents.

Hon. Secretary: T. W. Carson, The Phœnix Hotel, Hartley Row, Hants.

INVICTA C.C.

The Invicta Car Club is planning a novel Welsh Winter Rally for a week-end in January. There will be two courses, a short and a long, the latter involving some quite prolonged and strenuous motoring. This is expected to be a closed invitation event and particulars should be available shortly.

Hon. Secretary: D. Monro, "Wind Brow," Winnington Road, London, N.2.

HARROW CAR CLUB

The Harrow Car Club held its Annual General Meeting on the 27th October. The chair was taken by Mr. C. G. Cullen.

The Club has gone ahead rapidly with its increasing membership and during the past year has staged many successful events. The following officials were lecteed for the coming year:—

Patrons: The Earl Howe, Mrs. K. Petre.
President: S. C. H. Davis, Esq.
Vice-Presidents: Oliver Bertram, Esq.; D. L. Briault, Esq.; C. G. Cullen, Esq.; Raymond Mays, Esq.; A. E. Moss, Esq.
Hon. Secretary: P. G. Fowler.
Hon. Treasurer: F. J. Coyne.
Hon. Competition Secretaries: L. G. Eckett; Miss M. Webb.
Club Captain: S. G. E. Tett.
Hon. Magazine Editor: L. G. Wilkins.
Hon. Press Secretary: V. W. Bailie.
Hon. Social Secretary: G. B. Murphy.
Hon. Solicitor: A. L. Philips.
Hon. Auditor: W. Jackson.
Committee: R. M. Andrews; E. J. Haesendonck; A. W. Jones; R. E. Thurston.

At the end of the meeting two presentations were made. The Moss Cup for the Chiltern Summer Trial to D. E. Harris and an electric clock to A. W. Rackham for his success in the non-stop variety run which was held on the 17th October.

On November 7th, the Harrow Car Club held a very successful series of learners' tests in the Chess Valley district, about fifty people took part, with an entry of eighteen cars. There were thirteen questions asked on the Highway Code, and the answers proved both interesting and amusing, and as far as the driving tests were concerned the standards were very high. The test ended at Beaconsfield, where it was announced that V. S. A. Biggs was the winner, with D. T. Russell and R. Wilkins tying for second place.

GENERAL NOTES

Although the 1937 trials season is not quite over, it is very nearly so, and the time is ripe for a consideration of this year's events in a form of reference which will give some idea of who are the outstanding drivers, and which are the leading cars, in the sphere of trial and rally. The following list does not pretend to be comprehensive, but it does show who won worth-while pieces of silverware this year and what motors they used:—

Scottish S.C.C. Winter Trial; Premier Award, big-car class: Drew McQueen (Ford V8).
Scottish S.C.C. Winter Trial; Premier Award, up to 1½-litres: N. Gibson (M.G.).
Torbay & Totnes Standard Car Trial; best performance: J. Lucy (M.G.).
Southsea M.C. Match Trial; Club Cup: F. L. Cox (M.G.).
Margate & D. M.C. Broadley Cup: C. J. Turner (Singer).
Sunbeam M.C.C. One-Make "Twosome" Award: S. H. Allard and K. Hutchison (Ford V8 Specials).
Ringwood M.C. & L.C.C. Ringwood Cup: R. A. Macdermid (M.G.).
Great West M.C. Hayward Tankard: S. H. Allard (Ford V8 Special).
Malden & D. M.C. Plough Cup: G. F. Penthony (M.G.).
M.G. C.C. C.M.I. Banana Trophy: S. Curry (M.G.).
M.C.C. "Exeter" Team Award: Macdermid-Langley-Bastock (M.G. Magnette) team.
Scottish S.C.C. Standard Tyre Sleigh Quaich Trophy: N. Gibson (M.G.).
Bristol M.C. & L.C.C. Full Moon Cup: R. A. Macdermid (M.G.).
Taunton M.C. Allen Trophy: P. S. Flower (M.G.).
Torbay & Totnes M.C. Committee Cup: F. C. Rolfe (Singer).
United Hospitals & University of London M.C. Hospitals Cup: C. A. N. May (M.G.).
Harrow C.C. "C.L.J." Trophy: A. W. Rackham (M.G.).
West of England M.C. Knill Cup: D. A. Simes (D.A.S. Special).
Margate & D. M.C. Wye Cup: J. A. Bastock (M.G.).
Colemore Trophy: S. H. Allard (Allard Special).
M.G. C.C. S.M.M.T. Trophy: W. K. Stewart (M.G.).
N.W. London M.C. Coventry Cup: L. G. Johnson Frazer-Nash-B.M.W.).
Torbay & Totnes Bibbings Cup; G. H. Law (Austin Seven).
West Hants & Dorset C.C. Hartwell Cup: S. Curry (M.G.).
M.C.C. "Land's End" Team Award: Macdermid-Bastock-Langley (T-M.G.s).
City & Guilds M.C. Kent Trial; best performance: V. H. Tuson (Fiat Balilla).
Bristol M.C. & L.C.C. King Cup: R. A. Macdermid (M.G.).
Brighton & Hove M.C. Spring Cup: A. G. Imhof (M.G.).
Margate & D. M.C. Clifford Cup: L. G. Johnson (Frazer-Nash-B.M.W.).
Highland Two-Day Trial; best performance, big cars: S. H. Allard (Allard Special).
Highland Two-Day Trial; best performance, small cars; Archer (Riley).
Berkhamsted & D. C.C. Winwood Cup: W. J. Green (M.G.).
Southsea M.C. President's Trophy: S. H. Allard (Allard Special).
M.G.C.C. N.W. Centre Follow-the-Leader Run; best performance: J. Twyford (M.G.).
M.G.C.C. M.G. Challenge Trophy: J. A. Bastock (M.G.).
Liverpool M.C. Jeans Gold Cup: A. B. Langley (M.G.).
C. U. A. C. Barton Challenge Trophy: A. C. Fairtlough (A.C.).
Great West M.C. Spring Cup: S. H. Allard (Allard Special).
Edinburgh & D. M.C. Challenge Trophy; big cars: R. K. N. Clarkson (Ford V8).
Edinburgh & D. M.C. Challenge Trophy; small cars: J. G. R. Watson (Hornet Special).
Mid-Surrey A.C. Sopwith Cup: G. H. Robins (H.R.G.).
City & Guilds M.C. Special Tankard: J. T. G. Milne (Singer).
Kirkcaldy & D. M.C. Cheershill Trophy: A. Dunn (Riley).
J.C.C. S.W. Centre Trial; best performance: T. L. Seccombe (H.R.G.).
Sunbac Inter-Team Trial; winning team: J. F. A. Clough, C. E. Stothert and H. Bolton (Riley-Fiat-S.S.) of Lancashire A.C.
M.C.C. "Edinburgh" Team Prize: Macdermid-Bastock-Langley (M.G.) team.
Wye Valley A.C. County Cup: J. E. Orgee (M.G.).
S. Liverpool M.C. 1937 Committee Cup: P. H. Smith (M.G.).
Scottish S.C.C. Team Trial: Clarkson-Clarkson-Watson (Ford V8) team.
Plymouth M.C. Challenge Trophy: P. Slade (Singer)
N.W. London Lawrence Cup: C. A. N. May (M.G.).
M.G.C.C. N.W. Centre "All-In" Sporting Trial; best performance: J. B. Terras (M.G.).
M.G.C.C. Bolam Cup: J. Cossar Lindsay (M.G.).
C. S. M. A. Dunlop Cup: R. V. Harris (Riley).
Bristol M.C. & L.C.C. Scampton Cup: R. A. Macdermid (M.G.).
Maidstone & Mid-Kent Gibbs Trophy: E. G. Mobbs (M.G.).
Plymouth M.C. Allen Trophy: P. Slade (Morris Minor).
Brighton & Hove M.C. Trophy: A. B. Langley (M.G.).
Maitland Cup: P. S. Flower (M.G.).
Lancashire & Cheshire M.C. Quick Trophy: C. E. Stothert (Fiat).

CLUB NEWS—continued

J.C.C. Brooklands Members' Day Ian Macdonald Award : H. J. Aldington (Frazer-Nash-B.M.W.).
Hagley & D. M.C. 12-Hour Night Trial ; best performance ; R. Kendrick (M.G.).
W.A.S.A. Association Trophy : N. Terry (Frazer-Nash-B.M.W.).
Mid-Surrey A.C. Gliksten Trophy : C. A. N. May (M.G.).
Singer M.C.C. Singer Trophy : D. E. Harris (Singer).
Kirkcaldy & D. M.C. Nairn's Trophy : W. K. Elliot (M.G.).
M.G.C.C. Cockshoot Trophy : K. A. Scales (M.G.).
M.G.C.C. Scottish Centre Grant Trophy : W. K. Elliot (M.G.).
Harrow C.C. Chiltern Summer Trial ; Premier Award : D. E. Harris (Singer).
Rugby M.C. Woodcock Trophy : D. G. Goligher (M.G.).
Taunton M.C. Rally ; best sports-car : J. Whitefield (M.G.).
West Hants & Dorset C.C. Knott Trophy : D. P. Kirkman (Alvis).
J.C.C. Yorkshire Trial ; best performance : J. F. A. Clough (Riley).
M.C.C. 1937 Car Team Championship : Toulmin-Crawford-Jones (T-M.G.) team.
Newcastle & D. M.C. "Evening Chronicle" Cup : J. E. Playfair (Frazer-Nash-B.M.W.).
Mid-Surrey A.C. Experts' Trial : A. G. Imhof and J. M. Toulmin (T-M.G.).
S.U.N.B.A.C. Vesey Cup : W. J. Green (M.G.).
Cemian M.C. President's Cup : F. Beare (Aston-Martin).
Scottish S.C.C. Chairman's Cup : J. H. Blyth (Austin Seven).
Bugatti Owners' Club Giles's Cup : A. F. Walsham (Bugatti).
C.U.A.C. Inter-'Varsity Trial : Watson-May-Fairtlough (Alfa-Romeo-Alvis-A.C.) team for Cambridge "Veterans."
Bristol M.C. & L.C.C. Fedder Trophy : C. D. Buckley (Austin Seven).
Bugatti Owners' Club George Harris Challenge Trophy : Col. Giles (Bugatti).
Great West M.C. Thatcher Trophy : K. N. Hutchison (Ford V8 Special).

They should be smiling at Abingdon!

* * *

The suggestion that London territorial clubs should merge to form a Greater London Motor Club, put forward by Paul Hardy of the Great West M.C., deserves serious consideration by all trials competitors. The idea would be to combine existing London clubs, particularly those that are in the habit of using Surrey, Kent and Sussex as their happy hunting-grounds, so that fewer and better trials could be held, and the expense of sending out entry forms to a lot of bodies having an overlapping membership would be obviated, though the individuality of existing clubs would be retained and inter-club rivalry not unduly curtailed. This, my masters, is a very big topic. I prefer to say little here. The discussion at the Motor Sports Club, prior to the meeting of club secretaries at the R.A.C. on December 2nd, is reported elsewhere. We do not want trials to fall foul of irate residents and the police and in many ways the fewer the better in populous districts. Against that, lots of sports-car owners enjoy competing week-end after week-end throughout the winter and a good deal of the period we call our summer as well, often doing a couple of trials each week-end. One very famous trials driver recently said during a private discussion after a Committee meeting that he would sadly miss any curtailment in the number of trials, albeit he felt that recognised classic events like team-trials and the Experts should be given greater status. His friend, equally successful and almost as regular a "dicer," welcomed the idea of combined trials by a central club as he felt this desired raising of status might then be easily attained. And both speakers appreciated the advantages in respect of outsiders' aspects. Let us leave it for a while . . .

Naturally, the Southsea Speed Trials had to be seen, as the last speed meeting of an intense season, and that necessitated leaving London early in torrential rain and half a gale in a Riley Gamecock two-seater, possessed, most inadequately, of a hood which was no longer erectable. By the time we reached the course, we were very wet indeed, and how many times we got soaked and dry again in the gale during the afternoon was beyond count. Momentary warmth and shelter having been found at the Road House in the town, we ouce more braved the elements on the run home, which in many ways was highly unpleasant, but, nevertheless, had a certain undeniable fascination of a rather grim kind. But the day was rendered memorable by the discovery of two very interesting vintage light cars, one pre-war, in a certain breaker's yard, which did a good deal to restore enthusiasm and cheer the writer up.

There followed a couple of absorbing days on duties connected with mapping a trials course, when a four-speed Austin Seven took us amongst some beautiful Hampshire scenery, first in the worst weather conditions possible and on the next day in cold sunshine. Being teetotal we were in no way shaken when we parked alongside an exactly similar Austin in Petersfield Market Square, to partake of tea in a cheery tea-shop in that town, and on the return run we again inspected the veterans aforementioned and, finding on yet another run to Petersfield, this time in an Opel Cadet, that their condition did not justify the price asked, we can disclose that they comprise a 1914 Morris-Oxford T-head two-seater and an air-cooled A.B.C.—the latter that delightful vintage flat-twin light car in which you pour petrol in through the filler on the dummy radiator cap . . . ! In Petersfield, too, we met, at a garage, a Mr. Wright, who recalls S. Harting as it was in 1907, when Sam Wright and a white steamer were star performers. Subsequently the Austin took us out to Knatt's Valley and afterwards provided a quite exhilarating run back to a party, over congested arterial roads in the failing light of a wintery Sunday afternoon. The next day, perhaps a trifle jaded, we welcomed the luxury of a 2½-litre Opel cabriolet, in which we exploited Brooklands all alone in torrential rain and mist, and thereafter took ourselves to the Croydon Aerodrome to see how aeroplanes fare in these very distinctly Q.B.I. conditions. The Opel retaliated by losing its self-starter plunger and its ability to tick over, down a narrow dead-end lane near Kenley, so that those passers-by not intimidated by the profanity from within enquired if we had forgotten our L plates . . .



Good spirits were restored by the run down to Brighton on Capt. Wylie's 1896 Hurtu, nobly assisted by the Austin Seven "Abdul-the-Damned," which, although its owner calculates its speed in "amps." and not m.p.h., thereafter seemed suicidally fast to me. And so philosophical does the veteran motoring make one that I hardly regretted the return by *train* on the Monday.

The Austin then took us, very early, down into Kent for the Kentish Border Sporting Trial ; a glorious day in clear winter air and sunshine, amid scenery that my passenger declared equal almost to that of Devonshire. Definitely this Sunday emphasised the joy of a trial, whether as helper or competitor, which commences with the arrival at the start of queerly garbed, wildly enthusiastic folk in all manner of interesting motors, and continues with the discovery of the hills' varying aspects, a hasty lunch stop and, if you're marshalling, in wild dashes from hill to hill with no time for more than a hastily disposed-of sandwich and much impromptu map-reading. Finally, there is the cheery gathering at the finish, tea in some warm road-house or hotel, ere you commence the trek home in darkness, wind whistling round the hood and patches of mist floating through the headlamp beams.

Yes ! Trials pass the winter very nicely, and, whatever is argued about their over-frequency or their influence on design, I wish them well. Yes Sir !

* * *

The Editor invites Club Secretaries to send details of their fixtures, sporting and social, for publication in these columns.

Oh, Mr. Mercury, you did give me a start!



On days when every blade of grass is white and crisp with frost, you will be thankful that *Benzole makes good petrol better*. With National Benzole Mixture in your car, the engine will start as easily in winter as in summer. It is a remarkably volatile spirit—the very spirit of startability.

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CAMBRIDGE WIN AT LAST

NEW HILL STOPS ALL BUT FOUR COMPETITORS IN INTER-'VARSITY TRIAL

CAMBRIDGE University scored a decisive victory over Oxford in the annual Inter-'Varsity Trial, held on November 13th in the Hindhead-Petersfield area.

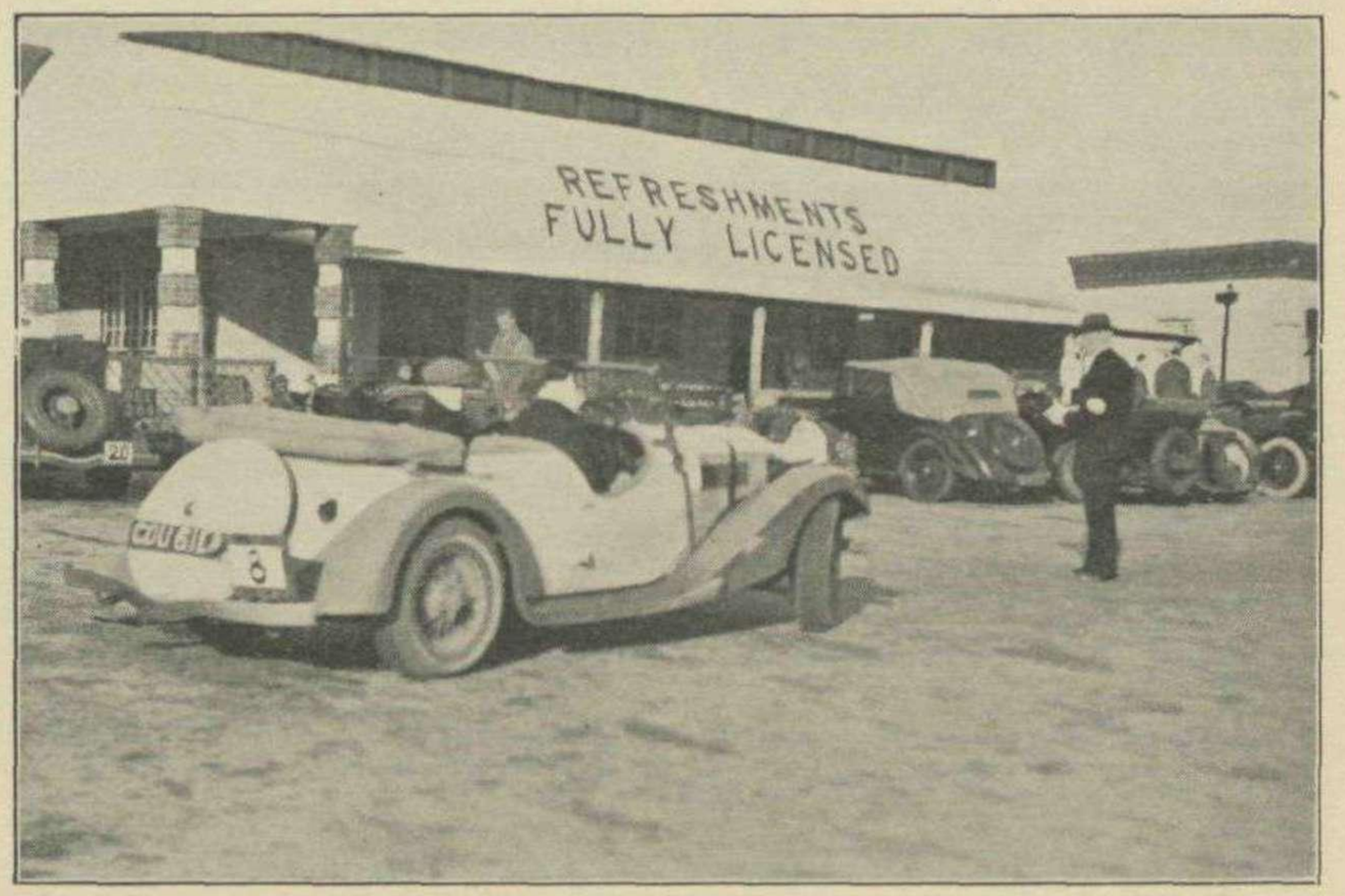
It is said that there is strength in numbers (or is it safety ?), but although for several years the Light Blues have had a numerically stronger side, one has to go back to 1933 for their last previous success in this event.

This year Cambridge had so large a team that it was divided into two portions, one of resident members of the University, and the other of " veterans," or those who have gone down. The veteran team scored 1,171 marks, out of a possible 1,260, and just beat their colleagues, the residents, who put together 1,158 marks.

The Oxford club appears to be in deep waters at the moment, owing to University regulations which put a check on motoring, and could only muster half the strength of either of the Cambridge sides. In an endeavour to equalise matters, marks scored by all Oxford starters were doubled, and in the end totalled 1,101.

The double-circuit scheme, originated in this event two years ago, was again in use. Each circuit was 34 miles in length, and while the odd numbers were tackling one set of hills, simultaneously the even numbers were on the other lap. In the afternoon the two contingents changed over. Thus by a convenient arrangement both the start, the lunch stop, and the finish were at the same point, the Royal Huts Hotel, Hindhead, and it would be difficult to find a better spot as the headquarters of an event.

The weather left nothing to be desired. It was one of those bright, sharp autumn days when some brisk motoring round the borders of Surrey, Sussex, and Hampshire is a real pleasure. Even the organisers were not displeased, for they had provided an alternative hill on one circuit, so difficult that it could only be used in dry weather conditions. Competition tyres, chains, and non-standard solid axles were all barred,



The car park outside the Royal Huts Hotel.

On Friday night, as the weather appeared set fair, it was decided to put in the new hill, Hatchfarm, and forthwith reels of telephone cable were taken out, and threaded through the woods by the aid of electric torches.



Dr. Waters with his Vortic Velox at Begley Farm.

Hatchfarm is nearly a mile long, and was in two sections. First, competitors had to descend a steep, grassy slope, then, after a short run, came a considerable gradient, deep in leaves and mud. Then the hill levelled out, till at the top another steep, slippery section was preceded by an acute corner, where great skill was necessary to retain sufficient speed.

A miniature telephone exchange was established in the middle, where there was plenty of room to re-start competitors. Competitors began to arrive early, having encountered no difficulties in the dry conditions up to that point. Even Begley Farm, which last year stopped a third of the entry, caused not a single failure on this occasion, while Cotchet Farm, another hill new to this event, was absurdly easy, compared with what it might have been.

The climb of Hatchfarm was optional, but dangled a prize of bonus marks. An early disaster befell the Oxford hopes, for their staunchest supporter, R. E. Tongue, after making a brilliant climb of the lower section with his T.T. type M.G., unfortunately ran over a boulder at high speed on the top part and split his petrol tank. " Reggie " had to retire, to everyone's disappointment, for at one time it had seemed likely, owing to lack of Oxford entries, that the event would be known as the Cambridge v. Tongue Trial.

Seldom have so many marshals been seen together on one hill, and on both lower and upper sections all were kept busy noting down failures, and shoving heartily. An early success was that of A. W. Chadburn's H.R.G., for the Cambridge Residents ; handling his car well, he rounded the corner on the top section with surprisingly little loss of speed. M. W. B. May (Alvis) and A. C. Fairtlough (A.C.) both made fine climbs for the Veterans, but the finest performance of the whole day was that of Neil Watson (Cambridge Veteran), driving a supercharged Alfa-Romeo.

He simply rocketed up the slippery bottom section, and arrived at the

CAMBRIDGE WIN AT LAST—continued

telephone exchange in the middle with his passengers gasping for breath. Then he set off up the firm slope to the top section, the blower noise whining among the trees, rising to a sharp bark at the corner.

Anxiously the marshals telephoned up the hill. "O.K.! Next car!"

It was the last "O.K." of the day for both sections, however, for only Chadburn, May, Fairtlough, and Watson climbed the entire hill. "Bill" Inderwick, of Oxford, was the only other driver to climb the top section, with his Batten Special, but he unfortunately had stopped lower down.

Four cars actually failed on the downhill section after the start, so deep were the ruts. One of these, D. D. Clapham with his Alvis, was certainly to be condoled with, for he proceeded to climb the uphill gradient which followed! Eighteen drivers actually climbed the lower section, including the four who climbed the whole hill. The varied makes are worth studying:—

Oxford

R. E. Tongue (M.G.), D. H. Tindall (Aston-Martin).

Cambridge Residents

A. W. Chadburn (H.R.G.), Viscount Hanworth, R. D. Poore (M.G.s); G. Kinsey-Morgan (Ford V8); K. S. Lindsay, M. M. Clews (Morris); K. R. S. Tomkinson (Alvis).

Cambridge Veterans

N. G. Watson (Alfa-Romeo); M. W. B. May (Alvis); A. C. Fairtlough, Hon. R. de Y. Bateson, L. P. Jaques (A.C.s); T. F. B. Law (Railton); P. S. Hollings (Morris); D. H. C. Fry (Frazer-Nash); J. H. Adams (M.G.).

On the other circuit, Steep Hill was the principal difficulty. Also run in two sections, it was at its worst in the morning, when only six cars were successful over the lower part, and only four got up the whole hill. A most meritorious performance was that of J. P. Astbury (Resident) with an old M.G. Six, and the others who were successful were D. H. Tindall (Aston-Martin), Dr. A. B. Waters (Vortic Velox Special), and C. C. D. Miller (Riley). The two unfortunates who failed at the top were J. C. Henderson-Hamilton, of Oxford, with an A.C., and T. F. B. Law (Cambridge Veteran) with his Railton. Law charged into the quarry at the foot, but was allowed another run, when he succeeded on the lower section.

Curiously enough, Steep Hill got easier as the day went on, so that when the odd numbers, decimated by Hatchfarm, reached it, they had an easier task, and there were few failures.

The other terror of the Trial, Unterturkheim, which has had to be cut out for two years in succession, failed to live up to its reputation, and caused only three failures. It was outdone by Oakshott, where five cars stopped.

There was a special test on each circuit, at Cosford on a leafy surface, and at Scotland Hill on a firm gradient. Best times were:—

Cosford

N. G. Watson (Alfa-Romeo) and H. W. Inderwick (Batten Special), 10⅘s.; R. E. Tongue (M.G.), D. H. Tindall (Aston-Martin), and A. W. Chadburn (H.R.G.), 11⅘s.

Scotland

N. G. Watson (Alfa-Romeo), 15⅘s., D. H. Tindall (Aston-Martin), 16⅘s., H. W. Inderwick (Batten Special), 16s⅘.

A word of praise must certainly be given to the hosts of marshals who had turned out to help the C.U.A.C. on this event, particularly those at Hatchfarm, where they had a most difficult task, yet kept the delay down to a minimum.

RESULTS

1. Cambridge University Veterans, 1,171 marks.
2. Cambridge University Residents, 1,158 marks.
3. Oxford University, 1,101 marks.

May Cup (best Cambridge resident): A. W. Chadburn (H.R.G.).
Veteran's Cup (best Cambridge veteran): N. G. Watson (Alfa-Romeo).
Founder's Cup (best Oxford resident): J. C. Henderson-Hamilton (A.C.).
Evans Cup (best Oxford veteran): D. H. Tindall (Aston-Martin).
Falkner Cup (best Cambridge resident, 850 c.c.): F. G. H. Minter (M.G.).
Fairtlough Cup (best Cambridge resident, 1,500 c.c.): Viscount Hanworth (M.G.).
Maw Cup (best Cambridge resident, unlimited): J. P. Astbury (M.G. Six).
Team Prize: Cambridge Veterans: P. S. Hollings (Morris), H. N. Adams (M.G.), L. P. Jaques (A.C.).

Scores and Placings

Cambridge Veterans: 1, N. G. Watson (Alfa-Romeo), 105; 2, A. C. Fairtlough (A.C.), 105; 3, M. W. B. May (Alvis), 105; 4, D. H. C. Fry (Frazer-Nash), 100; 5, H. N. Adams (M.G.), 99; 6, Dr. A. B. Waters (Vortic Velox Special), 97; 7, L. P. Jaques (A.C.), 96; 8, P. S. Hollings (Morris), 95; 9, T. A. Frazer (Riley), 93; 10, K. N. Smith (Frazer-Nash-B.M.W.), 93; 11, J. G. Belsey (Lancia), 91; 12, D. D. Clapham (Alvis), 89.

Cambridge Residents: 1, A. W. Chadburn (H.R.G.), 105; 2, F. G. H. Minter (M.G.), 100; 3, Viscount Hanworth (M.G.), 100; 4, C. C. D. Miller (Riley), 100; 5, J. P. Astbury (M.G.), 100; 6, T. F. Llewellyn-Lloyd (Ford), 98; 7, B. Heath (Humber), 95; 8, P. R. Birks (M.G.), 94; 9, H. D. Seccombe (Ford), 93; 10, C. Kinsey-Morgan (Ford), 92; 11, R. H. B. Mason (Rover), 92; 12, S. B. Wills (Triumph), 89.

Oxford: 1, D. H. Tindall (Aston-Martin), 100; 2, H. W. Inderwick (Batten Special), 100; 3, L. S. Dickson (M.G.), 93; 4, J. C. Henderson-Hamilton (A.C.), 89; 5, C. Tompkinson (Bentley), 86; 6, B. T. Sharp (Austin), 85.

39 awards in racing events during 1937

SOME OF OUR SUCCESSES

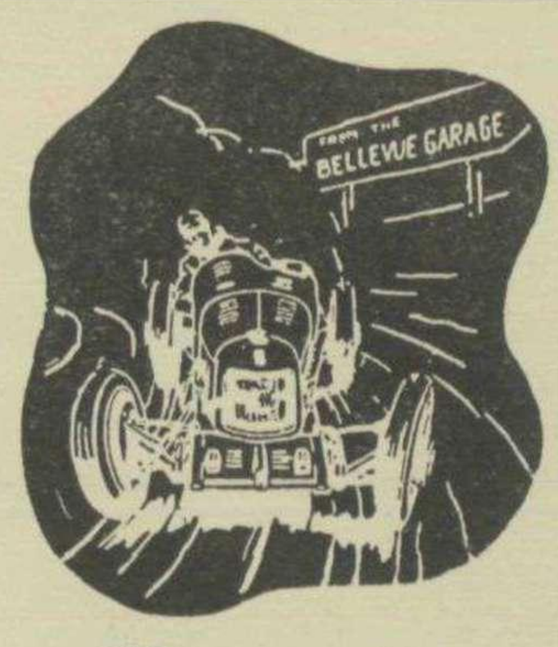
ALFA-ROMEO — 2904 c.c.
GERMAN GRAND PRIX 9th
SHELSLEY WALSH INTERNATIONAL HILL CLIMB — 3,000 c.c. class (Third fastest time of day) 1st
MOUNTAIN CHAMPIONSHIP RACE, BROOKLANDS 2nd

E.R.A. — 1496 c.c.
PHOENIX GRAND PRIX 3rd
MOUNTAIN CHAMPIONSHIP RACE, BROOKLANDS 5th

M.G. — 750 c.c.
21 awards gained in Brooklands races, Donington Park races and Speed Trials.

ALTA — 1485 c.c.
INTERNATIONAL CORK RACE. General Classification 7th, Handicap Class 2nd Also Special Award for 1st Irish Driver to finish. Fastest time of the day in two Irish Speed Events.

M.G. — 1087 c.c.
J. C. C. INTERNATIONAL TROPHY RACE. General Classification 3rd. Class for cars up to 1,100 c.c. supercharged 1st. (First All-British Car to finish)
SOUTHPORT 100 MILES RACES 1st
INTERNATIONAL CORK RACE 4th
BROOKLANDS RACES—Three awards



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TUNING THE RILEY

SOME NOTES BY A. F. ASHBY

(In an interview)

A. F. ASHBY

A. F. Ashby commenced racing at Brooklands after the War with a s.v. 1½*-litre Riley, subsequently developed into a single-seater, which lapped at* 103 *m.p.h. With this car he won the* 1927 *Whitsun* 75 *m.p.h. Short Handicap at* 76.41 *m.p.h., the* 3*-lap Evening Open Handicap of* 1928 *at* 81.11 *m.p.h., and the second Evening* 3*-lap Handicap at* 80.07 *m.p.h. He then turned his attention to the* 9 *h.p. Brooklands Riley (see* MOTOR SPORT, *July* 1930). *He finished first in the* 1930 *Sussex Short Handicap, lapping at* 91.38 *m.p.h., and won the* 1931 *Lincoln Junior Short Handicap, lapping at* 95.78 *m.p.h. Partnered by R. Pauling he finished* 15th *in the* 1931 *Double Twelve at* 64.14 *m.p.h., winning Class G. He then developed the four-carburetter "flat-iron" Riley Nine with bodywork reminiscent of the Thomas-Special, and won the Duke of York's handicap at Guy's Gala Meeting in* 1932 *at* 102.69 *m.p.h., although carburetter flooding kept his lap-speed below* 109 *m.p.h. At this period Ashby was doing tuning work on Riley Nines for Whitney Straight and E. K. Rayson, on an Alvis for the former driver, and on an Alfa-Romeo for Flt.-Lt Donkin. This, of course, was additional to the overhaul and tuning of sports Rileys of all types, which regularly occupies the Ashby workshop. Ashby's racing work was unfortunately interfered with at this time by ill-health. But last year he purchased from Ferrari a* 3.2*-litre monoposto Alfa-Romeo with Dubonnet independent front suspension. Running at the Brighton Speed Trials he made* 3*rd fastest time of the day at* 76.27 *m.p.h. In the Campbell Trophy Race this year serious trouble arose and by sheer bad luck a repetition occurred on the Friday before the International Trophy Race. Ashby is now engaged on extensive development work of the Alfa-Romeo unit, as mentioned in last month's issue. He favours the new formula and plans a busy programme next season.*



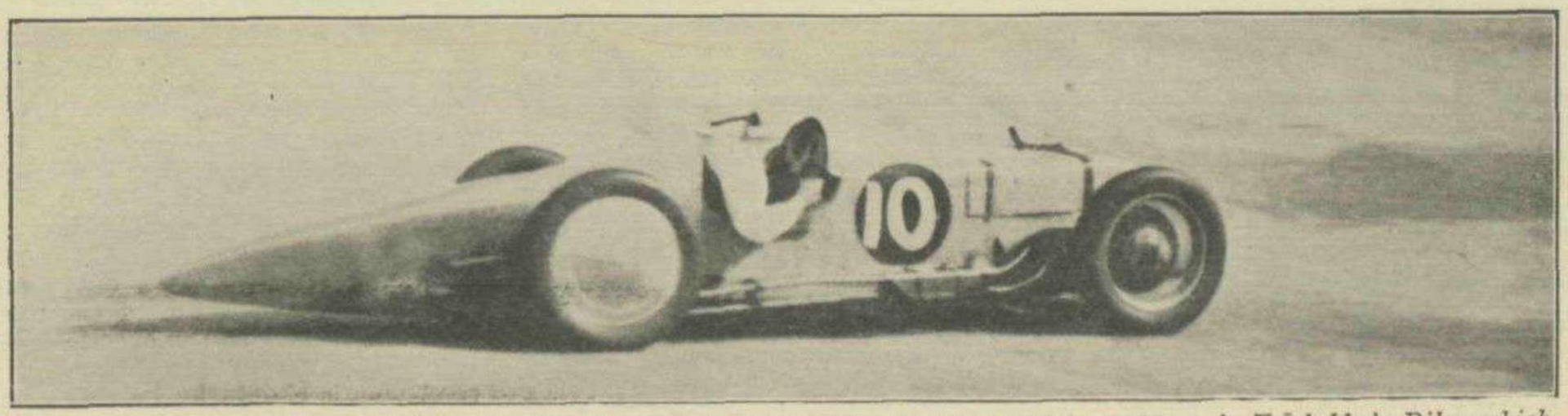
THE famous "Redwing" Riley 1½-litre side-valve sports job, in which Ashby and Victor Gillow deported themselves on Brooklands with conspicuous success thirteen years ago, preceded the famous Riley "Nine" of 1926. The Riley Nine was a sensational announcement, with then very revolutionary saloon bodywork and a decidedly advanced engine with valves inclined overhead in hemispherical combustion chambers, yet actuated by push-rods and rockers. Parry Thomas became intrigued with the design, although very occupied with his record-work with the Leyland-Thomas cars, and set about evolving a racing version. After his tragic death in 1927 Reid A. Railton, chief engineer to Thompson and Taylor, at Brooklands, continued with Thomas's work. The car completed, Railton entered it for the 1927 Autumn B.A.R.C. Meeting and it won its first race, a 90 m.p.h. short handicap, very easily at 91.37 m.p.h.

From this design was developed the famous "Brooklands" sports-model Riley Nine, for many years one of our premier 1,100 c.c. sports jobs, and a car which scored many notable racing successes. In variously modified forms the Riley has been raced by the Riley Company and others, numbering amongst its great victories the 1,000 Mile Race of the J.C.C. in 1932 at 84.4 m.p.h., the 1930 Saorstat Cup Race at 72.2 m.p.h., second place in the 1932 "500" at 99.61 m.p.h. and, with larger cars, the T.T. and "500" victories.

Thompson and Taylor at first built the "Brooklands" cars, but after turning out about half-a-dozen—we believe—production was transferred to Coventry. Basically the Riley power-units have retained a continued similarity and have all used a system of valve operation with camshafts each side of the crankcase, operating push-rods that actuate the inclined o.h. valves via rocking levers. The low-built "Brooklands" model subsequently went out of production, but other sports models followed, notably the 1,100 c.c. "Gamecock" and "Imp." Larger engines were also built, 1½-litre and 2-litre cars being raced, including the works cars and Freddie Dixon's very famous Rileys, and the present production range now includes the 1½-litre sports "Sprite," the 2½-litre Big Four, the 1.7-litre "Six" and 2.1-litre V8.

Riley power-units are notably efficient and in consequence have achieved most of their meritorious performances unsupercharged. S. C. H. Davis and E. K. Rayson have driven blown racing Nines and F. W. Dixon's latest experiments with the 2-litre apparently lie in this direction.

Tuning the 1,100 c.c. Nine can be an absorbing occupation, for the design is definitely one that encourages the experimenter Ordinary early editions have a crankshaft with $1\frac{9}{16}$" diameter big-end journals and the customary two bearings, and as this is the unit's weak point tuning should be confined to improving the acceleration and pick-up, by the approved port-polishing, and carburational methods, rather than increasing the power-output or maximum revs. The later units, and earlier "Brooklands" jobs, have $1\frac{11}{16}$" journals which permit of liberties being taken. The models having this crankshaft have seven external webs



The winner of the Duke of York's Trophy Race at the Guy's Gala Meeting held in 1932. *A. F. Ashby's Riley which won at* 102.69 *m.p.h.*

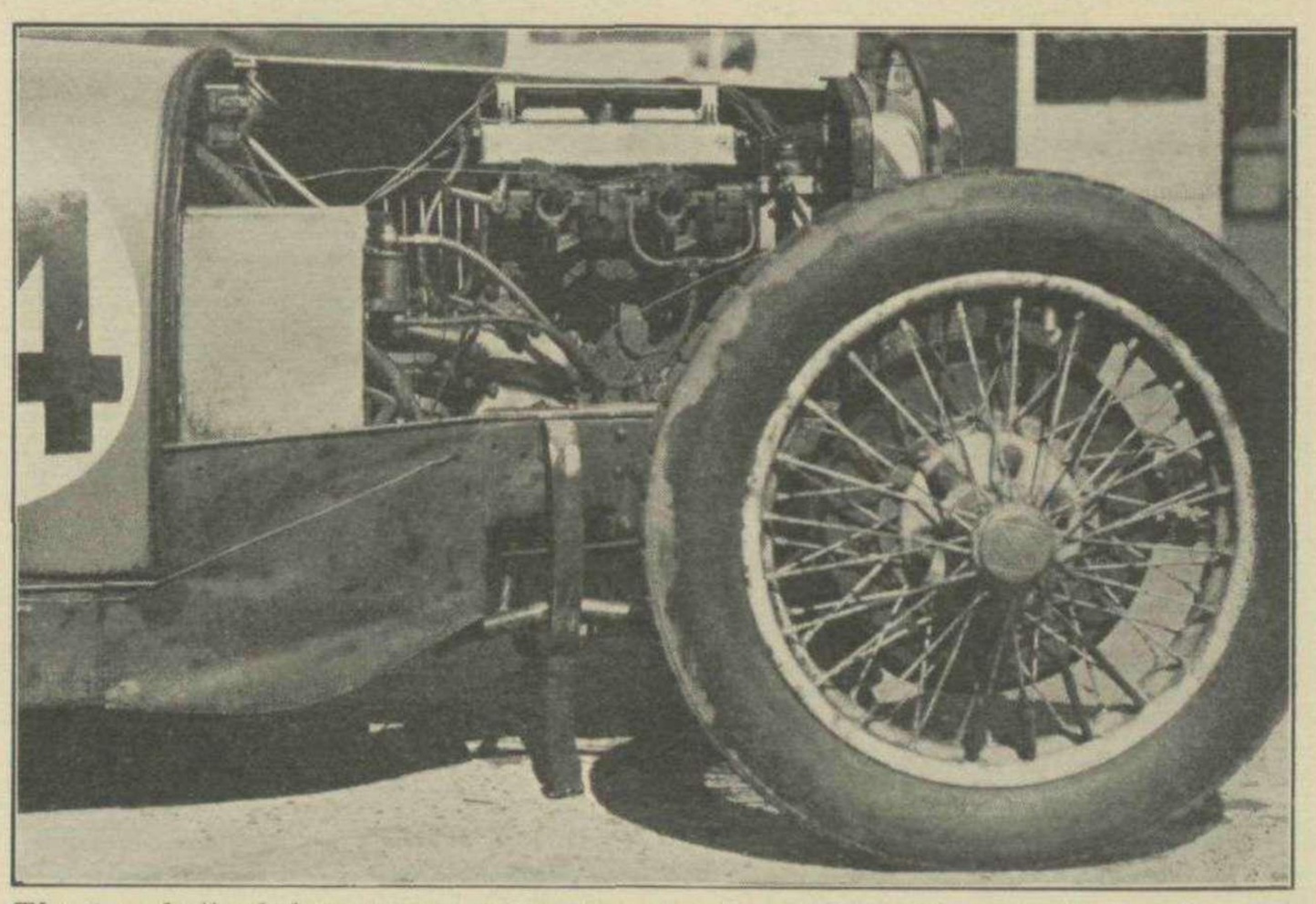
TUNING THE RILEY—continued

round the clutch bell-housing of the crankcase, the other engines only three insignificant webs. A crankcase with 1 11/16" journals can be used in the earlier crankcases, but the ideal is the late-type "Brooklands" shaft with 1 15/16" main journals, which is naturally not interchangeable. Ashby used a crankshaft with a 2" rear main journal during his experiments with the racing "Flat-iron," and later evolved a nitrified three-bearing crankshaft with 2 1/8" rear journal, fully balanced. It is advisable to have the crankshaft statically balanced, which Laystall's will do for about 30/-. The external copper oil-pipes on the crankshaft webs should be inspected and re-soldered if loose. An interesting way in which those well acquainted with the "Brooklands" Riley can decide which crankshaft is fitted is to notice whether the reverse catch on the gear-gate vibrates over 5,000 r.p.m. The remote gear-control acts as a tuning-fork, as it were, and the smaller the crank the greater the vibration. Ashby has done up to 103 m.p.h. satisfactorily with a balanced 1 11/16" crank and late "Brooklands" models and the "Imp" series have the 1 15/16" journals. No attempt should be made to lighten the connecting rods, but definitely they should all be brought to the same weight. The flywheel can be lightened by machining a groove behind the starter ring if this has not been done already. It should be possible to remove five to six pounds. With the normal "Brooklands" head it is permissible to machine off 1/64", putting the compression-ratio up to about 7 to 1. A 50/50 or 80/20 petrol-benzole mixture is then advisable. Care should be taken to see that the compression-ratio has not already been raised, as many cars have been so modified. This alteration will not necessitate modification of the valve-gear, beyond tappet-adjustment. Ratios as high as 12 to 1 have been used on the road and 14 to 1 for track work, Ashby actually going up to 15 to 1 or 20 to 1 experimentally, using a bronze head. The valves are of Silchrome steel and need not be replaced. Double Terry valve springs are advisable and pressures exceeding 100 lb. can be employed without troubles arising. If the car has run a big mileage the cotters should be examined, but they are of 5 per cent. nickel steel and wear well and the design will withstand amply the increased loading.

The inlet valve guides can with advantage be backed off and the ports polished. The exhaust valve guides can be shortened 1/8" and streamlined, but the guide should not be cut off flush with the port. The "Brooklands" jobs originally had twin Zenith triple-diffuser carburetters bolted to an unheated square-section manifold. Two Solex horizontal carburetters can be bolted to the same manifold. They should be given 105 to 110 main jets and a 23 to 24 choke, or 115 mains and 4 mm. choke for fast road work, as approximate settings subject to individual experiment. Early "Brooklands" models have Autopulse fuel-feed, which can with every advantage be replaced by hand-feed. Ashby, of course, introduced his famous plan of using four carburetters on this unit, which has since been widely copied. To accommodate the float chambers two carburetters are usually fitted each side of the block, the valve settings being modified to suit, which rather places this modification beyond the scope of the ordinary private owner. A possible solution is the use of Villiers carburetters with float-chambers directly beneath the mixing-chambers; otherwise Amal motor-cycle instruments are usually used, disposed as described.

The exhaust manifold and off-take pipe should be very carefully lined up at ports and junctions. Early "Brooklands" jobs had small port areas and piping of the same diameter, but later cars had 30 mm. exhaust ports. It is an advantage to use late-type heads, and piping to correspond. The "Imp" series have Vortex silencers. Early models have aluminium oil-pumps which are apt to distort if asked to maintain high pressures. The racing engines have alloy-bronze pumps with big plungers that will maintain 90 lb. per square inch circulation.

With these modifications and 7 to 1 compression-ratio K.L.G. 583 or Champion R17 plugs are advised for hard driving. There are several servicing points to watch. The water-pump has a flat impeller and the pipes allow of no thermosyphonic action, should the pump seize. The pump spindle should be inspected frequently. On early models the dynamo runs at 5,500 r.p.m., and its armature seldom stands up. A special Rotax replacement dynamo should be fitted if much night driving is undertaken. The normal final drive ratio is 4.75 to 1. This ratio Ashby used in the Double Twelve Race. For fast road work a 5 to 1 ratio is useful. On the Track Ashby used a 4.3 to 1 axle, giving 6,000 r.p.m. at 130 m.p.h. and the car would still reach this speed with larger tyres.



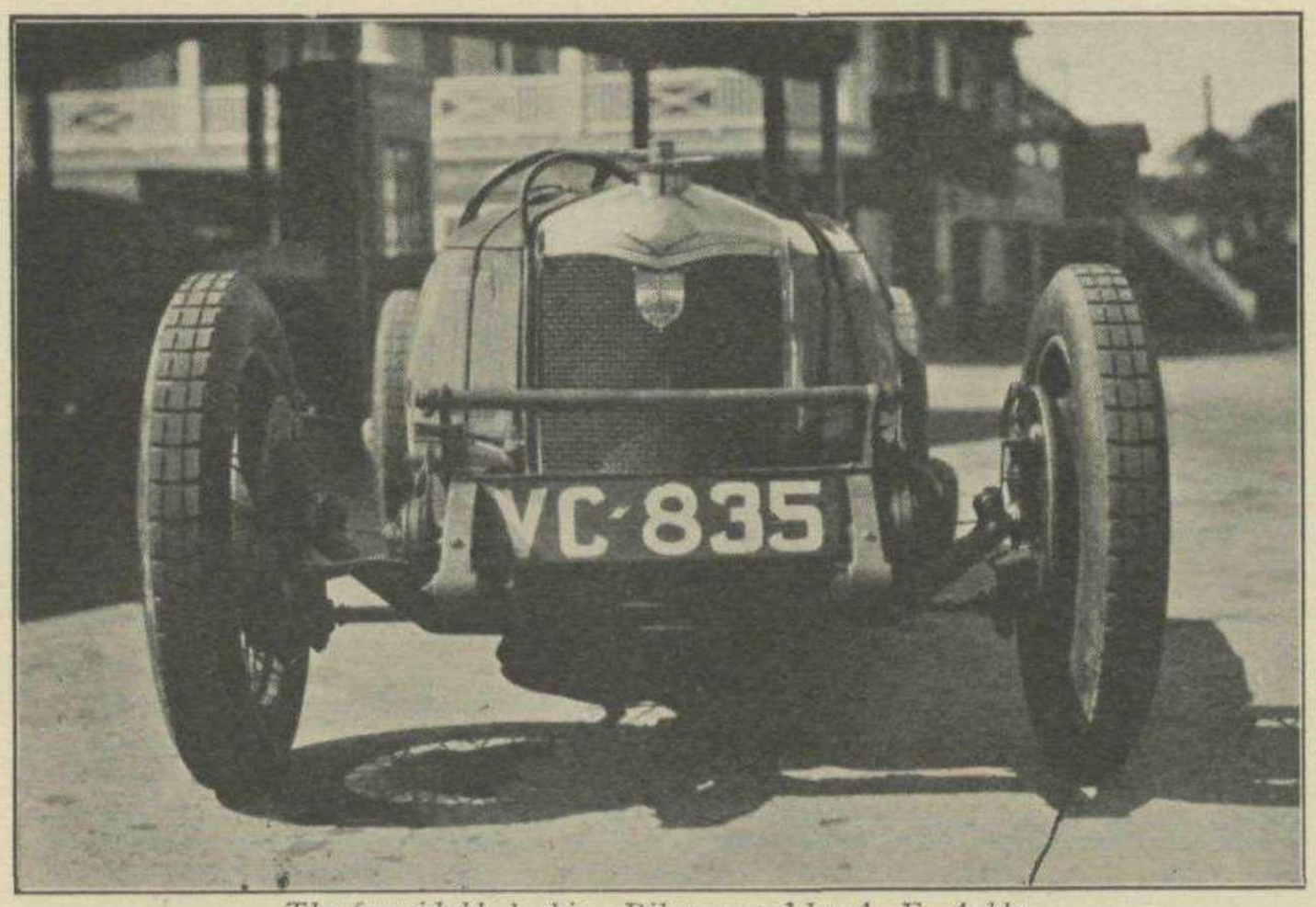
The "works" of the 1,100 *c.c.* 4*-cylinder supercharged Riley driven by Ashby with great success in* 1930, 1931 *and* 1932

The valve timing is identical, inlet and exhaust, with openings 25° before T.D.C., closing 25° after T.D.C. The normal ignition advance is 45° before T.D.C., which should not be altered for road-work. A reasonable maximum for a fully-equipped "Brooklands" model Riley is 78 m.p.h., and after modifications the general liveliness should be considerably increased and the maximum should be around 83 m.p.h. If split-skirt pistons are fitted they should be scrapped, as only those in RR56 alloy of this type will prove reliable. Martlett pistons make an excellent replacement, or the Riley plain-skirt piston can be used for fast road work. When the compression ratio is brought up to 7 to 1 no alteration is necessary to the latter-type pistons. If the 1 15/16" crankshaft is fitted a ratio of 9 to 1 is permissible, but special pistons will then be required to provide valve clearance.

Turning to the chassis, the earlier "Brooklands" cars had satisfactory front shock-absorber brackets, but later models used brackets of unsuitable metal. Ashby can supply reliable replacements. Shock-absorber adjustment plays a considerable part in realising the full performance of which sports Rileys are capable. Adjustments should be carefully carried out and defective shock-absorbers replaced. Binding the springs is of real value, unless they are of the Woodhead clipped variety. If quite drastic modifications are contemplated, the down-swept portion of the frame side-members may be boxed and have a welded angle-piece attached, while two additional cross-members can profitably be added at the centre of the chassis—alterations made to the chassis developed by Ashby for outer-circuit racing. The road wheels should be balanced and the cable-system of brake operation repays examination at points prone to seizure. The 9 h.p. "Ulster Imp" model, developed

TUNING THE RILEY—continued

by Rileys for T.T. racing and using a 70/30 petrol-benzole mixture, gave 51 b.h.p. at 5,500 r.p.m. Ashby's racing 9 h.p. unit, with a compression-ratio that permitted using commercial fuel, gave 69 b.h.p. at 6,000 r.p.m., and peaked at a still higher speed, though prone to float-chamber vibration that affected the fuel feed above this speed. Ashby actually claims to have lapped Brooklands at 112 m.p.h. on 71 b.h.p. with his streamlined single-seater track car, by reason of low wind-resistance and good adhesion.



The formidable-looking Riley owned by A. F. Ashby.

Naturally the foregoing notes are intended to apply to private-owner tuning where reliability is an important factor and road-work is part of the car's regular duty. Methods of distinguishing between early and late "Brooklands" models, apart from the remarks already made, of which the reference to crankshaft sizes is very important, are obscure, as chassis numbering is complicated, but early cars had the Zenith carburetters, rod-operated brakes and aluminium gear-lever extensions. The later Mark IV cars, of the type developed as works racing jobs, had four speed gearboxes, cable brakes, larger brake drums and elektron gear-extensions. Very early "Brooklands" models did not have remote gear control. These tuning notes relate primarily to the famous low-frame "Brooklands" cars, but also largely to all 1,100 c.c. and 1½-litre Riley units. The "Special Series" engines in standard form have twin carburetters but not "Brooklands" camshafts, the sports "Gamecock" model had a "Special Series" engine, while the "Imp" has the big crankshaft and later valve timing. The "Sprite" differs in having a three bearing crankshaft, pump cooling and 14 mm. plugs, etc., and has its engine some 16" further back in the frame than the "Imp." Study of Brooklands lap-speeds since 1930 shows that variously-tuned "Brooklands" models were lapping at rather over 90 m.p.h. in the hands of a number of private owners. Racing editions, such as those of Ashby and Cuthbert, lapped comfortably at above 100 m.p.h. in the early days of their development. Eason-Gibson, we believe, lapped at 108 m.p.h. in a "Brooklands" model with standard bodywork, using a big crank, 14 to 1 compression-ratio and twin Solex carburetters, the special single-seater body, with conning-tower cockpit cowl, never being to any extent exploited. In 1930 Ashby was getting over 100 m.p.h., and over 75 in third, from his "Brooklands" model with two-seater body.

If sufficient time and money is available the Riley engine can be very highly developed indeed. Ashby subsequently used a special aluminium-bronze head with 14 mm. plugs and very carefully arranged water passages. With this he employed his famous four-carburetter layout, altering the disposition of the cams to suit, first with Bowden R. 39 carburetters, later with Amal motor-cycle instruments. Special con-rods were made by the Glacier Metal Company Ltd., and the 2" crank, previously mentioned, was used. The pistons were of elektron and the lightened tappets had roller-contacts. The compression-ratio was 20 to 1, reduced to 15 to 1 for long-distance races. This car lapped at 112 m.p.h. and finally reached speeds said to be in the neighbourhood of 130 m.p.h. It is now for sale and would make an extremely interesting car for any outer-circuit enthusiast, particularly as Ashby has a 2⅛" three bearing crankshaft with lead-bronze bearings that has never been used, but which was evolved to combat crankshaft difficulties that began to again intrude when speeds of around 8,000 r.p.m. were reached. In conclusion, we would close with a vote of thanks to Mr. Ashby for the ready information he has given us. He has very modern equipment at his works at 9, Watford Way, Hendon, N.W., including heat-treatment ovens and a Froude dynamometer, and anyone who is engaged in pushing up Riley performance will find him at their disposal.

THE KENTISH BORDER C.C. SPORTING TRIAL

The Kentish Border C.C. has made most praiseworthy progress since its formation about four years ago, but the entry of seventy, obtained for its fourth Annual Sporting Trial, in Kent, held in perfect weather, on November 28th, was truly surprising.

Observations by a MOTOR SPORT representative on Buckwell Bank, where the Ford Enthusiasts' Club managed the marshalling, are as follows. The hill was too dry to be formidable, but represented a very sporting balance between power and wheel-grip requirements. Threadgold (M.G.) and Cromar (Singer 9) commenced by failing between corners, but Rose (Ford V8) and Chappell (Ford V8) went up effortlessly, as did Allard, with his brother and Mrs. Allard in the back of his business-like Allard-Special. Hutchison had one exciting moment during a rapid ascent in his white Ford Special. Limpus (M.G.) came up well, C. G. Fitt in the navigator's seat, and Peter Clark and E. K. Farley took it easily with H.R.G.s. Parker effected an excellent "old-school" showing, his charming passenger nursing spare wheels in his Lancia Lambda's tonneau, and Smith, displaying concentration, was admirable with his Austin Seven, likewise Haylock with a normal-looking Morris Minor. Some cut-down Rileys did well, notably that with a special wooden seat on the tail for the navigator!

A most noteworthy ascent was that of Hyland's Chummy Austin Seven, which was really rapid, rivalled by a Morris Eight four-seater. D. N. Leon came up casually on his Type 55 Frazer-Nash-B.M.W., but L. G. Johnson's sister car made a run typical of the marque. V. S. A. Biggs did a neat ascent with an interesting 2-litre B.M.W. having a very smart special four-seater body, rather like that of an enlarged Rapier. K. B. Shaw was cautious with his British-Salmson, Bochaton came up successfully, with slight mis-firing, on his familiar McEvoy-Special, and Ford V8s and T-type M.G.s made light of the hill. After all had passed a K.B. C.C. official did a very nice piece of driving in getting up in a white Riley four-seater on standard tyres. The trial finished at Stouting.

RESULTS

Visitors Cup : W. J. Green (939 c.c. M.G., S.).
Alexander Bronze (best performance of day): S. H. Allard (30 h.p. Ford).
Class A : E. S. Limpus (M.G.).
Runner-up : E. L. Haylock (847 c.c. Morris).
Class B : E. K. Farley (1,497 c.c. H.R.G.).
Runner-up : E. Cook (1,288 c.c. M.G.).
Class C : S. L. Chappell (Ford V8).
Runner-up : D. G. Silcock (Ford V8).
Great West Tankard : M. S. Soames (Ford V8).
Maidstone and Mid-Kent Tankard : G. Pentony (847 c.c. M.G.).
Southsea Tankard : G. F. Rose (Ford V8).
First Class Awards : G. F. Rose, W. C. Norton, M. S. Soames (all Ford V8); C. A. N. May, G. Pentony, and J. N. Goodwin (all M.G.); D. P. Kirkman (Alvis); J. W. Dyer (Riley); and L. G. Johnson (B.M.W.).

LONDON-BRIGHTON IN NINE HOURS

THROUGH THE R.A.C. VETERAN CAR RUN ON CAPT. WYLIE'S 1896 HURTU

THAT in every way excellent fixture, the annual Veteran Car Run to Brighton, found me this year the honoured passenger to Capt. J. H. Wylie, Secretary of the Veteran Car Club. The Sunday morning dawned foggy and frosty and conditions had not improved when a London taxi, that in several aspects seemed itself qualified to compete, conveyed me towards the Magazine in Hyde Park at 7.45 a.m. I found Capt. Wylie and his Hurtu all set for zero hour, in our case 8.32 a.m. This Hurtu is an 1896 four-seater dog-cart, but as the rear seat, set over the engine, has no footrest and notably little protection for the occupants, Capt. Wylie was wisely travelling two up. The engine is a 127×137 mm. single, of gas-engine type, set horizontally at the rear. Cooling is by twin tanks on the body sides, iguition by coil with exposed contact breaker and a trembler that buzzed delightfully, and lubrication by a small drip-feed tank. The big-end is quite exposed, a metal shield closing down over it after inspection. The transmission is by flat belts running over drilled pulleys, to provide two speeds and reverse, final drive being by chain. The chassis is sprung on full elliptic springs, steering is by a vertically-mounted wheel on the near side, there are pedal controls and a ratchet hand-brake lever on the driving side. The change speed mechanism comprises two wooden handles on the steering column. Candle side lamps, an oil rear lamp, a mirror, a bulb horn, and a tool locker in the wooden "scuttle" completed our equipment and as "kit" we carried a suit case full of tools, a further set of loose tools and a two gallon can of Shell Aviation fuel. The wire wheels are shod with solid tyres, so we could happily dispense with pump and jack.

Before the start there were great feats of activity being excitedly enacted along the road beside the Serpentine. Charlie Martin, making a welcome reappearance with Shuttleworth's "Paris-Madrid" bodied de Dietrich, had a Stepney rear wheel in use, and the Hon. Mitchell-Thomson's 60 Merc. thundered up, blowing its exhaust whistle. Karslake's 1902 Regal De Dion was resplendent in snow-white paintwork and F. Jarrett's White steamer had a truly imposing closed body. Dick Nash arrived on his dignified Panhard, its big Victoria hood erect, and busied himself tightening plug leads. The tick over of the de Dietrich attracted a crowd of which the size at this early and dismal hour is astonishing and puts Lord Mayor's and other shows on their mettle, while the big silver ringed star on the radiator of J. Bradshaw's 1902 Mercédès-Simplex was much admired. G. Oliver's 1903 Panhard had one of the longest bonnets of all and looked very modern.

"Ebby" was now ready to dispatch us, as the earlier numbers were non-starters, and our "No. 4" was due to lead the run. Unfortunately the engine, which had previously started up at once, now proved obstinate and the plug had to be changed, so that we got away rather late. However, recalling a similar worry last year, when I rode with Nash on his 1900 Peugeot and subsequently had an almost trouble-free run, I was not at all pessimistic. Capt. Wylie could be relied on to humour his car and drive efficiently, for his knowledge of veterans is unsurpassed and last year he made best performance of all in his famous 1903 Wolseley. But our mount was an uncertain factor, for it had not run since the 1929 event. We could but pin our faith in St. Christopher and the knowledge that Hurtu had largely copied the design of the very famous Benz Ideal of the same period, on one of which I had a thoroughly successful run from Weybridge to a Tilburstow hill-climb and back, with C. S. Burney four years ago. At last the engine turf-turfed into life, the leather shield and lid of the boot could be shut, and with much encouragement from the crowd we were away. The Hurtu seemed to me both more rapid and more stable than a Benz. There was some anxiety about hustling through the dense fog with primitive brakes, particularly as the first car in the run, and at first I thought we would overturn at every corner, as one does when one rides only occasionally on a veteran. Actually these early cars are surprisingly steady and although Capt. Wylie says he prefers to cross tramlines at right angles, and although I once had proof that our tyres and track definitely suited them, we only experienced one bad lurch from this evil. Mr. Taylor's smart M-type M.G. Midget, which had volunteered to act as tender, tucked in behind us and we got along famously. Near Kennington, Sammy Davis came up on the blue Bollée, most cheery, and eventually passed us, only to stall his engine at the Brixton town-hall traffic lights, as he had done at Kennington. The disadvantage of being an early number was apparent, as later the police were most helpful in ensuring the cars a clear passage. We had bad luck with the Belisha lamps in Brixton and again at Streatham, but were not worrying, as we were running some 10 to 15 mins. ahead of schedule, an advantage that seemed destined to increase, especially as we were not too slow up Brixton Hill, after which a quantity of steam drifted astern. Capt. Wylie had been busy adjusting the mixture and ignition controls, in the form of serrated racks and queer buttons, on the seat front by his left hand, and now all was well in that department. Moreover, a Hillman police car piloted us through Brixton and Streatham and informed us that there was bright sunshine ahead, which was happily correct. Alas, at the lights at Thornton Heath Pond we were held up for a long time and the engine stopped in attempting to restart. Escorted by the inevitable crowd we pushed the Hurtu into a side street and found the cotter missing from the automatic inlet-valve. After much juggling, rendered difficult as the valve could only be held up by pressing a screwdriver onto its oily stem, I managed to replace and pin the cotter. We then refilled with water and two gallons of fuel and replaced the plug, Capt. Wylie putting the one removed into his pocket to "keep it warm for next time!" So, sending the M.G. in search of the precious "Aviation," we got away, now considerably late, and amongst the late numbers. A brief rise before the By-Pass brought us to a standstill but eventually we restarted, though it was obvious that the surface



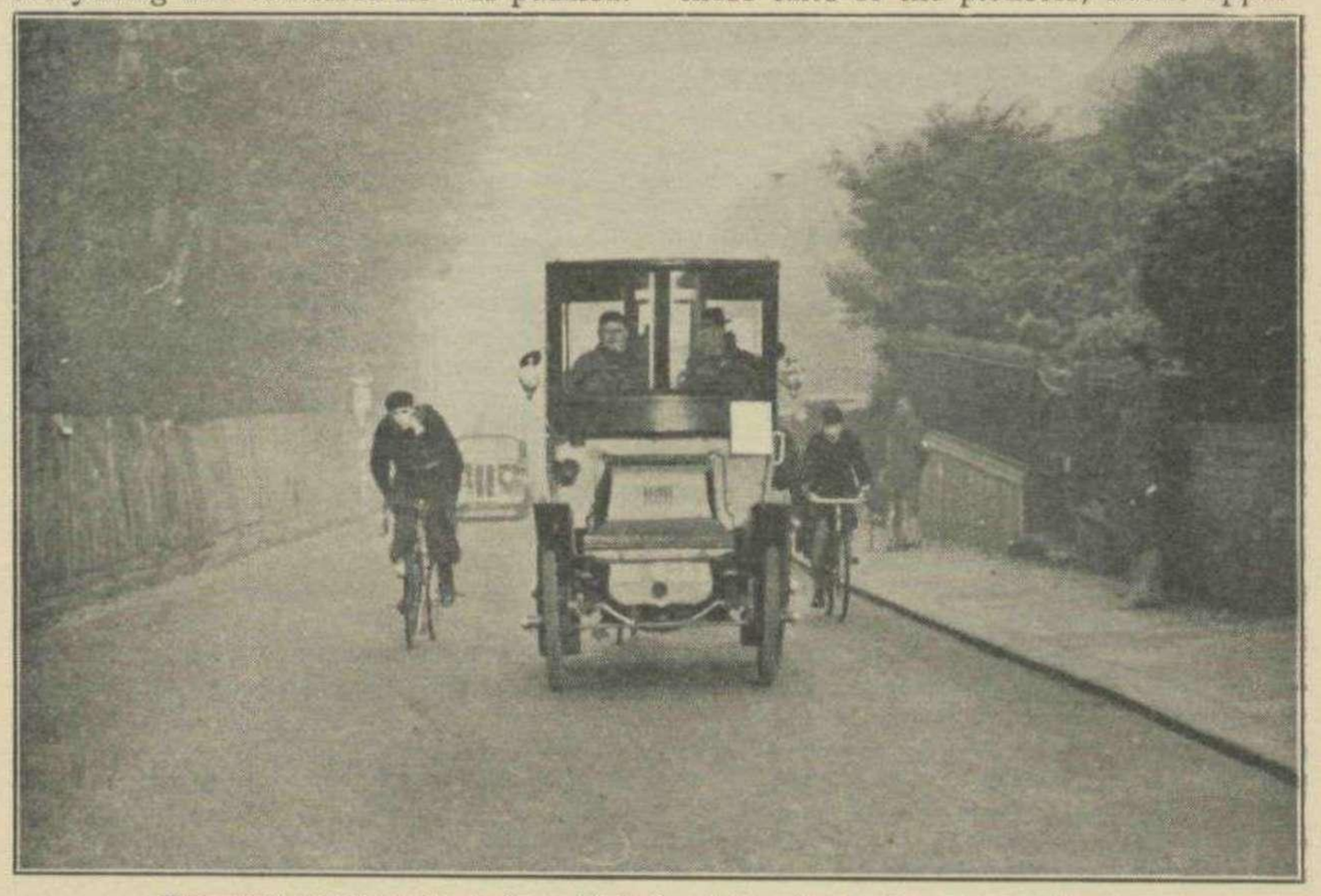
G. J. Allday's 1903 Mercedes, fitted with the early type of gear-change. The whole car is in its original condition.

THE VETERAN CAR RUN—continued

carburetter was not giving a very suitable mixture, so that our climb up past a frost-bound Croydon Aerodrome was a drawn-out business and we were almost last in the line of competing cars. Delay at the Purley lights and we swung right onto the Brighton Road, pursued by a man dressed as a schoolmaster, with two small boys in his sidecar, displaying advertisements for a " Narkover " dance. This comic element always creeps in, but it is to be deplored, another example being an old Morris Cowley covered in silly sayings, that rattled up and down the route. Infinitely preferable was an old car belonging to a brush manufacturer, which always turns out this day (it is, I believe, a De Dion of about '09) and another veteran acting tender to its competing veteran.

Although we were now hopelessly late things seemed brighter, as the Hurtu was certainly hustling. Again, alas, for somewhere on a straight bit of road near Reigate we stopped with dead engine, the inlet valve once more finding itself left to its own devices.

Luckily I soon found the missing pieces, but our juggling was rendered more difficult than before as the thread on the valve stem had stripped and was obstructing the cotter. By tying up the spring we at last succeeded, the cotter pin now taking all the strain. Then the engine wouldn't start and our very low petrol supply had to be further diminished in an effort to humour the carburetter. The plug was changed, the one in use proving to be distinctly bow-backed, and all the while a self-confessed engineer told us just why the engine could never restart. Someone else spied one of the control knobs and brightly announced



The 1898 *eight-seater saloon Daimler driven by E. Bradshaw, Senior.*



The 1903 *Lanchester entered by F. Lanchester and driven by G. A. Upton and P. Simpson. The car is notable for its " balanced " engine, epicyclic gear, cantilever springing and low tension magneto ignition.*

that we had radio installed. At last the welcome turf-turf, after Capt. Wylie's determined attention at the flywheel . . . The M.G. had not returned and fuel supplies were a source of worry, so we stopped at a garage in Reigate and I went off in a Hillman Minx in a fruitless search for supplies. Capt. Wylie decided to stop the motor, to reserve the remaining fuel and avoid overheating, and it now refused to re-function. Capt. Wylie tried everything and confessed he was puzzled. Once more people came to watch . . . We refilled with much water from a partially frozen tap, and I went off to buy another Lodge " C.3," not very hopefully. Returning, I was greeted by the merry turf-turf and we were soon packed up and slowly ascending the hill out of the town. Indeed, the Hurtu seemed to have recovered its pulling powers and we got along well, especially as the sunlit Brighton Road was now quite empty, for we were well behind the others. At Povey Cross we drove into a garage which assured us that it stocked " Aviation " but, though they pulled up the very floor to search, could not find any. Capt. Wylie had wisely not stopped the motor, for we already had ample proof that those tales of the pioneers, about apparently sound engines refusing to restart, were not unfounded. At the " lunch " stop I espied a certain 1923 Austin Seven and its very enthusiastic owner, as I expected, at once agreed to drive me to Gatwick Aerodrome, where we were able to get the fuel, from pumps beside which Hawker biplanes of the R.A.F. Reserve glittered in the winter sun. I then just had time to buy some hot sausage rolls, remindful that I had last broken fast at 6.30 a.m., and we were ready to restart, the pilot M.G. having also turned up from Gatwick with fuel, wire having been put in to replace another broken cotter pin, and fuel and water tanks replenished. Nearly everyone else had left, including Nash, whose Panhard had passed us, running late, while we were *en panne* near Reigate. People shot their last films at us. Capt. Wylie told " Jackie Masters " we were all set to climb Fingle and we set out on the remaining 25 miles, followed by the M.G. and the faithful Austin with our spare fuel. The hills now proved tiring to our Hurtu and some outside assistance was occasionally needed, as the low ratio belt was slipping. Presently, on the Bolney By-Pass, we seemed to be losing petrol. It proved to be a fractured top water connection, so Capt. Wylie caulked it with soap and we did a lightning refill at the next garage. Then, stopping outside a café for more water, our old trouble with inlet-valve re-occurred. However, the M.G. driver and Capt. Wylie effected a very quick repair. So off yet again, with every hope of finishing, in spite of a noise which Capt. Wylie suspected was the cylinder working loose. At last we had crawled over the final rise and knew it

THE VETERAN CAR RUN—continued

to be an all-downhill run into Brighton. We saw a few other veterans in trouble, and, indeed, we had left J. H. Woodin working on the magneto of his Riley tri-car at the half-way stop. K. Kirton's Rolls tourer glided by and soon the faster veterans were seen returning home, the 60 Merc. amongst them. Charles Martin, whose de Dietrich had stopped at a garage, thundered past, Stepney still in place. We were doing well—I timed one mile at about 15 m.p.h.—and Capt. Wylie, who now wore goggles and beret as his hat flew off at this speed, was as cheerful as ever, albeit he admitted to glancing aloft for a rear-view mirror when drawing out to pass and I remembered vividly being nearly impaled on a police-car at Norbury and a timber-lorry at Redhill, so the long day was beginning to tire crew as well as car . . . I should not, perhaps, have mentioned my feelings as we shot into Brighton's traffic, for brakes of 1896 really were not too bad and, as you will retort, " It hasn't hurtu ! "

At the welcome Pylons a final stop was made to light our oil rear-light and candle side-lights, so rapidly done by our now well trained helpers that I was guilty of holding up proceedings by waving a spectator's imposing Alfa onto the road. Then we went through Brighton like the wind and along to the Hotel Metropole, as the check on the Madiera Drive had closed some 45 mins. ago. So, at about 5.30 p.m. Capt. Wylie grabbed his bag from his Rolls-Royce in which Miss Jean Batten had been brought to Brighton, and dashed away to change, having invited all the helpers and myself to the Dinner the Veteran C.C. hold after this run. Here even a self-respecting journalist might be justified in drawing a veil over the remainder of the day, but I can say that I was somehow inserted in the back of the Austin Seven and driven to Seaford in full war-kit, to be made as presentable as is possible in half-an-hour when wearing trials rig and having no change of clothes. Then we went back, in a Morris taxi that seemed to me fiendishly fast after the Hurtu. The dinner was in every way admirable and the speeches excellent, Miss Jean Batten, our Guest of Honour, telling us of her recent aerial adventures and saying, amid applause, that although she did not feel that she deserved the gold medal presented to her at tea, for coming to Brighton on schedule in a veteran, she did hope one day to " compete in this old car's race." F. S. Bennett, in proposing our Guests, reminded us of the many famous pioneers present that night, Lt.-Com. Grahame-White, J. W. Stocks, S. F. Edge, and St. John Nixon, amongst them. The prizes were then presented with signs of universal enthusiasm and appreciations, this year's list comprising J. M. Turner, Sam Wright, E. L. Wood, R. C. Blake, G. H. Eyre, S. E. Sears, E. A. Marshall, W. H. Remmington, H. J. F. Parsons, J. Shearman, K. G. Moss, H. G. Adams, E. P. Shaw, F. W. Hutton-Stott, G. E. Soloman, J. Belmont-Taylor, G. W. Goodall, C. S. Cowper-Essex, R. E. Dennis, G. W. G. Allen, Capt. Colver, J. W. Thomson, Major Allen, Capt. Wylie, J. V. Bolster, W. Browning, C. G. Tanner, W. R. Brown, and M. Estler. And so back to Seaford and, eventually, to bed, to sleep like a top and awake at 8.30 a.m. to find a grey sea lapping the front and a watery sun tracing weird golden pictures on the rain-clouds over the Sussex Downs . . . Last year, when I rode with Nash, we had an almost trouble-free run. This time the element of adventure and perseverance had crept in in no uncertain fashion. It was all so thoroughly well worth doing, and in thanking Capt. Wylie for the experience I would like also to congratulate him for his skill in handling the Hurtu and in his unflagging keenness to get it into Brighton. More than ever I do feel prompted to go out and unearth a veteran myself, but I feel that those who are already members of the Veteran Car Club have anticipated me.

RESULTS

(103 Started ; 95 Finished)

Class 1, 1894-1896 (10 m.p.h. schedule): None qualified—all were too fast and were consequently officially, if smilingly, disqualified.

Class II 1897-1900 (12 m.p.h.): 1, J. W. Mills (1899 Benz).

H. J. Wellingham (1900 De Dion-Bouton) also lost no marks.

Class III, 1901-1902 (14 m.p.h.); 1, H. G. Adams and C. R. Southall (1902 De Dion-Bouton).

R. A. H. G. Messer (1902 Wolseley) also lost no marks.

Class IV, 1903-1904 (18 m.p.h.); 1, A. C. Fairtlough and Oliver Bertram (1904 Panhard Levassor).

The following also lost no marks:—F. W. Hutton Stott (1903 Lanchester), G. A. Upton and P. Simpson (1903 Lanchester), P. J. Simmonds (1903 Renault), H. R. T. Swiney (1903 Sunbeam), J. Morris (1904 Cadillac), J. Twyford and J. L. Sears (1904 Darracq).

Team Prize (three cars of same vintage): F. W. Hutton Stott (1903 Lanchester), G. A. Upton and P. Simpson (1903 Lanchester), and H. R. T. Swiney (1903 Sunbeam).

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Letters from Readers

HANS STUCK AND AUTO-UNION

Sir,

The following is a translation from the German sports weekly "Deutsche Sport Illustrierte" issue number 40 (Stuttgart, October 5th, 1937), but concerns only the latter half of an article on the Donington Grand Prix entitled: "Auto-Union Wins with Berndt Rosemeyer and Loses Hans Stuck."

"Hans Stuck and the Auto-Union have dissolved their contract on a basis of friendly understanding in order to give Hans Stuck the opportunity to devote himself to other plans. Already at the Masaryk Race Hans Stuck will not take a part in the Auto-Union Team."

Such is the brief wording of a long story which began with a little disappointment in Brazil [*when Stuck arrived 7 secs. after C. Pintacuda (Alfa-Romeo) to take second place in the Rio De Janeiro G.P., June 6th*, 1937 (the italics are mine)] continued with the two-edged success of Hans Stuck at the Schauinsland (*Grosser Bergpreis Von Deutschland, Freiburg, Aug 1st*, 1937) by which—not that one could reproach him for that in the slightest, particularly at a hill climb—he kept the already secure German Championship title from Auto-Unions and his team-mate Rosemeyer, and which tale finally ended after the Grand Prix of Monaco, Switzerland, and Italy in reciprocal discords.

As an outsider one had the impression that Stuck was chagrined with the disposition of the racing management and the, according to his opinion, insufficiently prepared vehicles, whilst in turn Auto-Unions were similarly displeased with the alleged no longer battle-eager Stuck

So one arrived at the somewhat precipitate "friendly understanding" for the purpose of dissolving the contract.

The Auto-Union has quite definitely lost more in Hans Stuck than one would like to believe true at the moment; he was always fair and a likable sportsman who hung with his whole being to his dangerous calling and more than once pulled chestnuts out of the fire for Auto-Union, by a final and most exacting effort. There remains only the hope that neither Stuck nor Auto-Union will have to rue this parting.

Stuck has made a present of his famous silver "Hans," in which he won the majority of his successes and in which all those world's records gained with this vehicle during the 1934-37 period are engraved, to Auto-Unions.

What fashion are the plans which now engage the time and sporting love of Stuck?

Quite apart from the hotly debated and recurrent rumour that he is to attack the world's land speed record with a German super-car, it is probable that Stuck will accept an offer to attack the world's water speed record, which Campbell lately secured for himself with a performance of 208.40 k.p.h., during the coming spring.

Stuck has already made himself familiar with the subject in Locarno, only one can not as yet say who is behind these matters. In any case we wish Hans Stuck "Hals und Beinbruch" (*a German colloquialism, in the nature of a good luck wish, actually signifying "Neck and Leg Fracture to You"*) and will follow his sporting passions with interest always.

I found this facet of the German H.O. De'hane Segrave's retirement from motor-racing so interesting that I have troubled to translate it into our native tongue for the benefit of other MOTOR SPORT readers who may, like myself, have read the book "Das Autobuch" in its English form, and also greatly regret his no doubt enforced cessation from active car competition, which thus becomes quite apparent.

I am, Yours etc.,
RALPH E. P. SECRETAN.

London, W.2.

* * *

A READER'S CRITICISM

Sir,

You will possibly remember that I wrote you before the opening of this season, expressing a hope that the new road circuits at Brooklands and the Crystal Palace would not attract the wrong type of motor-racing spectator, and now, in the light of what the first season has revealed, I should like to say that I am keenly disappointed.

The Brooklands Road Course has been the scene of some good racing, but it seems a thousand pities that the B.A.R.C. are not intending to repeat the experiment of the Campbell Trophy next year, since, presumably, it was not a financial success. I am not surprised. The attitude that the average Englishman takes to motor-racing is pitiable in the extreme. Supposing there was staged a grand competition between electricity and gas, every article such as refrigerators, irons, fires, ovens, etc., being run in full public view on each of the aforesaid powers, and points allotted to each if, say, it boiled a chicken in a shorter time than the other, so that the public could gather a good idea of what really is the comparative merits of these two, don't you think that every housewife and married man in the land would sit up and take notice?

For about fifty years, motor manufacturers have been striving to better the car of J. Citizen, Esq., and a large percentage of the advance has been due to racing. Why, then, does the said J. Citizen take no interest in our sport? The answer, so far as I can see, is a thing which makes miserable reading. Football, speedway-racing, dog-racing, horse-racing, and, lately, that abomination, "doodle-dicing" (dreadful term), have cultivated in our would-be motor-racing spectator a dreary, morbid, commercialised point of view, a blood-thirsty love of a crash, even if it be only something to chat about a week afterwards.

Now, Messrs. Road Racing Club, you are bringing this cheap state of affairs into motor-racing. Please, in the name of everything that is good in our sport, keep off it. If you want a nutshell summary of everything that you have done wrong in the past season, that disgusting loud-speaker commentary at the Imperial Trophy supplies it. For heaven's sake stop spoiling motor racing. Thank heavens I still have a copy of "Full Throttle" on my shelf, to bring me comfort after watching one of your race meetings.

Finally, may I please deliver a hearty hand-clap to the Donington authorities, a magnificent season, and my best wishes for next year. My best wishes, too, to MOTOR SPORT, a magnificent paper, there is no other word, bred in the best traditions of motor-racing. A long and healthy life to it.

I am, Yours etc.,
C. L. DENSHAM.

Wallington, Surrey.

[While these may be the views of our reader, it does not necessarily follow that they are those of MOTOR SPORT.—Ed.]

* * *

Sir,

I enclose herewith some experience regarding the "hotting up" of an elderly Bullnose Morris Cowley.

The car was purchased for the princely sum of 50/- and when the annual holiday came round a week was set aside to add a little "pep" to "Ghaudi," as the car was nicknamed.

Some of your readers might be interested to know what was done as very little cash was available.

First of all the valves were ground in thoroughly and the surface of the cylinder heads was transformed from a rough casting to a mirror finish by means of much patience, a lot of energy and a considerable area of emery paper.

It was found that the inlet pipes were all coated with about an eighth of an inch of carbon which was duly removed and the induction pipe smoothed off.

Next several corners were removed from the tops of the valve guides and from the underside of the bridges between the grouped inlet ports, to provide a better gas flow to cylinders one and four. A Smith 5 jet type carburetter was standard equipment and the five corresponding pipes (one per jet) were smoothed off and polished.

The flap throttle control was reduced in thickness, also the corresponding bar to which it was attached. A thin gasket was fitted to raise the compression and the engine was then rebuilt with the main and big-end bearings taken up. 5×19 tyres were fitted to rear wheels and were

LETTERS FROM READERS—continued

kept at 42 lb. pressure to give the highest possible gear-ratio and incidentally the cornering capabilities were much improved thereby.

If it had been possible to expend a little money I should have liked to have raised the compression-ratio considerably higher and to have fitted stronger valve springs. However the maximum speed was increased from 48 m.p.h. to 58 m.p.h. by a speedometer that was definitely not fast and the acceleration was very much improved. A celluloid windscreen was improvised by cutting up the side-screens.

The first long trip was made to Shelsley Walsh Hill Climb.

Three friends were duly collected at an unusually early hour of the morning and " Ghaudi's " radiator was set in the Shelsley direction at between 45 and 50 m.p.h. Our first stop was made at a wayside café where we imbibed hot coffee —much needed by the dickey-seat passengers—and worked out our average speed for the first half of the journey.

During the first hour we covered just on 40 miles and our over-all average so far was 38 m.p.h.

The latter part of the journey there was accomplished at slightly slower speed as the driver was reminded by the passengers in no uncertain terms that they were hoping to return by car the same day, nevertheless a little tail-sliding was indulged in to liven things up.

The return journey was accomplished in a similar fashion until lighting-up time when the lamps of oncoming traffic made visibility through the celluloid windscreen impossible, thus necessitating much peering round the sides. A suggestion from one of the passengers that we should just miss the lights coming towards us proved of great help at times !

The run ended without any mechanical trouble whatsoever and was thoroughly enjoyed by all aboard.

Thus " Ghaudi " travelled 260 miles at an average speed of just on 40 m.p.h.

The rear wheel brakes, although up to standard, were not very efficient when compared with modern braking systems and a stop-light winking on a car in front had to be treated with great respect.

But how we envied the drivers of the Frazer-Nashes, Bentleys, and M.G.s, etc., that passed us *en route*.

" Ghaudi " was later sold for 47/— depreciation 3/-.

A 1927 Lea-Francis 13 h.p. is being purchased and this will also undergo a cheap hotting-up process, and if your readers are interested I shall be pleased to let you have particulars at a later date.

I am, Yours etc.,

Beddington, Surrey. E. W. BELL.

[Are any readers interested ?—Ed.]

* * *

HERR NEUBAUER'S THANKS TO THE DONINGTON AUTHORITIES

Dear Mr. Craner,

Many thanks for your kind letter of the 20th inst., from which I have seen, first of all, that you have taken my wishes into consideration. Again many thanks for what you have done in this respect.

As regards your racing course and Castle Donington, I must tell you that all members of our Society have marvelled at the most beautiful situation of the course. We have learned to know a landscape which we greatly appreciate. Such a track lying uninterrupted in a park offers great advantages over circular courses in which use is often made of ordinary traffic roads. I should wish that the racing track in Donington was still better built, and should hold it especially necessary that the track be in parts a little wider and more uniform in surface, i.e. without undulations, while, however, maintaining the rough covering, because it affords greater safety to the drivers in wet places.

It would also be of advantage if the straight did not end at the deepest point of the present hairpin curve, where it is not absolutely necessary that the racing track should be continued farther in a straight line. Only, such a sharp turn as now appears in the racing course should not follow such a sharply sloping part of the track. A lengthening, with a light angle and a hairpin curve on the next hill, would seem to me better to answer the purpose.

I further wish to thank you most sincerely for all the trouble you have so kindly taken, and especially for the great kindness that has been shown us by the members of the Derby and District Club, in connection with which I cannot omit to mention that all our drivers and members of our racing party were exceedingly satisfied with their accommodation at Castle Donington and in Nottingham where the drivers stayed.

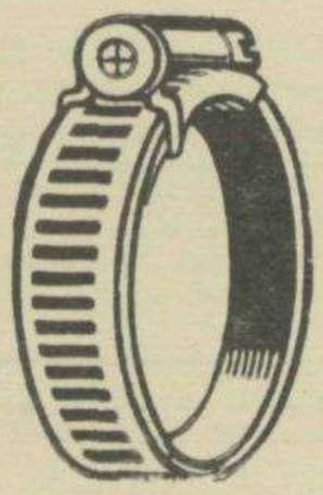
In closing this letter I wish to express the hope that interest for the Donington Grand Prix will always become greater, and we look forward to taking part again, in 1938, in your splendid racing.

Yours very faithfully,

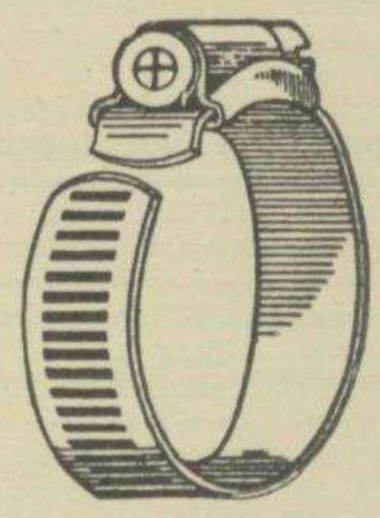
A. NEUBAUER.

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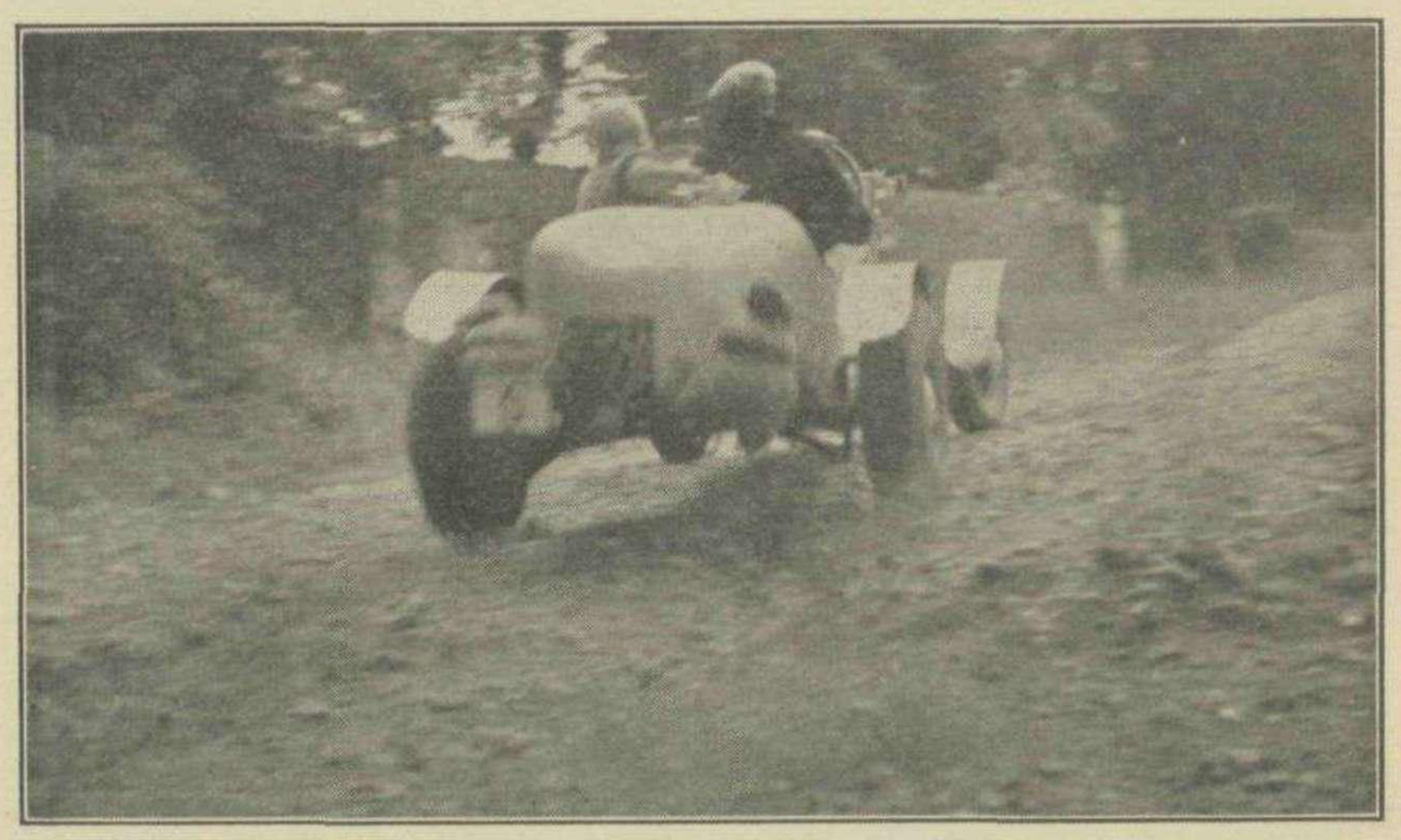
ON THE INFLUENCE OF SLIME-STORMING

PRESENT-DAY trials are excellent as a pastime, but unfortunately they do not prove anything in particular about car-quality or performance and I rather feel that the interest now displayed and the enthusiasm expended in storming slimy gradients is detrimental to sports-car design in general. I am the last person to throw cold water on the modern trial, miscalled "reliability" trial, for rallies are not an everyday event and racing and sprint meetings essentially call for special equipment, which is not within reach of the average club member. But it cannot be overlooked that slime-storming exerts a very big fascination over those who practise it and that the trials fraternity is as a class apart. A trial is, to them, what golf, cricket or tennis is to other sportsmen, and women, and the motor that they drive is regarded as part of their equipment, as the golfer, cricketer or tennis-player regards his clubs or bat or racket. The more perfect for its particular job this equipment is, the better is its owner pleased; the more effectively can he or she play the chosen game. In consequence, the habitual trials competitor develops a mental outlook quite distinct from that of the ordinary enthusiast who enthuses over fast motors of all kinds. To the latter class of individual it is essentially the *car* that interests and fascinates and competitive events, whether trial, speed-trial, race or rally, are regarded merely as a means of putting the carefully-tuned motor to good use, or of proving its fitness in rivalry with other models and marques. This outlook is reflected in the cheerful psychology of the true enthusiast, who is amused at the temperament displayed by different motors and entertained rather than upset by untoward incidents that occur on the road or in the workshop. Essentially of engineering instincts, your dyed-in-the-wool enthusiast, with as "pur-sang" a motor as his purse would allow, was originally to be met amongst the miscellaneous members of the better motoring bodies, which attracted the forerunner of the present-day trials fan, car-owners who sought social uplift by attending the annual club dinners, and all those other car-owners who were not racing drivers or even serious competition men, who yet found club membership of value. Later, the Bugatti Owners' Club claimed many of these "dye-l-in-the-wool" folk (a crude term; can anyone improve on it?) and nowadays the Vintage Sports Car Club is definitely their club.

All the smaller territorial clubs now consist primarily of a membership composed of trials fans. And a trials fan today is a sportsman who likes motors, enjoys driving and appreciates getting far afield in different directions, different week-ends, and who, in particular, likes to pit his skill against other car-owners in storming slimy grades. He (or she) regards the car, sports or otherwise, as part of his (or her) equipment and endeavours to obtain the most suitable engine, most suitable chassis and most appropriate accessories (of which competition tyres loom so important) for the job in hand.

Gone are the days when gradient alone was sufficient basis for competition and when trials showed up serious defects in all manner of engine and chassis components, so that they were heartily supported by manufacturers and the results carefully noted by discerning, prospective purchasers of new cars. Ever since cars have been able to climb up Nelson's Column, mud and slime have had to be introduced into trials. And, in spite of the apparent childishness of it all, slime-storming can be remarkably fascinating and it is also about the only form of interesting competitive event, embracing driving skill, now staged on the public highway and partaken of week-end after week-end by hundreds of happy enthusiasts without undue expenditure.

So, not unnaturally, the bulk of small sports-car makers have catered for the not inconsiderable demand for the main factor in this slime-storming game, which is the motor-car. Now this is where the outlook becomes unsatisfactory if you have the interests of the sports-car industry at heart. I have, I believe, not incorrectly, written of the "not inconsiderable demand" for cars suited to modern trials conditions. But the publicity manager of one of the largest sports-car manufacturers in this country, whose cars have been outstandingly successful in trials, has told me that, great though the number of their cars running in trials is, actually by far the greater proportion of their sales goes to folk who seldom, or never, display competition-numbers. Now clearly, if slime-storming tends to develop a rather special sort of sports-car, and if that sort of car is in consequence not altogether suited to fast main-road motoring or to other forms of competition work, and if lots more people buy sports-cars to drive normally about the world, rather than to enter for a continuous string of trials, then any such development can only be regarded as a bad thing.



A competitor in the recent W.A.S.A. Trial.

I believe, whatever the sales proportion really is, that more fast motors go through life without competition numbers than with, and I am practically certain that trials *are* having a bad influence on the character of cars sold for ordinary motoring or for semi-racing work. There are many and divers ways of deciding a trial, and if Major Montague Johnstone has covered every current regulation in his book "Motor Trials," which I confess I haven't read, he has done yeoman work. But for the purpose of this argument we can confine ourselves to the influence of slime-storming in general. And I repeat that I consider that influence an unfortunate one, for reasons which I will in a moment outline. First, let us convince ourselves that the sports-car, and, in particular, the cheap-to-purchase, *economical to run and to tax, small* sports-car is purchased primarily for fast road travel. If you add up the membership of all the motor clubs that exist to run mud-wallows you will get a most imposing total and you will say that here is the basis for a very worth-while market. But wait! One of the weak systems of our existing club motoring is that membership overlaps very considerably. Confine your total to *regular* trials competitors and it will not look so healthy, especially if you are the owner of a comfortable-sized factory waiting to turn out inexpensive sports-cars on semi-mass-production lines. After all, what is the average trials entry? If we say sixty we shall be quite generous. How many trials are there whose entries are quite separate, and distinct? And if these regular entrants change their cars every season, which all of them do not, your nice new factory is going to have a lean time if it sells to them alone. So now you can see why I am agitated that lots of sports-car designers seem to design motors expressly for slime-storming, to the detriment of good road qualities. You can take the matter deeper than that.

ON THE INFLUENCE OF SLIME-STORMING—continued

Sooner or later a man who has got through several seasons of slime-storming will want to race, and he will find his car just as unsuited to Donington and Brooklands as it is suited to Widlake and Collie. S. H. Allard, who is one of our finest trials drivers, recently told me that he is becoming interested in racing at Donington, and may enter there next season. But he knows very well that the ideal trials car may not be ideal for racing, nor is he the owner of an inexpensive sports-car that he cannot change for a year or so. You see, by building cars expressly for slime-storming, manufacturers may quite likely do themselves harm in other branches of the sport—racing for clubmen is on the upgrade—apart from giving ordinary buyers sports-cars that are not so suited to everyday fast road work as they should be.

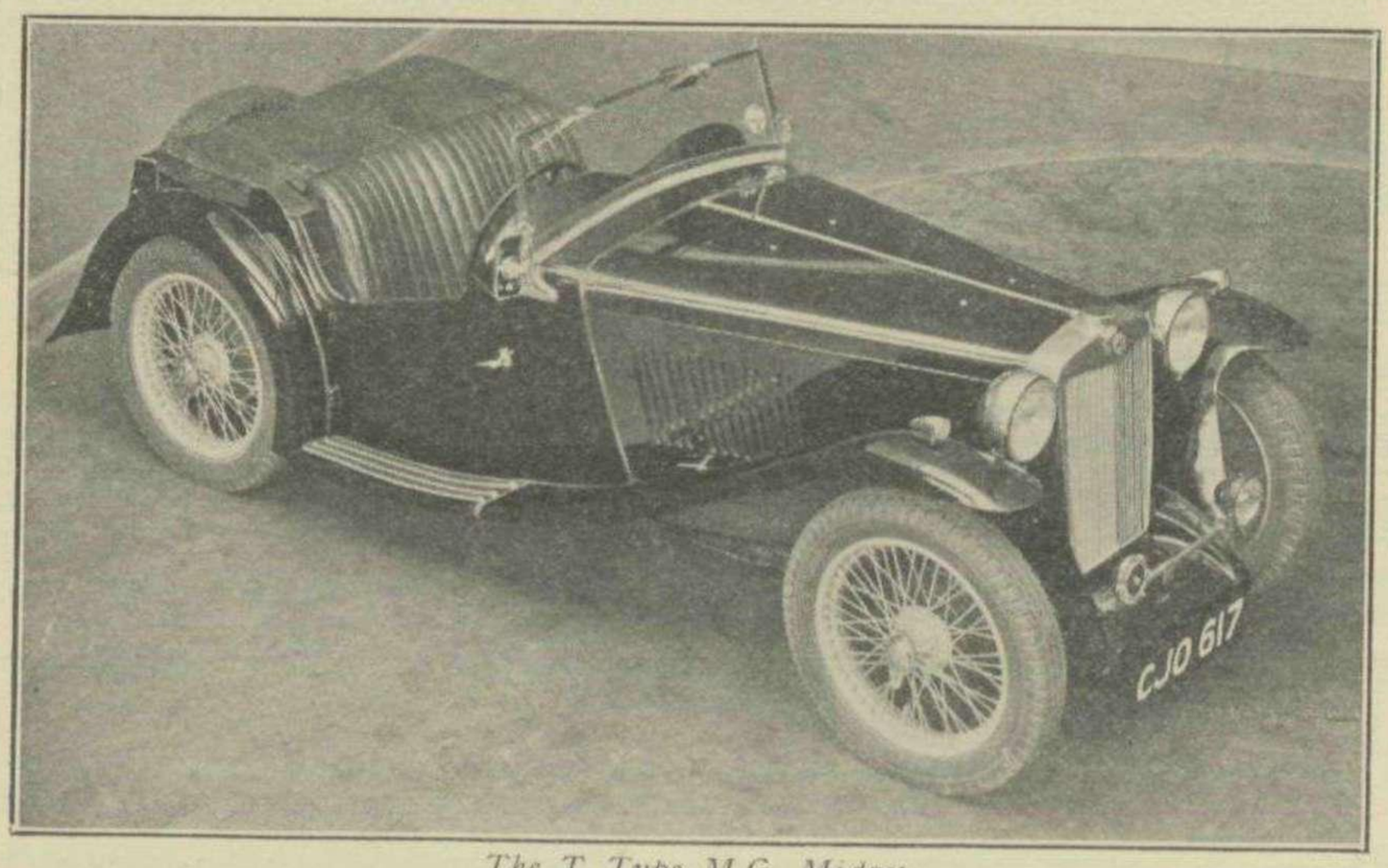
Perhaps you will say that it is ludicrous for makers who produce sports-cars in considerable quantity and sell the greater proportion to ordinary non-competitive drivers, to pay such attention to the requirements of the slime-storming minority. But there are reasons for this apparent insanity. In the first place, such makers' production methods usually favour one model only and if that model is unsuited to severe trials conditions it will be a bad advertisement if used for such work by an owner who has developed a liking for competition driving. The M.G. Car Co. Ltd. sells by far the greater bulk of its output to ordinary men and women, yet it finds success in trials of such value to its sales policy that it regularly enters what amounts to a works team of trials cars. Similarly, the Austin Motor Co. Ltd. enters its "Grasshoppers" for trials and actively supports speed events with a team of very expensive racing "Sevens," although it no longer lists a sports model. Consequently, it would be fatal for a firm, particularly if it also made utility cars, to have its sports jobs failing continually in trials. Another reason is bound up with the pig-headedness and short-sightedness of the more casual of the sports-car buying community, whose competition exploits, if any, end with the M.C.C. holiday trials or a few rallies. They inspect successful trials cars, talk about their special features with the pot-hunting owners, and want their road motors to possess as many identical characteristics as possible. But racing-cars they know to be always vastly removed from normal practice, and they cannot think deeply enough to apply racing features to their everyday motoring. Then, naturally, there is a temptation to capture that trials market, even if it be only a small proportion of the sales total, and so the makers' technicians think in terms of muddy mountaineering, particularly as successes in trials is good publicity; the ordinary road-faring sports-car user must tolerate the sacrifices involved.

Having suggested that the typical modern trial has this unhappy influence on small sports-car design in general, I shall be put in the witness box to answer the charge. I have my defence ready and will endeavour to be brief:—(*a*) *Road-holding:* I once read a road-test of a very successful small trials car in which it was admitted that road-holding had been sacrificed to achieve greater success on the slime. And a very successful driver of a cut-about Ford V8 remarked not long ago in my hearing that he seldom drives above fifty on the road lest he hops off the highway. Watch how trials cars roll on slow main road corners. Apparently weight distribution that suits slime is not ideal on the road and might be most uncomfortable at Starkey's! Big slab-type fuel tanks with twin wheels hung on behind are largely to blame. The early French sports-cars set an example of a bodywork style I prefer, namely a streamline tail. Salmson, Amilcar, Senechal and Vernon-Derby all had these bodies and on one model Salmson even contrived to put a quite spacious seat in the tail. If you use a chassis-level tank, which will still hold about as much fuel, there is more space for luggage than there is in the existing deep well between seats and tank. And if you ever run in those excellent M.C.C. or J.C.C. Brooklands High Speed Trials, or down the long straight of the manufacturers' circuit at Donington, you may bless the extra five or more m.p.h. that such a tail can give, properly designed. Where can you put the spare wheels? I answer, beside the bonnet. In a race they will be left in the pit, anyway, and how often do you work feverishly on the engine during a trial? Not that they obscure the engine much, anyway, and if you don't think the position practical on a light car, look at a Frazer-Nash. The weight will then be all far better disposed and road-holding better in consequence.

(*b*) *General Equipment:* Those early French sports light cars always set me thinking. With modern rigid attachments, their close-up wings shouldn't fall off, they are light, they keep the car very clean and they look right. I blame mud in quantity for the universal use of either flowing wings integral with running boards—so heavy—or strips of metal that may comply with one of thousands of motoring laws but which do not keep down mud and water. In the same way, there was a lot to be said for V screens, that you discarded for racing,



At the foot of Steep Hill in the Coventry Cup Trial.



The T. Type M.G. Midget.

ON THE INFLUENCE OF SLIME-STORMING—continued

but when mud is flung everywhere you must have a fold-flat screen. We all know the floating dash, to which the steering column is so often anchored, which is attributable to light build to suit freak restart and acceleration tests. Slim, cowled radiators would never provide cooling for an engine screaming uphill at 4,000 r.p.m. at a car speed of a few m.p.h. Ground clearance is all important, so the unfortunate sump is restricted in size, in spite of being set out of the airstream behind cowls that are so necessary to deflect the water met in impossible water-splashes from vital engine parts. Exhaust pipes kink about appallingly that they shall be carried clear of boulders, and I suppose sensible external pipes are barred in case they set the driver alight when he hops aboard in performing a comic special test. Seats over an axle are always uncomfortable, but then a trials car wants weight over its back axle . . . One good point, as a concession: the constant interchange of "ordinaries" and "knobblies" has made for sensible jacks and easy-to-locate jack pads.

(*c*) *Low Gear Ratio:* Essential for the majority of small engined trials cars. Bottom has to be very low indeed to plough through thick slime and to get away in restarts up stiff gradients. Second is often wanted quickly in driving tests, so must be low too, which is too low. It is asking too much of the best synchro-mesh to have a very big gap between second and third, so the upper ratios are low as well—which is not conducive to economical, effortless fast road motoring. The light sports-car of to-day has an average bottom ratio of about 17.6 to 1. I leave it to you to find the average ratio for similar class cars of fifteen years ago, before the world went mad—sorry, before we seriously went mud-wallowing. Even larger engined sports-cars have been adversely influenced. And, apart from less pleasant cruising, acceleration up to high speeds is curtailed and in traffic one is constantly changing up from a buzz-promoting bottom in which clutch engineers insist we should start.

(*d*) *Low Geared Steering:* Modern steering can be very high-geared and yet finger-light and possessed of full castor-action, as anyone who has driven a Frazer-Nash-B.M.W. appreciates. Yet our small trials cars mostly ask 2 to 2½ turns, lock to lock, although something nearer 1¾ turns is known to be ideal for a fast car on a twisting road. I can only blame this retrograde factor to the conditions that prevail in mud-wallows, when the driver certainly has to do excess elbow work in any car, and when low gearing is suited to climbing out of inch deep ruts.

(*e*) *General Points:* I suppose it is hardly fair to bring up the carrying of lead lumps as ballast or the locking, by doses of molten lead or other means, quite good and expensive differentials. But the incorporation of such things in certain trials cars does emphasise what freak conditions are encountered in modern trials.

If the foregoing is condemned as an exaggeration, I would remind you of a recent quotation on "Casque's" page in "The Autocar": "This form of competition (trials) develops one of the weirdest types of small car ever seen . . ." I am, naturally, regarding design generally. We have seen the gradual standardisation of body-styles and chassis specifications amongst utility cars and, although sports-cars must always retain more individuality, there is likely to be an inevitable tendency to standardise in this market also. If retrograde features of design intrude generally amongst the inexpensive class of small sports-car—the type having the widest practical appeal—that class of car may eventually be ousted by semi-sports types more suited to ordinary motoring. Sports-car makers with long experience do not want that to happen, and we, who chiefly buy sports-cars of this sort because th v suit our pockets, do not want to find the market diminished or dead. Already there is a dearth of inexpensive sports light cars, which may be a straw in the breeze. I am perfectly aware that there are light cars which contradict all the foregoing arguments, because they are very excellent fast road cars, are equally suited to speed events, and yet do extremely well when they run in trials. Outstanding examples are the Frazer-Nash, the Frazer-Nash-B.M.W., and H.R.G. But I am dealing in particular with cars costing appreciably below £300, which is the market possible to the average clubman, and the lowest-priced sports models of these cars cost respectively £425, £398 and £425 12s. 6d. They achieve their manifold successes partly because they have high-output engines, partly because they have the weight correctly placed. But that is not all. Lots of more powerful cars are useless for trials and most of the early British baby cars of low weight, produced before slime-storming spread its influence, and the early French sports-cars, are equally useless. Consequently, by reason of their special qualities and consequent adaptability these marques can command their price. The fact remains that cheaper cars of lesser power and less brilliant construction have to resort to low gear-ratios, flimsy frames and bodies and all, or most, of the features I have black-marked above, if they are to succeed in modern trials.

How can we render this class of car a better vehicle for the great bulk of its purchasers? Well, if racing were more popular with clubmen, as I suggested last September, design would improve and perhaps manufacturers would, in time, design cheap sports-cars to comply with the very different requirements prevailing, to embrace a new market and obtain publicity from owner-driver performances. Then they might find the sports-car sales going up with a rush all round, as real sports jobs, able to hold their own with the new class of semi-sporting high-performance cars on long road journeys, became available to the non-competitive public. But such evolution is unlikely in the immediate future, if ever, and the only hope lies in a wholesale modification of trials conditions.

I confess I do not know how it can be done, for slime is a universal stopper and sane hills can only be rendered competitive if they are timed, as is done in a certain Night Trial, and that is impractical on public roads. The M.C.C. manages very well with rough surfaced gradients in its three big events, but these trials are now regarded as easy meat to experienced drivers and would be easier still but for the long-distance motoring between sections, which tires even modern cars; and the fact remains that retirements in these trials are very few, although most of the competitors use ordinary



Several of the cadets in the Mercedes-Benz team regularly take part in cross country events in Germany.

ON THE INFLUENCE OF SLIME-STORMING—continued

cars not specially prepared beforehand. I can only advocate, as I have so often done before, longer timed sections in acceleration and brake tests, fewer driving-skill tests and a more widespread use of hills that are teasers without being sticky—of which there are still a few here and there in this countryside of ours. That, and some serious conferences between designers of the type of car with which we are here concerned, and their manufacturers' sales staffs. After all, slime-storming *is* rather silly, when you reflect that some observed sections are actually *downhill* gradients and that Macdermid recently confessed in print that one trials hill alone smashed the rear shockers, carried away the brake links, split the sump and punctured two tyres of his M.G. There are still hundreds of miles of fast deserted highway in this country, over which it is fun to drive roadworthy fast stuff. My plea is for cheap small sports motors that bear out the honoured saying "To-day's Racing Car is To-morrow's Touring Car." Racing-cars do not climb Widlake . . .

[Our contributor's views expressed here are not necessarily those of MOTOR SPORT, but we publish the article in view of the fact of its public interest. We should welcome any letters from readers upon the subject.—ED.]

V.S.C.C. COTSWOLD TRIAL

The Vintage Sports Car Club Cotswold Trial, on November 28th, attracted an entry of thirty-one, all members of the Club, including a few associate members on non-vintage machines. The majority, however, drove motors made before 1931, and competition tyres or other non-standard forms of wheel-wear were forbidden, as usual.

Little of excitement happened on most of the hills, but on Ferriscourt, Clive Windsor-Richards failed to pursue the prescribed path and removed his front axle, *in toto*, on a large obstacle. It was found impossible to drive the car effectively without a front axle and Windsor-Richards therefore retired from the contest. A very sporting gesture was that of Hamilton-Moore, who at once abandoned the trial, to stay and help with the 30/98.

Bowen driving a Chrysler with utterly smooth tyres (the only American entry) also caused a good deal of excitement, and a fair amount of delay, as he failed irrevocably *after* the end of the observed section and could be moved by no human agency for some thirty minutes.

A special test at the top of Ferriscourt was won by Wrigley on a Lea-Francis with 17⅘ seconds, and other good times were made by Miss Wilby (Frazer-Nash), Foxlee (Alvis) and Heal (Vauxhall 30/98).

An outstandingly spirited ascent of Gipsy Lane was made by Wrigley to the nervous agitation of Marcus Chambers, appearing in the (for him) unusual role of passenger to the Lea-Francis, and Waters (Vortic Velox) left the road in an unexpected direction but without material damage. The only other clean climb besides that of Wrigley was by Barbara Marshall, on "Annie," which now has new carrosserie in two shades and appeared to be entirely independent of string or adhesive tape for the support of any major component.

On the acceleration test Inderwick's Batten was the fastest competitor, with 15⅗ seconds, but Heal's spruce 30/98 was very close at 15⅘. Miss Wilby, whose Nash had given up its second gear, went up at horrifying revs in bottom only, to clock 18.1, and Bowen's Chrysler was slightly faster, with 18. Mrs. Dobson's O.M. made very interesting explosions during the acceleration test and the transmission of Miss Orred's 14-40 M.G. was clearly unequal to the occasion.

Colquhoun hopefully arrived at the top of the hill instead of the bottom but was reluctantly convinced that he could not perform the test in this direction. He complained somewhat bitterly of a persistently *rising* oil level in the sump of his Lancia.

The Trial ended with tea at the Plough, Cheltenham, and the results are as follows:—

RESULTS

Harold Powell Cup for Best Vintage Performance: J. C. H. Wrigley (Lea-Francis).

Inderwick Cup for Best Non-Vintage Performance: Miss V. M. Wilby (Frazer-Nash).

First-class Awards: Miss B. Marshall (G.N.); A. S. Heal (Vauxhall 30/98); G. F. Foxlee (Alvis 12/50); H. W. Inderwick (Batten).

Second-class Awards: C. C. Tomkinson (Bentley); D. D. Clapham (Alvis); Miss K. Taylor (Lancia); R. Peaty (Frazer-Nash); J. Bowen (Chrysler).

Over twenty new members have been elected within the last month and a total of 300 is now well in sight. The Hon. Secretary of the Club is T. W. Carson, The Phœnix Hotel, Hartley Wintney, Hants.

NEWS FROM SOUTH AFRICA

ENTRIES FOR THE RAND G.P.

Entries for the Rand Grand Prix to be run on the 16th December on the Lord Howe circuit have now been selected. Out of the thirty-three nominations, the following twenty-one drivers have been selected.

R. O. Hesketh (Maritzburg), 749 c.c. supercharged R-type M.G.
Doug van Riet (Cape Town), 749 c.c. supercharged single-seater Austin.
V. C. Berrange (Rand), 1,100 c.c. Brooklands Riley.
Buller Meyer (East London), 1,100 c.c. Brooklands Riley.
D. R. Woodhead (Rand), 1,249 c.c. single-seater M.G. Magnette.
Count Lurani (Italy), 1,100 c.c. supercharged Maserati.
James Clark (Rand), 1,500 c.c. Brooklands Riley.
Norman Wilson (Britain), 1,100 c.c. supercharged E.R.A.
Prosser Roberts (Rand), 2,000 c.c. supercharged Bugatti.
J. M. McNicol (Rand), 1,500 c.c. supercharged French Talbot.
E. Govoni (Cape Town), 2,300 c.c. supercharged Bugatti.
W. H. Roderick (Bloemfontein), 2,600 c.c. supercharged Alfa-Romeo.
L. Villoresi (Italy), 1,500 c.c. supercharged Maserati.
Lazlo Hartmann (Hungary), 1,500 c.c. supercharged Maserati.
E. Siena (Italy), 1,500 c.c. supercharged Maserati.
W. G. Everitt (Britain), 1,500 c.c. supercharged Maserati.
F. Chiappini (Cape Town), 2,500 c.c. supercharged Maserati.
"Mario" (Cape Town), 3,700 c.c. supercharged Maserati.
L. P. Taruffi (Italy), 1,500 c.c. supercharged Maserati.
Lord Howe (Britain), 1,500 c.c. supercharged E.R.A.
Raymond Mays (Britain), 1,500 c.c. supercharged E.R.A.

In an interview Mr. Edward F. S. Bishop, organiser of the Rand Grand Prix and originator of Grand Prix racing in South Africa, said that he was more than satisfied with the entries. "There is not a slow car or doubtful driver among them" he said.

THE SOUTH AFRICAN G.P.

A splendid field representing four countries—South Africa, England, Italy and Hungary—will compete in the fourth South African Grand Prix on the Prince George Circuit on January 1st, 1938.

The list is as follows—

W. L. C. Miller (Durban), 1,087 c.c. M.G. Magna.
A. N. Starling (Durban), 874 c.c. M.G. Midget.
Tom Scheckter (East London), 1,089 c.c. Riley.
L. G. Young (driver Coombes, East London), 1,089 c.c. Riley.
J. McNicol (Johannesburg), 1 287 c.c. M.G. Manga.
W. B. Meyer or D. C. Richardson (East London), 1,089 c.c. Riley.
V. C. Berrange (Johannesburg), 1089 c.c. Riley.
J. T. Strydom (Port Elizabeth), 2,276 c.c. Talbot.
R. O. Hesketh (Durban), 748 c.c. M.G.
J. G. Clark (Johannesburg), 1,496 c.c. Riley.
W. B. Meyer (East London), 1,496 c.c. Riley.
Prosser Roberts (Johannesburg), 2,000 c.c. Bugatti.
N. G. Wilson (Great Britain), 1,090 c.c. E.R.A.
J. Woodhead (Johannesburg), 1,500 c.c. French Talbot.
A. Govoni (Cape Town), 2,300 c.c. Bugatti.
Count Johnny Lurani (Italy), 1,100 c.c. Maserati.
Steve Chiappini (Cape Town), 2,896 c.c. Maserati.
W. H. Roderick (Bloemfontein), 2,600 c.c. Alfa-Romeo.
W. H. Roderick (Bloemfontein), 3,000 c.c. Maserati.
H. F. Hooper (Durban), 3,255 c.c. Bugatti
Earl Howe (Great Britain), 1,498 c.c. E.R.A.
W. G. Everitt (Great Britain) 1,484 c.c. Maserati.
Eugenio Siena (Italy), 1,500 c.c. Maserati.
Pietro Taruffi (Italy), 1,500 c.c. Maserati.
Hartmann (Hungary), 1,500 c.c. Maserati.
L. Villoresi (Italy), 1,500 c.c. Maserati.
Raymond Mays (Great Britain), 1,498 c.c. E.R.A.
D. Massacurati (Cape Town), 3,700 c.c. Maserati.

SPRINT RESULTS OF 1937

Sprint meetings did not have quite such a successful season this year as the pointers of 1936 suggested, chiefly because the lack of suitable venues still persists and there was less prize-money available this year. But sprint motoring still flourishes exceedingly and is a very advanced branch of the Sport. Hereafter are compressed details of the principal 1937 meetings, with particulars of those making fastest time, and indications of course records.

HILL CLIMBS

ORGANISERS	VENUE	DRIVER	CAR	TIME IN SECONDS
Scottish S.C.C.	Bo'ness	T. W Meikle	Frazer-Nash	38.5
Berkhamsted & D. C.C.	Dancer's End	Mrs. J. Bolster	Morris-Special	26.5
Midland A.C.	Shelsley-Walsh	R. Mays	E.R.A.	39.09
Bristol M.C. & L.C.C.	Backwell House	J. Bolster	Bolster-Special	23.3*
Dublin University M.C.	Kilternan	A. P McArthur	M.G.	44.0*
I.M.R.C.	Craigantlet	H. L. Hadley	Austin Seven	81.4*
Midland A.C.	Shelsley-Walsh	A. F. P. Fane	Frazer-Nash	38.77*
Berkhamsted & D. M.C.	Dancer's End	E. G. M. Wilkes	G.N.	27.5
Scottish S.C.C.	Bo'ness	J. Flint	Frazer-Nash-B.M.W	37.2*
Jersey & D. M.C.	Jersey	F. Le Gallais	Hybrid	67⅝

SPEED TRIALS

ORGANISERS	VENUE	DRIVER	CAR	TIME IN SECONDS
C.U.A.C.	Syston (half-mile)	P. F. Jucker	Alta	27.54*
Irish Motor Racing Club	—	F. O'Boyle	Alta	Flying start
Yorkshire S.C.C.	Wetherby	H. J. Williams	M.G.	30.64
Kent & Sussex L.C.C.	Lewes (¾ mile)	J. Lemon-Burton	Bugatti	19.12
Bristol M.C. & L.C.C.	Bristol Air Port	H. L. Hadley	Austin Seven	24.6*
Kent & Sussex L.C.C	Lewes (⅜ mile)	G. Taylor	Alta	19.3
West Middlesex Amateur A.C.	Southall	E. Winterbottom	Emeryson	45.0
Yorkshire S.C.C.	Wetherby	H. J. Williams	M.G.	30.13
M.G. C.C.	Howcleugh (half-mile)	J. Flint	Frazer-Nash-B.M.W	34.6
West Hants & Dorset C.C.	Poole (680 yards)	C. E. C. Martin	E.R.A.	22.2*
Kent & Sussex L.C.C.	Lewes (⅜ mile)	G. Taylor	Alta	18.75
Bugatti Owners' Club	Lewes (½ mile)	A. Baron	Bugatti	18.4*
Vintage S.C.C.	Littlestone (half-mile)	G. B. C. Sumner	Delage	22.6*
Vintage S.C.C.	Croydon	J. Bolster	Bolster-Special	32.2*
Brighton & Hove M.C.	Brighton (half-mile)	G. Taylor	Alta	22.84
Southsea M.C.	Southsea	A. Baron	Bugatti	49.5*

*Course Record

THE SPORTS-CAR "HOUR"

The R.A.C. has now issued their report on the observed one-hour run made at Brooklands by Alan Hess with a 4½-litre T.T. Lagonda. The average was 104.44 m.p.h. and the fastest lap at 105.52 m.p.h The car was apparently slightly heavier than the standard "Rapide" four-seater of the same period, but it pulled appreciably higher gear-ratios, namely, 3.0, 3.9, 5.0 and 7.8 to 1, against the standard ratios of 3.31, 4.30, 5.56 and 8.66 to 1 of the 1936 "Rapide" model, and 3.6, 4.7, 7.3 and 11.4 to 1 of earlier 4½-litre open models. We would suggest that for future attempts on the sports-car "hour" cars be submitted with standard gear-ratios, not because higher ratios improve the maximum speed possibilities, indeed, under unfavourable conditions the opposite is likely to rule, but because higher ratios can very materially ease matters in the engine department when very high speeds are maintained for prolonged spells. The T.T. Lagonda engine ran at 3,350 r.p.m. at 104 m.p.h. in top gear.

THE GERMAN RECORD WEEK

Last month we referred to the first part of the German record-week at the Frankfort *Autobahn*. Apart from the records then mentioned Stuck's Auto-Union set the Class B standing kilometre record to 117.14 m.p.h.—which like his 138.67 m.p.h. standing mile, ranks also as a world's record. The Class B flying 5 kilo. record was broken at 251.4 m.p.h. Major Gardner's M.G. took the Class H flying 5 kilos. record at 143.59 m.p.h., and the flying 5 miles at 144.57 m.p.h. Thereafter piston trouble intervened, but a one-way run was clocked at 151.86 m.p.h. over a kilometre. Rosemeyer took eight Class C records, five Class B records and two world's records, his standing mile (138 m.p.h.) and flying kilometre (252 m.p.h.) figures actually being established with the Class B Auto-Union of 5-6 litres, and his flying ten miles (211 m.p.h.) figure with the Class C Auto-Union of under 5 litres. Major Gardner broke four Class H records. The big Auto-Union had bodywork as used for racing at Avus, the wheel-fairings being removed for standing start records. Closed cockpits were used for the flying records. The 12-cylinder Mercédès-Benz lifted its front end from the road at around 245 m.p.h., so that Rosemeyer congratulated Caracciola for driving on two wheels. Wind-pressure crushed the nose and under-shield. The car was returned to Stuttgart on a lorry and reappeared on the Wednesday with a curved down nose and flat undershield Caracciola then recorded 248½ m.p.h. but the lifting tendency returned and the record attempts were abandoned. The plan had been to use a separate four-speed chassis for the standing start records, retaining the same 12-cylinder engine. Bobby Kohlrausch's M.G. did not take any records during the week.

THE EFFECT OF NATIONAL CONDITIONS ON DESIGN

MAURICE PLATT, M.Eng., late technical editor of "The Motor" and now with the Engineering Dept. of Vauxhall Motors, Ltd., delivered his paper on the Effect of National Conditions on Automobile Design in Great Britain, before the I.A.E. at the Royal Society of Arts on December 7th. Although it deals with utility car development the paper is of considerable interest to readers of MOTOR SPORT, particularly that section referring to British road conditions, because the sports-car user either drives fast for fun or goes long distances to attend distant sporting events or for the sheer pleasure of driving, and he is especially restricted by inadequate roads and by adverse public feeling resulting from road accidents. We give a brief summary of Mr. Platt's paper, editorial comment on which is enclosed within brackets.

The author did not believe our system of taxation on the R.A.C. formula to have so far affected design to any marked degree, but he recognised seven outstanding National conditions having a big influence on British design, namely, a fair degree of general prosperity, the high cost of motoring, the road system, congested traffic, variety of topography, individualism of British character, and conservation of British outlook. He estimated that 80 per cent. of the record total of 320,239 new car registrations for 1937 was shared by six industrial groups—Austin; Morris, Wolseley, M.G.; Ford; Standard; Humber-Hillman; and Vauxhall. He believed that three of these producers must have an output exceeding 50,000 cars a year. In Appendix I he showed that there are thirty-three British individual manufacturing organisations. [Of these, twenty-seven produced, apparently, 20 per cent. of the 1937 output of 320,239 cars for the home market, or an average of 2,372 a year each. As nineteen of these organisations market sports-cars the *average* sports-car output is 45,068 and it seems likely that a quarter of this figure as actual output of sports-cars only would not be an optimistic estimate.]

Mr. Platt pointed out that in 1924 we had 37,969 miles of classified roads and 35.2 vehicles per mile, and in 1936 43,870 miles to carry 63.1 vehicles per mile, during which period unclassified road mileage *decreased* from 139,352 to 134,233. He paid warm tribute to Mr. Walter Groves for his thirty-three years' work in a campaign for road improvement, during which he continually discussed road improvement in "The Motor." We favoured small cars because we felt safer in them in congested thoroughfares, because small cars were handier in congested places and because in heavy week-end traffic conditions the superior capabilities of the powerful car can seldom be employed to advantage. [The author emphasised that these comments did not apply to all kinds of motoring and we suggest that a 4¼-litre Bentley, for instance, that is responsive, restful to handle and accurate as to control, is more pleasant in London on a wet night than any baby car. Also, sports-car users travelling fifty miles north or north-west of London will find miles of clear roads where high performance can be fully utilised even on a summer Bank-holiday.]

Acceleration was emphasised as more important than sheer speed even for family cars. [Agreed, but a very high maximum still has its appeal, particularly to regular entrants for events like the Brooklands High Speed Trials, and, if it is less true than formerly that a high maximum ensures effortless cruising, certainly design of high speed usually releases, also, excellent hill-climbing and accelerative qualities.] Good road-holding, riding comfort, good braking, reasonable fuel consumption and the ability to restart on gradients of 1 in 4 with full load were essential qualities of British cars of all kinds. Braking, in many respects, was the most satisfactory of all performance qualities, but many 10 h.p. saloons could not better 30 m.p.g. Springing has not progressed very favourably, especially on small cars in which load variations vary between a ratio 1.4 to 1. In the author's experience many Continental cars cannot restart on slopes steeper than 1 in 5 under full load. [Bottom gear-ratios for utility cars are not quoted in the author's appendixes, but perhaps there *is* something to be said for trials ratios?]

In considering safety in car design it was emphasised that Mr. F. C. Cook, a distinguished official of the Ministry of Transport, had quoted fatal road accidents for 1935 as .022 per 100,000 vehicle-miles for private cars, .033 for motor vans, lorries, etc., and .035 for public conveyances. In his historical survey of utility car trends, 1919-1927, the Austin Seven of 1922, Morris-Cowley of 1925 and Morris 12-4 are prominently mentioned by the author. Front brake re-introduction in 1924-5 is emphasised, notably the Lockheed, Rubury and Perrot proprietary systems and Vauxhall hydraulic, Rolls-Royce servo, and Hotchkiss pull-rod systems. [Delage and Hispano also used mechanical servos, Chenard-Walcher a Hallot servo operating front brakes only, and Daimler a magnetic system. Deirandre popularised the vacuum-servo.] The North Lucas had all-round coil-spring independent suspension and the Leyland Thomas of 1921 has torsional suspension to supplement leaf springs. [The correct designation is Leyland Eight. Thomas later raced a standard Leyland Eight. The modified single-seater Leyland-Thomas racing-cars were produced about 1923-4. The Thomas-Specials were 1½-litre racing-cars, the first based on the streamline of the Leyland-Thomas and built of M.A.B. components, and in 1927 came the two straight-eight "flat-iron" cars. There was also the Marlborough-Thomas, with oval-section two-seater body, raced by Thomas at Kop and in the 1924 "200," when it fell to bits, and shown as a sports-car at Olympia. The Leyland Eight was shown at Olympia in 1920, priced at £2,500 as a chassis. It was discontinued in 1925, and about eighteen were built. The chassis price was reduced by 1922 to £1,875.] In 1925 the average touring engine gave 2 b.h.p. per 100 c.c., peaking at about 3,000 r.p.m. Geared to do 1,100 r.p.m. at 20 m.p.h. maximum speed averaged 55 m.p.h. The author gives an historical survey of the development of seven popular makes from 1927-1938. The Morris Minor, introduced in 1929, was the first British competitor of the Austin Seven. [No mention is made of the Jowett, Singer Junior, Triumph Seven or Gwynne Eight, produced prior to 1929, nor of the Gillett and Waverley £100 cars (the latter admittedly a 2-cylinder) or the Rover "Scarab."] Hillman Minx, Morris Ten, Standard Little Nine, Vauxhall Light Six and Ten, Ford Eight and Ten, followed as extremely successful small cars. Alvis, Vauxhall, and Morgan were relatively early users of independent suspension, adopted by Humber-Hillman for 1936, Rolls-Royce for 1937 and Daimler-Lanchester for 1938. Lockheed, Bendix and Girling braking systems were highly successful. Vauxhall introduced synchro-mesh gear-change in January 1932, Riley having developed the "silent third," and it became general from 1933-4, killing the free-wheel, now only found on one British car of consequence—Rover. In England, and to a lesser extent in other countries, the "exclusive" type of car manufacturer concentrates on large powerful high-priced cars, sports-cars, and "de-luxe" editions in the 12-18 h.p. class. Their position is becoming more difficult as the quality and performance of quantity-produced cars improves and in the author's opinion it was sad to see the market shrinking for cars which provide a special pleasure of ownership and handling and which can be designed without special reference to tool and equipment costs. Future developments may give more scope in this field than is ordinarily anticipated. [We sincerely hope Mr. Platt is right.]

During 1919-1927 a number of excellent British sports-cars was produced and these undoubtedly assisted the improvement of the ordinary touring car to a very marked extent. New ideas would be tried out in a sports model of limited production in a way not open to the builder of cars in quantities. Nowadays when the sports-car is so often maligned, its service to the Industry in the early post-war years was worth recalling. [To which we would add that sports-car makers no longer inflict experiments on their clients. In many ways the modern sports-car is the only sound solution of present restrictions on fast travel and its consequent commercial significance is too valuable to jeopardise.]

(N.B.—We are unable to quote from the discussion following Mr. Platt's paper as we closed for Press before it was read, the above extracts being taken from the full report of the paper in the December issue of the I.A.E. Journal. Those genuinely interested are always welcome at I.A.E. lectures, on signing the Visitors' Book. On January 4th at the Royal Society of Arts, at 7.45 p.m., Dr. F. W. Lanchester, F.R.S., and Mr. G. H. Lanchester will deliver a paper "On Independent Springing.")

THE FLOWER OF THE GLOUCESTER

ONLY TWO CARS CLIMB ALL THE HILLS : BREAKHEART WELL NAMED

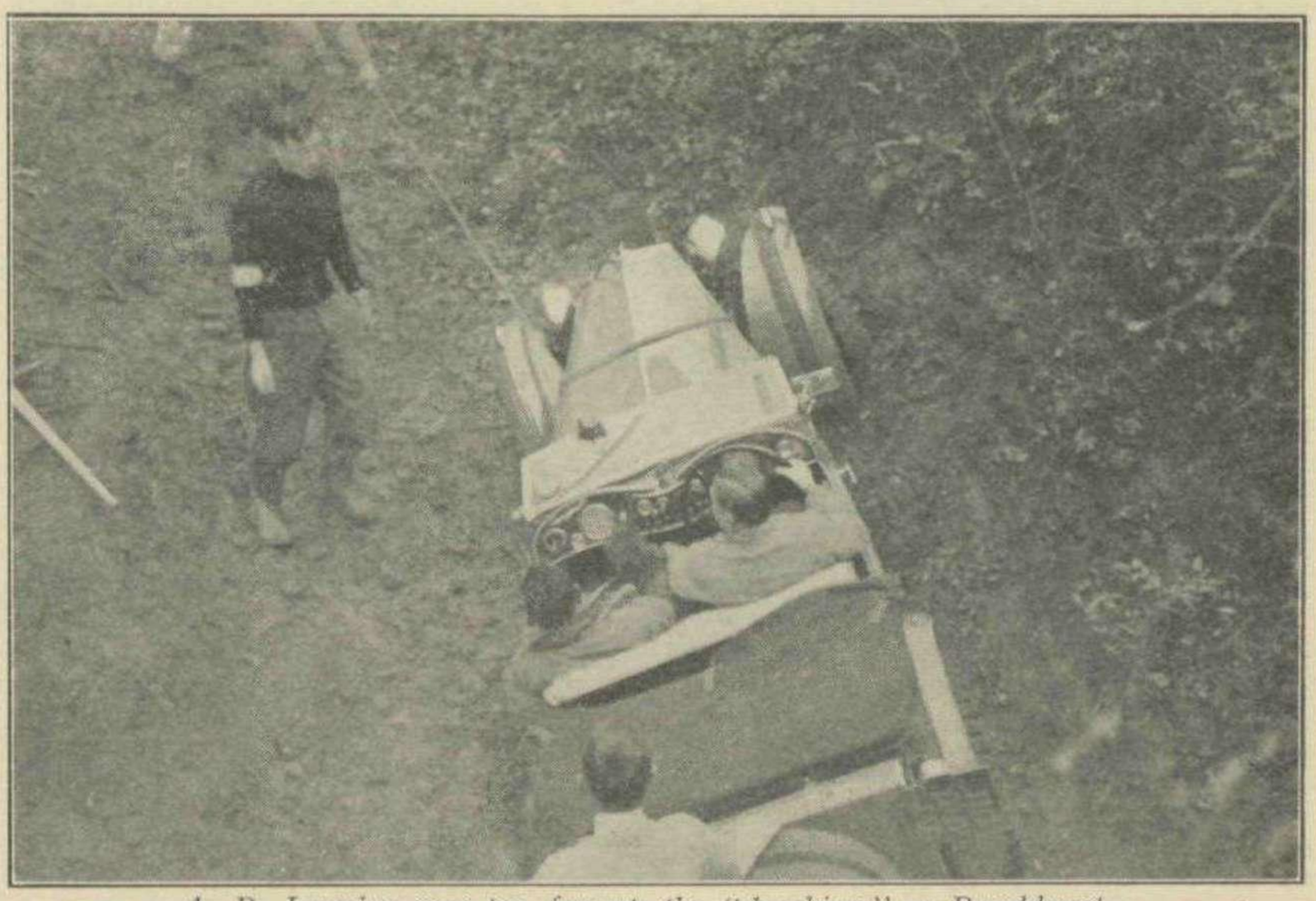
THE twenty-seventh London-Gloucester Trial was promoted by the North-West London Motor Club on December 4th, and its traditional bad weather lent even greater severity to one of the stiffest courses that a big event has seen.

Only two drivers, out of a total of seventy-seven starters, came through with a clean sheet. These were P. S. Flower and R. A. Macdermid, both driving M.G. cars. Flower, who won the chief award, the Gloucester Cup, deserves especial credit for the manner in which he overcame his physical disability, and his was a most outstanding performance.

The trial, under the auspices of W. J. B. Richardson, Clerk of the Course, was remarkably well organised, and, in spite of the big entry and the wholesale failures on the hills, finished before darkness fell. The start was at the Thatched Barn Roadhouse on the Barnet By-Pass, just after midnight. It was a bitterly cold, night, in keeping with the "Gloucesters" of old, and icy roads confronted the competitors. An observed hill was included in the night section, at Kineton—not the difficult Kineton of Colmore fame, but the easier track on the left. Few failures were caused, but just after this hill an unfortunate accident occurred when C. J. Turner's Singer skidded on the icy surface and overturned. His passenger sustained fatal injuries, and thus a gloom was cast over the event

Breakfast was taken as usual at the Plough Hotel, Cheltenham, and very welcome it proved. Dire stories were circulating of the new hills. One of these, aptly named Breakheart, was indeed the *piece de resistance* of the event. It has been used for some years in the British Experts Motor-Cycle Trial, but this was the first time it had been possible for cars.

The organisers had obtained the permission of the owners of the neighbouring land to widen the track, and had cut away the rocky steps which had hitherto prevented its use in a car event. The loose shale surface was at this point bound together by the insertion of wooden boards, but even during the event it became necessary to undertake "road-mending" operations at intervals, by dint of spades and pick-axes.



A. B. Langley goes too far up the "banking" on Breakheart.



H. G. Symmons' smart L.M.B. Special nearly got up Breakheart, but had to be towed.

The first to climb successfully was G. Warburton, no longer with his well known Vauxhall, but driving an Allard Special Ford. He stormed the banks on both sides of the double S-bend in the middle of the hill, and, using this natural banking, rocketed up.

Macdermid also took the "banking" in style, but J. A. Bastock and A. B. Langley of the same M.G. team both stopped, the former with spin, and the latter through charging so high up the bank that his car nearly overturned. In the other M.G. team, J. M. Toulmin was successful, but H. K. Crawford and J. E. S. Jones failed. Crawford was certainly unlucky, for he was going well, till his wheels were just stopped by the jutting boards. H. G. Symmon's smart L.M.B. Ford Special also stopped after a good effort, for the same reason.

L. G. Johnson made a fine try with his Frazer-Nash-B.M.W., but stopped on the S-bend. The marshals were wearily attaching the rope when Johnson called out "Give me a push and I'll be away." Sceptics considered this unlikely, but sure enough Johnson restarted in fine style. Another "rope" comedy was provided by W. P. Uglow with his H.R.G. Uglow nearly succeeded, but when he did stop produced the tow-rope out of his car, having carried it up from the bottom, to prepare for the worst!

Though rain set in and made the hill more and more slippery, several drivers near the end proved that it was still possible. M. H. Lawson made a good climb with his H.R.G., and J. F. A. Clough's Riley got over the difficulties in amazing style.

Three of the five trials Austins were among the thirteen who eventually provided the total of clean climbs. The

THE LONDON-GLOUCESTER—continued

drivers were A. H. Langley, who earned particular applause, C. D. Buckley, and C. L. Goodacre.

It was a remarkable feature of the event that success on the various hills was so evenly divided. This was particularly the case with the Austin team. A. H. Langley, after his good climb of Breakheart, stopped on Hodgecombe, which also claimed a notable failure in S. H. Allard's Allard Special, while W. J. Green's M.G., another Breakheart success, now came to grief, and was among the twenty-two failures on Hodgecombe.

To continue the tale of the Austins, H. L. Hadley, who had not climbed Breakheart, was the only one of the five to climb Station Lane. Then all five cars covered themselves with glory by a series of successful climbs on Juniper, when the rain had made the hill so slippery that failures were becoming general.

The other entirely new hill, Fort, caused some delay at the beginning, but got easier as wheels bit down to the firm surface underneath. Only nine cars failed in the end.

Station Lane, which has been in the route for some years, might be included in the category of new hills, for a surprise awaited competitors. A new loop was included, only about fifteen yards in length, but running straight up a steep bank. So slippery was this that only eleven cars were successful, and strange to say all but three of those successful on Breakheart were weeded out. Macdermid was the only one of the six M.G. team drivers to make the ascent, even the redoubtable Toulmin failing, and Flower kept his clean record. The third was Warburton with the Allard Special, and Allard himself now made amends with a fine climb. A. G. Imhof's M.G. scored where many others stopped. M. S. Soames, a novice driver with a Ford V8, was successful here, but had stopped on Juniper.

Juniper was not in its worst form at the beginning, when a number of cars climbed, but grew steadily more slippery as the rain fell, and had it not been for the successful Austin onslaught at the end, the total of twenty-one successes would have been considerably smaller.

Of the other hills, Ham Mill presented two difficult sections, a number failing near the bottom, and others higher up. In all nineteen cars stopped. Old Hollow stopped ten cars with a restart on a steep gradient.

Three special tests were included, and an aggregate of the times on all of them was used to decide ties. The first was on the descent of Ferriscourt, a species of brake test. Best times were those of G. Warburton (Allard Special), 11⅕ secs.; E. J. Haesendonck (M.G.), 12 secs.; H. L. Hadley (Austin), 12⅕ secs.

On the opposite side of the valley came the restart on Bismore, and it was here that Macdermid lost his chance of securing the principal trophy by hitting the bank. Best times were: G. Warburton (Allard Special), 16.99 secs.; E. K. Farley (H.R.G.), 17.19 secs.; W. J. Green (M.G.), 18.26 secs.

Later in the trials Ferriscourt was used once more, this time on the ascent for an acceleration test. Best times were: K. Hutchison (Ford Special), 29.77 sec.; R. A. Macdermid (M.G.), 29.81 sec.; G. Warburton (Allard Special), 31.13 sec.

Thus Warburton arrived at the final hill of the trial, Nailsworth Ladder, in a seemingly impregnable position. He had climbed all the worst hills, made best time in two of the tests, and third best time in the remaining test. But alas! at the Ladder, only two miles from the finish, his hopes were dashed, for although only six drivers failed on this once dreaded hill, Warburton was one of them!

RESULTS

Gloucester Cup: P. S. Flower (M.G.).
1,100 c.c. Award: D. J. Holliday (Singer).
1,500 c.c. Award: R. A. Macdermid (M.G.).
2,000 c.c. Award: L. G. Johnson (Frazer-Nash-B.M.W.).
Unlimited Award: G. Warburton (Allard-Special).
Ladies Cup: Mrs. H. Wood (Singer).
Novices' Cup: M. S. Soames (Ford V8).
Team Prize: A. G. Imhof (M.G.), P. S. Flower (M.G.), G. Warburton (Allard Special).
Runners-up: S. H. Allard (Allard-Special), H. G. Symmons (L.M.B. Special), K. Hutchison (Ford Special).
No First-Class Awards.
Second-Class Awards: K. Hutchison (Ford Special), A. G. Imhof (M.G.), W. C. N. Norton (Ford), H. G. Symmons (L.M.B. Special), J. M. Toulmin (M.G.), M. H. Lawson (H.R.G.), C. D. Buckley, C. L. Goodacre, H. L. Hadley (Austins).
Third-Class Awards: S. H. Allard (Allard-Special), N. V. Terry, V. S. A. Biggs (Frazer-Nash-B.M.W.s), A. B. Langley (M.G.), E. K. Farley, W. P. Uglow (H.R.G.s), E. B. Booth (Singer), A. H. Langley, W. H. Scriven (Austins), J. F. A. Clough (Riley), R. K. N. Clarkson (L.M.B. Ford).

THE E.R.A. DINNER

A large gathering of E.R.A. club members and their friends sat down to a very pleasant informal dinner at the Victoria Grill on December 3rd.

S. C. H. Davis was in the chair and in a brief speech he emphasised the spirit of enthusiasm that makes motoring sport the finest sport in the world and paid warm tribute to E.R.A. and to the E.R.A. Club.

Humphrey Cook thanked the Club for inviting Mrs. Cook, Peter Bethron and himself to the dinner and particularly for the cheque Mr. Davis had handed to him on behalf of the club as a material display of very real and greatly appreciated enthusiasm. He outlined briefly E.R.A.'s 1938 policy and prolonged cheering greeted the announcement that E.R.A. will concentrate on Formula racing. They will not be able to attend every Formula race, but hope to run in those nearer home. Earl Howe's car will be entirely brought up to date at his own expense, to run in the team.

R. L. Walkerley also paid tribute to the club and to the E.R.A., which, he said, was respected abroad as leader of the 1½-litre class. He saw many well known people present who should be speakers, including Mr. Tongue, who, according to Mr. Walkerley (who was once with MOTOR SPORT, by the way), has to be very careful not to upset his E.R.A. as it would be a case of an E.R.A. putting out its tongue. Emphasis was laid on the proof of British enthusiasm contained in the growing membership of the E.R.A. club. Even so, we believe it should be much greater. There is no need to draw a comparison with other sports. Dirt track car-racing supporters' clubs have very big membership lists. We forget the actual number of Lea Bridge supporters, but it is in thousands and not hundreds. The E.R.A. club, quite apart from its excellent social events and facilities at race meetings, is, in effect, the British motor-racing supporters' club and this is particularly so now that E.R.A. is entering the Grand Prix field. The annual cheque handed by the club to E.R.A. is at present little more than a gesture of enthusiasm. But it could play a material part in furthering the success of these British cars in International racing if all those who have the interests of British racing-cars at heart will send their £1 1 0 subscription to the club. We would like to see Mr. Burgin elected to the committee after he has joined voluntarily.

To revert to the dinner, an excellent film show concluded the evening, noise effects provided by the audience—so realistically that Mr. Cook remarked that if the 1938 cars sound as healthy all should be well at Bourne next year. Sam Green, on whose broad shoulders falls all the work and responsibility associated with a club of this kind, said a few words in reply to the other speakers—establishing a record, as this was alleged to be his first after-dinner speech. He has our congratulations on doing very unobtrusively fine and valuable work for the Sport.

Mr. Peter Bethron, E.R.A. designer, said a few words and concluded with a joke concerning zip-fasteners, which we cannot print in full. A telegram was sent to Mrs. Petre at Mr. Davis's suggestion, wishing her a complete and rapid recovery. We left feeling quite proud of Britain's part to be in Grand Prix racing.

THE FUTURE TRIALS POLICY

The meeting at the Motor Sports Club on November 30th, to discuss the advisability of grouping territorial clubs, for the purpose of obtaining better and stricter control of trials in the London area, got things moving, if it accomplished nothing else. It also seems to have provided quite a lot of amusement to many of those present, as different speakers strove to get their points over.

It was recommended that the R.A.C. should elect territorial centres for the control of the sport and a temporary committee was elected to submit this suggestion to all clubs concerned and to work in conjunction with the R.A.C. Capt. Phillips said the R.A.C. would give all the help they could and promised to do all the duplicating and postage involved. This is a very important subject, about which we hope to say more when space permits and more opinions have been expressed. Readers' views are welcome. The temporary committee is composed of A. J. G. Bochaton (Kentish Clubs), R. C. Porter (One-Make Clubs), B. P. Twist (University and Colleges), Comdr. Purkis (Surrey Clubs), Paul Hardy (Middlesex and Chiltern), W. J. B. Richardson (non-territorial), F. W. Pinhard (S.E. Centre), A. E. S. Curtis (L.C.C.), Lady Iris Capell (W.A.S.A. & J.C.C.).

THE 3½-LITRE DELAHAYE—continued from page 491

used either when going forward or backward, according to the position of the auxiliary lever. In this way there are also four reverse gears, if one cares to use them! Merely for amusement, the driver did actually change up right through the box in reverse gear.

The only criticism that an enthusiast would make of the magnetic box is that it is too easy. It is impossible to miss the change (unless one does not move the switch right across) either going up or down. The rapid change was a great help in establishing some remarkable acceleration figures, as shown by the accompanying graph. Even so, the impression was received that the carburation was affected by the extremely cold temperature—the sewage farm at Brooklands was frozen over at the time.

On a warm day in the summer, or with special attention to jets, there is little doubt that a considerably higher maximum than the 91 m.p.h. recorded would be possible. Moreover, a considerable portion of the track was closed for repairs, and no run off the banking was possible.

Another valuable feature of the car was actually a handicap in such cold weather, for there is a large oil radiator between the dumb-irons. Though this is admirable for speed work on a suitable day, in December the oil temperature—both oil and water thermometers are fitted—never rose above 45° Cent.

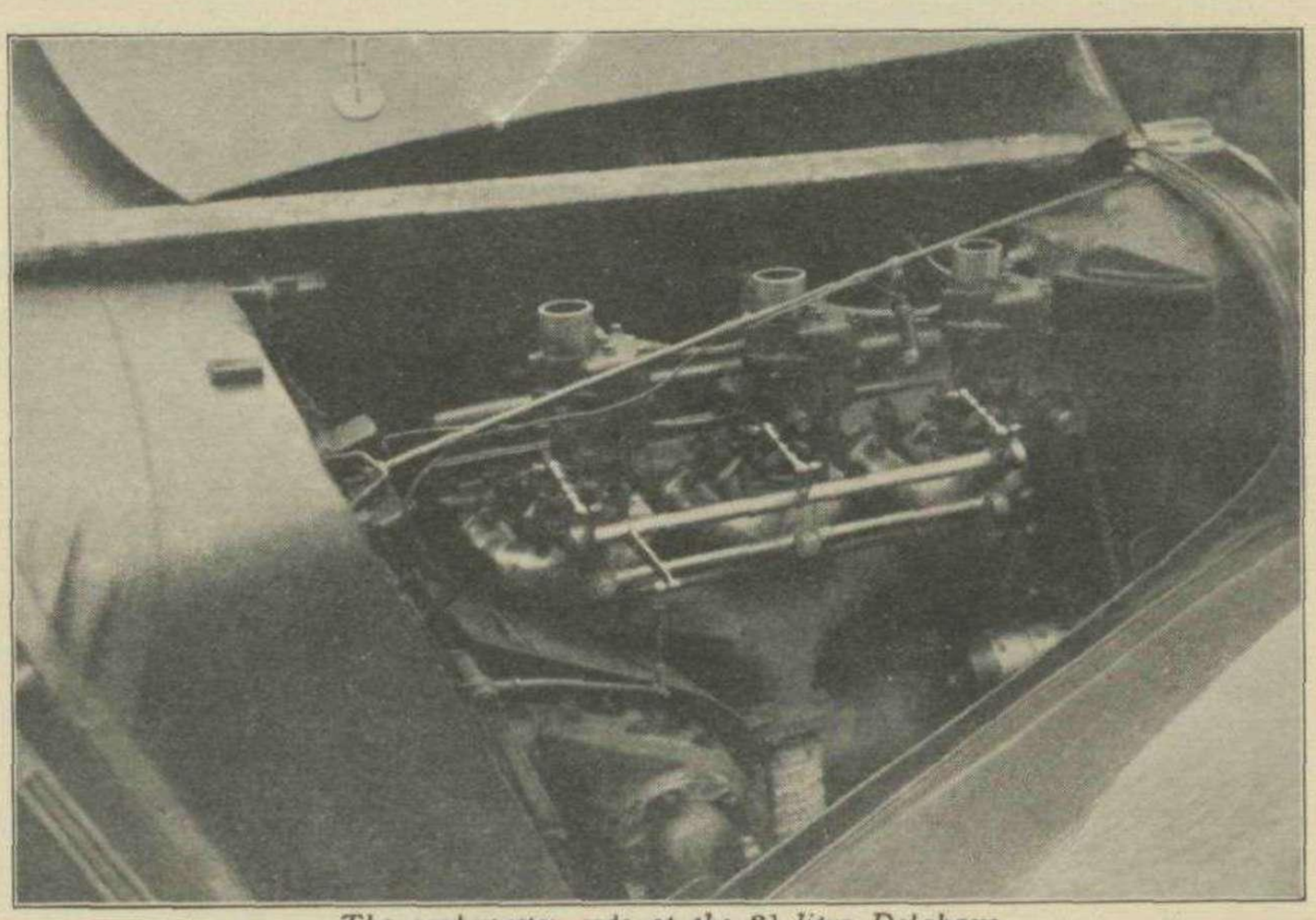
The Delahaye is pleasantly high geared, the ratios being 3.42 to 1, 5.60, 7.60, and 11.82. This means that about 40 m.p.h. is possible in bottom gear, over 60 m.p.h. in second, and 75 m.p.h. in third, or even 80 m.p.h., if one liked to push the car. This last remark is not meant literally, and, also in lighter vein, the same speeds would be possible in reverse.

A high cruising speed is thus possible, and so effortless is the engine that an unsuspecting driver might find himself approaching a corner too rapidly. However, two courses are then open to him apart from any escape road that may be available. Either he can apply the remarkable brakes, or he can make use of the equally remarkable cornering.

The brakes are of Bendix self-energising pattern, and give the feeling of a giant hand retarding the car. Only a gentle pressure on the pedal is needed for a lot to happen. The cornering is assisted by the independent front suspension, of the transverse leaf spring type. The whole car is nicely sprung, with suspension neither too soft nor too harsh.

The foursome coupé tested had attractive lines, but had been designed for rather a short driver. In consequence, there was scarcely adequate head room. The hood folded away neatly during a brief period of sunshine. If desired, it could be left in the three-quarter position. Ample luggage space is available in the rear, and the tools have a locker in the floor of the boot.

Altogether the Delahaye is a most attractive example of the Continental sports-car. The model tested costs £1,030.



The carburetter side of the 3½-litre Delahaye.

THE DEARTH OF SMALL SPORTS CARS

A DECLINING TYPE?

THE small, inexpensive sports-car has flourished exceedingly in this country, particularly the class of car which has a moderately high output engine capable of holding its own over long periods of hard service and pulling low gears that enable it to perform well under slime-storming conditions. In the past there has been a quite excellent range from which to make a choice. The Wolseley Hornet, M.G. Magnas and Magnettes represented excellent cars in which was portrayed the efficiency of a really small modern six-cylinder engine, but they were discontinued. Similarly, Singer Motors Ltd. did very well with the four-cylinder Le Mans model and their 1½-litre Six, later augmented by the 1½-litre four-cylinder based on the T.T. cars, a type making its début in the last R.A.C. Rally. Fiat presented the light straightforward Balilla two-seater which also did well in trials. Riley (Coventry) Ltd. offered their famous Nine in a variety of forms well suited to trials work, as well as the 1½-litre "Imp" sports model. M.G. Midgets, of course, were legion, and the Gloria and Vitesse Triumphs, Aero Hillman Minx, Austin Seven "65." Avon-Standard and other marques existed to appease the appetite of the not-extremely-rich enthusiast who required a sports-car suited to competition work and everyday driving alike, not too expensive to purchase and maintain. Now the position has altered very considerably. Many makers who formerly offered inexpensive small sports-cars now list only touring models, mostly with closed bodywork, perhaps with a spasm of enthusiasm for netting Export markets.

Listen to any gathering of trials drivers and you will appreciate how narrow the field is now. M.G. of course offer the very excellent T-model Midget, a proven trials car, well finished, and fast into the bargain. Adler and B.S.A. suffer somewhat from the slime-storming point of view by reason of front-wheel drive. We believe that the Austin Motor Co. Ltd. has withdrawn sports versions of the famous "Seven," listing only the standard £112 two-seater. The sports-type Balilla Fiat has given way to a rather different type with closed bodywork only. The Ford Ten is available as an open four-seater at £162 10s., but its bottom gear-ratio, we are told, is rather unsuited to restart-tests of the sort imposed in present-day trials, unless the engine is hotted up or supercharged, while the capacity is 72 c.c. over the 1,100 c.c. classification limit. The Hillman Minx is definitely no longer a sports-car, and Riley now only offers one two-seater—the 1½-litre "Sprite" at £450. Singer and Triumph have turned to a closed-models-only policy and the Talbot Ten is not available in two-seater form, though the open four-seater at £248 comes within the class we have in mind. There remains only the 4/4 Morgan two-seater at £210, which would seem to have excellent prospects if it shows up as well at real trials work as it has done in the M.C.C. classics.

We are, of course, perfectly well aware that there is a number of British, and one Continental, cars of thoroughbred conception in the light car category, that are not only quite as well, if not better,

Continued on page 526

THE DEARTH OF SMALL SPORTS CARS—continued

suited to speed and fast road work as the foregoing cars, but which can also more than hold their own in trials, in spite of high gear-ratios and other divergent items of specification. Unfortunately these cars come into a considerably higher price class, besides being rather more costly to run and, in some cases, demanding more maintenance attention and rather more expert everyday handling. Some of them, indeed, would not be altogether suited to continual traffic-driving or overmuch trials work.

Consequently, we urge British manufacturers who have had extended experience of producing high-efficiency small engines and lightweight frames and bodies to turn their attention to the £200-£300 sports class. Trials are immensely popular, and one of our biggest small sports-car manufacturers once told us that trials competitors, in reality, represent only a small proportion of their total sales, so the market should be well worth re-cultivating. Artificial beauty is not required, and designers need not worry over providing racing-car stamina at the price, because if owners race such cars any troubles that develop they must expect to bear on their own shoulders. What is wanted is an honest, well-equipped little car that is cheap to tax and to run, easy to keep in tune, that handles amusingly and does 75 to 80 m.p.h. And, with trials as they are now, a good ground-clearance, rigid wings, really low bottom and second gear-ratios and plenty of weight over the driving wheels are essentials. MOTOR SPORT will be glad to announce adequately any new models which conform with this now neglected market.

THE NEW FORMULA—LATEST

Important news is to hand that the new International G.P. Formula has been modified, in that the bodywork dimensions have been abandoned. The larger cars will still have an advantage, because there has, at least, to be sufficient width to accommodate a driver on even the smallest chassis, so that a sliding scale of minimum widths would have been more acceptable, but as it is this alteration is an improvement. Those running sports-type cars will doubtless get busy on proper racing bodies.

The head of Fiat's has contributed 1,000,000 lire to a fund for building racing-cars, as Fiat's will not race themselves.

Trossi, Marazza and Rocco will drive the official Maseratis; 3-litre cars with eight cylinders in separate blocks of four and twin blowers and the existing 1½-litre six-cylinder jobs with modified engines and more stable rear suspension. Ferrari will nominate Villoresi, Farina and Tadini to drive their new mystery cars. E.R.A. will concentrate on 2 and 2½-litre six-cylinder cars, and are experimenting with new frames of both fully independent suspension and solid rear-axle types. Improved front independent suspension and Elektron clutch and axle-casings are in hand and new low and very narrow bodies will be used. These cars are both down to the permissible limits of 657 and 753 kg. The rumoured 3-litre will probably be a twelve-cylinder and is not expected until later.

The V12 Delahayes are using three double-unit carburetters.

Motor Sport Classified Advertisement Section

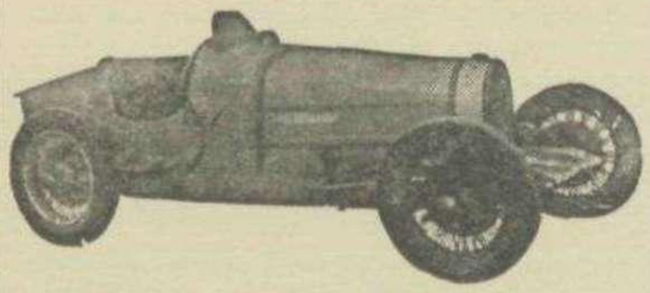
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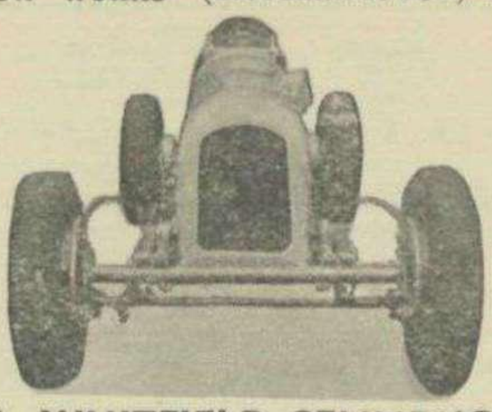
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The point we wish to make clear is, if you are considering the grave risk of entrusting your car to our hands, please let us know as early as possible so we can make an appointment. We are already booked up to the end of the month and we do not want to definitely turn down work when the season starts. This is not an "advertising gag" but the truth the whole truth and nothing but the truth.

Semmence regrets that his Special is not for sale! However we can offer a 1100 c.c. blown single seater ALTA capable of a genuine 120 m.p.h. at £150. Full particulars on request.

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1936 Morris 8 semi-sports four-seater	75
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1933 (July) Aston-Martin 1½-litre 12 h.p. long chassis four-door sports saloon	115
1934 (July) Austin 7 sixty five, Sports two-seater exceedingly fast	59
1932 M.G. 8 h.p. D type sports four-seater, spotless car	52
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1933 Ford 8 alpine super-sports four-seater, very attractive	49
1932 Wolseley Hornet "Special" E.W. International sports four-seater, very fast	49
1933 Ford 8 chaseside special sports two-seater	45
1931 M.G. 8 h.p. Jarvis super sports four seater	44
1933 Riley 9 Monaco four-door sun saloon, immaculate car	80
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Make of Car	Issue
ALFA-ROMEO 22.90 h.p. 6-cyl. (push-rod) super sports test chassis	April 1927
Alfa-Romeo 1½-litre supercharged 6-cyl. Charles 2-seater (1929)	March 1934
Alfa-Romeo 1¾-litre supercharged 8-cyl. "Zagato" 2-seater (1932)	July 1934
Alfa-Romeo 2.3-litre supercharged 8-cyl. "Zagato" 2-seater (1933)	Aug. 1936
Alfa-Romeo 2.3-litre supercharged 8-cyl., 4-seater (1931)	Aug. 1932
Alvis 11.9 h.p., 4-cyl., "Firefly" saloon	Feb. 1933
Alvis 4-cyl., 12.60 h.p., 2-seater	July 1931
Alvis 6-cyl., "Silver Eagle" 4-seater coupe (1929)	Aug. 1931
Alvis 6-cyl., "Silver Eagle" 4-seater	June 1930
Alvis 3½-litre saloon	Feb. 1936
Alvis Speed Twenty Vanden Plas saloon	Feb. 1935
Alvis Speed Twenty Charlesworth saloon	Feb. 1934
Alvis Speed Twenty 4-seater	June 1932
Amilcar 4-cyl. 1,100 c.c. "Grand Sports" 2-seater July 1927 & May	1926 & Jan. 1925
Ansaldo 2-litre, 4-cyl. o.h.c., 4-str.	Sept. 1924
Armstrong-Siddeley 20 h.p., 6-cyl., 4-seater	July 1933
Aston-Martin Mark II, 11.9 h.p., 2-4-seater	Jan. 1935
Aston-Martin Ulster 11.9 h.p., T.T., 2-seater	Oct. 1935
Aston-Martin Le Mans 11.9 h.p., 2-4-seater	June 1935
Aston-Martin International 11.9 h.p., 4-seater	Aug. 1932
Aston-Martin T.T., 11.9 h.p. racing 2-seater	Dec. 1931
Aston-Martin 11.9 h.p. 2-seater	Jan. 1930
Auburn 30 h.p., 8-cyl. supercharged 2-seater	June 1935
Austin Seven Boyd Carpenter 2-str.	Sept. 1930
Austin Seven "65" 2-seater	Jan. 1934
Austin Seven sports 2-seater	July 1930
Austin Seven "Brooklands" 2-seater	Feb. 1925
BENTLEY 3-litre, 4-cyl., 4-seater (1927)	Jan. 1932
Bentley 3½-litre, 6-cyl., Vanden Plas, 4-seater	Nov. 1933
Bentley 4¼-litre, 6-cyl., Park Ward saloon	June 1936
Bentley 4½-litre, 4-cyl., supercharged 4-seater	Jan. 1931
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
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 Anzani s.v. super-sports, 4-seater	Feb. 1927
Frazer-Nash 6-cyl., 1½-litre (Blackburn) 2-seater	July 1933
Frazer-Nash 4-cyl., 1½-litre push-rod o.h.v. "Interceptor" 3-4-seater	Jan. 1931
Frazer-Nash 4-cyl., 1½-litre T.T. Replica push-rod o.h.v. 2-3-seater	Nov. 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
Lea-Francis 2-litre 6-cyl., "Ace-of-Spades" saloon	Nov 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 38.250 h.p., supercharged, 2-4-seater	Nov. 1929
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
O.M. 6-cyl., 2-litre, 4-seater	Oct.-Nov. 1928
RILEY NINE "Gamecock" 2-seater	March 1932
Riley Nine "Monaco-Special," two-carb. saloon	March 1931
Riley Nine, 4-seater	June 1931
Riley Nine "Monaco-Special" saloon	July 1930
Riley Nine "Brooklands" racing 2-seater	July 1930
SALMSON 1,100 c.c. o.h.c., Grand Sports 2-seater	Jan. 1926 & Dec. 1926
Salmson 4-cyl., twin o.h.c. Grand Sports 2-seater (1928)	April 1931
Singer 1½-litre, 6-cyl., Le Mans 2-str.	March 1935
Singer Nine, 4-seater	March 1933
Squire 1½-litre, 4-cyl., 2-seater	Aug. 1935
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
Tracta 1½-litre, f.w.d., 2-seater	March 1930
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	Sept. 1925
Vauxhall 30/98 O.E. 4-seater (1925)	Jan. 1936
Vauxhall 30/98 O.E. 4-seater (1924)	Dec. 1930
Vauxhall 20/60 h.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
Vernon-Derby 1,100 c.c. (Ruby) 2-seater	March 1928
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